



# TRANSPORTATION POLICY PLAN

Transportation Advisory Board  
May 21, 2014

# 2040 TPP Schedule

**April 2013 to May 2014:** Policymaker Task Force, Partner Agency Work Group and other stakeholder discussions on preparation of draft 2040 TPP

**December 2013:** Council, TAB Investment Factors workshop

**January to May 2014:** Monthly progress updates with TAB, TAC and Transportation Committee

**May 28, 2014:** Thrive MSP 2040 adopted

**May to July 2014:** Draft for public comment to TAC, TAB, Transportation Committee, Council (TAB June 18)

**July through September 2014:** Public comment on DRAFT 2040 TPP

**October to November:** Revisions based on public comment

**December 2014:** Final plan adoption

# Part II Draft Outline

- a. Existing System Descriptions
- b. Strategies with Supporting Text
- c. Transportation System Finance
- d. Land Use and Transportation
- e. Modal Investment Direction and Plans
  - a. Highway
  - b. Transit
  - c. Bicycle and pedestrian**
  - d. Freight**
  - e. Aviation**



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# Freight Investment Direction

# Freight

## Modes

- Trucks on Roadways
- Freight Railroads
- Barges on River
- Air

# Freight

## Challenges and Opportunities

- Capacity and Congestion
- High Fuel Costs
- Connectivity- the “Last Mile”
- Freight Safety
- Freight Security
- Freight Terminals and Adjacent Land Uses

# Freight

## Investment Considerations by Mode

- TPP includes highway and aviation investment plans
- Region has minimal involvement in planning other modes
- Freight rail is planned by individual railroads
- River system- Army Corps, port authorities, private terminal operators

# Freight

## Trucks on Roadways - TPP Highway Plan

- Preservation of bridges and pavement
- Active traffic management
- Lower-cost/high-benefit mobility improvements
- MnPASS lanes directly benefit shipments by single-unit commercial vehicles, vans, pickups and courier cars
- MnPASS lanes free up capacity in adjacent general purpose lanes, so less corridor congestion for larger trucks
- Strategic capacity enhancement



# Freight

## Air Freight - TPP Aviation Plan

- Freight terminal area of MSP relocated and rebuilt
- I-494 and 34th Avenue interchange rebuilt in 2013
- No major air freight upgrades currently planned
- Airfield, passenger improvements may also benefit freight

# Freight

## Rail and Intermodal

- Surge in rail traffic on BNSF, CP due to Bakken oil
- Railroads investing to reduce delays
- Safety of Bakken crude-by-rail flow is concern
- Container-based shipping increased, region's two primary rail-truck intermodal terminals near capacity
- State Rail plan identified many rail bottlenecks in region
- Joint public/private role where these impact passenger rail
- Few excess rail lines remain in region, so expect few additional railroad abandonments

# Freight

## River Barges

- Current port terminals in Saint Paul, Minneapolis, Savage
- Minneapolis has low volume, likely to close
- St Paul is largest generator on river system above St Louis
- Diversification in commodities, balancing inbound and outbound cargo

# Freight

## Other Freight Planning Affecting Region

- Minnesota Statewide Freight Plan (MnDOT, 2005)
- Statewide Freight and Passenger Rail Plan (MnDOT, 2010)
- Statewide Multimodal Transportation Plan (MnDOT, 2012)
- Statewide Ports and Waterways Plan (MnDOT, 2013)
- Twin Cities Regional Freight Study (MnDOT and Metro Council, 2013)



## Draft Bicycle & Pedestrian Investment Direction

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## Section Overview

### Key messages

- Biking/walking are effective transportation solutions within and near congested centers
- Pedestrian planning best performed at local level
- Bicycle planning to ensure regional continuity is an important regional role
- Pedestrian planning is integral to planning for other modes, so is mainly discussed in other modal sections

## Section Overview

### Integration of Pedestrian Planning with Other Modes

- Land Use & Local Planning section (“Pedestrian Planning Considerations”)
- Highway section (Highway investments)
- Transit section (Transit planning basics)

## **Proposed Regional Bicycle Transportation Network**

### **Network Development Analysis Factors:**

1. Regional Job Concentrations
2. Other Regional Destinations
3. Bicycle Travel Demand
4. Connecting with Transit
5. Future Population Density
6. System Equity



# Regional Bicycle Transportation Network (RBTN) Corridors

## Proposed

 Regional Bicycle Transportation Corridors

### Other Trail Systems

 Regional Trails (Regional Parks Policy Plan)


 Mississippi River Trail (US Route 45)

 State Trails (DNR)

### Regional Destinations

 Major Job & Activity Centers

 Regional Job & Activity Centers

 Subregional Job & Activity Centers

 Large High Schools

 Colleges & Universities

 Major Sport & Entertainment Centers


 Highly Visited Regional Parks

### Reference Items

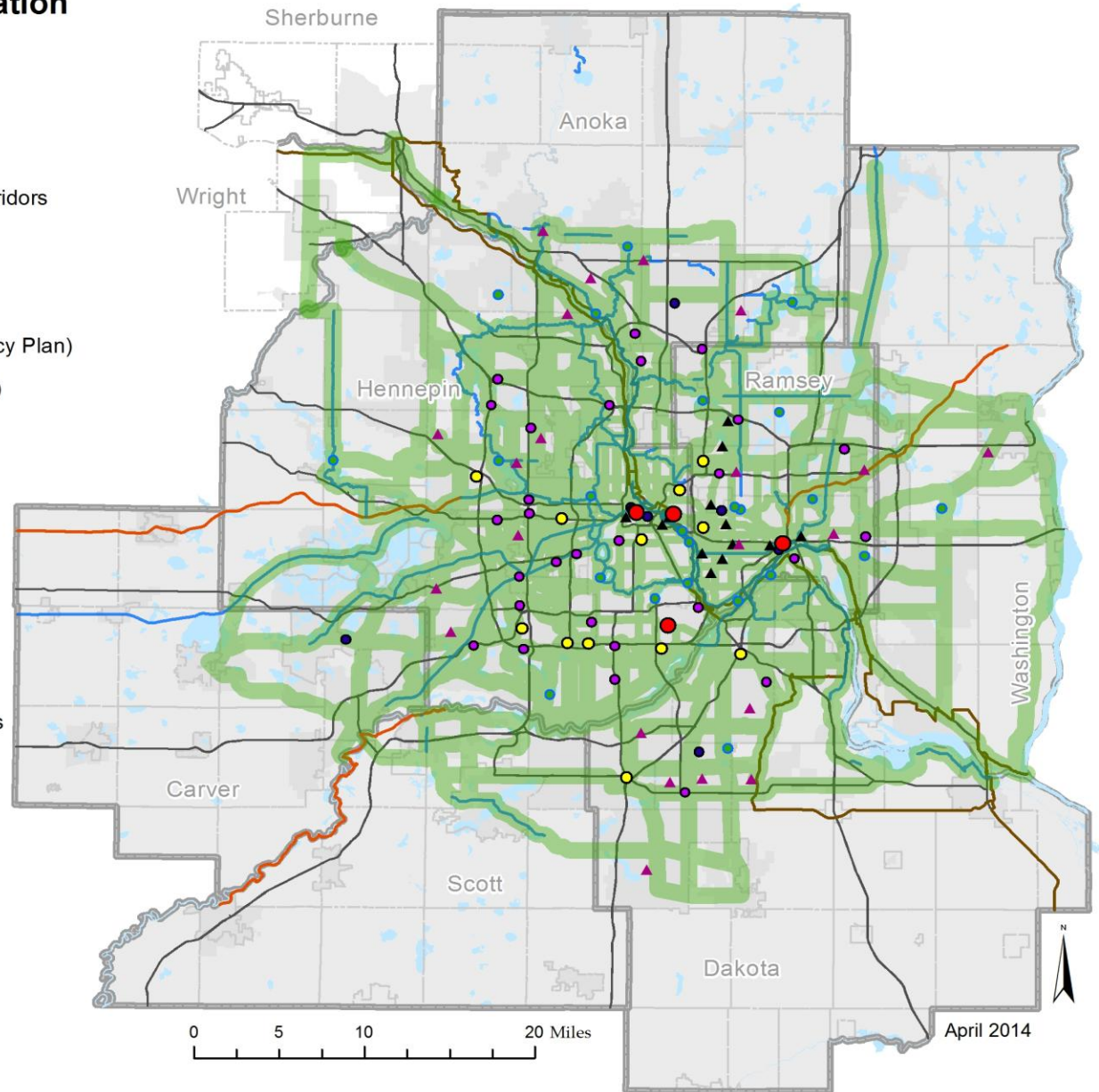
 Principal Arterial Roads

 Lakes and Rivers

 City Boundary

 County Boundary

 2040 Municipal Urban Service Area  
MPO Area



April 2014

## Proposed Regional Bicycle Transportation Network

### Characteristics:

- “Backbone” arterial system for regional transportation
- Intent to encourage coordinated planning and implementation
- An integrated, seamless network of on-street bikeways and off-road trails



# Regional Bicycle Transportation Network (RBTN) Corridors

## PROPOSED

### RBTN Corridors with Alignments

-  Tier 1 Alignments
-  Tier 2 Alignments

### RBTN Corridors (Alignments Undefined)

-  Tier 1 Priority Regional Bicycle Transportation Corridor
-  Tier 2 Regional Bicycle Transportation Corridors

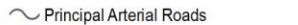


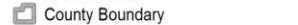
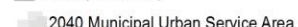
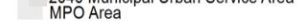
### Other Trail Systems

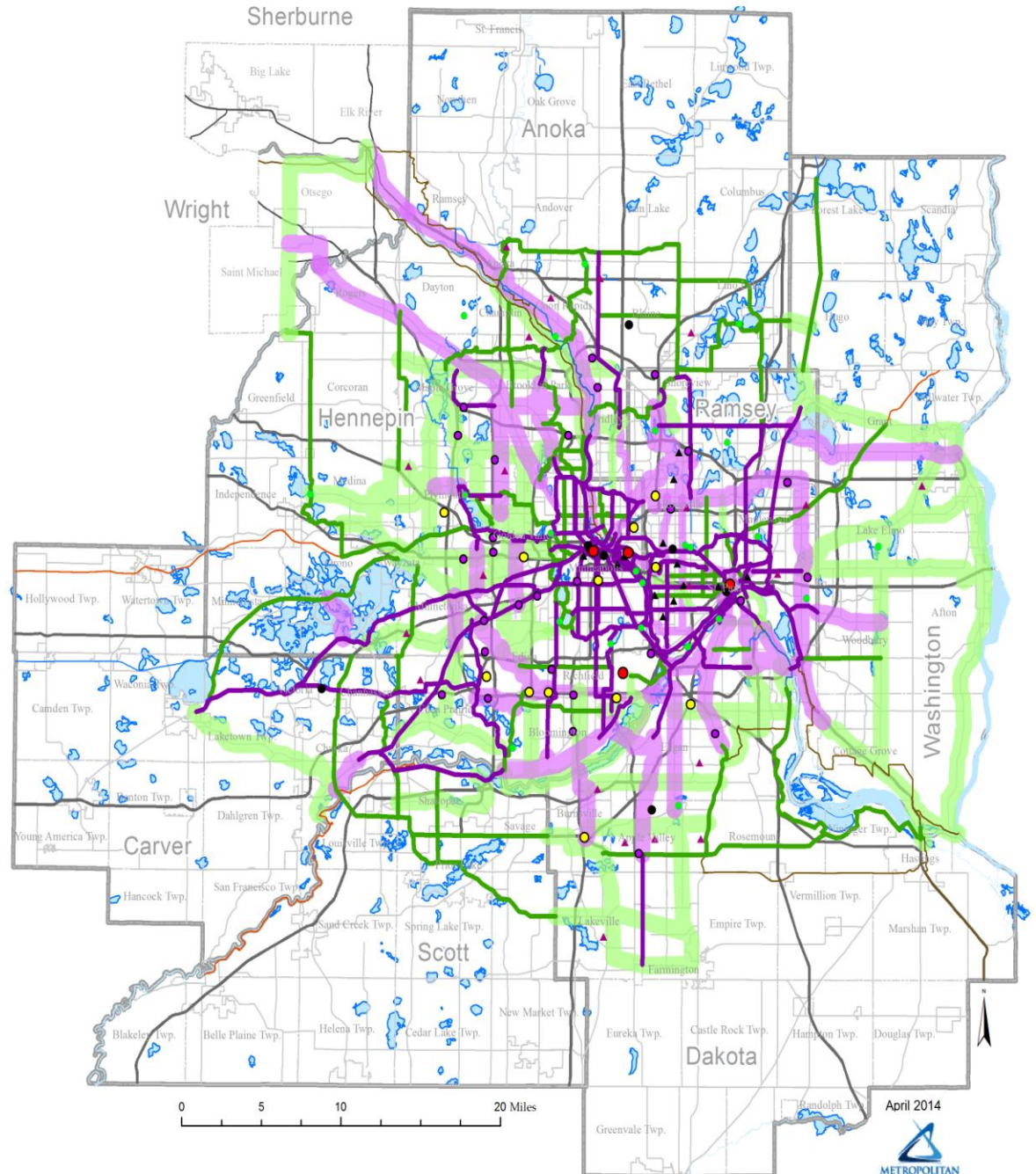
-  Regional Trails (Regional Parks Policy Plan)
-  Mississippi River Trail (US Route 45)
-  State Trails (DNR)

### Regional Destinations

-  Metropolitan Job Centers (50,000+ jobs)
-  Regional Job Centers (15,000 - 50,000 jobs)
-  Subregional Job Centers (7,000 - 15,000 jobs)
-  Large High Schools (2000+ Students)
-  Colleges & Universities (2000+ Students)
-  Major Sport & Entertainment Centers
-  Highly Visited Regional Parks (400,00+ visits per year)

### Reference Items

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



## Investment Direction

### Regional Bicycle Transportation Network

- Tier 1 Corridors given “highest priority”
- Tier 2 Corridors given “second highest priority”

### Critical Bicycle Transportation Links

- Close a gap in the RBTN
- Provide short connecting trail between RBTN and local bikeway network.
- Improve continuity and connections between jurisdictions (on or off regional network)
- Improve or remove physical barrier (on or off regional network)

## **Investment Direction**

### **Other Investment Prioritization Factors**

- Opportunities for Pedestrian Improvements
- Safety
- Cost-effectiveness
- Multimodal Projects
- Reconstruction of Existing Facilities



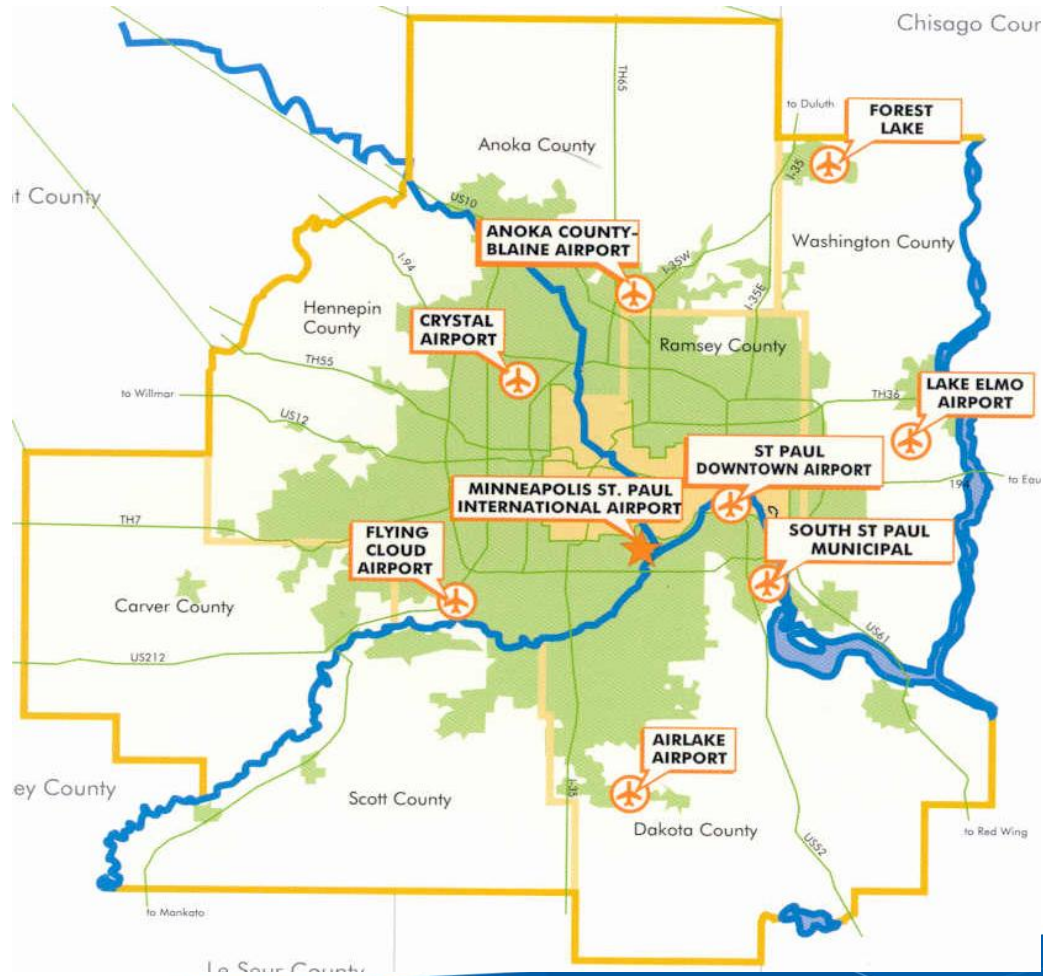
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# Aviation Investment Direction

# Overview

- Twin Cities Regional Aviation System is a well developed aviation system that serves the need of the metropolitan region.
- Updated TPP Aviation plan has minimal change from 2010.
- Protection and maintenance of this system is important for economic competitiveness for the region.
- Federal government actions could affect the system and the traveling public.
- Aviation roles vary between federal, state, regional and local governmental units.

# Regional Aviation System Map





# System Changes Since 2010

- Many projects have been completed at both MSP and the reliever airports.
- Reliever airport LTCP's being updated.

# Aviation Trends

## COMMERCIAL SERVICES

- Aviation industry is readjusting to larger size aircraft with fewer flights and leaner operations.
- Less capacity yields higher prices for commercial service.

# Aviation Trends

## GENERAL AVIATION

- Recreational segment likely to continue decreasing operations.
  - Increased costs
  - Aging fleet
  - Older pilot population
- From a system standpoint, maintenance more pressing than increased capacity
- MAC continues to explore complementary non-aviation land use development

# Airport Classification and Roles

- Airports are classified according to their role and function.

National Level - National Plan of Integrated Airport System (NPIAS)

State System – State plans usually include more airports than the National Plan

Metropolitan Council System – Terminology reflects metropolitan region airport considerations

# Airport Classifications and Role

Airport	Federal NPIAS	State	Regional
MSP	Commercial Service-Primary	Key	Major
St. Paul Downtown	Reliever	Key	Intermediate
Flying Cloud	Reliever	Key	Minor
Anoka County-Blaine	Reliever	Key	Minor
Crystal	Reliever	Intermediate	Minor
Lake Elmo	Reliever	Intermediate	Minor
Airlake	Reliever	Intermediate	Minor
South St. Paul	Reliever	Intermediate	Minor
Forest Lake	N/A	Landing Strip	Minor

# MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT LTCP

## OBJECTIVES

Keep existing runways, improve taxiways

Continue the pavement maintenance program

Expand/Rehabilitate Terminal 1 Building, add Gates and tram on concourse G/H, add Parking

Expand Terminal 2  
Improve road access to Terminals 1 & 2



# Appendices

Air Transportation Glossary

Individual Airport LTCP's.  
Updated with SGS (So. St. Paul's) LTCP

National/State Classifications

Airport Service Areas

Land Use Compatibility Guidelines

Capital Investment Review Process

Airport Capacity Criteria



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