What is the Transportation Policy Plan? (TPP)

The region’s long-range transportation plan

- Includes all modes of transportation: highway, transit, airports, freight, biking, pedestrians
- Meets the federal requirements for a long-range transportation plan
What is the Transportation Policy Plan? (TPP)

The region’s long-range transportation plan

• As the region’s Metropolitan Planning Organization (MPO) the Council is required to produce this plan

• Prepared in coordination with Mn/DOT, MAC, Transportation Advisory Board (TAB) and its Technical Advisory Committee (TAC) and task forces focused on the bicycle, pedestrian, and aviation plans.
Chapter 3: Finance

- Updates revenue figures and forecasts (updated to FY09)
- Adds language recognizing Federal Recovery Act (ARRA) funding
- Recognizes continuing uncertainty of federal reauthorization
- Other edits to recognize legislative and other revenue changes
Chapter 5: Regional Mobility

• Defines Congestion Management Process (CMP) as required by federal law.
• The “Plan is the region’s CMP
• Emphasizes multi-modal approach to addressing congestion:
  — Highway System Management
  — Transportation Demand Management (TDM)
  — Transit Opportunities
  — Land Use Policy
Regional Mobility (Cont)

TDM Study recommendations include:

- Focus local and regional TDM efforts on
  - employment centers
  - corridors with significant investments in multimodal options
- Develop consistent regional performance measures for program evaluation
- Allocate future funding based on monitored performance
Chapter 6: Highways

Issues:

• Aging system/increasing preservation needs
• Congestion continues to grow
• Limited funding/gas tax revenue down
20th Century Approach

- Build capacity to meet demand
- Capacity for SOV’s only
Conclusions/PA Study

- The existing TPP/TSP is not fiscally constrained and it will have to shrink
- We can’t build our way out of congestion – we will never afford it
- Planning and design major projects like we are doing today diverts us from good projects
- By concentrating investments we are not addressing congestion and safety throughout region/district
Major Project Reassessment Corridors
Chapter 6: Highways

Region has a strong foundation for implementing management solutions:

- Mn/DOT is a national leader in management infrastructure investments
- 300 miles of bus-only shoulders
- Successful experience with lower-cost/high-benefit projects
- Existing use of pricing
Existing Management Infrastructure:

- **400** Miles of fiber optic cable
- **470** Cameras
- **146** Dynamic Message Signs
- **174** Intelligent lane controls
- **4,500** Loop detectors
- **424** Ramp meters
- **101** Ramp meter bypasses for transit and HOV use
- **257** Miles of bus-only shoulders
- **220** Miles of FIRST coverage
- **10** Miles of I-394 MnPass lanes
- **15** Miles of I-35W MnPass lanes
- **13,600** I-394 transponders sold
- **4,500** I-35W transponders
Chapter 6: Highways

Building a flexible highway strategy:

- Manage rather than eliminate congestion
- Lower-cost/high-benefit projects
- Fully utilize right-of-way, pavement, capacity
- Multi-modal investments
- Reservoir of future policy-consistent projects
- Guidelines for locally initiated highway projects
## State Road Construction Funds, Metro District

*(in millions)*

<table>
<thead>
<tr>
<th></th>
<th>Federal *</th>
<th>State</th>
<th>Total</th>
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<tbody>
<tr>
<td><strong>2015 - 2020</strong></td>
<td>$ 430</td>
<td>$ 900</td>
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<td><strong>2021 - 2030</strong></td>
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<td><strong>TOTAL</strong></td>
<td>$ 1,380</td>
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*Mn/DOT Metro receives an average 45% of the federal funds that come to the region.*
## 2015-2030 Congestion Mitigation Funding

*(in millions)*

<table>
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<th>2015-20</th>
<th>2021-30</th>
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<tr>
<td>Active Traffic Management</td>
<td>$ 30</td>
<td>$ 50</td>
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<tr>
<td>Lower-Cost / High-Benefit (CMSP Projects)</td>
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<td><strong>TOTALS</strong></td>
<td><strong>$ 320</strong></td>
<td><strong>$ 580</strong></td>
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Mn/DOT Active Traffic Management System
(all trunk highways shown)

- Coordinated Signals
- Coordinated, ATMS in place or funded by 2011
- Coordinated, ATMS Planned not funded, not programmed
- Freeway Management System
- Freeway Management System Planned not funded, not programmed
- Mn/DOT Trunk Highway System

Active Traffic Management System

June 2010
Key Components of System-wide Management

- New managed lanes for capacity provision
- Active Traffic Management (ATM) and advanced ITS applications
- Lower-cost/high-benefit capacity and safety improvements
Benefits of Managed Systems

**System Benefits**

- Greater person and vehicular throughput
- Better utilization of available system capacity
- Encourages transit & carpools
- Preserves options in corridor
- Revenue generation
- Reduction in crashes

**User Benefits**

- Reliable travel time
- Reduced delay
- More travel choices
Urban Partnership Agreement (UPA)

- 2007 US DOT initiative to address congestion
- Solicited partners willing to reduce congestion and provided commuters with choices using “4 T” strategies
  - Tolling (congestion pricing)
  - Technology
  - Transit
  - Telecommuting
- Twin Cities was one of 5 regions initially awarded funds
- Combined $133 M in Federal funds /$50 M in State Funds
- Funded 26 different projects and initiatives
- Focus on I-35W, Hwy 77 (Cedar Ave) & Downtown Mpls.
<table>
<thead>
<tr>
<th>Tolling</th>
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<th>Technology</th>
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The table shows the ratings for different organizations in various categories. The ratings range from 1 to 5.
I-35W: The 21ST Century Highway

**Integrated & Innovative**

- I-35W MnPASS System
- Priced Dynamic Shoulder Lane
- Smart Lanes
- Bus Rapid Transit and Stations
- Integrated Park and Rides
- Low cost/high benefit capacity

**Results in Sustainable Congestion-Free Choices for Travelers**
Innovative Use of Technology and Roadway

Smart Lanes, MnPASS and Priced Dynamic Shoulder Lane (PDSL)
Smart Lanes: Variable Advisory Speeds

- First in the Nation
- Advisory Only
- Advises drivers to slow down in advance of congestion
- Expected to reduce rear end crashes and improve traffic flow
I-35W MnPASS, Smart Lanes, Priced Dynamic Shoulder Lane
Early Results from Highway Investments

- Congestion levels have decreased overall
- MnPASS Results
  - MnPASS Lane is congestion free > 95% of time
  - Tolled trips for year: 473,822
  - Toll revenue for year: $469,150 (I-394: $1,492,539)
  - December 2010 was first full month of 35W MnPASS system – matched first full month of I-394 MnPASS in trips when it opened in 2005
- Safety results: pending national evaluation
Low Cost/High Capacity Transit Advantage
Early Results from Transit Investments

- Built more for less
- Serving new customers
- Removing vehicles from crowded roadways sooner
- 51% of the parking spaces in the 6 new or expanded facilities are occupied daily
- More consistent trip reliability
- Shorten trip travel times
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