

2030 Transportation Policy Plan

SUMMARY PRESENTATION

Land Use Advisory Committee
November 15, 2012



Today's Topics

- Transportation Policy Plan (TPP) Requirements and Background
- Current TPP Policies, Issues and Investment Plans
- Future issues and areas for plan updates

What is the Transportation Policy Plan? (TPP)

The region's long-range transportation plan

- Provides a long-range plan and investment direction for all modes of transportation: highways, transit, airports, freight, biking, pedestrians
- Meets the federal requirements for a regional long-range transportation plan
- As the region's Metropolitan Planning Organization (MPO) the Council is required to produce this plan

Federal Requirements

- Must update the plan a minimum of every 4 years
- Plan must cover at least 20-year period
- Plan must be fiscally constrained for highways and transit
- Demonstrate air quality conformity of planned investments

State Requirements

- M.S. 473.146 requires the Council to adopt a long-range comprehensive policy plan for transportation
- Plan is a chapter of the Regional Development Guide
- Chapter must include all forms of transportation
- Requires long range assessment of air transportation needs

How is the Plan Prepared?

- Prepared in coordination with MnDOT, Transit Providers, MAC
- On-going advice and review from Transportation Advisory Board (TAB), its Technical Advisory Committee (TAC) and TAC Planning committee
- TAC task forces assist on the bicycle, pedestrian, and aviation plans
- Input from specialty groups
- Public comment and hearings

Regional Development Framework

Transportation



Regional Parks & Trails



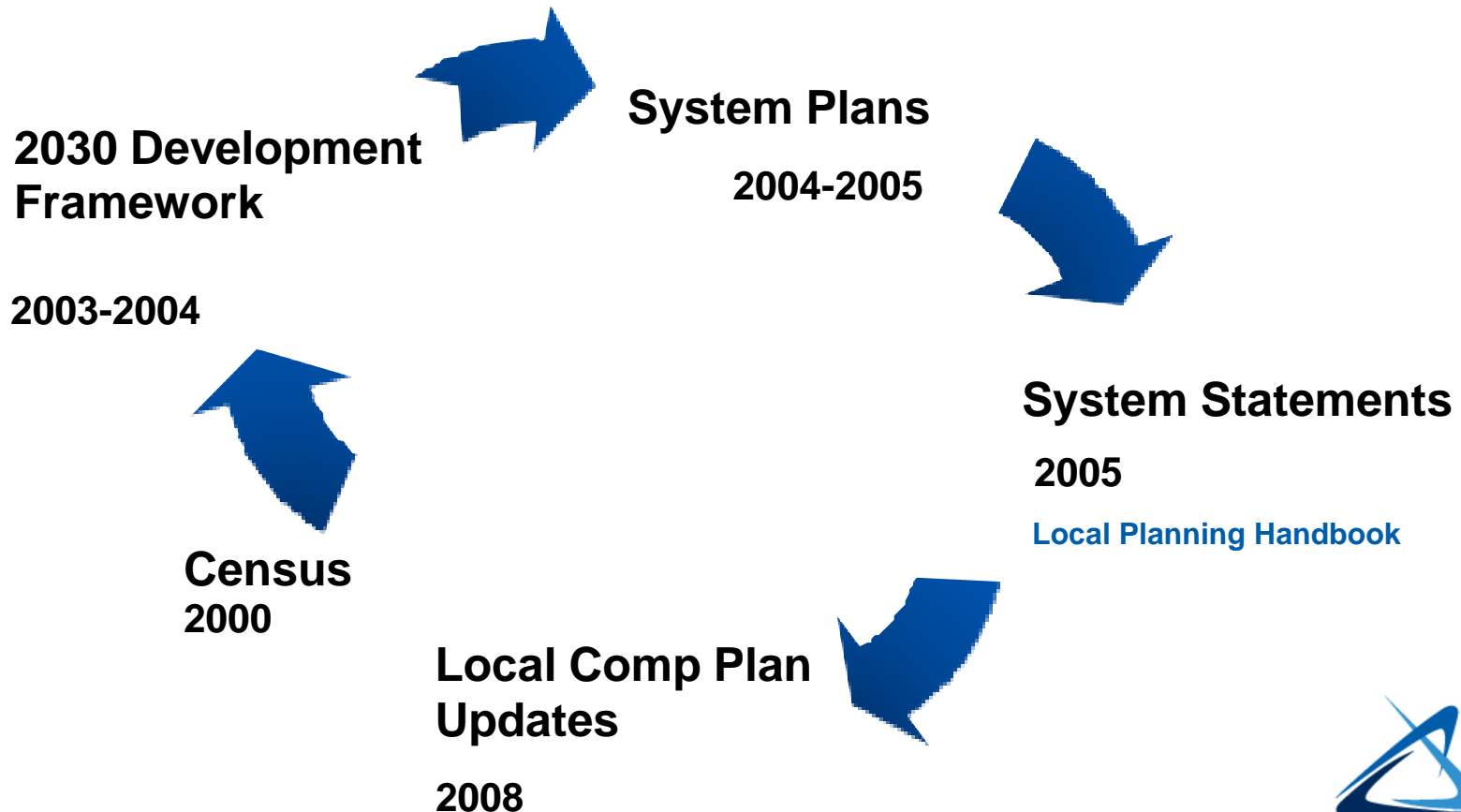
Aviation



Wastewater Services

Completed

Regional planning cycle

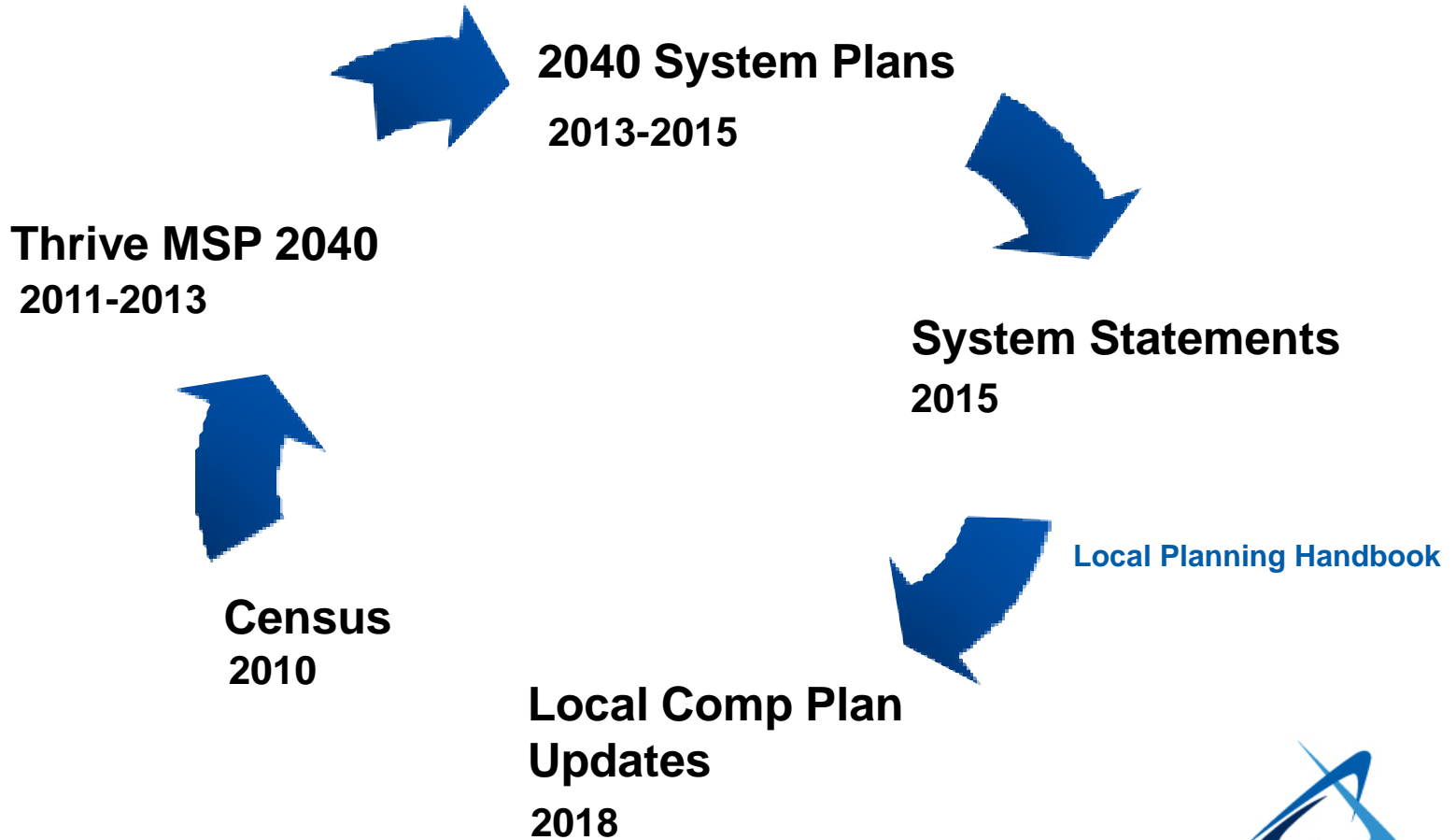


Recent Policy Updates

- Jan. 2004 – Regional Development Framework
- Dec. 2004 - Transportation Policy Plan
- 2008 Local Comprehensive plan updates (must conform to the 2004 TPP)
- Jan. 2009 – Transportation Policy Plan
- Dec. 2010 - Transportation Policy Plan

The Next

Regional planning cycle



Metropolitan Highway and Transit System Plan Highlights

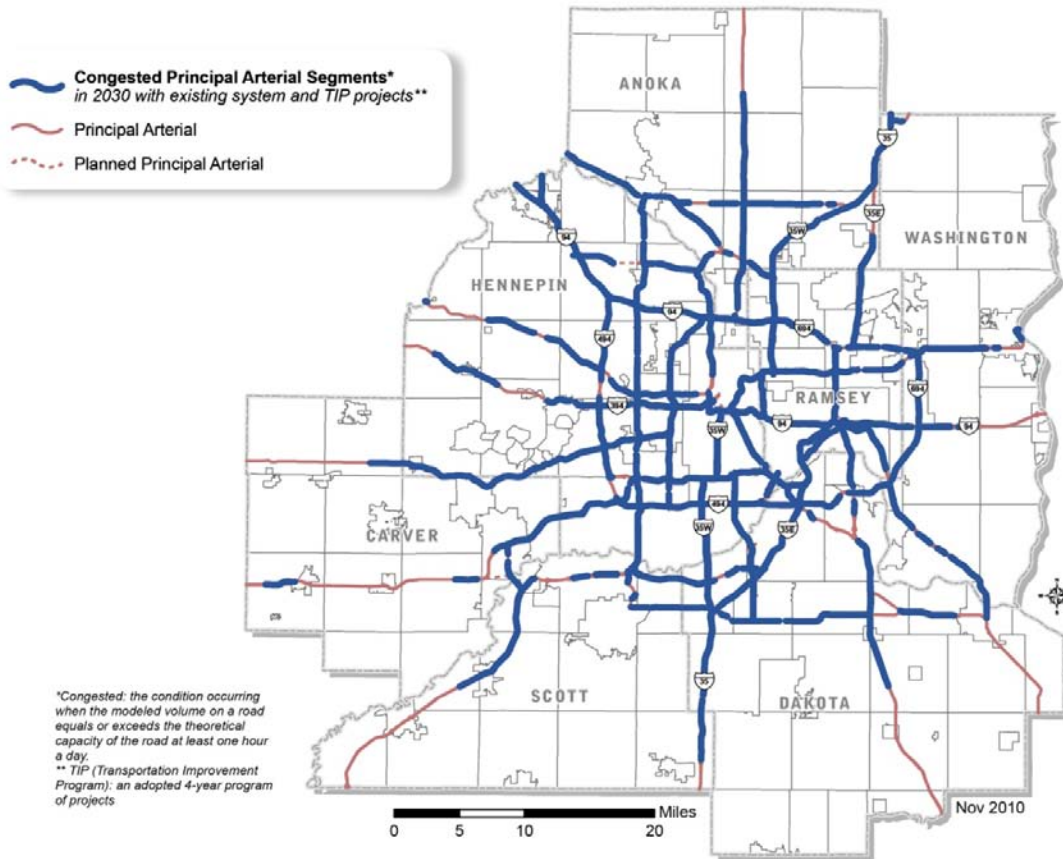
Plan Overview

- Growing region challenged by congestion and tight transportation finances
- Need for a realistic, innovative, flexible and problem-focused investment direction
- Transportation investments must:
 - Offer modal choices
 - Preserve, manage and optimize existing highway system
 - Provide for transit preservation and improvements

Regional Mobility

Issues

- 3.6 million metro residents in 2030
- In 2030, most highways will experience congestion
- Over \$40 B required to “solve congestion”
- Focus on managing, not solving congestion



Regional Mobility

Managing Congestion

- Optimize highway investments to move the largest number of people, not cars
- Invest in strategic localized highway expansion
- Invest in transit
- Promote transportation-efficient land use
- Promote alternatives to driving alone such as walking, biking, carpooling, telecommuting, etc
- Provide more travel choices beyond driving alone in an automobile

Highway Vision

Region has a strong foundation for implementing management solutions:

- MnDOT is a national leader in management infrastructure investments
- 300 miles of bus-only shoulders
- Successful experiences with lower-cost/high-benefit projects
- Existing use of pricing MnPASS lanes

Highway Vision

Building a flexible highway strategy:

- Use Active Traffic Management (ATM) to reduce impact of congestion
- Construct lower-cost high benefit projects
- Develop a system of managed (priced) lanes
- Implement capacity expansion in strategic locations
- Improve non-freeway trunk highways with ATM, preservation, safety projects

Highway Investment

Regional Highway Investment 2011-2030

TIP 2011-2014

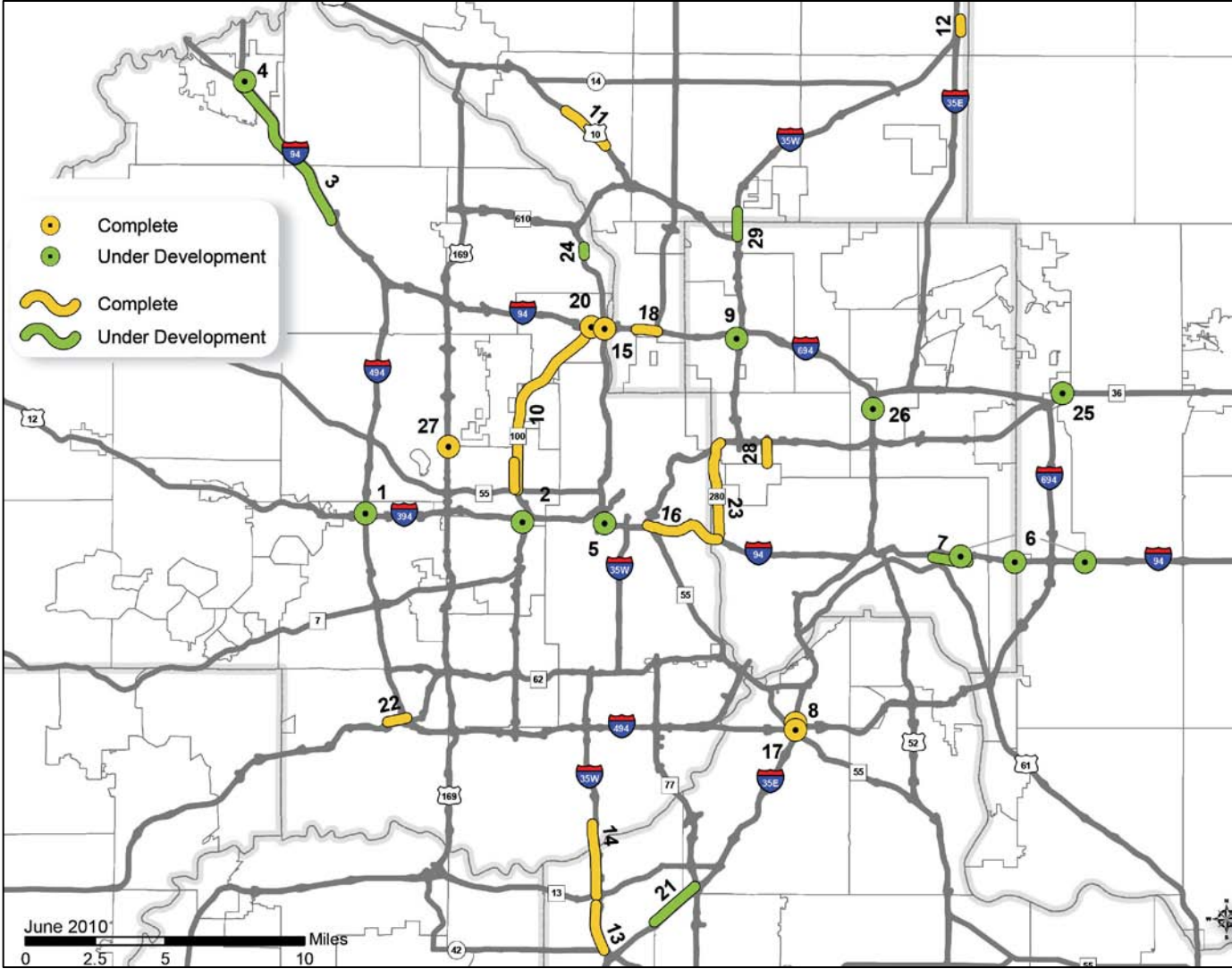
Local and Mn/DOT Highway	\$1.3 B
Chapter 152 Bridge	\$1.1 B

2015-2030 Funds (est.)

State Road Construction	\$3.6 - \$4.2 B
Ch. 152 Bridge (2015-2018)	\$.3B
Regional Solicitation	\$1.7 - \$1.8 B
Total Investment	\$8.0 - \$8.7 B

Highways

Potential
Lower
Cost,
High
Benefit
Projects



Highways

Highway Vision creates a “reservoir” of projects beyond \$900 fiscal constraint

- Managed Lane Vision \$1.5 B
- Lower Cost High Benefit Projects \$1.0-\$1.5 B
- ATM Improvements \$500 M
- Strategic capacity Enhancements likely exceed \$1.0 B

Transit

Framework Goal

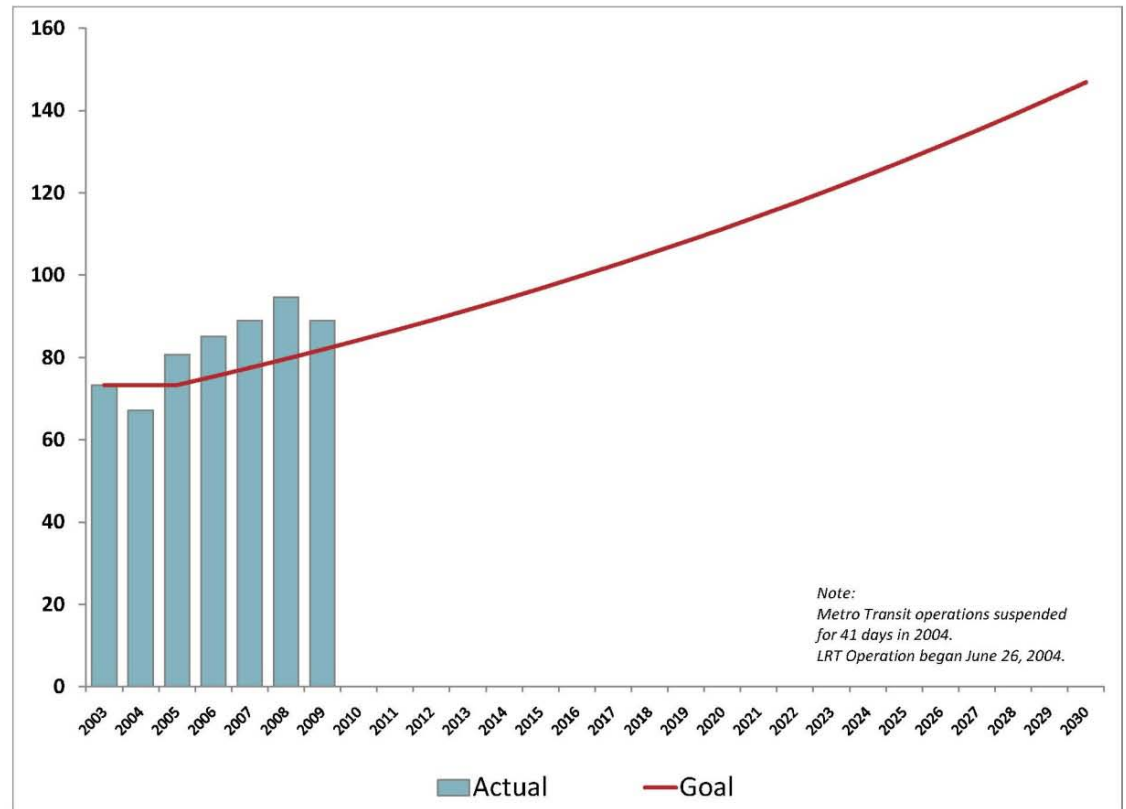
Double regional transit ridership by 2030 through:

- Maintain and grow the region's bus ridership
- Build a network of rail and bus Transitways

Transit

2030 Ridership

- Transit is a major contributor to regional mobility
- 91 M rides in 2010; goal of 147 M rides for 2030



Transit

Major Transit Issues

- Demand for service increasing
- Volatility in major revenue source (MVST)
- Projected operating costs exceed projected revenues
- Much land use not supportive of transit
- Congestion hinders fast, reliable transit – managed lanes can help

Transit



Bus System Expansion

- Expanded and enhanced express routes including long-distance express routes
- Local routes with expanded coverage and frequency
- Arterial high demand routes improved, potential Arterial BRT
- Improved customer and support facilities

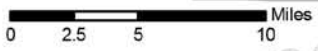
Potential 2030 Express Bus

-  New / Improved Express
-  Current Express
-  Northstar Commuter Rail

Park-and-Ride Lots with greater than 100 spaces

-  Existing
-  Future - 2030

 2030 MUSA

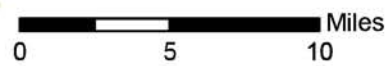


To Elko New Market

Nov 2010

Potential 2030 Local Bus Routes

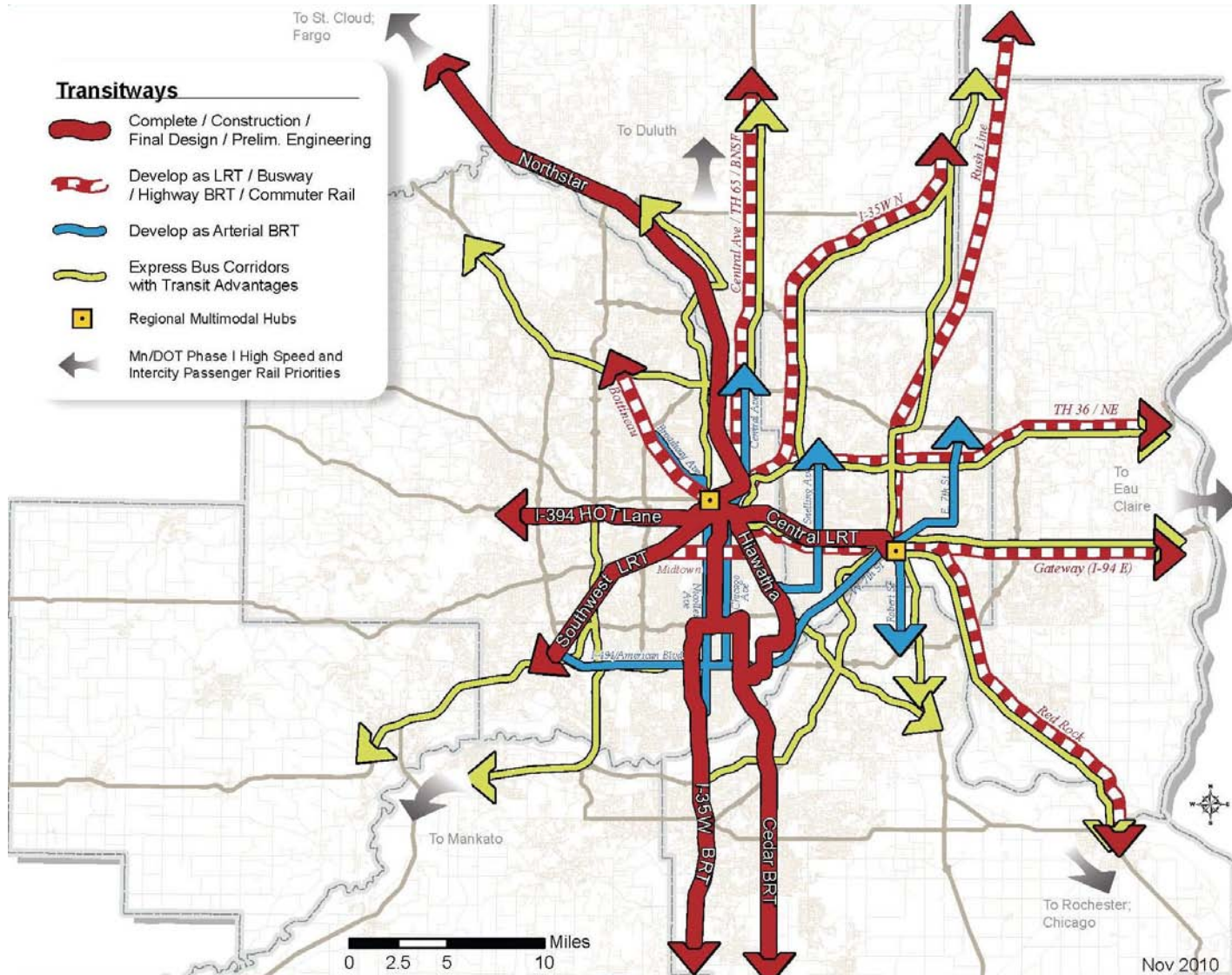
-  New / Improved Local Bus Routes
-  Current Routes
-  Transit Center
-  Future Transit Center
-  Transit Station
-  Future Transit Station
-  2030 MUSA



Nov 2010

Transit

2030 Transitways Map



Transit

Transitway development by 2030:

- Completion of the Central Corridor LRT and Southwest LRT lines, followed by two additional LRT lines between 2020 and 2030
- 1 additional commuter rail line (2020-2030)
- Completion of Cedar Avenue and I-35W BRT and 4 additional Highway BRT lines (two by 2020, two more by 2030)
- 9 Arterial BRT corridors

Transit plan costs and revenues

Costs	Maintain	Expand	Total
Capital 2011-20	\$700 million	\$2.4 - 2.85 billion	\$3.1 - \$3.55 billion
Capital 2021-30	\$700 million	\$2.3 - \$2.65 billion	\$3 - \$3.35 billion
2020 Annual Operating Subsidy	\$280 million	\$75 - \$100 million	\$355 - \$385 million
2030 Annual Operating Subsidy	\$280 million	\$195 - \$235 million	\$475 - \$515 million

Notes

- Revenues and costs are calculated in 2010 dollars.
- Regular bus system and bus transitway expansion operating costs are not fully funded.

Other Chapter Highlights

Pedestrians & Bicyclists

- Bicycling rate is up, yet barriers still exist
- Good pedestrian environment essential to transit success
- Accessibility for persons with disabilities
- Highways create barriers for pedestrians
- Bicycling shows promise as option for short trips

Pedestrians & Bicyclists

Recommendations

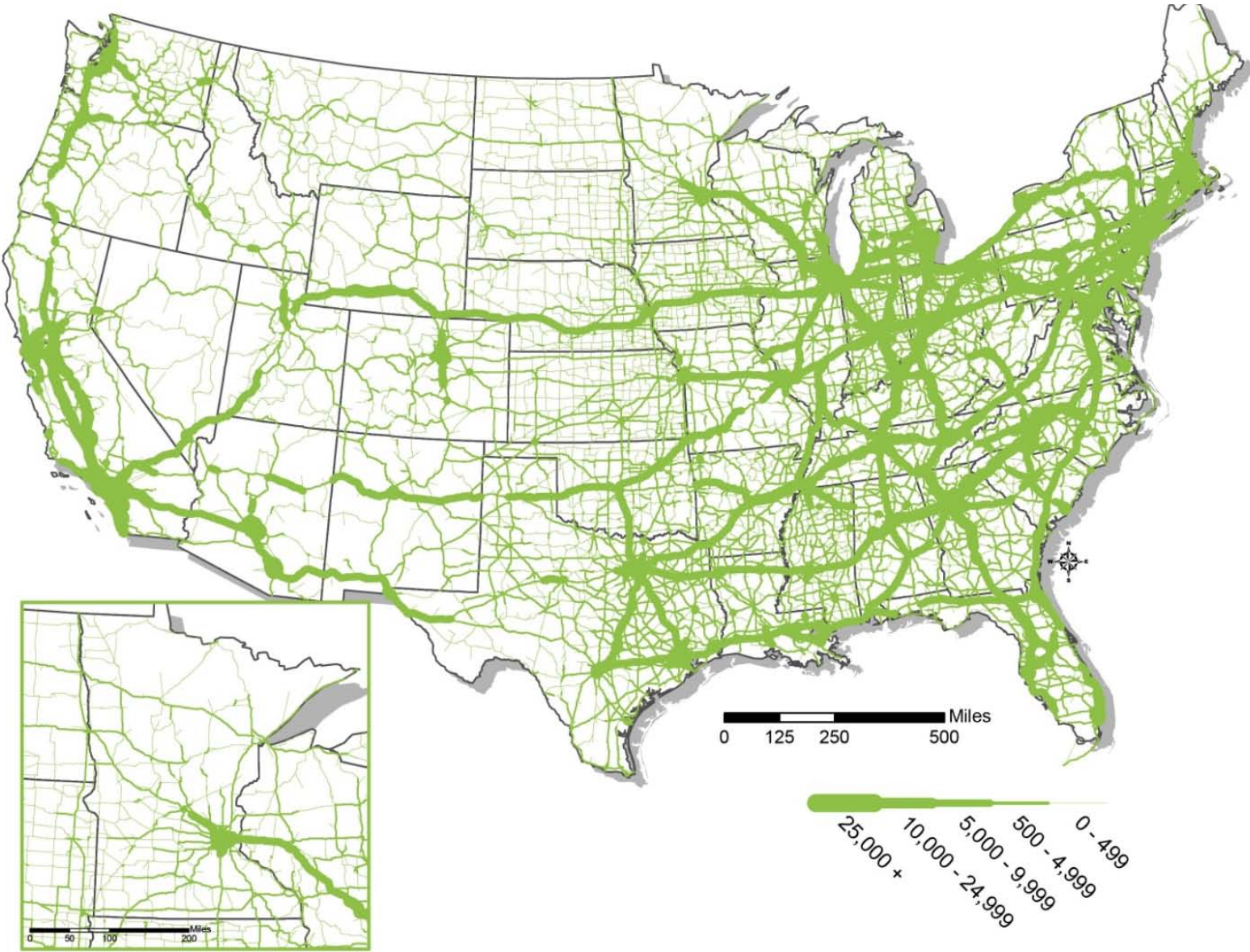
- Connections to transit
- Removals of barriers
- Safety improvements
- Bike/pedestrian accommodations on road construction projects
- Mapping project
- Prepare regional signage and wayfinding plan
- Complete Streets components

Freight

- Freight and goods movement is essential to the regional and state economies
- Primary freight issues:
 - Freight congestion on highways and railroads
 - Rising fuel costs
 - Freight safety and security
- Recommendations include joint freight study with MnDOT completed by 2012




Freight

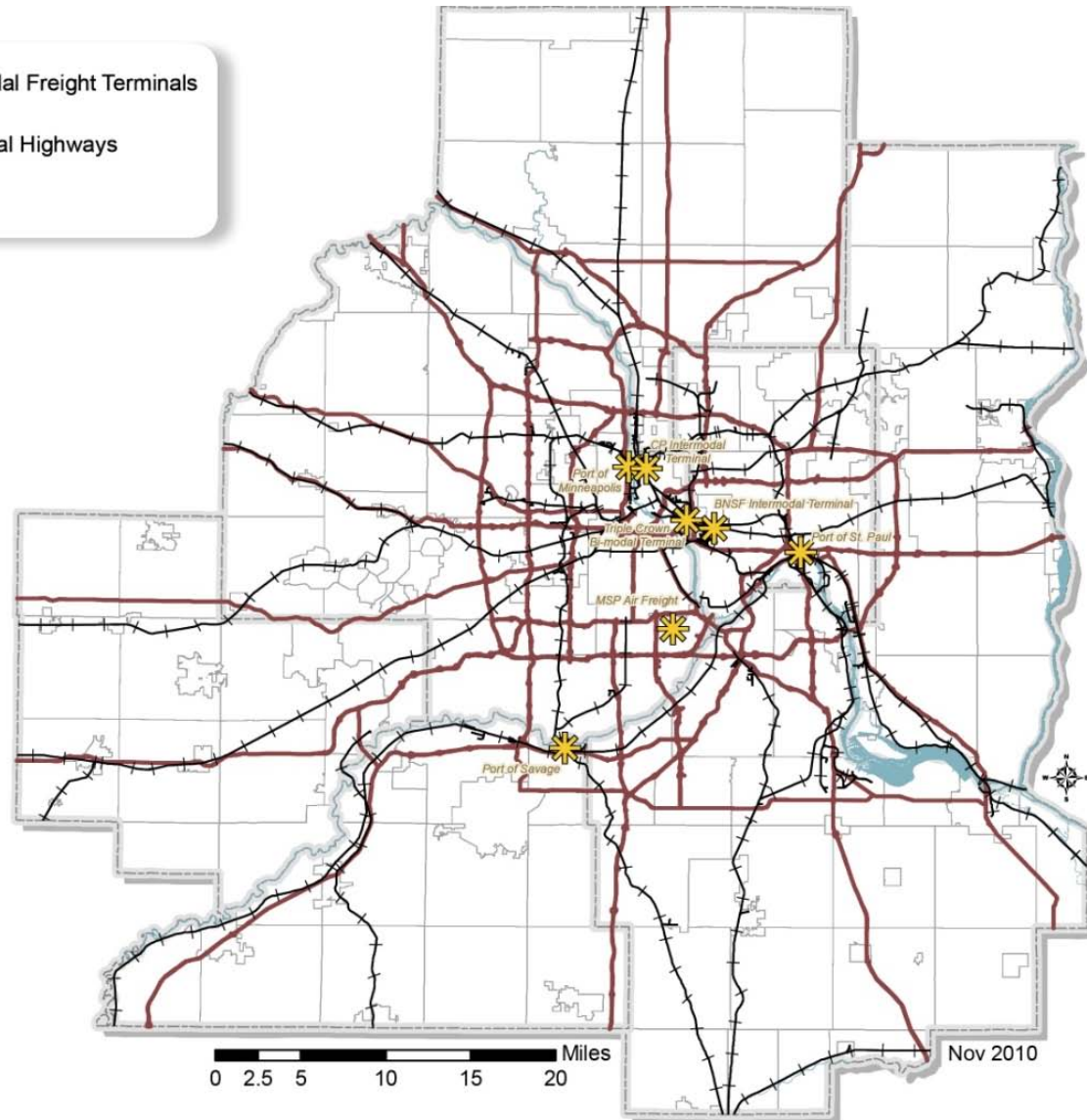
Average Daily Truck Traffic



Freight

Regional Freight Components

-  Major Intermodal Freight Terminals
-  Principal Arterial Highways
-  Railroads

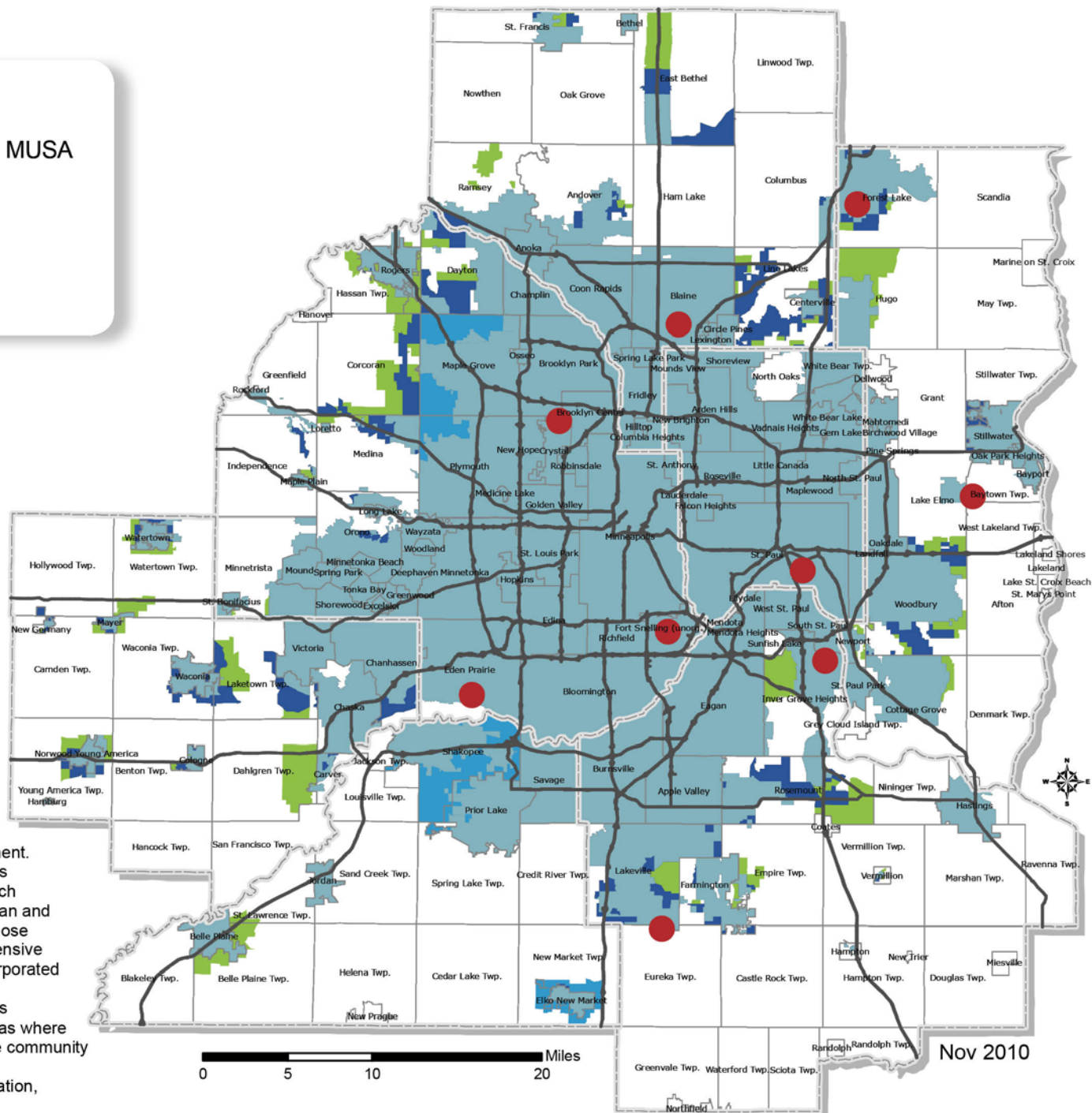


Aviation System

Aviation Plan

- New 2030 Forecast
- Incorporates results of technical evaluation
- Keeps current functional classifications
- Changes role of Forest Lake

- Airports
- Undesignated MUSA
- 2010 MUSA
- 2020 MUSA
- 2030 MUSA



Nov 2010

NOTE: This map is not a legal document. The Metropolitan Urban Service Areas (MUSA) shown are compiled from each community's 2030 comprehensive plan and subsequent plan amendments. For those communities where a 2030 comprehensive plan has not been reviewed and incorporated into GIS, data reflects their 2020 comprehensive plan. Areas defined as "Undesignated MUSA" designate areas where an agreed upon acreage between the community and the Council will be added to the 2010 MUSA. For exact MUSA information, please contact the community.

Aviation System

Aviation Plan

- Eliminates Search Area A
- New Long-term Comprehensive Plans for Minneapolis-St. Paul International and reliever airports
- Updates appendices

Transportation and Land Use

- Land Use influences vehicle miles traveled and congestion
- Denser land uses help non- auto modes
- Well connected local road system complements regional highways

Anticipating the 2040 Plan

Future Issues

- Expansion of policies and strategies integrating transportation and land use
- Expectations and commitment by municipalities to land use in Transitway corridors
- Identification of performance measures particularly for Livability, Sustainability
- Performance monitoring per MAP 21
- Other revisions flowing from Thrive MSP 2040

2011-2013

- Arterial Transitways Corridor Study
- Highway Transitways Corridor Study
- Transitway Guidelines
- Regional Freight Study (with MnDOT)
- “A” Minor Arterial Study
- Transportation System Evaluation
- Travel Behavior Inventory
- Regional Bicycle System Master Study

For More Information

Full text of the plan is available at www.metrocouncil.org.

CDs and printed copies are available from the Regional
Data Center

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E-Mail: data.center@metc.state.mn.us