2040 Transportation Policy Plan – Conversion to Performance Based Planning Basis

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About the plan

- Long-range transportation plan for the Twin Cities region
- Required under state and federal law
- Prepared in coordination with
  - Transportation Advisory Board (and committees)
  - Minnesota Department of Transportation
  - Metropolitan Airports Commission
  - Various cities and counties
- Includes multiple modes – highways, transit, bikes, pedestrians, freight, aviation
TPP Performance-Based Planning Elements

- Goals
- Objectives
- Strategies
- Investment Plan
- Performance Measures/Targets
TPP Elements – Goals

• Goals are broad statements of aspiration that describe a desired future for the region’s transportation system.
  • Transportation System Stewardship
  • Safety and Security
  • Access to Destinations
  • Competitive Economy
  • Healthy Environment
  • Leveraging Transportation Investment to Guide Land Use
Sample Goals

Transportation System Stewardship

- Sustainable investments in the transportation system are protected through strategic asset preservation, maintenance, and system operations.

Access to Destinations

- People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.
TPP Elements – Objectives

- Objectives represent achievable outcomes that together help to realize a goal within the timeframe of the plan.
Goal: Access to Destination –

Sample Objectives:

- Increase the availability of multimodal travel options, especially in congested highway corridors.
- Increase travel time reliability and predictability for travel on highway and transit systems.
- Ensure access to freight terminals such as river ports, airports, and intermodal rail yards.
TPP Elements – Strategies

- Strategies identify how objectives will be met through specific actions, including who is responsible.
Goal: Access to Destination
Objective: Increase multi-modal options
Sample Strategy:

- Regional transportation partners will continue to work together to plan and implement transportation systems that are multimodal and provide connections between modes. The Council will prioritize regional projects that are multimodal and cost-effective and encourage investments to include appropriate provisions for bicycle and pedestrian travel.
Goal: Access to Destination
Objective: Increase multi-modal options
Sample Strategy:

- **Regional transportation partners** will continue to work together to plan and implement transportation systems that are multimodal and provide connections between modes. The Council will prioritize regional projects that are multimodal and cost-effective and encourage investments to include appropriate provisions for bicycle and pedestrian travel.
Regional Transportation Partners:

- Broadly include all public entities within the region with responsibility for planning, implementing or maintaining the transportation system including the Council, MnDOT, counties, cities, townships, transit providers, airport sponsors and others.
• Investment Plans: Two Revenue Scenarios for Two Modes

• Current Revenue Scenario
  • Highway Investment Plan
    • Preserve and Operate Existing System
    • Implement Mobility Improvements
    • Implement Low Cost/High ROI Access Projects
  • Transit Investment Plan
    • Operate and Maintain Existing System
    • Expand Metro Mobility Service to Meet Rapidly Growing Demand
    • Limited Capital Expansion and Modernization
TRANSPORTATION POLICY PLAN

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.

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Reference Items:
- Principal Minor Highways
- Other Truck Highways
- Highways
- City Boundary
- County Boundary
- 2015 Urban Service Area
- MPO Area

April 2014
• Transit Investment Plan
  • Build and Operate three additional METRO lines:
    • Orange Line (I-35W South BRT)
    • Green Line Extension (SW LRT)
    • Blue Line Extension (Bottineau LRT)
  • Build and Operate Four Arterial BRT lines:
    • A-Line (Snelling Avenue)
    • “B” Line (West 7th Street)
    • Two Additional Arterial BRT Lines
TRANSPORTATION POLICY PLAN

Current Revenue Scenario Transitways and Potential CTIB Transitways

- Northstar Line
- Blue Line
- Green Line
- Red Line
- I-35W BRT
- A-Line / B-Line BRT
- Potentially Accelerated CTIB Transitways

Regional Multimodal Hub

Reference Items

- Principal Arterial Highway
- Other Type Highways
- Lakes and Rivers
- City Boundary
- County Boundary
- 2046 Urban Service Area
- KMP Area

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• Increased Revenue Scenario
  • Highway Investment Plan
    • Additional Operations and Maintenance Funding
    • Increased Capital Asset Management
    • Additional Safety and Highway-Related Bicycle and Accessible Pedestrian Improvements
    • Regional Mobility Improvements and Access Projects
• Increased Revenue Scenario
  • Transit Investment Plan
    • Bus and Support System
      • Average of 1% increase per year in bus service.
      • Improved frequencies and hours of service on existing bus routes
      • Expanded bus route coverage to new areas
      • Expanded commuter and express bus routes to new markets and improved routes where capacity is needed
      • Improved or expanded customer facilities including more shelters
      • New and expanded park-and-rides
      • Expanded bus garages, layover facilities, and operations support facilities
• Increased Revenue Scenario
  • Transit Investment Plan
    • Transitway System
      • Accelerating the build-out of the transitways
      • Building transitways in the CTIB Transit Investment Framework
      • Building additional transitways beyond the CTIB Transit Investment Framework (TH 169, I-394, Midtown)
      • Implementing the complete system of twelve Arterial BRT projects
TPP Elements – Performance Measures/Targets

• Performance measures are things that can be measured to determine if a strategy is working.
Goal: Transportation System Stewardship

- Performance Measures
  - Pavement Condition*
  - Bridge Condition*
  - Extent and Duration of Congestion
  - Average Aircraft Delay at MSP

Goal: Safety and Security

- Performance Measures
  - Number and Rate of Fatalities and Serious Injuries*
  - Number and Rate of Transit Incidents
  - Crashes Involving Bicycles per Capita
TRANSPORTATION POLICY PLAN

• Goal: Access to Destinations
  • Performance Measures
    • Annual Hours of Delay and Delay per Capita*
    • Reliability Index*
    • MnPASS Corridor Use
    • Person Trips by Mode
    • Transit Ridership

• Goal: Competitive Economy
  • Performance Measures
    • Annual Hours of Truck Delay*
    • Truck Reliability Index*
    • Network Average Travel Time
    • Average Travel Time to Job Centers – Peak and Midday
Goal: Healthy Environment
- Performance Measures
  - Average Weekday Vehicle Miles Traveled (VMT)
  - Criteria Air Pollutant Emissions*
  - Green House Gas Emissions

Goal: Leveraging Transportation Investment to Guide Land Use Measures
- Performance Measures
  - Change in Population/Employment within One-Half Mile of LRT Station
  - Change in Population/Employment within One-Half Mile of BRT Station
TRANSPORTATION POLICY PLAN

• Investment Plan Impacts (TIP Scenario as base)
  • Congestion – Overall decrease in NHS lane-miles experiencing congestion -2.6% in AM and -3.3% PM peak periods.
  • Mode Choice – SOV declines and transit use increases.
  • Transit Ridership – 7% increase in boardings
  • Safety – 440 fewer annual auto crashes (-0.7%)
  • Travel Time – slight decline in average travel time.
  • VMT – 444,000 fewer vehicle miles traveled (-0.5%)
  • Air Pollutants – all air pollutant emissions decline.
• Next Steps
  • Adopt MAP-21 measures and identify targets
  • Develop methodologies for other desirable performance measures