

Metropolitan Council Presentation Transportation Planning

House Transportation and Regional
Governance Committee

January 25, 2017



Council has two primary roles in Transportation

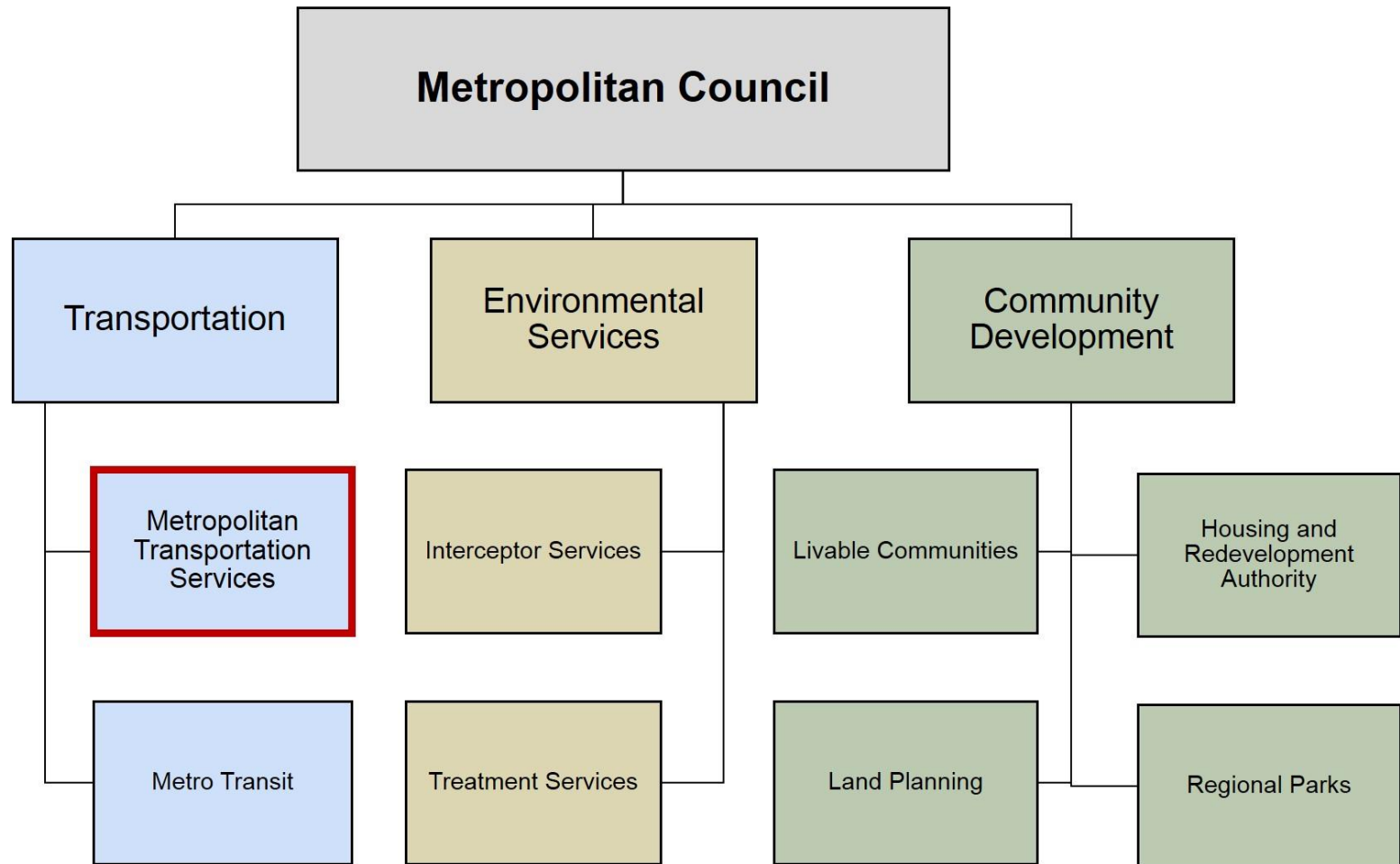
Planning

- 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

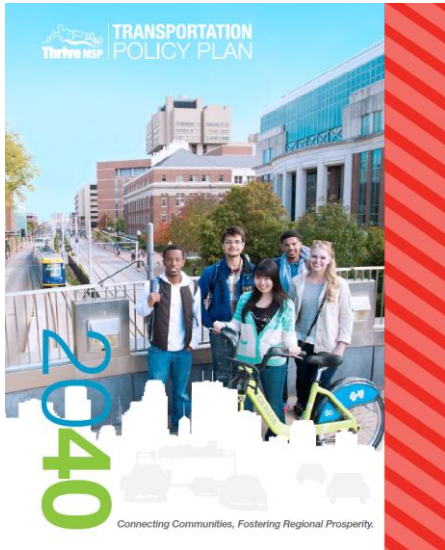
Transit Operations

- Provide, contract for, and coordinate metropolitan transit operations (bus and rail)
- Provide financial assistance to local transit providers

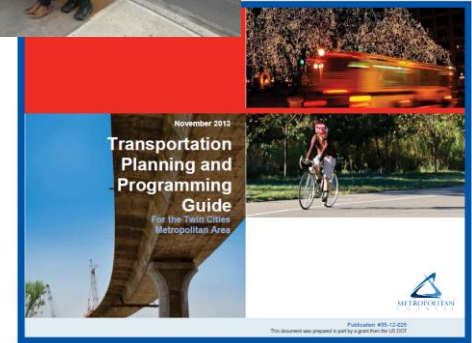
Planning and operations functions are within Metropolitan Transportation Services (MTS)



Transportation Planning



Functional Classification System
Twin Cities Metropolitan Area
Sept 2014



Transportation planning authority and requirements come from both State and Federal law

- State Law – MN Land Planning Act (MS 473.146)
“The Council is the designated planning agency for any long-range comprehensive transportation planning...[and] shall assure administration and coordination of transportation planning with appropriate state, regional and other agencies, counties, and municipalities.”
- Federal Law and Rules
 - Metropolitan Transportation Planning 23 USC §134
 - National Environmental Policy Act
 - 1990 Clean Air Act and Conformity Rule
 - Title VI Environmental Justice

State Transportation Planning

- Council must adopt a long-range comprehensive policy plan for transportation
- Transportation Policy Plan (TPP) represents 2 of 4 required regional system plans: surface transportation and aviation (others are wastewater and parks)
- TPP provides guidance on the Regional Transportation System for local comprehensive plan development
- Council reviews local plan consistency and conformance with regional system plans

Transportation Advisory Board

- Council must establish an advisory body, Transportation Advisory Board (TAB), comprised of 34 members:
 - Elected officials from cities and counties (18)
 - Agency representatives (4)
 - Citizens appointed by Council (8)
 - Modal representatives (4)
- Fulfills federal requirement that local elected officials participate in selecting federally-funded projects
- TAB recommends projects for federal funding, Council concurs/denies
- Provides comment and review of planning products

TAB City and County Members

City Members

- Edina - James Hovland, Chair
- Brooklyn Park - Jeffery Lunde
- St. Louis Park - Sue Sanger
- St. Paul - Chris Tolbert
- Minneapolis - Kevin Reich
- Hugo -Becky Petryk
- Chanhassen - Denny Laufenburger
- Apple Valley - Mary Hamann-Roland
- Blaine - Dick Swanson
- Eagan - Gary Hansen
- Suburban Transit Association - Jeff
Wosje, Plymouth

County Members

- Anoka County - Matt Look
- Carver County - Randy Maluchnik
- Dakota County - Kathleen Gaylord
- Ramsey County - Mary Jo McGuire
- Hennepin County - Jan Callison
- Scott County - Jon Ulrich
- Washington County - Karla Bigham



TAB Citizen, Agency, Modal Members

Citizen Members

- Doug Anderson - TAB District A
- Brad Tabke - TAB District B
- Suzanne Sandahl - TAB District C
- Jamez Staples - TAB District
- Sam Villella - TAB District E
- Rolf Parsons - TAB District F
- Carrie Christensen - TAB District G
- Peter Dugan - TAB District H

Agency Members

- Metropolitan Council - Katie Rodriguez
- MnDOT - Scott McBride
- MPCA - David Thornton
- MAC - Carl Crimmins

Modal Members

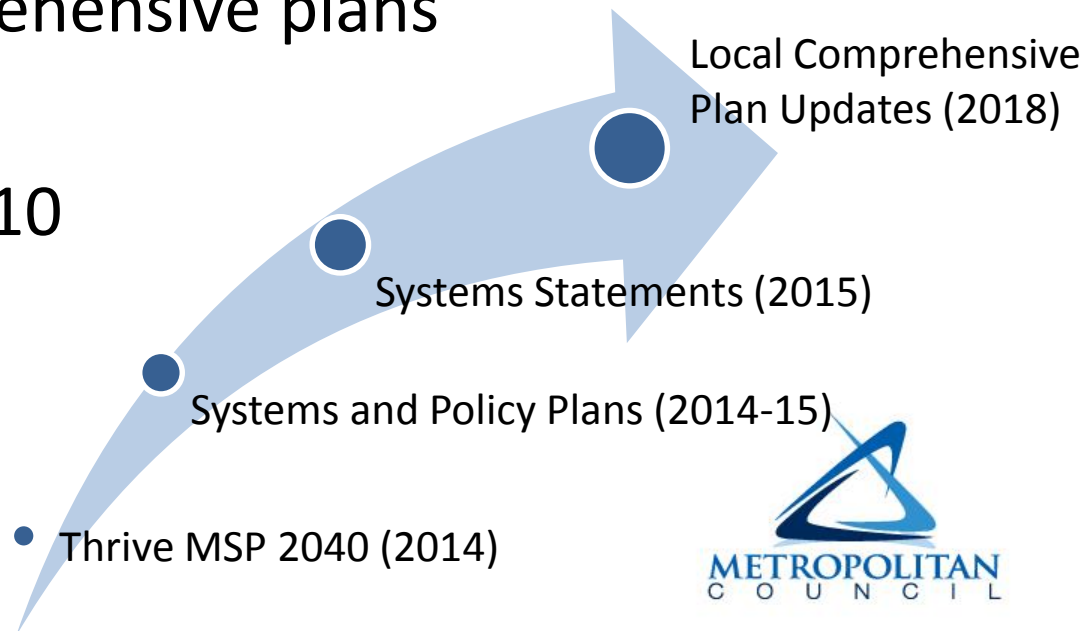
- Transit - Kenya McKnight
- Transit - David Van Hattum
- Freight - William Goins
- Non-motorized - Ethan Fawley

Technical Advisory Committee

- Advises the Transportation Advisory Board
- Includes representatives from each of the 7 counties, 12 cities, 11 agencies, and one from extended Wright/Sherburne area
- Provides technical support in development of criteria and scoring of Regional Solicitation
- Reviews projects submitted and recommended for approval
- Provides regional perspectives on multimodal planning efforts

Regional and local comprehensive planning relationship

- Regional Development Framework, Thrive MSP 2040, creates a vision for the orderly and economic development of the seven-county region
- Policy plans, including transportation and aviation, provide policy direction for community comprehensive plans
- Local comprehensive plans, updated every 10 years, must recognize regional systems and planned investments



What is a Metropolitan Planning Organization (MPO)?

- Federal law requires a Metropolitan Planning Organization (MPO) within all regions with populations greater than 50,000
- 402 MPOs across the country
 - 8 in Minnesota
- Urbanized areas with population greater than 200,000 also serve as Transportation Management Areas (TMA)
- TMAs must meet federal air quality requirements

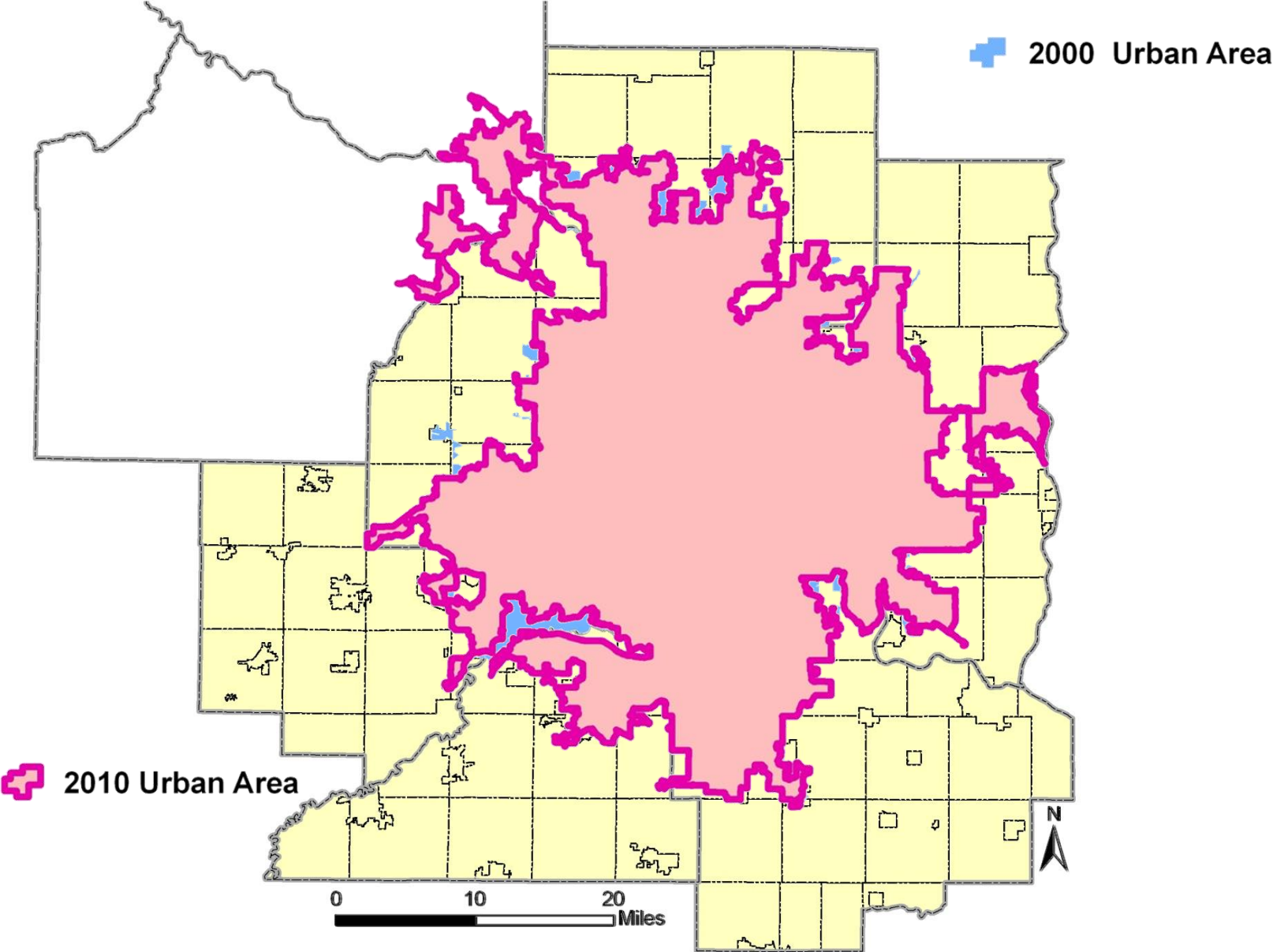
MPO primary planning functions

- Carry out the transportation planning process
- Produce required planning products
- Assure planning coordination among agencies and local governments
- Allocate federal funds designated for the region
- Provide opportunities for public participation

Metropolitan Council serves as the MPO for the Twin Cities region

- Council's structure and multimodal transportation planning responsibilities predates 1991 federal law requirements
- Federally acknowledged as the region's MPO; reaffirmed by USDOT January 2011 and February 2016
- Federal certification reviews completed every four years (2016, 2008, 2004, 2001, 1998, 1995)
- Federal MPO/urbanized area boundary extends slightly beyond 7-county region

Expanded MPO boundaries



Memo of Understanding with Wright and Sherburne counties

- Specifies how Metro Council, MnDOT and local governments in urbanized part of Wright and Sherburne will cooperate
- MPO Responsibilities
 - Transportation Planning
 - Transportation Programming
- Agreement effective January 2014

Overall transportation planning process

- Identifies transportation needs, goals, strategies, and investment priorities within the region
- Decides how limited funding is allocated
- Establishes framework for future transportation system
- Leads to project development
- Provides input opportunities



Required planning products

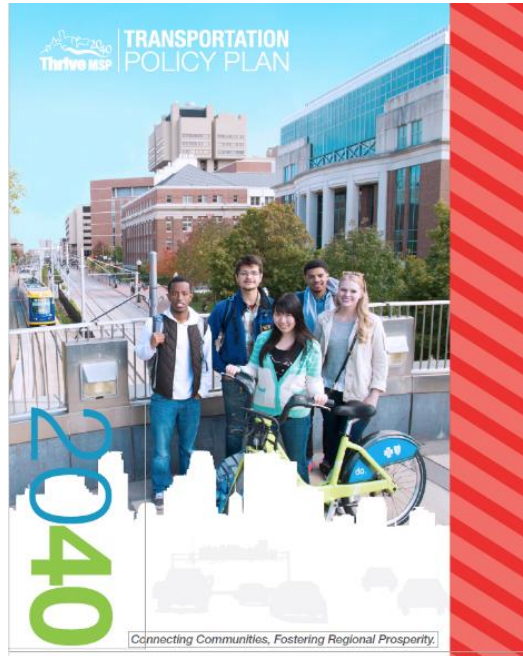
- **Transportation Policy Plan (TPP)**
 - Long-range 20-year system and investment plan
- **Transportation Improvement Program (TIP)**
 - Short-range, 4-year program of projects
- **Unified Planning Work Program (UPWP)**
 - Annual work plan of planning activities
- **Public Participation Plan**
 - Specify how planning partners and public will be provided opportunities for involvement

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
 - Local governments
 - Minnesota Department of Transportation
 - Metropolitan Airports Commission
 - Minnesota Pollution Control Agency
- Public participation and review process

Transportation Policy Plan covers all modes

- Highway
- Transit
- Bicycle
- Pedestrian
- Airport
- Freight



TPP Requirements

- Update the plan a minimum of every 4 years (currently beginning next update to be adopted 2018)
- Cover at least 20-year period
- Utilize most recent forecasts for population, jobs, households
- Plan must be fiscally constrained
- Demonstrate air quality conformity of planned investments

2040 TPP Update

- Currently “kicking off”
- Will incorporate results of recent studies
 - Principal Arterial Intersection Conversion Study (Jointly led Council/MnDOT study)
 - MnPASS III (MnDOT)
 - Congestion Management Safety Plan (CMSP) IV (MnDOT)
 - Statewide Multimodal Plan/MN State Highway Investment Plan (MnDOT)
 - Regional Highway Spending Study (Council)
 - MN State Freight Study (MnDOT)
 - Truck Corridors Study (Council)
 - Bicycle Barriers Study (Council led)
- Update fiscal projections

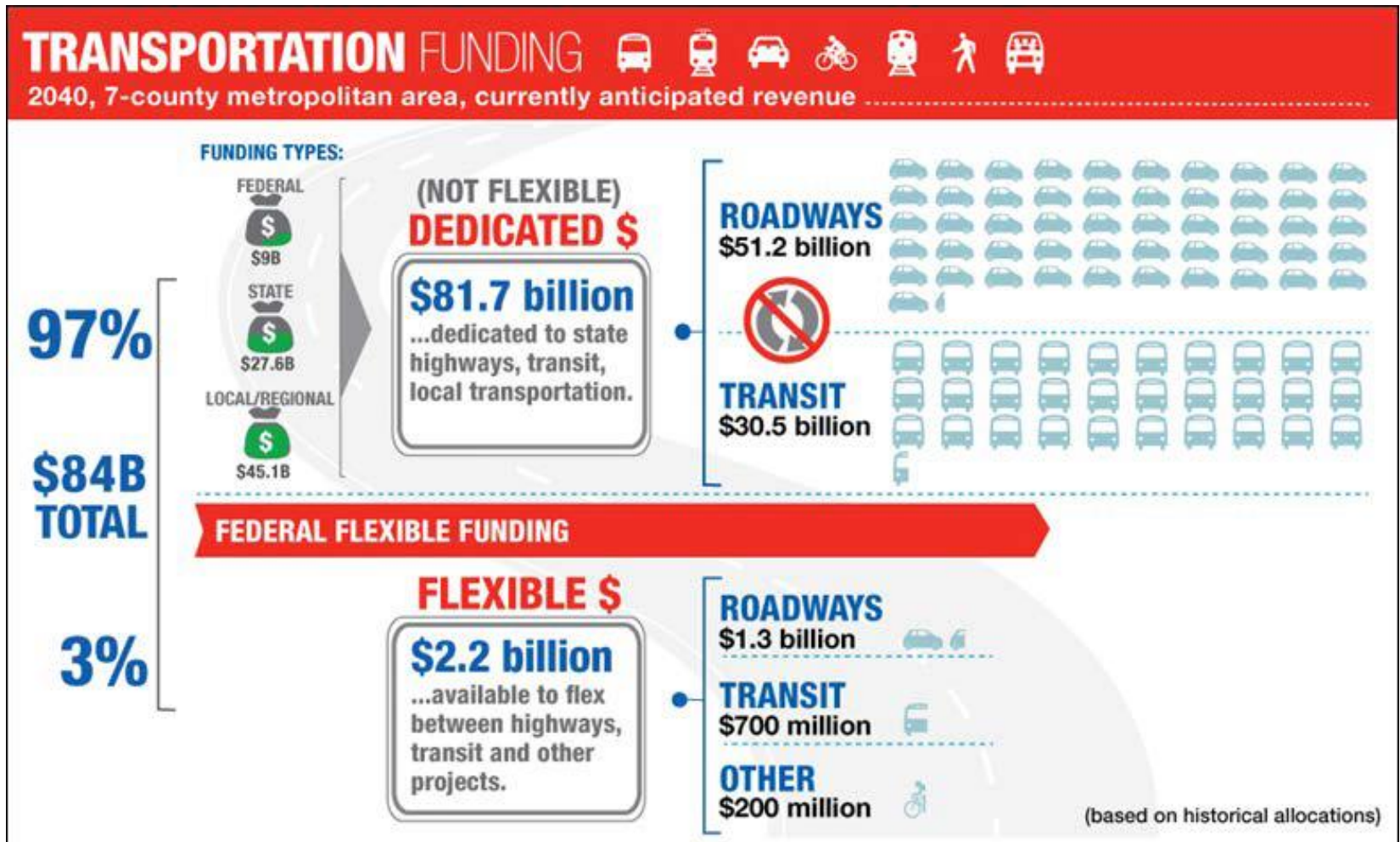
What is the Transportation Improvement Program (TIP)?

- Regional four year capital improvement program for projects using federal funds
- Projects must be consistent with the TPP
- Projects must be in the TIP to use federal transportation funds
- Must include all significant projects that potentially affect air quality
- Must be fiscally constrained
- Includes all MnDOT projects

What is the Regional Solicitation?

- A competitive process to distribute \$100M/year of federal transportation funds allocated to the region
- Projects led by local governments, regional agencies
- Project types include roadway, bridge, transit, bicycle, pedestrian, and safe routes to school
- Applications scored by technical experts from across the region using a data-driven, transparent process
- Projects selected by the Transportation Advisory Board (TAB), Council concurs
- Selected projects have been enthusiastically supported, geographically balanced

Regional Solicitation provides flexible funding



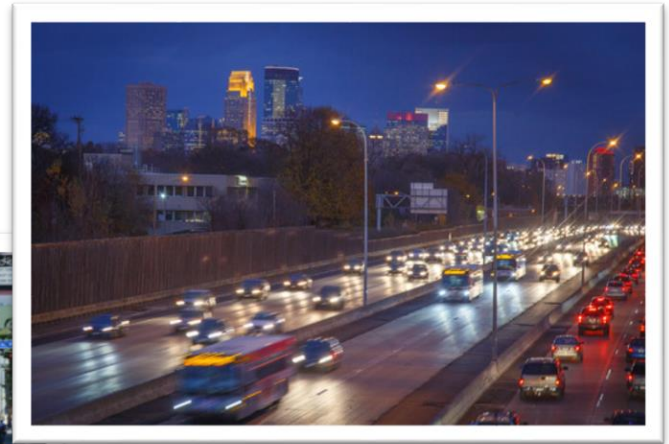
Public Participation and Partnerships

- Council Public Engagement Plan
- Transportation Public Participation Plan
- Council and TAB processes provide on-going opportunities for participation and public input
 - Open houses and hearings
 - Web based surveys and input
 - Listening sessions
- Planning study, corridor study and project level participation opportunities

MnDOT Partnership

- MnDOT and 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
- Monthly joint meetings of executive staff and planning staff
- Joint system planning studies, corridor studies and reports

Highway, Transit and Bicycle Investment Planning

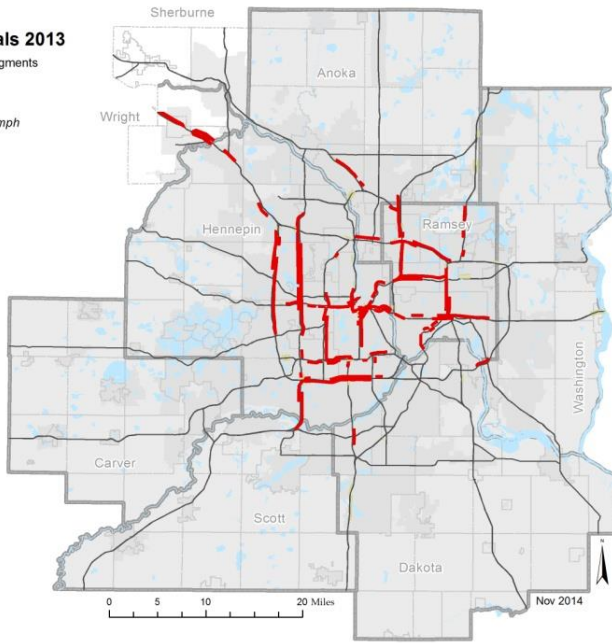


Congestion – Today and in 2040

Congestion Principal Arterials 2013

- 2013 Congested* Principal Arterial Segments
- No data

*Congestion is where speed less than 45mph for at least one hour a day



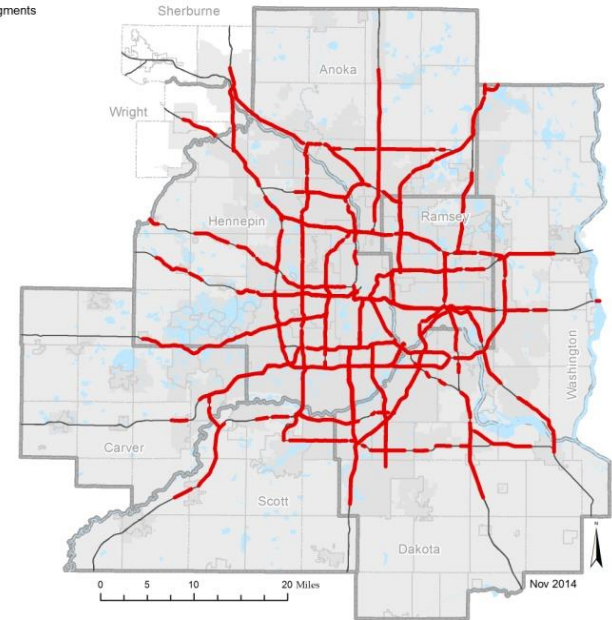
Reference Items

- ~ Principal Arterial Highways
- ~ Lakes and Rivers
- ~ City Boundary
- ~ County Boundary
- 2040 Urban Service Area
- MPO Area

Congested Principal Arterials 2040

- ~ 2040 Congested* Principal Arterial Segments
- ~ Principal Arterials

*Congested: the condition occurring when the modeled volume on a road equals or exceeds the theoretical capacity of the road at least one hour a day.



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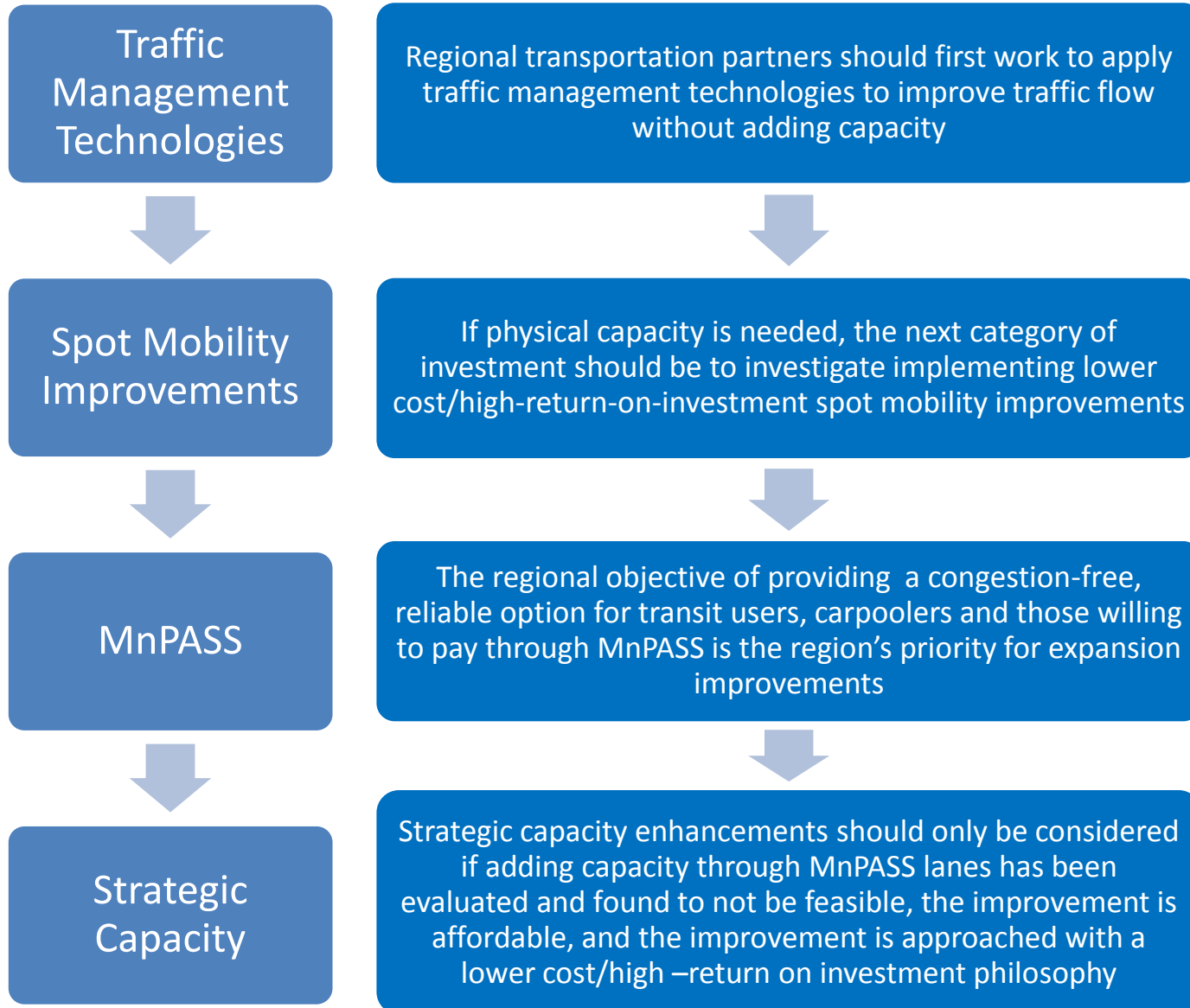
Vehicle Travel Projections for 7-county Region

	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%

Highway Investment Direction

- The region must invest in highways strategically, focusing on affordable, multimodal, and flexible solutions that put priority on addressing existing problems through the regional highway system
- Congestion on the system will be a reality, and the system must be managed and optimized to the greatest extent possible

Hierarchy of Regional Mobility Investments



Highway Investment Plan

- Projects shown are identified in Metro District's Work Plan
- Fiscally constrained
- Only state highway projects are identified

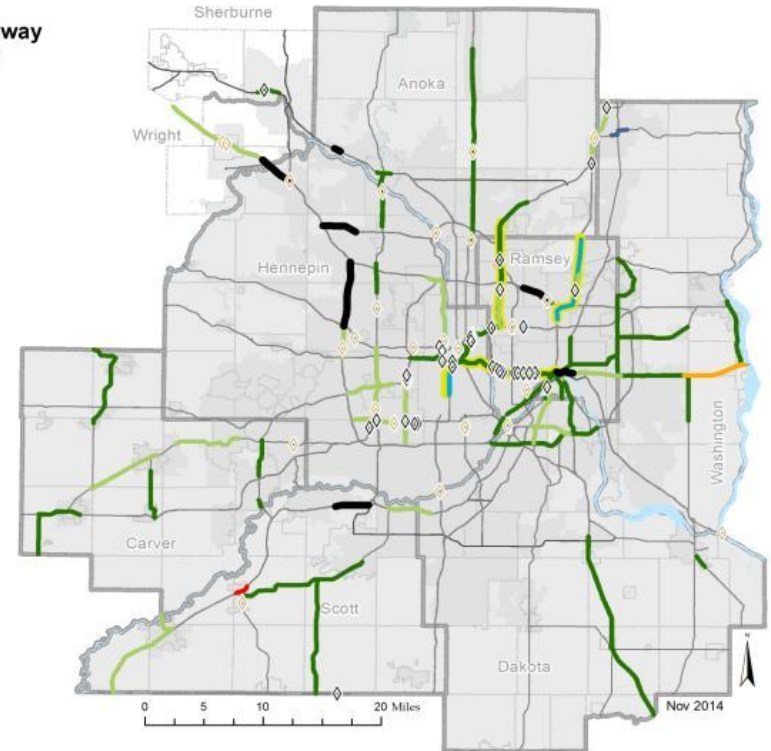
Identified Projects* in Highway Current Revenue Scenario

- ◇ 2015-2018 TIP Bridges
- ◇ 2019 - 2024 Bridges
- ~ Strategic Capacity
- ~ Roadside Infrastructure
- ~ Roadside Infrastructure / Safety
- ~ 2015-2018 TIP Pavement
- ~ 2019 - 2024 Pavement Projects
- ~ 2015 - 2018 Pavement / MnPass
- ~ 2015 - 2018 Pavement / Safety
- ~ Tier 1 MnPASS Expansion

*Not intended to represent all projects until 2040. Includes only those projects identified by May 2014. Subject to change and amendment.

Reference Items

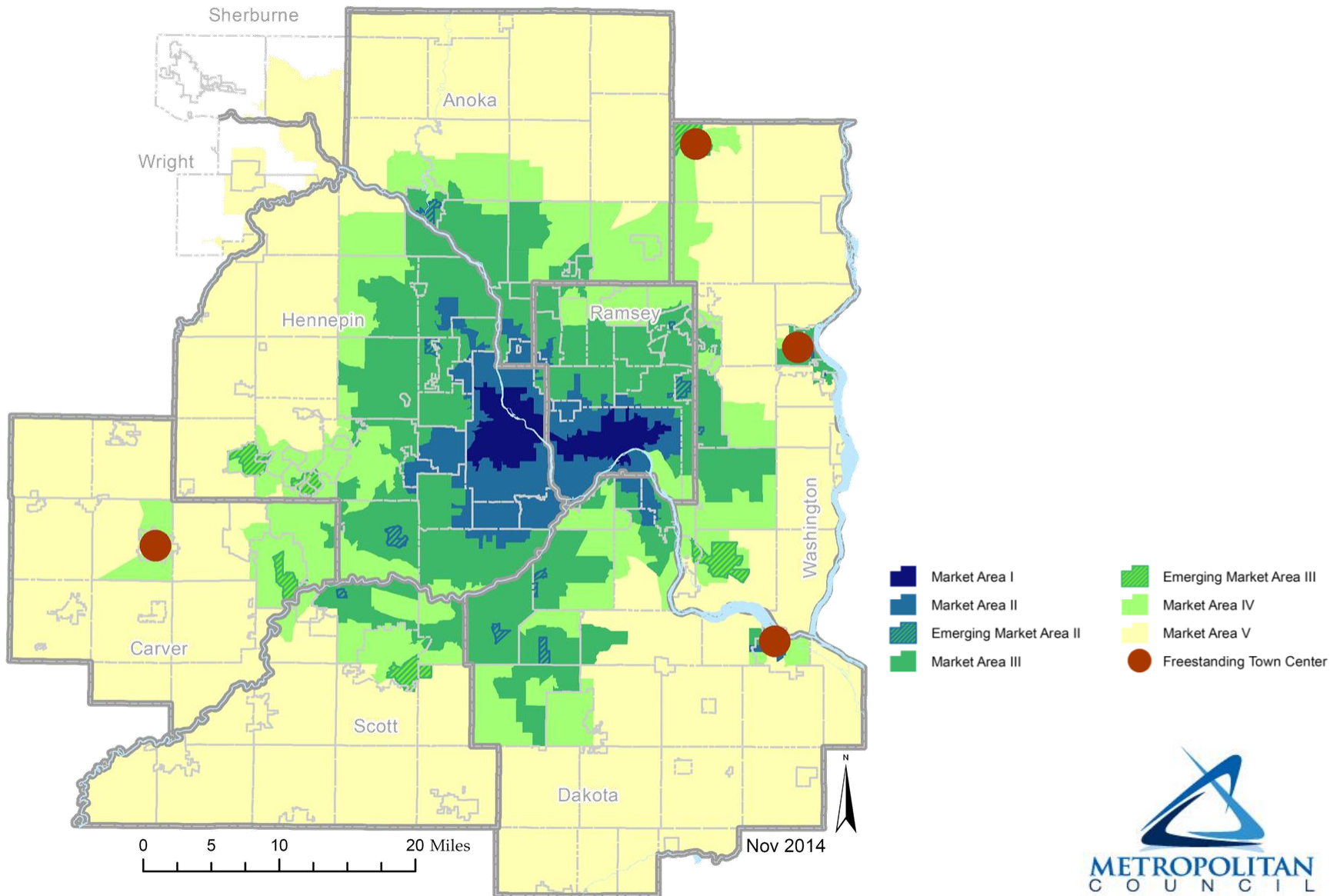
- ~ Principal Arterial Highways
- ~ Other Trunk Highways
- ~ Rivers
- ~ City Boundary
- ~ County Boundary
- ~ 2040 Urban Service Area
- ~ MPO Area



Transit planning, design and performance

- Transportation Policy Plan (TPP) includes guidelines for delivery of efficient and effective transit service
- Data-driven, based on observed experience and national best practices
- Performance standards assist in evaluating poor performing routes on a frequent, regular basis
 - Recommend actions to improve overall system efficiency
 - Allow for local transit provider route autonomy while ensuring broad regional consistency

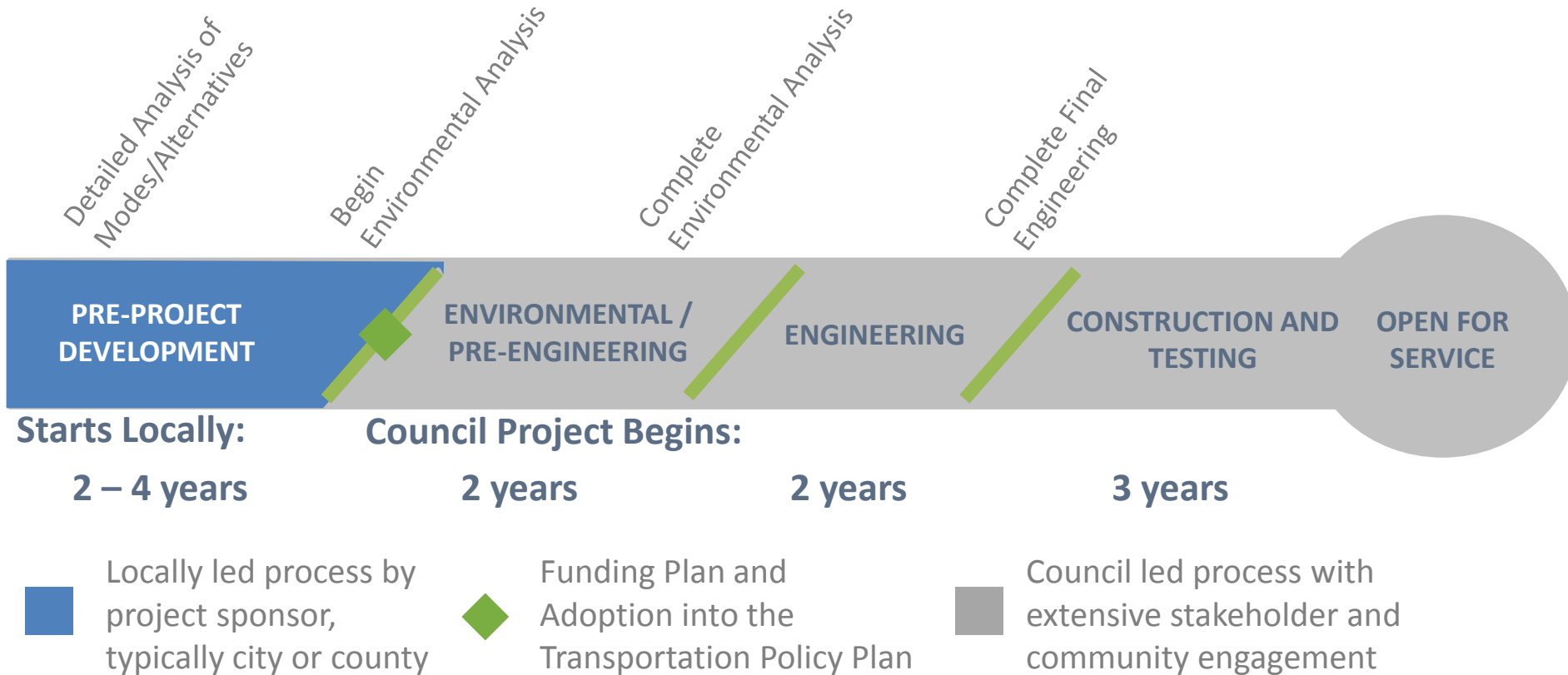
Twin Cities Transit Market Areas



Bus Route Planning

- Each provider develops Service Improvement Plans for bus service
- Metro Transit 2015 Service Improvement Plan
 - Data-driven, focus on:
 - Productivity (50%); efficiency and performance standards
 - Social equity (25%); serving people who rely on transit
 - System connectivity (25%); connecting to key opportunities
 - Over a year of stakeholder input and refinements based on public feedback
 - High and medium improvements would perform similar to today's overall bus system

Typical Transitway Development Process

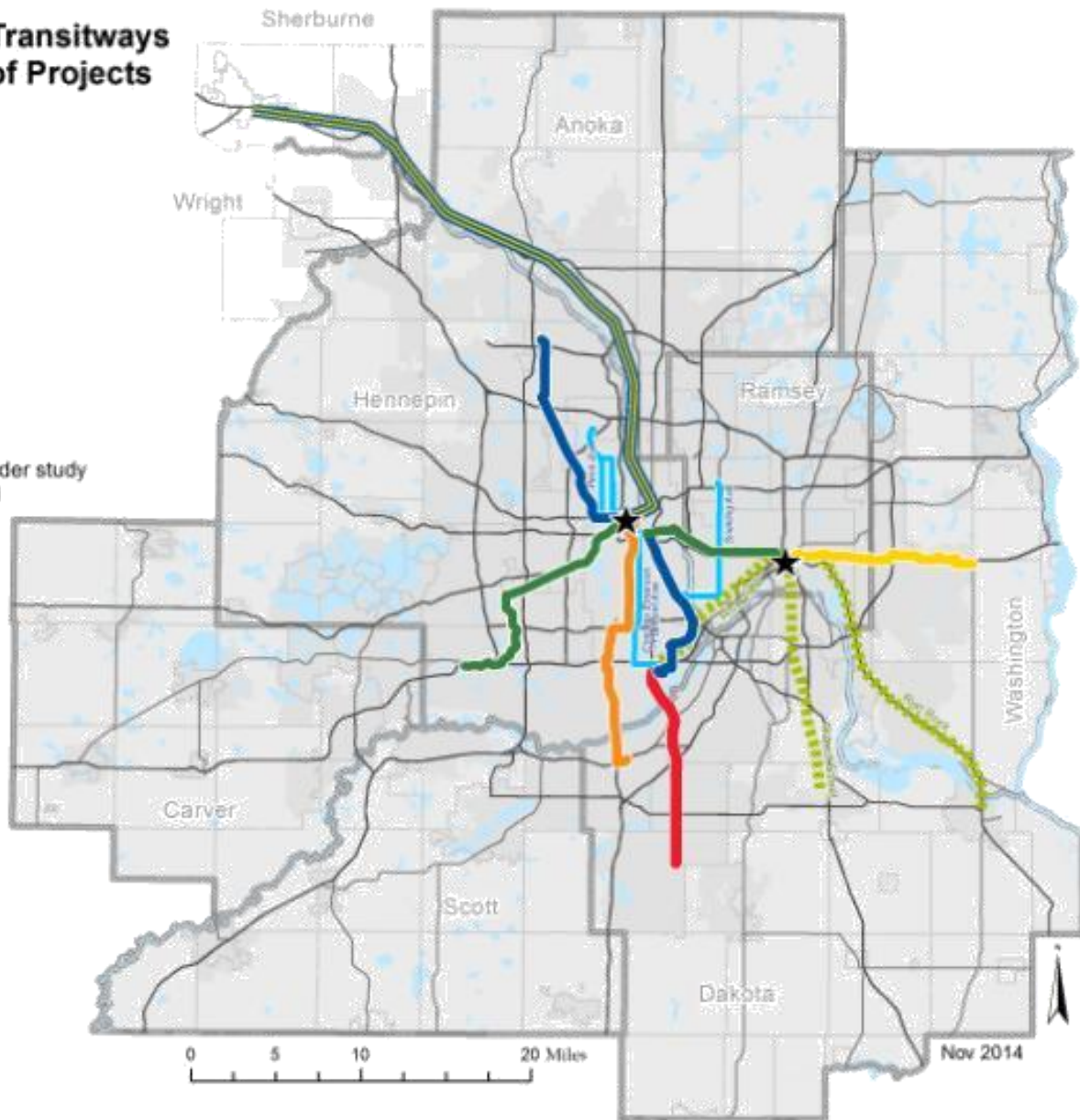


Transitway Investment Plan








- Transportation Policy Plan (TPP) identifies existing and potential Transitway corridors to 2040
- 4 LRT and BRT corridors in project development
 - Green Line Extension (Southwest LRT)
 - Blue Line Extension (Bottineau LRT)
 - Orange Line (I-35W BRT)
 - Gold Line (Gateway BRT)
- Arterial BRT

Current Revenue Scenario Transitways and CTIB Phase I Program of Projects

-  Northstar Line
-  Blue Line
-  Green Line
-  Red Line
-  Orange Line
-  Gold Line
-  Arterial BRT
-  CTIB Phase I Program of Projects under study mode and alignment not yet specified
-  Regional Multimodal Hub



Reference Items

-  Principal Arterial Highways
-  Other Trunk Highways
-  Lakes and Rivers
-  City Boundary
-  County Boundary
-  2040 Urban Service Area
-  MPO Area

Bicycle Planning

Regional Bicycle Transportation Network (RBTN)

- “Backbone” system for regional bicycling
- Encourage coordinated planning and implementation
- Integrated, seamless network of on-street bikeways and off-road trails

Regional Bicycle Transportation Network Vision

RBTN Alignments

- Tier 1 Alignments
- Tier 2 Alignments

RBTN Corridors (Alignments Undefined)

- Tier 1 Priority Regional Bicycle Transportation Corridor
- Tier 2 Regional Bicycle Transportation Corridors

Other Trail Systems

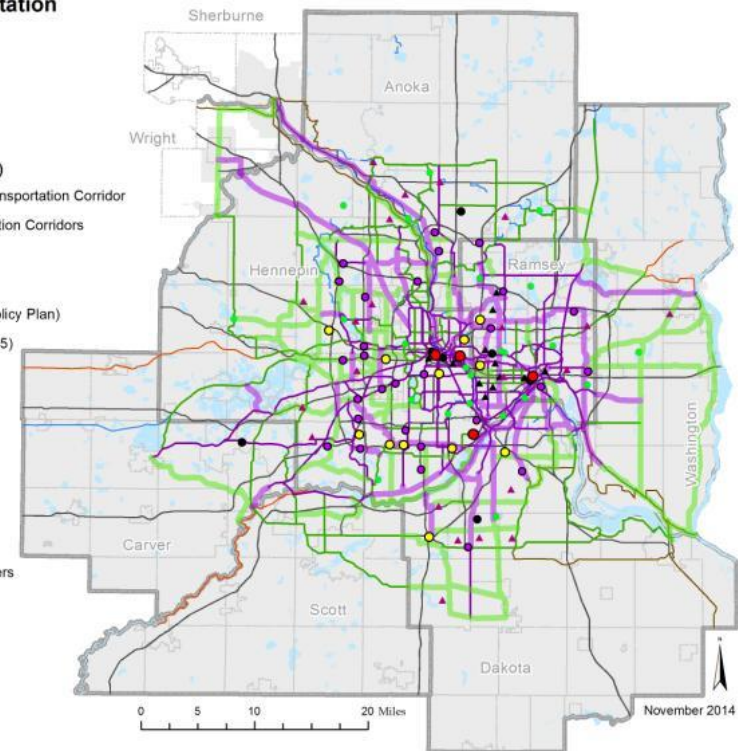
- Regional Trails (Regional Parks Policy Plan)
- Mississippi River Trail (US Route 45)
- State Trails (DNR)

Regional Destinations

- Metropolitan Job Centers
- Regional Job Centers
- Subregional Job Centers
- ▲ Large High Schools
- ▲ Colleges & Universities
- Major Sport & Entertainment Centers
- Highly Visited Regional Parks

Reference Items

- Principal Arterial Roads
- Lakes and Rivers
- City Boundary
- County Boundary
- 2040 Municipal Urban Service Area (MPO Area)



Questions?