



Draft Metro District Highway Investment Plan 2011-2030

September 2010



The Mn/DOT Metro District 20-Year Highway Investment Plan, provides the link between the policies and strategies established in the Statewide Transportation Policy Plan and the capital improvements that are made to the state highway system. This 20-year plan is a guide for future capital investments in the state trunk highway system within the Metro area.

This document has three primary sections. The first sets the context, highlighting issues and trends in the Metro District that influence its 20-year highway investment plan. The second details the five steps in the development of the plan: (1) identify investment needs, (2) project future revenue, (3) set investment goals, (4) develop investment plan, and (5) prioritize unfunded investment needs.

The final section outlines expected system performance and anticipated outcomes resulting from planned investments over the 20-year planning period.

The chart to the right is considered a balanced investment approach which will allow MnDOT Metro District to maintain all Tier 1 and 2 bridges, and most other remaining bridges and bridge maintenance. It will also allow the District to achieve most of the pavement preservation targets however it is anticipated the District will fall short meeting targets for non-principle routes. Investment levels for safety should also help the department work towards its zero death policy. In addition, there will be some investments that help to mitigate congestion however, it is expected that projected funding levels for mobility will be insufficient in curbing system wide growth in congestion.

Fund Category	2015-2020	2021-2030	Total
Metro Share of Tier 1&2 Bridges	\$130	\$0	\$130
Preservation	\$855	\$1,920	\$2,775
Safety	\$150	\$180	\$330
Congestion Mitigation	\$230	\$350	\$580
Community Improvements	\$15	\$30	\$45
Total	\$1,380	\$2,450	\$3,830
Total estimated ranges	\$1,250-\$1450	\$2,350-\$2,700	\$3,600-\$4,150

The ranges reflect the uncertainty of forecasting revenues over time.

Should the district realize additional revenues beyond what is projected, it is anticipated that more resources will be made available for mobility for the region. Furthermore, the region has taken a new approach towards mobility investments that are more cost effective in design and address multiple problems throughout the Metro region. This approach has been included in the 2011-2030 Metro District plan update.

The full Draft MnDOT Metro District 2011-2030 Highway Investment Plan can be found at the following address:

<http://www.dot.state.mn.us/metro/programmanagement/pdf/amentmentrelease.pdf>

Comments will be accepted through October 7th 2010, and can be submitted to Karen Clysdale at:

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2010 update: Changes since 2009

Since the adoption of the previous MnDOT Metro District 20 year Highway Investment Plan 2009-2028, in 2009, MnDOT and the Metropolitan Council have completed the Metro Highway System Investment Study (MHSIS) and other studies/plans that have influenced updates to this document. The 2009 plan included a commitment to update the 20 year Metro District Highway Investment plan once the MHSIS study was complete. Changes that incorporate MHSIS findings have been confined primarily to the mobility elements of the plan.

The 2011-2030 updated plan outlines a new investment strategy. While congestion will not be eliminated within current fiscal constraints, congestion impacts can and must be mitigated to the fullest extent possible in order to preserve mobility levels essential to the region's economic vitality and quality of life.

This plan recommends emphasizing a system-wide management approach, using the following strategies:

- 1. Implement Active Traffic Management (ATM) System-Wide:** Active Traffic Management (ATM) applications smooth the effects of congestion and reduce the number of incidents. Examples of ATM applications include traffic cameras, ramp meters and changeable message signs, which indicate recommended speeds or incidents ahead.
- 2. Construct Lower-Cost/High-Benefit Highway Improvements:** These projects improve traffic flow by providing bottleneck relief, improving geometric design and addressing safety hazards. Examples include constructing an additional lane to ease merging and exiting freeway traffic.
- 3. Develop a System of Managed Lanes:** Priced managed lanes can provide a congestion free travel option at posted speeds for those who are willing to pay or ride transit. Private vehicles and some commercial vehicles can buy their way into the managed lanes (like with the MnPASS system) as long as the level of service does not deteriorate for transit.
- 4. Implement Strategic Capacity Expansion:** In some cases, strategic capacity enhancements in the form of general purpose lanes rather than priced managed lanes may be needed in order to provide lane continuity for an existing facility or to complete an unfinished segment of the Metropolitan Highway System.

The Metro District Highway Investment Plan will also assess the new investment strategy using performance measures. Because this is a new investment strategy for MnDOT and the Metropolitan Council actual results may not be measurable until data becomes available.

- Person and vehicle throughput
- Reliability
- Arterial speed index
- Cost effectiveness
- Freeway Delay
- Travel Time Index

