



**TRANSPORTATION**  
**POLICY PLAN**

# 2040 Plan Update

Land Use Advisory Committee

March 16, 2017

# What is the TPP?

- Long-range transportation plan for the Twin Cities region
- Part of the federal 3C planning process – cooperative, continuous, comprehensive
- Required under state and federal law
- Prepared by Council in coordination with
  - Transportation Advisory Board
  - Minnesota Department of Transportation
  - Metropolitan Airports Commission
  - Local governments
  - Public input
- Includes multiple modes – highways, transit, bikes, pedestrians, freight, aviation

# Why Update the TPP Now?

- Federal law requires MPOs to update their long range surface transportation plans every four years (in air quality maintenance areas)
- Current 2040 plan was adopted January 2015, approved by FHWA / FTA March 2015
- State law only requires an update every 10 years, other regional system plans, including Aviation not being updated
- A currently approved long range plan is required to receive federal transportation funds

# Why adopt the plan in 2018 rather than 2019?

- Federal law would require a March 2019 adoption
- New administration and Council incoming winter 2019
- 2018 adoption gives greatest flexibility to new Governor/Council to adopt a new plan upon chosen schedule (if desired)
- Refine Thrive and related transportation policy direction with current Council
- Avoids potential federal noncompliance and risk to funding

# Proposed Timeline

Date	Activity
January - December 2017	Staff TPP development; consult with external stakeholders
January – December 2017	Bring draft changes and recommendations through committees
January 11, 2018	Draft to TAC-Planning
February 7 and 21, 2018	Draft to TAC and TAB
March 12 and 28, 2018	Draft to Transportation Committee and Council to release for public comment
April 23, 2018	Public hearing at Transportation Committee
May 14, 2018	Public comment period closes
June 20, 2018	Info item at TAB: public comment
June TBD, 2018	Committee of the Whole: public comment
July 9 and 25, 2018	Final <i>2040 TPP Update</i> to TC and Council for adoption

# Changes will be focused and limited

- Current 2040 TPP has been in place only two years – few intervening changes
- Current TPP reflects policy direction of Thrive MSP 2040
- Updated TPP will incorporate Thrive more fully – through narrative text and work planning
- Municipalities are in midst of comprehensive plan updates
  - 2018 plans must be consistent with and conform to 2015 TPP
  - Avoid potential confusion with partners

# Expected Changes

- Updated fiscal projections for highways and transit
  - Statewide highway plan (MnSHIP)
  - Regional highway spending study
  - Transit funding and CTIB changes
- Incorporate study results
  - CMSP 4
  - MnPASS 3
  - PA Intersection Conversion Study
  - Truck Highway Corridors Study
  - Bicycle Barriers Study
  - Gold Line locally preferred alternative (LPA)
- Incorporate performance measures
- Respond to TMA Certification Review comments

# Proposed Stakeholder Involvement

- Process will be a continuation of Thrive outreach
- Council member strategic management team will provide direction
- Utilize existing TAB and TAC committee structure
- Other Council committees LUAC, TAAC, EAC
- Web and online engagement techniques
- Targeted listening sessions, in-person engagement
- Studies being incorporated also have public outreach



# Transportation Policy Plan 2040



# Major Themes of Plan



- Transportation investment connects people to regional destinations
- Land use is key to success of transportation investments
- Interconnectedness of modes
- Provide options for travel

# Plan Focuses on Investment

- Major purpose of the TPP is to identify transportation investments
- Fiscal constraint requires a realistic analysis of available revenues and investments that will be made (Current Revenue Scenario)
- Informs communities, policymakers, public about expected investments and provides opportunity for input on proposed investments
- Plan also identifies investment needs
- Plan can show illustrative investments that would occur with additional revenue (Increased Revenue Scenario)

# Highway Investment Direction

- 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

# Current State Highway Investment

- Current Revenue: \$11 billion (capital and operating)
- MnSHIP Update shows little change
- Limited Mobility investments
- Highlight I-94 project and connections to Thrive

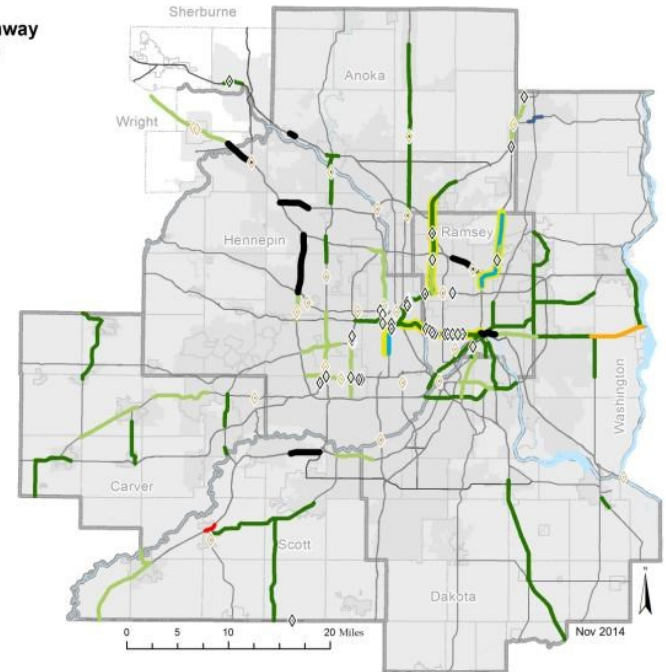
## Identified Projects\* in Highway Current Revenue Scenario

- ◇ 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



# Increased State Highway Investment

- Increased Revenue: additional \$8-10 billion (capital and operating)
- Legislative action could increase funding
- Focus investments on combining Mobility projects with planned preservation
- A-minor/county road investments

## MnPass System Vision

- Direct Connection
- Through Movement

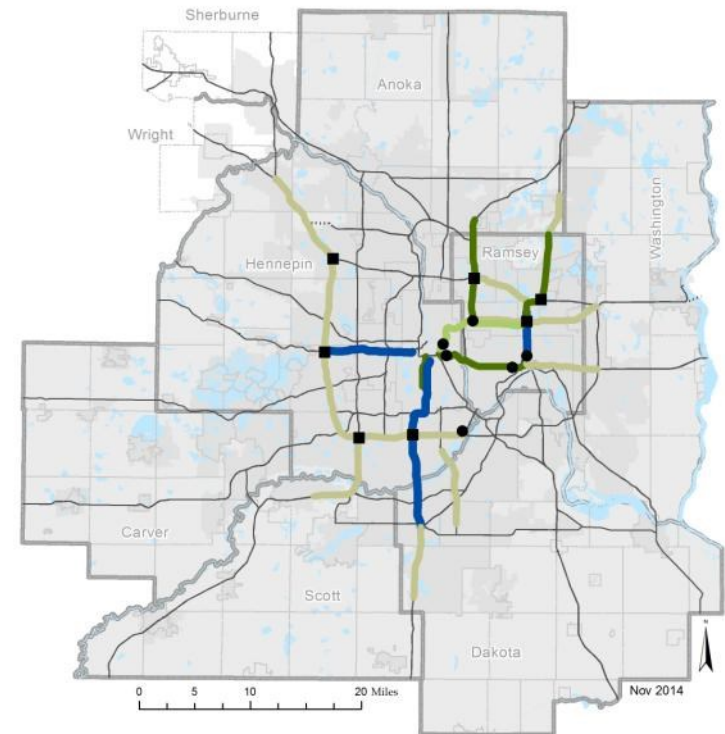
## MnPASS

- Existing / Under Construction
- Tier 1 MnPASS Expansion
- Tier 2 MnPASS Expansion
- Tier 3 MnPASS Expansion\*

\* The I-94 east corridor is in the MnPASS system vision contingent on resolving highway right-of-way issues through further study, including the Gateway transitway Draft Environmental Impact Statement.

## Reference Items

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

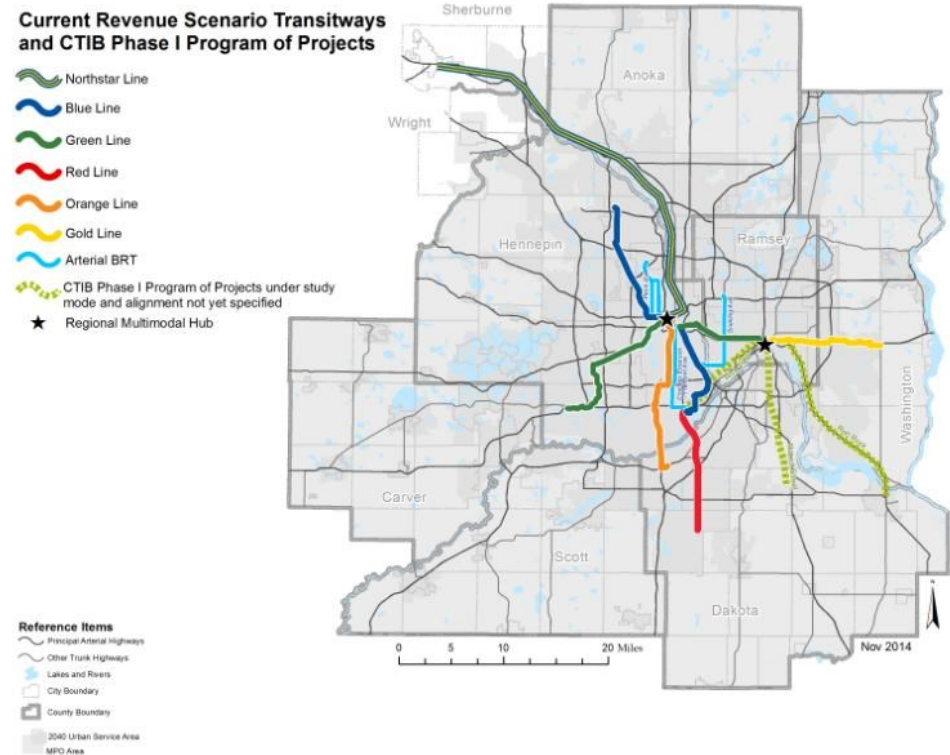


# Transit Investment Direction

- Manage the existing bus and support system
  - Serve the rapidly growing demand for Metro Mobility
  - Limited improvements through capital expansion and modernization
- Expand the transitway system to guide future land use
  - Four new METRO lines (2 light rail, 2 BRT)
  - Three arterial bus rapid transit lines
  - Additional expansion through CTIB, yet to be determined
- Explore vision for accelerated transit expansion of \$2-3B for bus and \$5-6B for transitway projects

# Current Transit Investment

- Current Revenue: \$31 billion (capital and operating)
  - 4 METRO Lines (orange, blue and green extensions, gold)
  - 3 new arterial bus rapid transit lines
  - Continued progress on other transitways being studied
  - Increase in Metro Mobility





# Increased Transit Investment

- Increased Revenue: additional \$7-9 billion (capital and operating)
- Governor's proposal - additional corridor development with a focus on ABRT
- More and improved regular route services/facilities

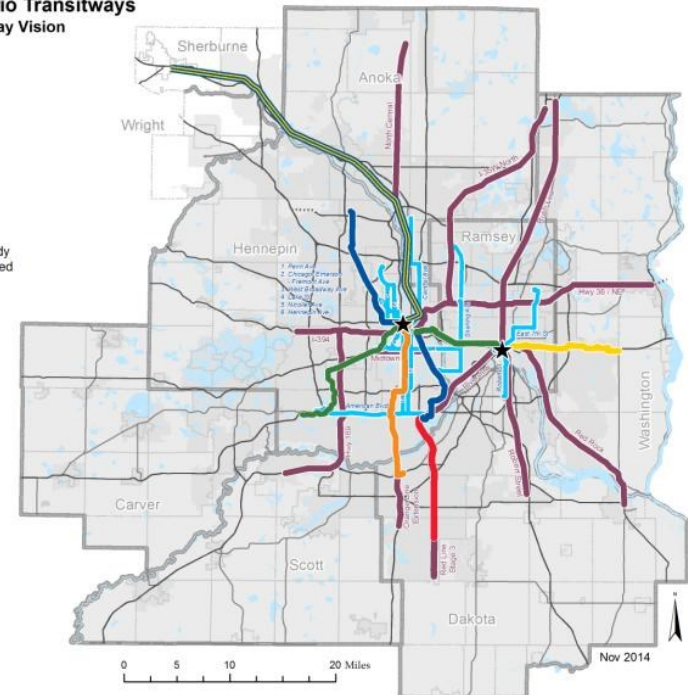
## Increased Revenue Scenario Transitways Building an Accelerated Transitway Vision

- Northstar Line
- Blue Line
- Green Line
- Red Line
- Orange Line
- Gold Line
- Accelerated Arterial BRT
- Accelerated Transitways under study mode and alignment not yet specified
- ★ Regional Multimodal Hub

Increased Revenue Scenario would also include at least 1% average annual bus expansion.

### Reference Items

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



# Bicycle and Pedestrian Systems

- Regional Bicycle Transportation Network (RBTN)
  - “Backbone” system for regional bicycle transportation
  - Encourage coordinated planning and implementation
  - Provide an 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

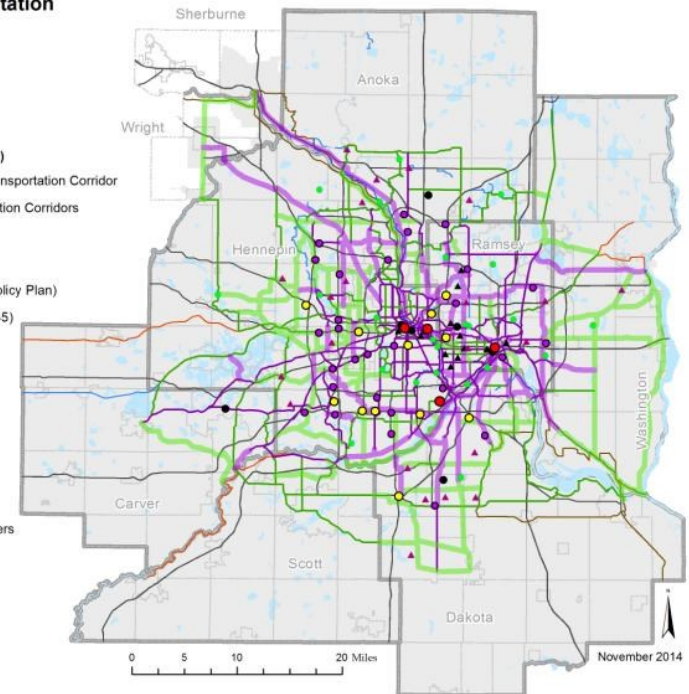
- Regional Trails (Regional Parks Policy Plan)
- Mississippi River Trail (US Route 45)
- State Trails (DNR)

### 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)



# Potential RBTN Changes

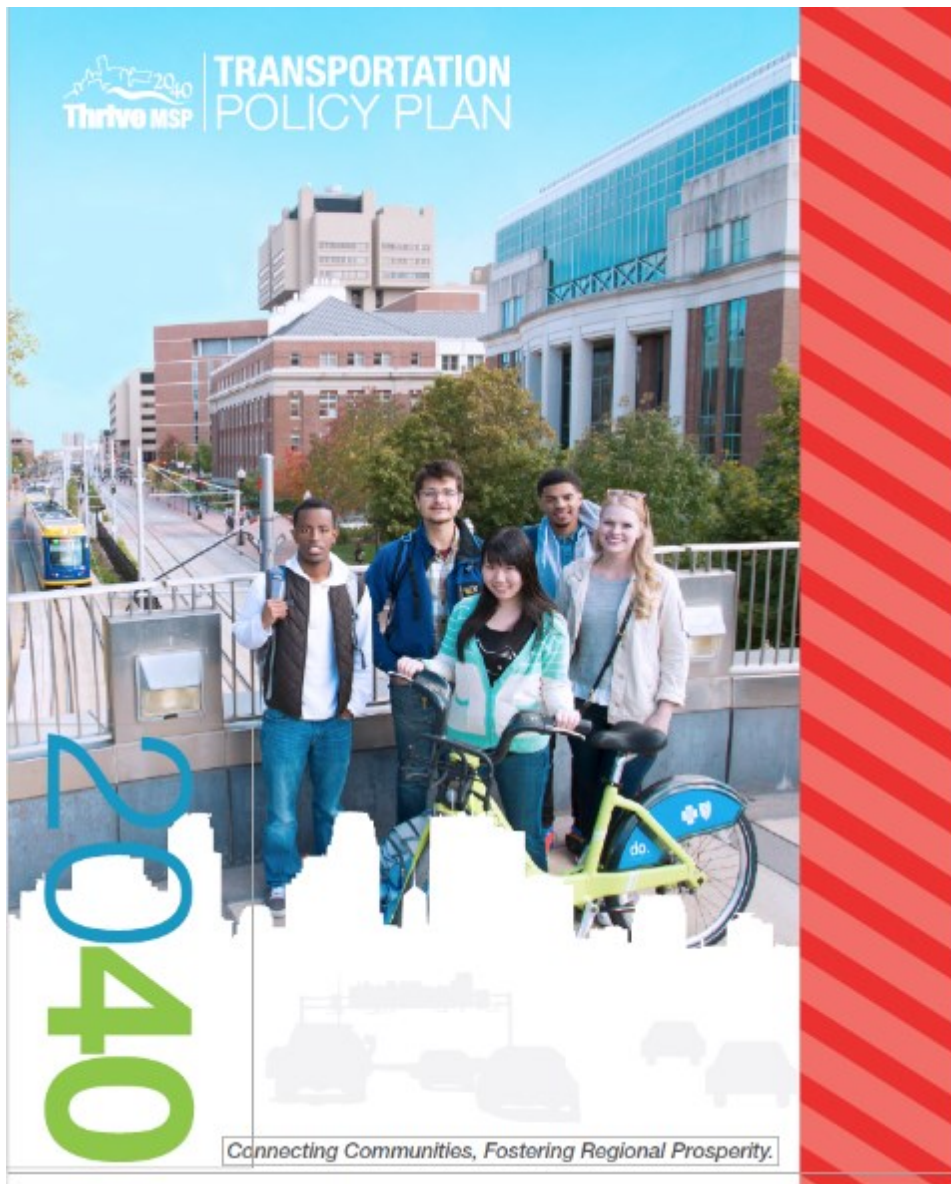
- Minimum guidelines for bicycle facilities on the RBTN
- Maintenance expectations
- Protected bike facility corridors subset of RBTN
- New language to encourage bicycle/pedestrian data collection
- Incorporation of “critical barrier crossings” from Regional Bicycle Barriers Study

# Land Use

- Identifies strategies, density and diversification of regional concentrations
- Establishes requirements, guidelines for land use to support transit investments: density, activity, best practices
- Minor edits and refinements
- Continued assistance to communities through comprehensive plan update process



*What other areas should be identified for review?*



- Current Plan available at:
- [www.metrocouncil.org](http://www.metrocouncil.org)

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