

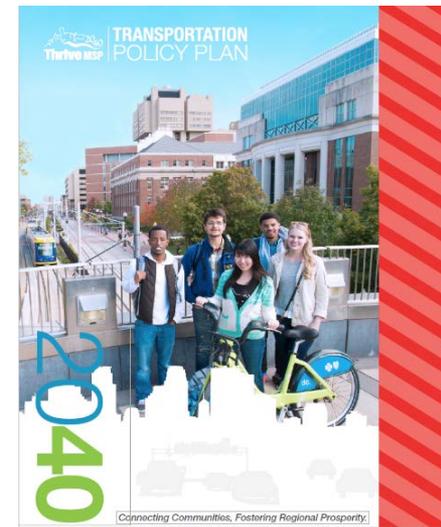


Thrive MSP | **TRANSPORTATION**
POLICY PLAN

The logo for Thrive MSP 2040, featuring a stylized white city skyline above the text "2040" in a light blue font. Below this, the words "Thrive MSP" are written in a bold, blue and green font. To the right of a vertical line, the words "TRANSPORTATION" and "POLICY PLAN" are stacked in a bold, blue and green font.

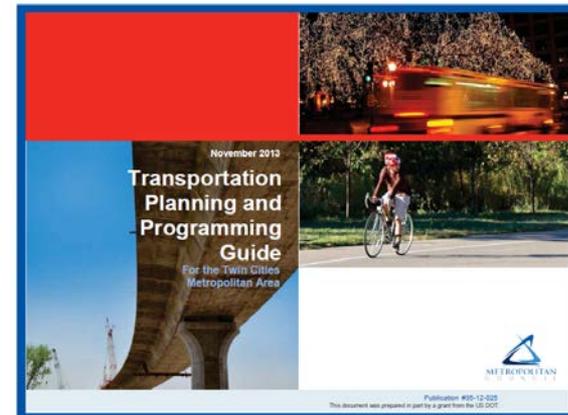
Regional Highway & Freight Planning Overview

Minnesota Freight Advisory Committee
September 22, 2017



Metropolitan Council Roles in Transportation Planning

- Serves as the region's federally required Metropolitan Planning Organization or MPO
- Performs long-range transportation system planning for all modes
- Shorter term federal transportation funds programming



What is the Transportation Policy Plan (TPP)?

- Long-range transportation plan for the Twin Cities region
- Required under state as well as federal law
- Prepared by Met Council in coordination with
 - Transportation Advisory Board (TAB)
 - Local governments
 - Minnesota Department of Transportation
 - Metropolitan Airports Commission
 - Minnesota Pollution Control Agency
- Public participation and review process

TPP Requirements

- Update the plan a minimum of every 4 years
- Cover at least 20-year planning period
- Utilize most recent forecasts for population, jobs, households
- Plan must be fiscally constrained

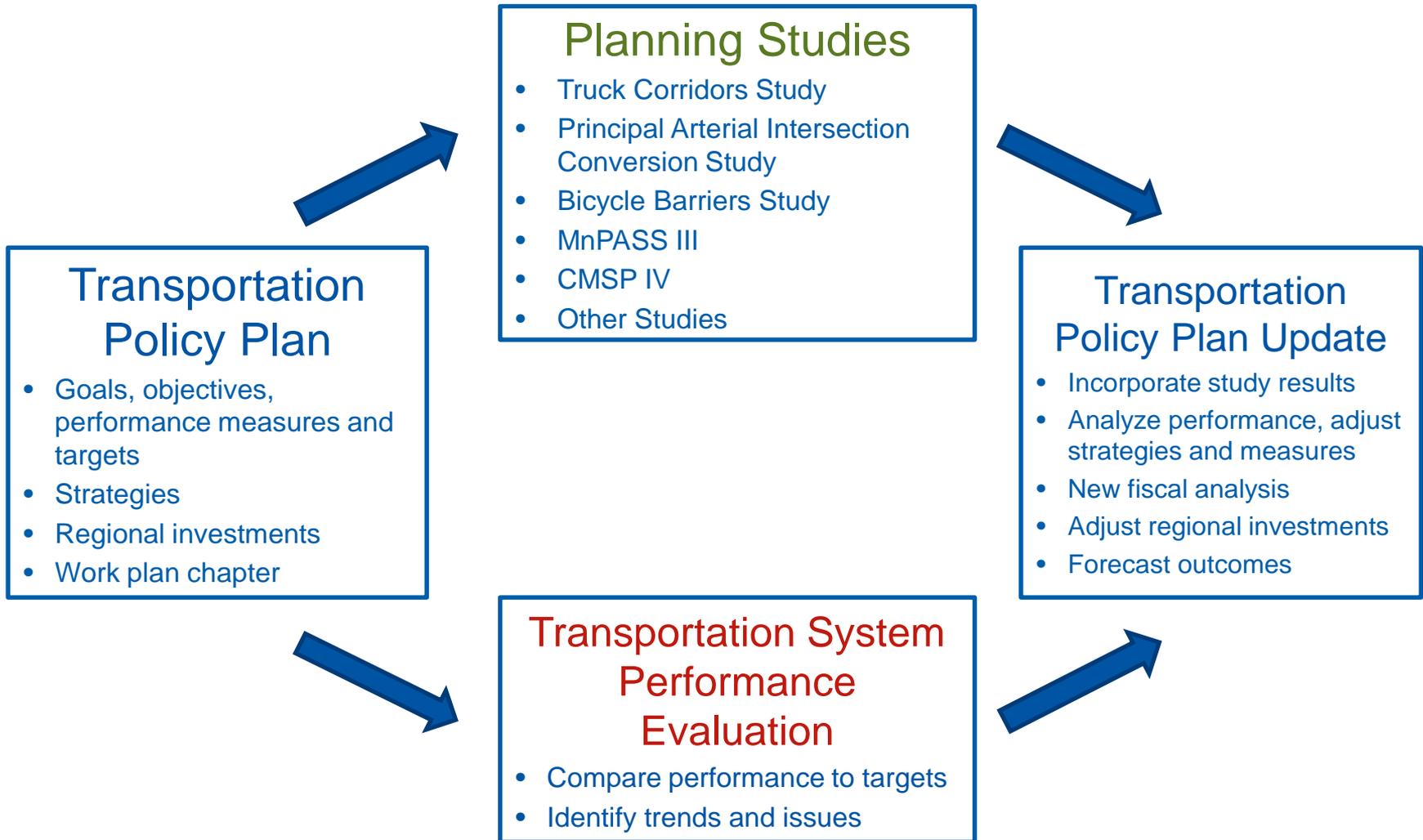


TPP Modes & Users

- Highways
- Transit
- Bicycling
- Pedestrians
- Airports
- Freight



Planning Work and the TPP



TPP Process Timeline

Date	Activity
January - December 2017	Staff TPP development; consult with external stakeholders
March 2018	Draft to Transportation Committee and Council to release for public comment
April 2018	Public hearing at Transportation Committee
May 2018	Public comment period closes
July 2018	Final <i>2040 TPP Update</i> to Council for adoption

Regional Planning Framework

Thrive MSP 2040

- Outcomes: Stewardship, Prosperity, Equity, Livability, Sustainability
- Principles
- Land Use Policies and Demographic Forecasts

Transportation Policy Plan

- Goals and Objectives
- Performance Measures and Targets
- Strategies

Highway Investment Direction

- MnDOT Plans and Investments
- Regional Highway System

Transit Investment Direction

- Bus and Support System
- Transitway and CTIB Investments

Bike and Ped Investment Direction

- Regional Bicycle Transportation Network

Freight Investment Direction

- Regional Truck Corridors

Regional Solicitation

- Investment Categories
- Evaluation Criteria and Measures

Regional Solicitation

Transportation Advisory Board (TAB) 2017 funding decisions on federal funds

- 63 projects funded
- \$228 M of federal funds will leverage \$234M in local funds, totaling \$462M of projects
- Freight impacts considered in project selection
- MFAC representative on TAB (Bill Goins)

Selected Regional Solicitation Projects

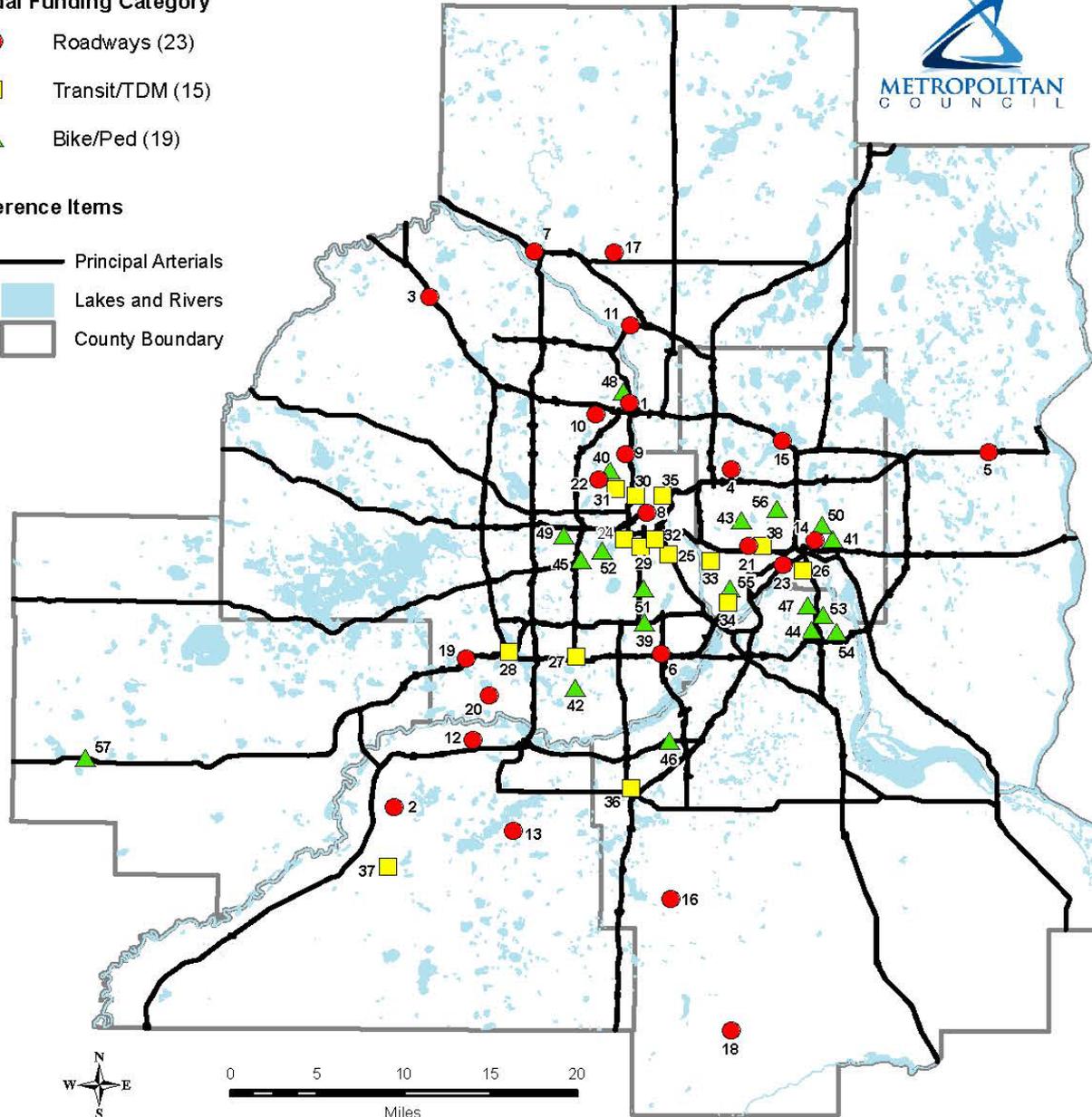


Modal Funding Category

- Roadways (23)
- Transit/TDM (15)
- ▲ Bike/Ped (19)

Reference Items

- Principal Arterials
- Lakes and Rivers
- County Boundary



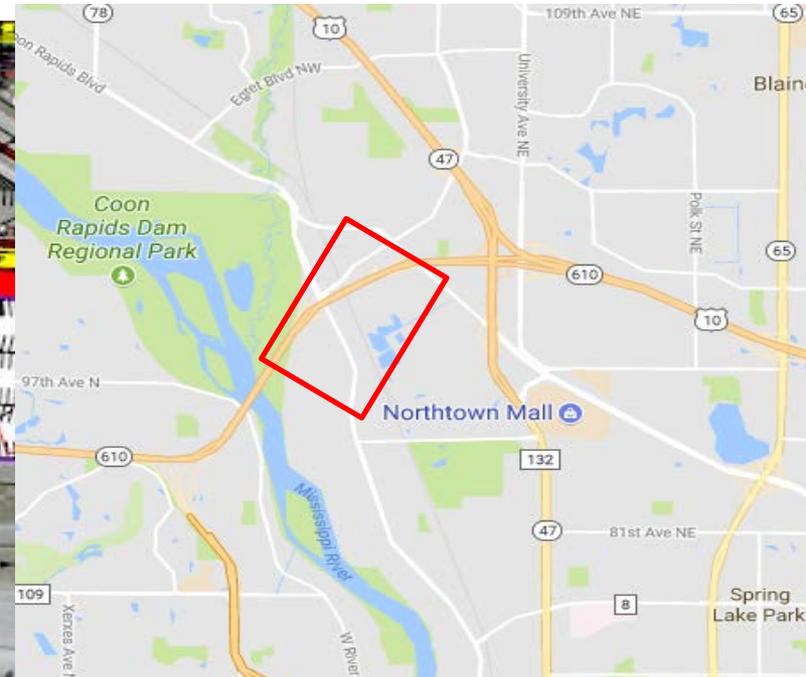
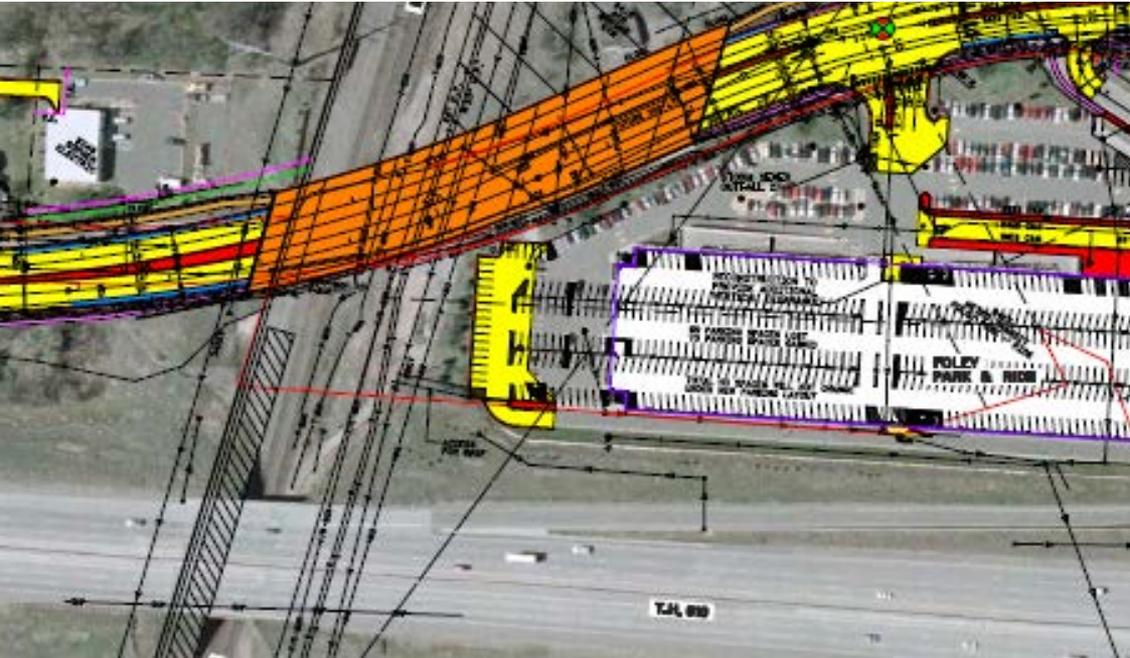
Scott County Hwy 169 Interchanges

- \$11.7M award (\$50M+ total project)
- 2 new interchanges, frontage roads
- Better access to Minnesota River Crossing



Anoka Co Foley Blvd RR Overpass

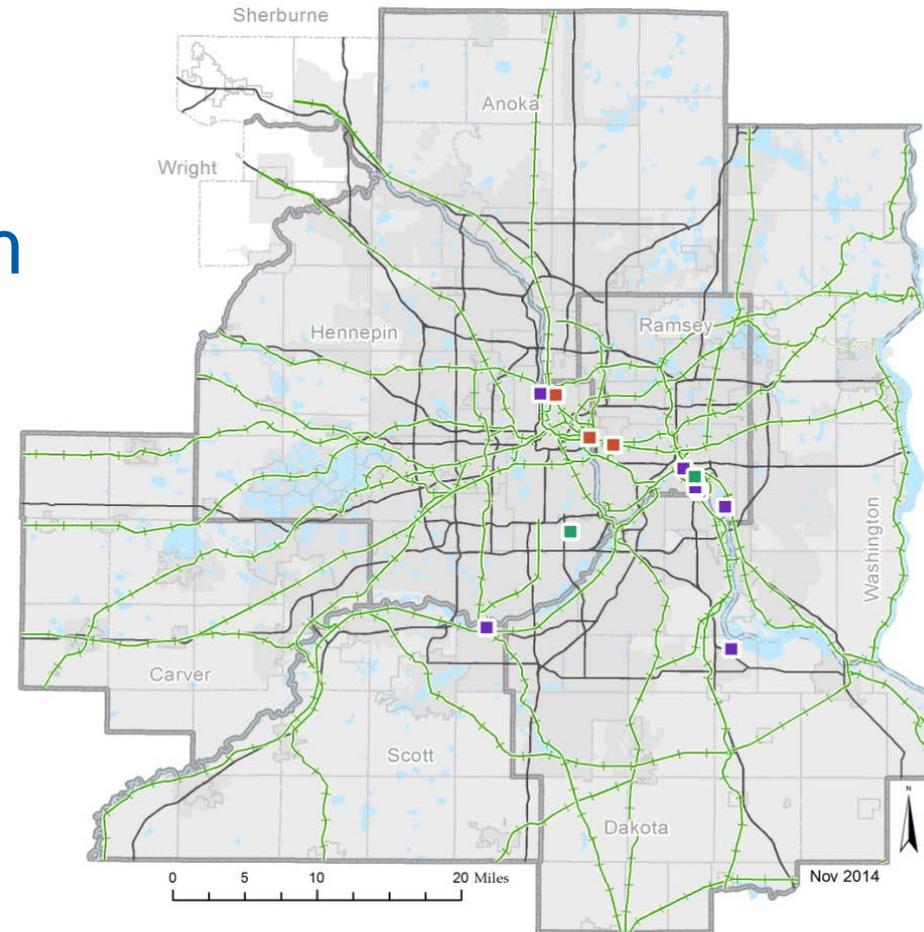
- \$7M award (\$18M total project)
- Overpass of the BNSF RR tracks and Improvements to the Foley Blvd P&R in Coon Rapids



TPP Freight Planning

Current Freight System

- Freight modal systems/trends
- Metro Freight System map
- Challenges and opportunities
- Future direction
- Other freight plans & studies



TPP Planning Framework

Goal Areas	Objectives (Freight-related)
Transportation System Stewardship	<ul style="list-style-type: none">Efficiently preserve and maintain the regional transportation system in <u>a state of good repair</u>.
Safety and Security	<ul style="list-style-type: none">Reduce crashes and improve safety and security for all modes of passenger and <u>freight transport</u>.
Access to Destinations	<ul style="list-style-type: none"><u>Increase travel time reliability and predictability</u> for travel on highway and transit systems.<u>Ensure access to freight terminals</u> such as river ports, airports, and intermodal rail yards.
Competitive Economy	<ul style="list-style-type: none"><u>Support the region's economic competitiveness</u> through the efficient movement of freight.
Healthy Environment	<ul style="list-style-type: none"><u>Reduce air emissions</u> from transportation sources
Leveraging Investments to Guide Land Use	<ul style="list-style-type: none">Maintain adequate highway, riverfront, and rail-accessible land to <u>meet existing and future demand</u> for freight movement.

Regional Truck Corridors Study

Current TPP

- Need for Regional Truck Study highlighted

Study Purpose

- Determine how trucks are using the existing highway system including our
 - Interstate highways
 - Non-Interstate principal arterials
 - Minor arterials
- Review and analyze available truck data
- Propose set of key regional truck corridors

Study Analysis

Key Factors Applied

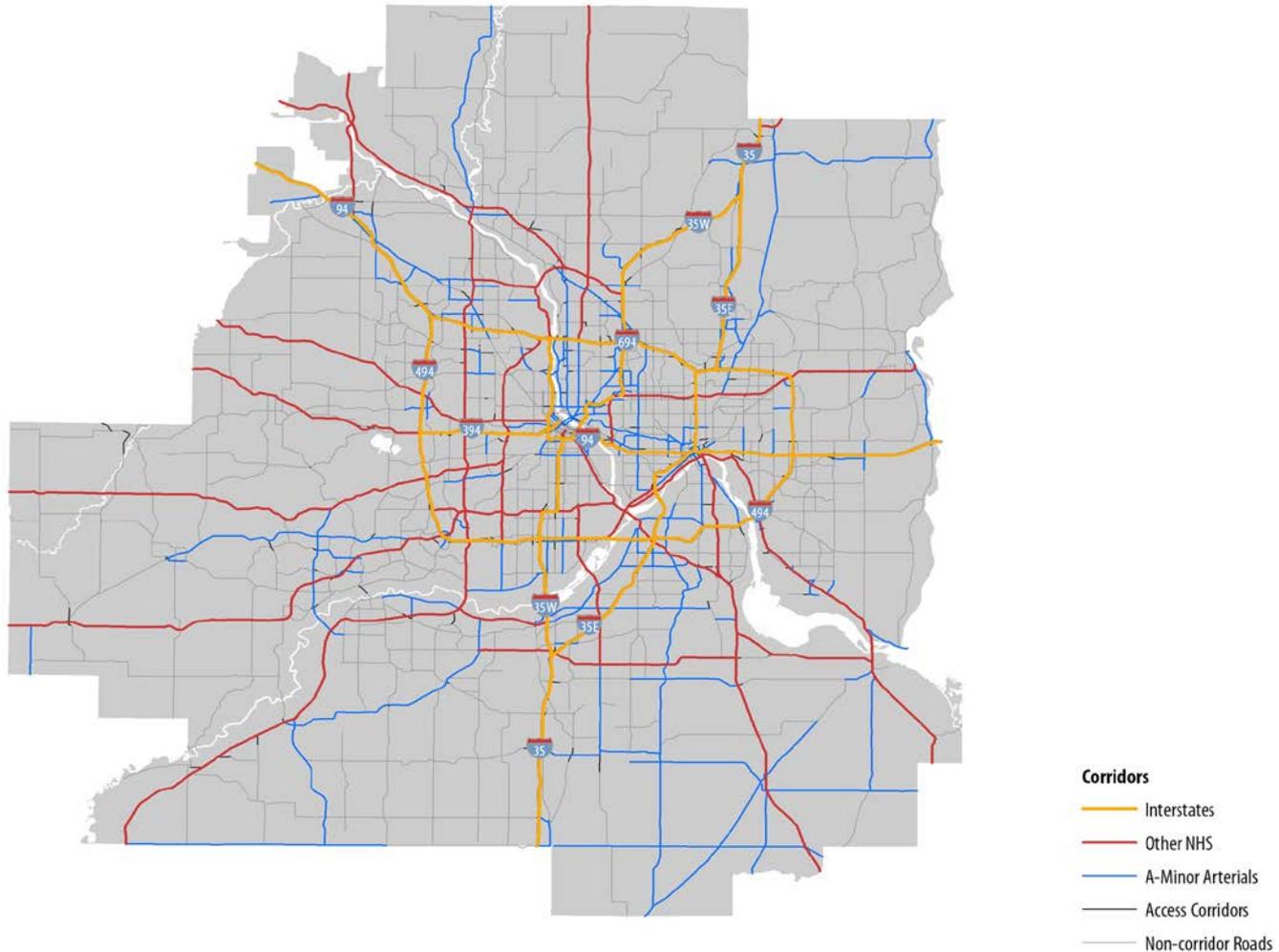
Truck Usage factors

- Average Daily Truck Volumes
- Percent of Trucks to Overall Traffic

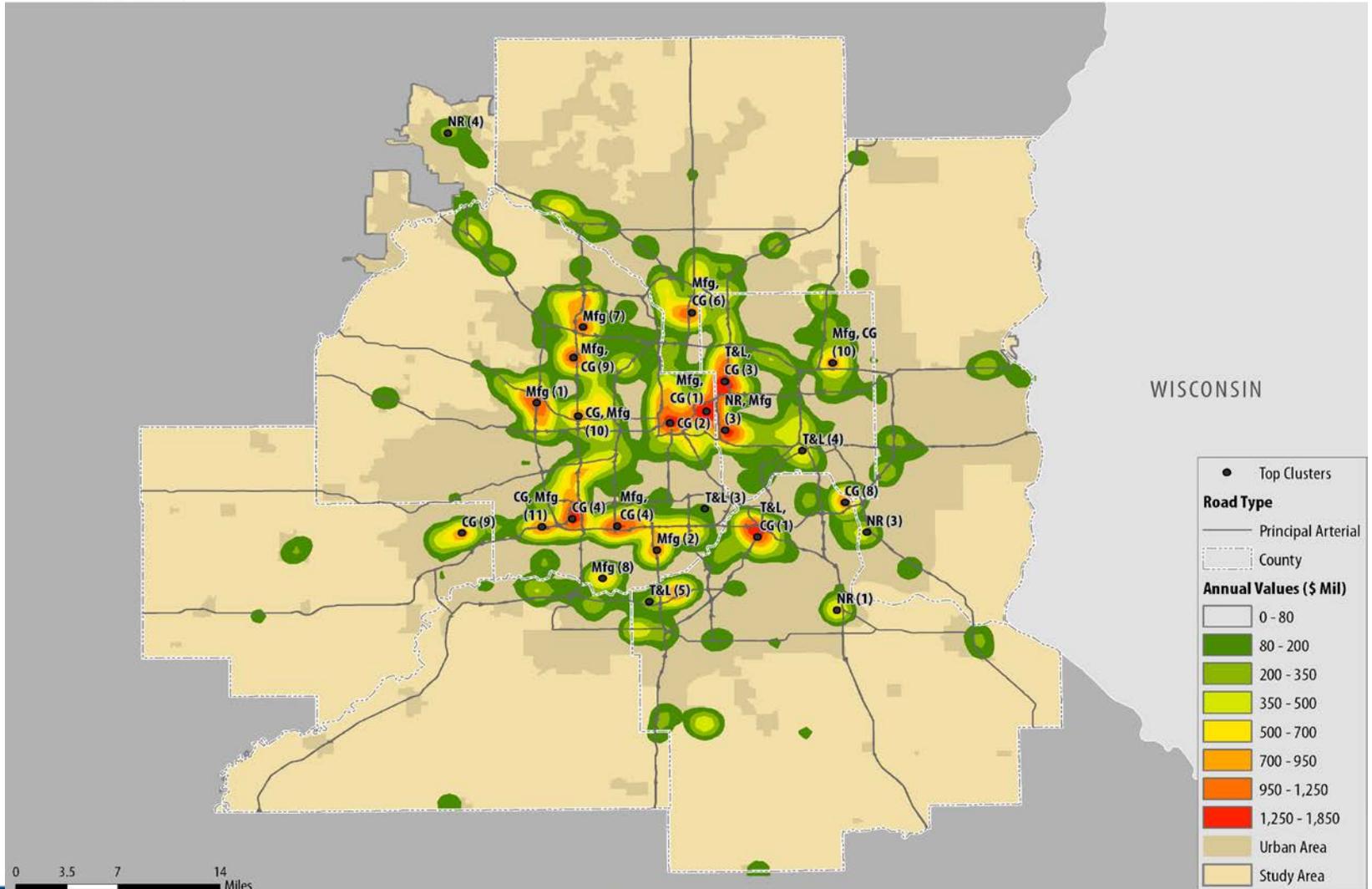
Land Use factors

- Proximity to freight Industry clusters
- Proximity to regional freight terminals

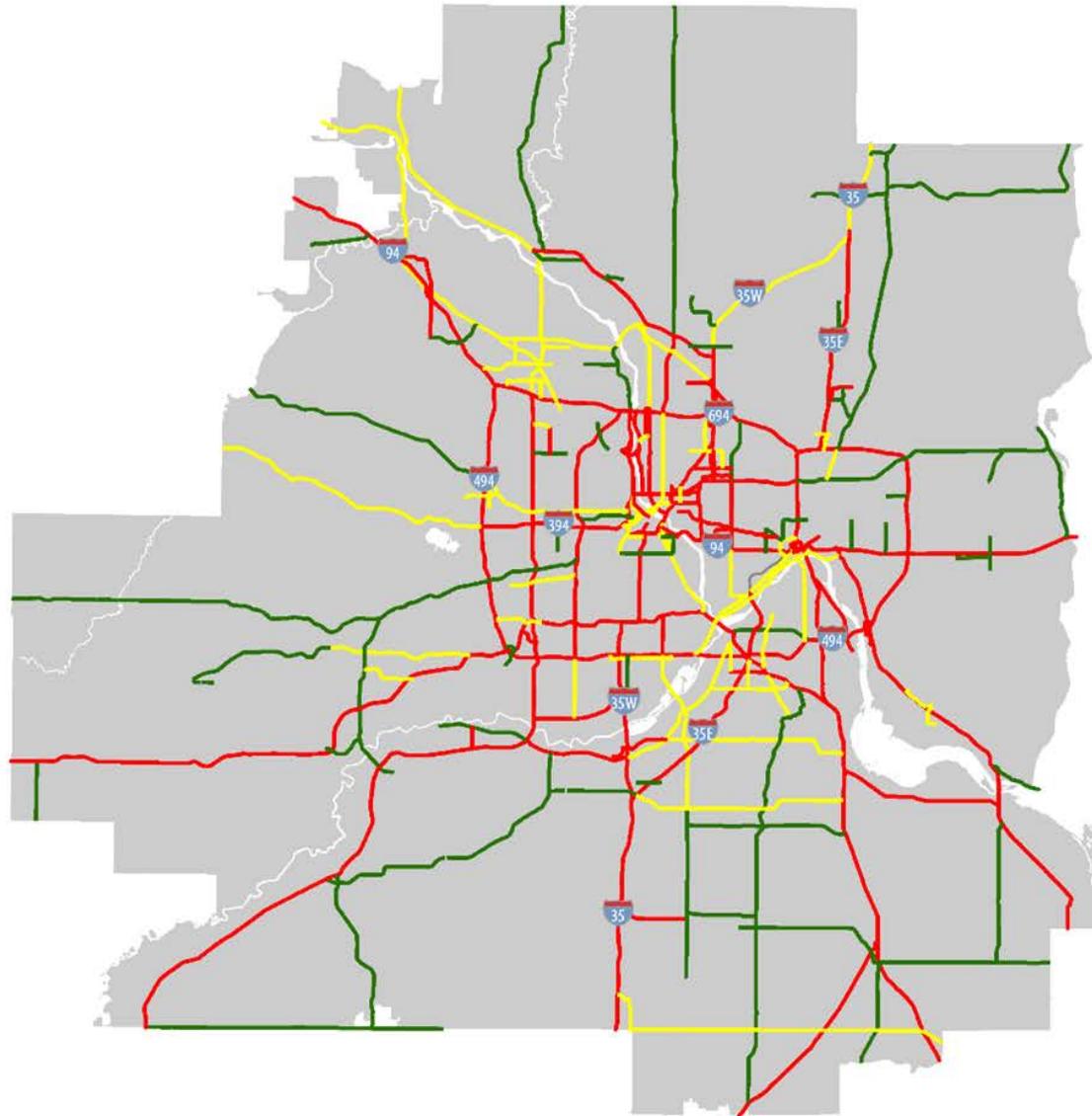
Truck Usage Factors



Land Use Factors

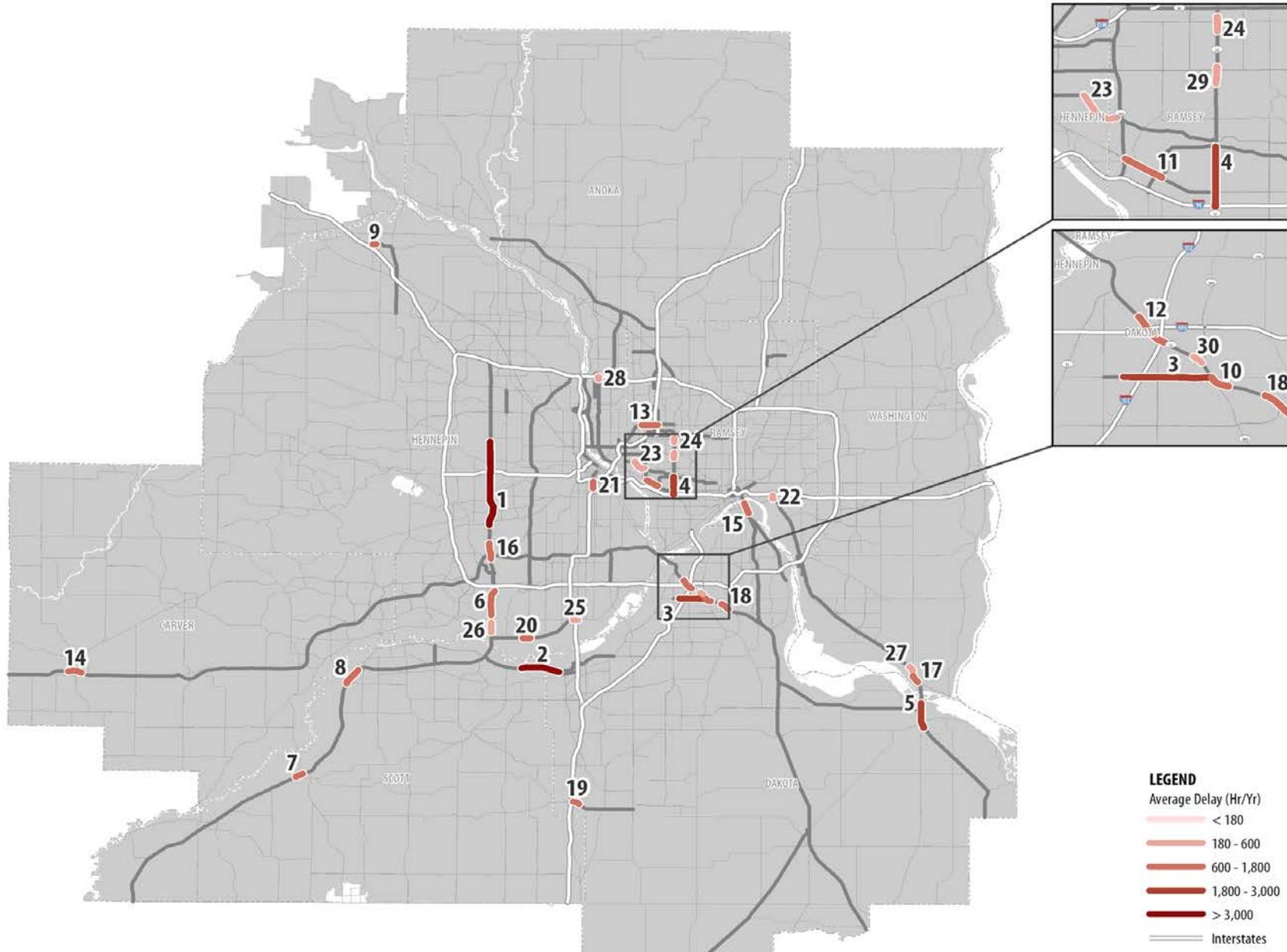


Regional Truck Corridors

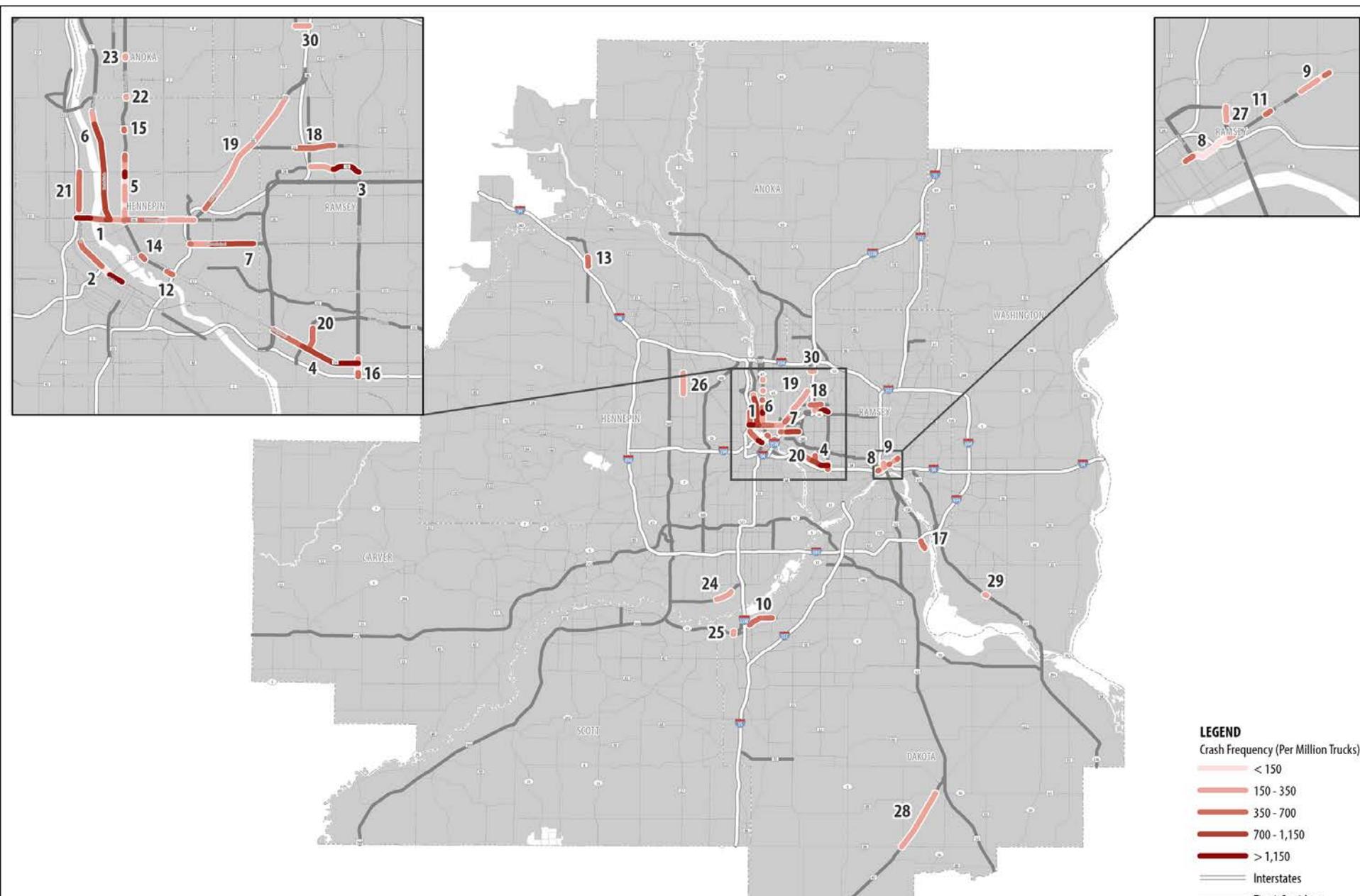


- Corridor Tiers**
- Tier One
 - Tier Two
 - Tier Three

Truck Congestion Hot Spots



Truck Crash Hot Spots



Changes to TPP Freight Chap.

- Freight modal trends updates
 - e.g., Trucking delivery systems
- Metro Freight System map update
- Railroad Bottlenecks map update
- Industrial lands inventory results relative to river barge and rail spur access
- Incorporate results from Regional Truck Corridors Study

TPP Freight Guidance

Regional Planning

- Proposed key corridors map
- Coordinated data collection at state and local levels
- Performance-based planning

Regional Investment

- Highway project selection criteria for Regional Solicitation
- Guidance to local investments
- Guidance to MnDOT funding programs

TPP Freight Guidance

Potential Work Plan Items

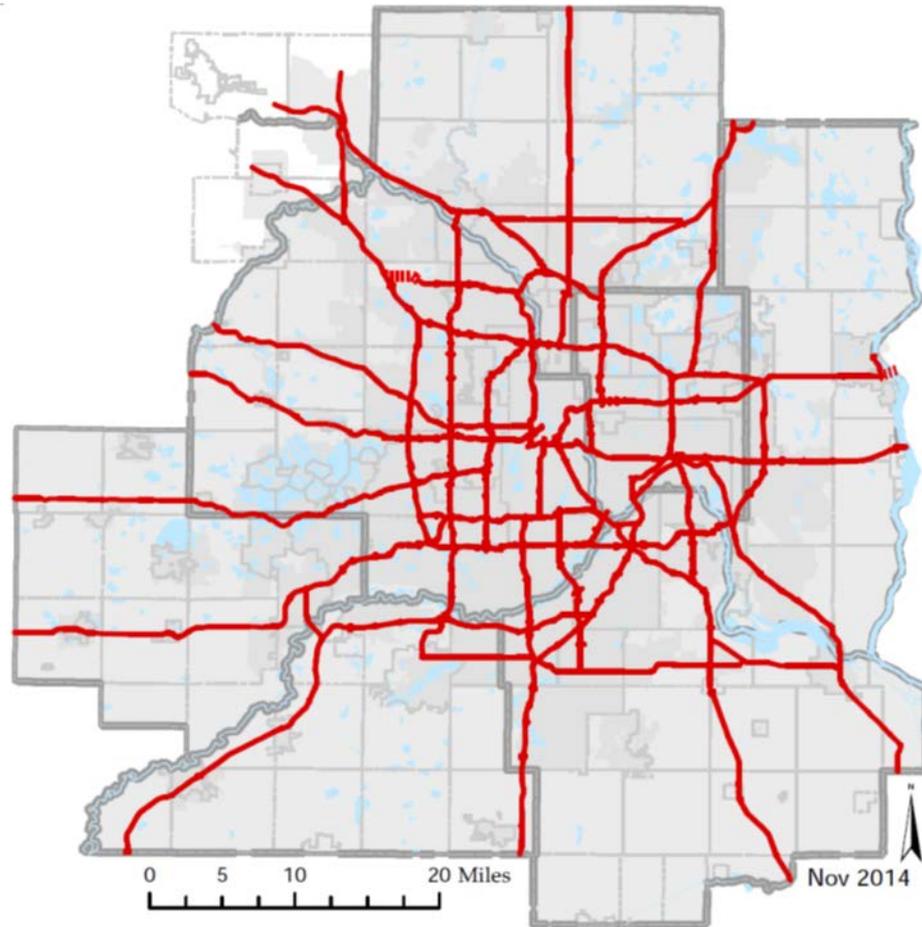
- Update key regional truck corridors periodically
- Develop process for coordinating truck counts on key truck corridors
- Investigate application of new & emerging technologies

Highway Planning

MnDOT Partnership

- MnDOT and the Metropolitan Council maintain close planning partnership
- Joint participation in preparing, consistency between, state and regional plans
 - Statewide Multimodal Plan
 - State Highway Investment Plan (MnSHIP)
 - Metro District Investment plans and TPP

Principal Arterial System



Where are We Now?

A Large, Aging Highway System

- The region has a mature principal arterial system
 - All planned roadways have been completed (Highway 610 last major link)
 - Extensive and valuable asset (700 miles)
- High level of investment need on the principal arterials
 - Investments to operate, maintain and rebuild the aging system are mandatory (stewards of the system)
 - Increase in use will continue with regional population growth and economic activity
 - Principal arterial system expansion will be limited

Investment Direction History

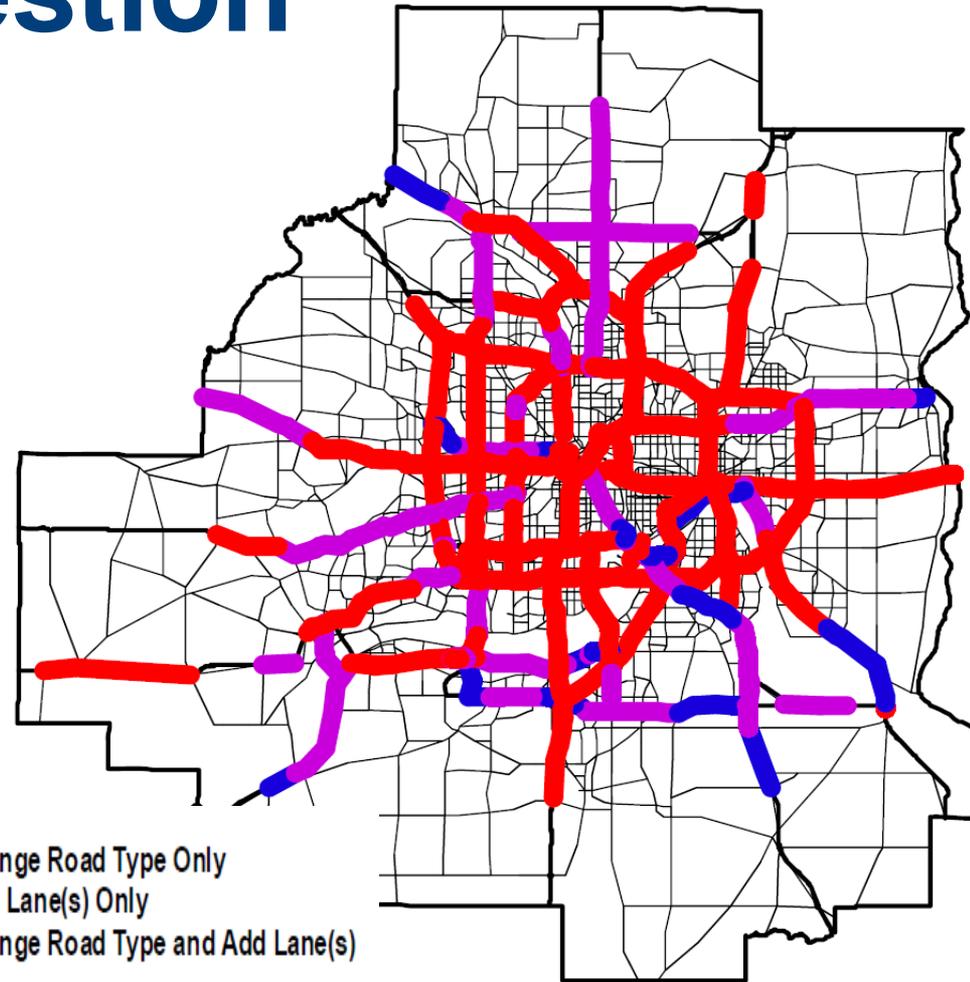
2008 Principal Arterial Study/2009 Metropolitan Highway Investment Study

- To largely eliminate congestion would cost > \$40 billion while revenues estimated at \$6 B
- Equivalent to \$2.30 per gallon gas tax increase
- Virtually every principal arterials converted to a freeway and/or widened by 2, 4, or 6 lanes
- Conclusions:
 - Public is unwilling to fund this strategy
 - Impacts to communities and the environment would be unacceptable
 - Would encourage more travel and low-density development



Principal Arterial Improvements to “Fix” Congestion

- Convert to freeway
- Add 2, 4 or 6 lanes



How Will We Get There?

- Existing pavement and bridges aging
- Large bridge bubble for Metro in near future
- Continuing to meet targets will require increased percentage of MnDOT Metro District's resources
- \$0 available for congestion relief after 2023
- 2017 session provided short-term ability for limited investments



How Will We Get There?

Highway Investment Philosophy

1. Priority is to operate, maintain and preserve the existing highway system
2. Preservation projects can be a catalyst for including other investments (i.e. safety, spot mobility and lower cost/high benefit improvements)
3. Prioritize today's problems over forecasted problems
4. Existing infrastructure and right-of-way should be utilized to the maximum extent possible

How Will We Get There?

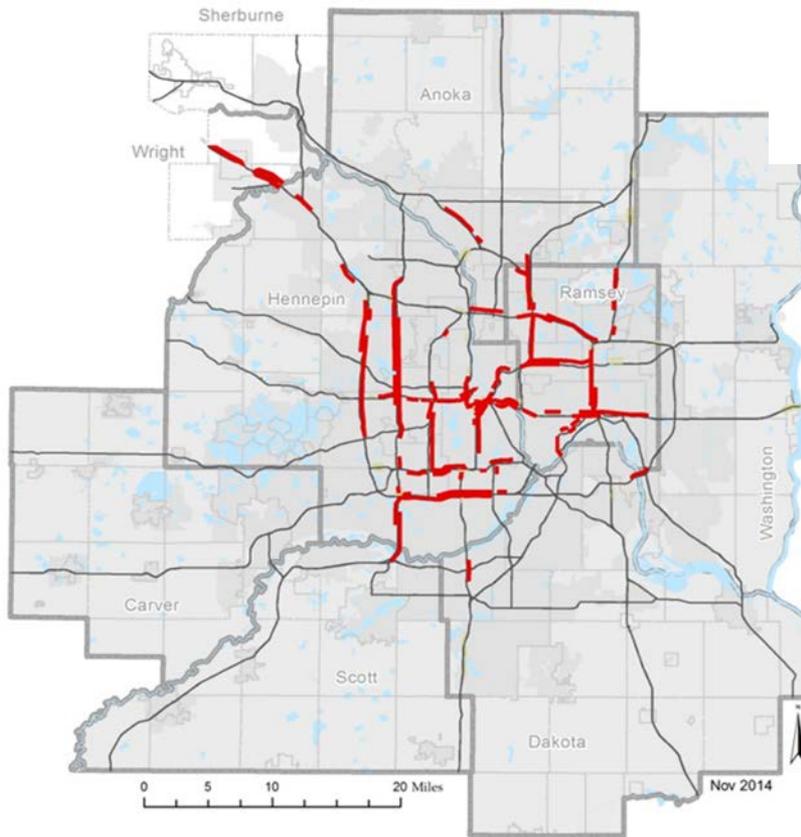
Highway Investment Philosophy

5. Focus on lower cost/higher benefit solutions (i.e. 80% of the benefit at 30% of the cost)
6. Coordinate the timing of projects with local governments to achieve cost effective results with minimum disruption
7. Where mobility needs are identified, explore in order:
 - Traffic management technologies
 - Lower cost/high benefit spot mobility improvements
 - MnPASS lanes
 - Strategic capacity investments

Principal Arterial Congestion

2013

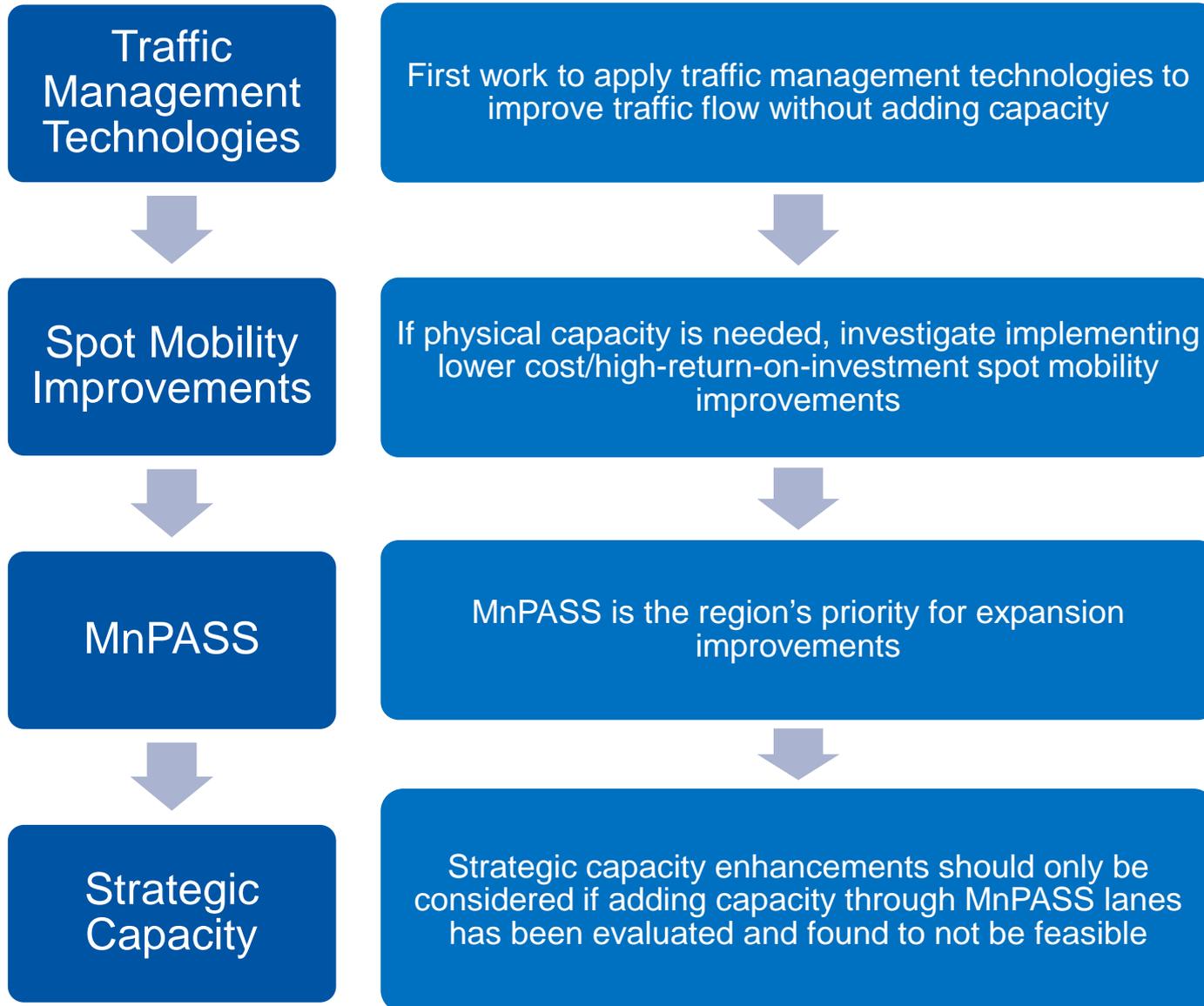
2040



Vehicle Travel Projections for 7-county Region

	2010	2040 Current Revenue Scenario	Change	Percent Change
Population	2,850,000	3,673,860	+823,860	+29%
Daily Vehicle Trips	6,600,000	9,776,000	+2,152,000	+28%
Daily Vehicle Miles Traveled	72,900,000	89,420,000	+16,520,000	+23%
Daily Vehicle Miles Traveled per Resident	25.6 miles per resident	24.3 miles per resident	-1.3 miles per resident	-5%

Hierarchy of Regional Mobility Investments



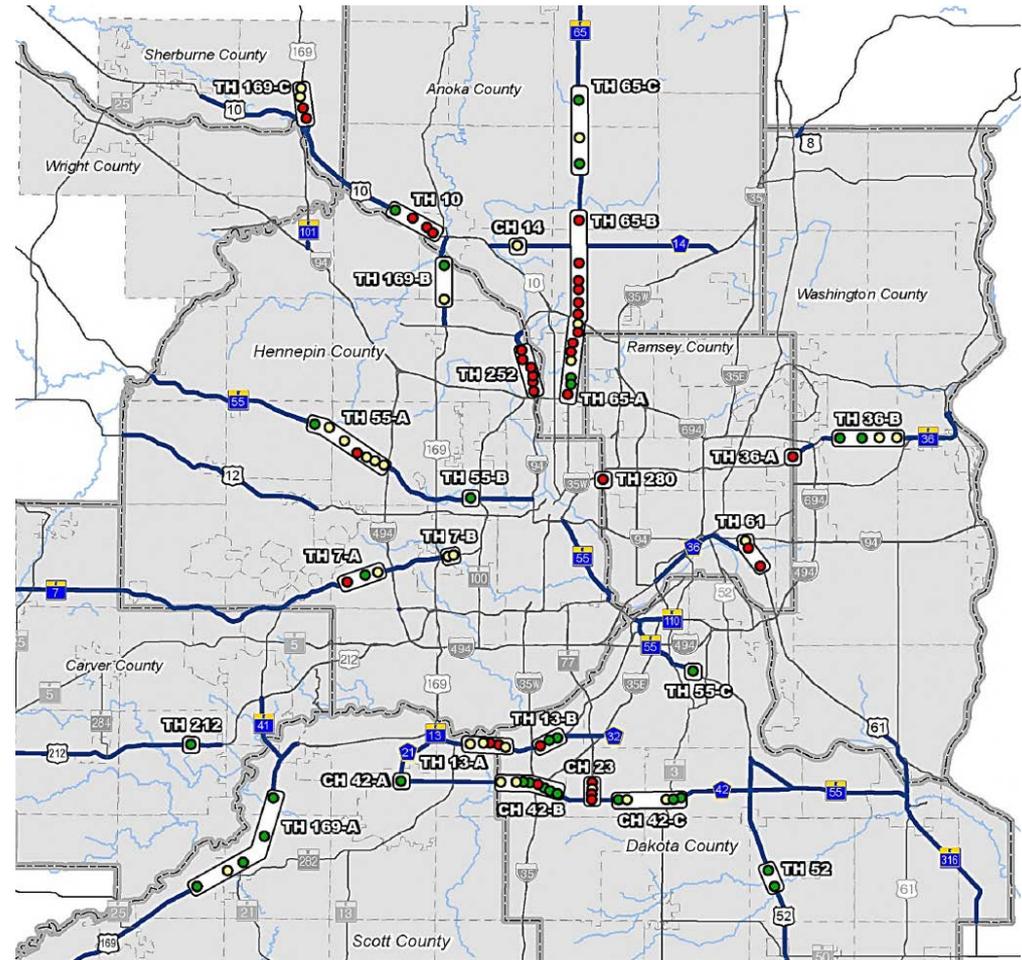
Increased Revenue Scenario

If transportation revenues from federal and/or state sources are higher than projected

- Mobility would receive greater investment
- 2040 congestion impacts lessened
- Major benefits to freight movements

Expected Changes

- New Studies: Principle Arterial Intersection Conversion Study
- New Highway Revenue, including new federal freight funds



Key Questions

1. What other studies might be needed to improve truck freight mobility in the Twin Cities region?
2. What additional planning focus areas could Met Council undertake to help improve the region's freight system?
3. Which types of highway investment are most beneficial to freight?

Other Questions

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