



# TRANSPORTATION POLICY PLAN

## 494 Corridor Commission

April 9, 2014

Council Member Steve Elkins

# What is the TPP?

## The region's long-range transportation plan

- Required under state and federal law
- Prepared in coordination with
  - Transportation Advisory Board (and committees)
  - Minnesota Department of Transportation
  - Metropolitan Airports Commission
- Includes multiple modes – highways, transit, bikes, pedestrians, freight, aviation

# Why update the TPP now?

- Updates required every 4 years
- Thrive MSP 2040 policy direction
- New socio-economic forecasts to 2040
- MAP-21 changes
- Census expanded urban area to portions of Wright and Sherburne counties
- Studies, data since last plan
- Move towards a Performance Based Plan

# 2040 TPP Development

**April 2013 to May 2014:** Policymaker Task Force, Partner Agency Work Group and other stakeholder discussions on preparation of draft 2040 TPP

**December 2013:** Council, TAB Investment Factors workshop

**January to May 2014:** Monthly progress updates with TAB, TAC and Council

**May 2014:** Thrive MSP 2040 adopted

**May to July 2014:** Draft for public comment to TAC, TAB, Transportation Committee, Council

**July through September 2014:** Public comment on DRAFT 2040 TPP

**October to November:** Revisions based on public comment

**December 2014:** Final plan adoption

# Structure for Plan

**Part I:** Discusses issues, challenges, demographics and how we travel (TBI), Thrive summary and relationship to transportation, transportation system goals and objectives, and summary of investments

**Part II:** Discusses strategies (actions), finance, transportation and land use, modal system descriptions and modal investment directions/plans

**Part III:** Contains technical information and requirements, i.e. Congestion Management Process, Performance Measurement/monitoring, Environmental Justice Analysis, Air Quality Conformity, Work Plan

Plan is supplemented with technical appendices

# Thrive MSP 2040

## *Key Messages*

- Aging infrastructure will not meet the demands of a growing population without significant investments
- Emerging environmental challenges (climate change)
- Increasing pressure on natural resources (e.g. groundwater supplies)
- Population and job growth will increase congestion throughout the region
- Significant racial disparities in income, employment, poverty, homeownership, and education
- Aging population (age 65+ doubling by 2040)

# Challenges for Transportation System

- Impact of land use and development patterns on the sustainability of the transportation system
- Increase in travel due to population and job growth
- Managing roadway congestion
- Greater demand for options
- Economic competitiveness
- Impacts of transportation on communities and the environment
- Disparities in access to jobs and opportunities

# TPP Goal Areas

- Transportation System Stewardship
- Safety and Security
- Access to Destinations
- Competitive Economy
- Healthy Environment
- Aligning Transportation and Land Use



# Fiscal Requirements

- Include a financial plan that demonstrates how the adopted transportation plan can be implemented using an estimate of revenue that can reasonably be expected (based on historical funding levels and past increases)
- In the 2040 TPP the “Current Revenue Scenario” represents the amount of revenue and investments that can reasonably be expected
- Federally allowed (but not required) to show additional projects that would be included in the adopted plan if additional funding were made available
- “Increased Revenue” scenario represents how an increased level of funding would be allocated

# Current Revenue State Highway Investments

- In first 10 years, largely able to meet preservation needs with limited funding for expansion/mobility (\$683 M including Corridors of Commerce funding)
- After 2024, no expansion funding and preservation needs will not be fully met
- Operations spending decreases as a share of total spending
- Revenues will not keep pace with inflation

# Current Revenue Transit Investments

## Bus System:

- Existing system operations plus Metro Mobility growth is funded
- Existing system bus maintenance and preservation is funded
- Bus system expansion or modernization occurs through CMAQ or other federal programs, projects not specified
- No funding for expanded bus operations

# Current Revenue Transitways

- Existing transitway operations is funded including Green Line (assumes State and CTIB)
- Existing transitway system maintenance and preservation is funded
- Capital expansion funding through CTIB sales tax, state bonds, and federal sources (New Starts)
- Operations for LRT and Highway BRT expansion projects are funded, Arterial BRT operations unfunded

# Current Revenue Transitways

## Expansion includes:

- METRO Green Line Extension (SWLRT)
- METRO Blue Line Extension (Bottineau)
- METRO Orange Line (I-35W South)
- 4 Arterial BRTs

Undesignated expansion funds available post-2024 (CTIB, Federal New Starts, CMAQ, state bonds)

# Public Process Schedule

- July 23: Metropolitan Council approve draft for public comment
- August 4: Public comment period opens
- September 18: Public comment period closes
- December 10: Metropolitan Council approves the 2040 TPP