

## High Level Changes to 2040 TPP from Draft to Final

December 11, 2014

- Organizational:
  - Added 4-page Summary of Plan
  - Former Part One is now an “Introduction”
  - Equity is now a separate chapter
  - Chapters are renumbered
- Funding:
  - Text added to clarify the Council will work with partners to identify and advocate for additional transportation funding
  - Dedicated versus flexible funding graphic added in Overview and the Finance chapter
  - Wheelage tax and vehicle lease sales tax estimates corrected
  - Work Program study item on Identify Regional Highway System Costs of Operations and Asset Preservation broadened to include principal and A-minor arterials
- Land Use and Local Planning: strengthened to acknowledge the role of A-minors, Appendix D classifications and their relation to land use
- TOD in Land Use and Local Planning:
  - Suburban Edge and Emerging Suburban Edge community designation densities near transitway stations reduced to 8 and 15 units/acre for highway bus rapid transit and dedicated right-of-way, respectively
  - Text clarified in multiple places to indicate that density requirements apply only to areas of new or redevelopment and do not apply to corridors in the Increased Revenue Scenario
  - Discussion on land uses and urban forms near transitway stations changed from requirements to guidance on uses that should be discouraged and added uses that should be encouraged
  - Added language on how community commitments to land use may be a consideration for the Council’s financial support of a transitway
- Transit and TMOs:
  - Text edited to “at least 1%” annual growth in regular route bus services and acknowledges the potential variability in timing of implementation and coordination with transitway investments
  - Minor edits to descriptions of route types and Transit Market Areas for greater transit provider flexibility
  - High-frequency service defined consistent with current Metro Transit marketing definition (at least 15 minute frequency 6am-7pm on weekdays and 9am-7pm Saturdays)
  - West 7<sup>th</sup> Street ABRT removed from all maps and investment plans; changed total ABRTs funded in the Current Revenue Scenario from four to three in the first 10 years of the plan

- A list of TMOs and the areas they serve added to the Existing System Description
- Highways:
  - Added section on “Bridges Across the Major Rivers” to Existing System
  - Additional text on role of A-minor system added to Existing System and Highway Plan chapters
  - 2013 Congestion map added to Highway chapter
  - Added text recognizing some principal arterials are under jurisdiction of Anoka, Dakota, Ramsey, Scott counties, and City of St. Paul
- Bicycles and Pedestrians:
  - Clarified relationship between regional trails system and the Regional Bicycle Transportation Network (RBTN)
  - Added “Bicycle Connections to Transit” as a funding prioritization factor
  - Revised text regarding development of on-road bicycle facilities on A-minor arterials
  - Added text emphasizing need to focus on users of all ages, abilities and levels of mobility
- Equity:
  - Updated maps of regional poverty
  - Additional supporting data in qualitative equity analysis
  - Additional narrative in Introduction on continuing history of disproportionate impacts of roadway construction being born by historically underrepresented communities
  - Added language emphasizing the need to “create and preserve a mix of housing affordability” particularly near transitway stations
- Travel Forecasting and Performance Measures:
  - Added link to Thrive MSP 2040 demographic analysis and text on household size decline
  - Text changed to recognize analysis and monitoring will be necessary as technologies evolve and emerge to understand impacts on travel behavior
  - Text added to indicate that USDOT performance measures and targets will be amended into the plan after they are released
  - Deleted performance measures that do not have data
- Work Program:
  - Added study item titled “Identify Truck/Highway Freight Needs” for both Principal and A-minor arterials
  - Revised text and scope of study item “Identify Regional Highway System Costs of Operation, Asset Preservation, and Other Spending” to include costs of operation and asset preservation on both Principal and A-minor arterials
  - Added housing explicitly to work program study item on “Equity Analysis” to include effective use of equity as a prioritization measure
  - Revised work program item on data collection to clarify the reporting schedule