

Quarterly Update

2013-2014 Transportation Policy Plan Update

TAB August 21, 2013



Why update the TPP now?

- Updates required every 4 years
- Thrive MSP 2040 policy direction
- New socio-economic forecasts to 2040
- MAP-21 changes
- Studies, data since last plan

Schedule

- **January 2013:** Began internal staff work concurrent with development of Thrive
- **March 2013:** Kickoff
- **April 2013 to March 2014:** Task Force, Work Group and other stakeholder discussions
- **Spring 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
- **December 2014:** Final plan adoption

Partners in the TPP Update

- Policymaker Task Force
 - Council members (5), TAB members (3), CTIB (1) and MnDOT (2) representatives
 - Chaired by Adam Duininck
 - Provide overall policy guidance for the DRAFT plan
- Partner Agency Work Group
 - Based on TAC Planning committee, plus other relevant local, regional, state, and federal agencies
 - Provide technical guidance for the DRAFT plan
- Periodic updates to TAB & Met Council
- Other stakeholders and the general public

Spring 2014 Work

- **April, June, July 2013:** Meetings of the Partner Agency Work Group and Policy Maker Task Force
- Reviewed background information
 - Travel Behavior Inventory preliminary results
 - Peer regional transportation plans overview
 - Thrive MSP 2040
- Discussed materials
 - Proposed plan document structure
 - Issues, trends, questions, and comments for the update
 - DRAFT Goals and Objectives

Structure for Performance Based Plan

- Built on the Goals, Objectives, Strategies framework
- More robust plan introduction to establish policy direction
- Followed by investment plans and performance measures
- Supplemented with technical information in appendices

Plan Introduction

- Telling the region's transportation story
- Key themes:
 - How the region travels today
 - What will the region look like in 20 years – policy direction for the plan
 - Thrive MSP 2040 direction, growth forecast
 - Goals
 - Objectives
 - How do we make that happen
 - Strategies

Investment Plan and Measures

- How the current and forecasted travel patterns, needs and policy direction guide regional plan for all modes
 - Today's system
 - 2040 system
 - Investments to get there with known resources
 - Vision for other investments with additional resources
- How we'll know we created meaningful change - performance measures and targets

Performance-Based Planning Framework

- Goals
- Objectives
- Strategies
- Performance Measures/Targets
- Investment Plan

TPP Elements – Goals

- *Transportation system goals are broad statements of aspiration that describe a desired end state for the transportation system.*

Draft TPP Goals (July 2013)

- **Safety and Security** - Provide safety and security for the transportation system.
- **Access to Destinations** - Maintain and enhance reliable, efficient, and affordable multi-modal access and mobility for people and freight to destinations in the region and beyond.
- **Preserve, Manage, and Operate** - Ensure that the transportation system is cost-effectively, strategically, and efficiently preserved, maintained, operated, and managed over its useful life.

Draft TPP Goals (cont., July 2013)

- **Align Transportation and Land Use** - Align decisions on land use, development patterns, and transportation investments to make the best use of public and private investments.
- **Healthy Environment** - Support healthy and sustainable communities and protect the region's natural and built environment.
- **Competitive Economy** - Support the economic competitiveness and vitality of the region and state through cost-effective investments in the transportation system.

TPP Elements – Objectives

- *Objectives represent outcomes that the region will hope to achieve and that stakeholders believe are achievable within the planning horizon of the Transportation Policy Plan.*

Draft Objectives (July 2013)

Safety and Security

Goal: Provide safety and security for the transportation system.

Objectives:

- Reduce incidents, serious injuries, and fatalities for the traveling public and freight.
- Reduce vulnerability of the traveling public, freight, and critical transportation infrastructure to serious natural and manmade incidents or threats.
- Improve safety and security for pedestrians, bicyclists, and transit users.

Draft Objectives (July 2013)

Access to Destinations

Goal: Maintain and enhance reliable, efficient, and affordable multi-modal access and mobility for people and freight to destinations in the region and beyond.

Objectives:

- Provide congestion-free options for travel in congested corridors.
- Reduce travel time variability for auto, transit, and freight travel.
- Improve local access to river ports, airports, rail yards, and major truck terminals.
- Reduce the need for private automobile use by providing areas of the region where overall transit accessibility is strong.
- Increase transit ridership.

Draft Objectives (July 2013)

Preserve, Manage, and Operate

Goal: Ensure that the transportation system is cost-effectively, strategically, and efficiently preserved, maintained, operated, and managed over its useful life.

Objectives:

- Strategically preserve and maintain the existing and future regional multimodal transportation system, including supporting infrastructure.
- Efficiently and cost-effectively operate and manage the existing and future regional multimodal transportation system to maximize safety, travel reliability, and movement of people and freight.

Draft Objectives (July 2013)

Align Transportation and Land Use

Goal: Align decisions on land use, development patterns, and transportation investments to make the best use of public and private investments.

Objectives:

- Efficiently accommodate regional forecasted growth in areas that encourage multimodal travel.
- Maintain adequate riverfront and rail accessible land to meet existing and future demand for freight.
- Support multimodal travel with local land use policies that encourage pedestrian, bicycle, and transit-friendly urban form and design.
- Ensure communities, businesses, and aviation interests work together to limit non-compatible land uses near airports.

Draft Objectives (July 2013)

Healthy Environment

Goal: Support healthy and sustainable communities and protect the region's natural and built environment.

Objectives:

- Minimize transportation-related air emissions to improve air quality and human health.
- Minimize and mitigate impacts of transportation construction, operations, and use on the natural and built environment.
- Increase the use, attractiveness, and availability of non-motorized transportation.
- Support community preservation and enhance cohesion and connectivity.
- Minimize adverse impacts to the region's minority and low-income populations.

Draft Objectives (July 2013)

Competitive Economy

Goal: Support the economic competitiveness and vitality of the region and state through cost-effective investments in the transportation system.

Objectives:

- Improve multimodal access to regional “economic activity centers,” jobs, and educational opportunities.
- Invest in a multimodal transportation system that attracts and retains businesses and residents.
- Support the region’s economic competitiveness through the efficient movement of freight.

Next Steps

- “Extra” August Task Force meeting to finish discussing DRAFT objectives
- September and October
 - Broader stakeholder and public engagement on DRAFT Goals and Objectives
 - Work Group and Task Force meetings to discuss DRAFT strategies, performance measures, revenue and other topics

Questions

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