



TRANSPORTATION POLICY PLAN

2040 Plan Update

Transportation Advisory Board

April 19, 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

Regional and local planning relationship

- Regional Development Framework, Thrive MSP 2040, creates a vision for the orderly and economic development of the seven-county region
 - Policy plans, including transportation and aviation, provide policy direction for community comprehensive plans
 - Local comprehensive plans, updated every 10 years, must recognize regional systems and planned investments
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- Local Comprehensive Plan Updates (2018)
- Systems Statements (2015)
- Systems and Policy Plans (2014-15)
- Thrive MSP 2040 (2014)

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)
- Respond to TMA Certification Review comments

Expected Changes cont.

- Incorporate performance measures
- Technical modal chapters changes redlined from existing
- Overview Chapter (Part 1)
 - Reformat and shorten
 - Highlight trends and topics:
 - Regional travel patterns
 - Automated/Connected Vehicles
 - Shared Mobility
 - Rebuilding urban corridors/Re-Thinking I-94

Proposed Stakeholder Involvement

- Process will be a continuation of Thrive outreach
- Councilmember work group 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 have had significant stakeholder participation and 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
- Major mobility investments expected on I-35W and I-94

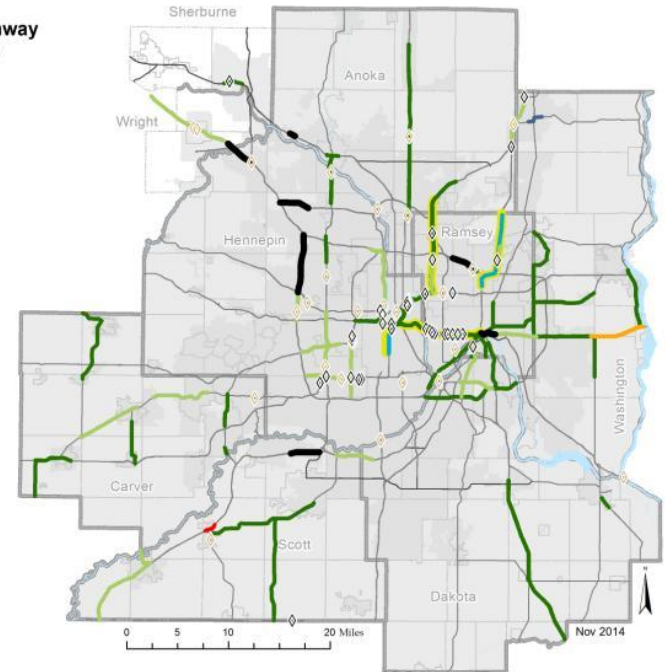
Identified Projects* in Highway Current Revenue Scenario

- ◇ 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

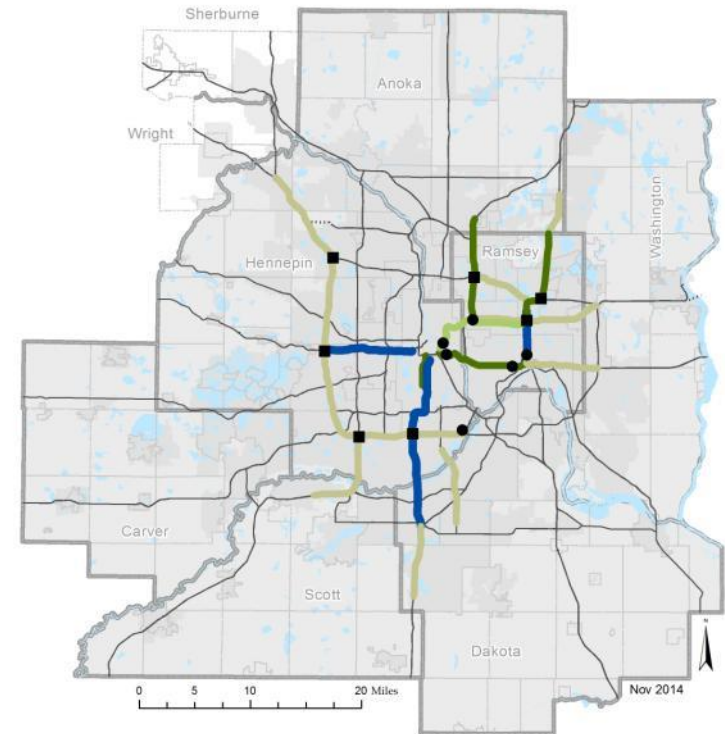
MnPASS

- 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

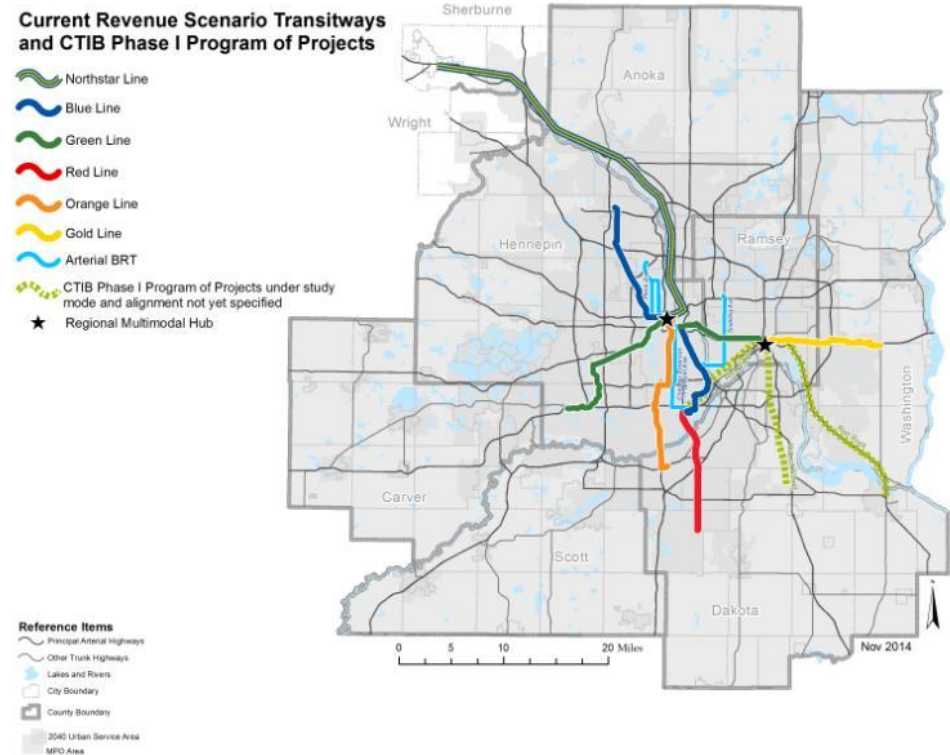


Transit Investment Direction

- 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
 - 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

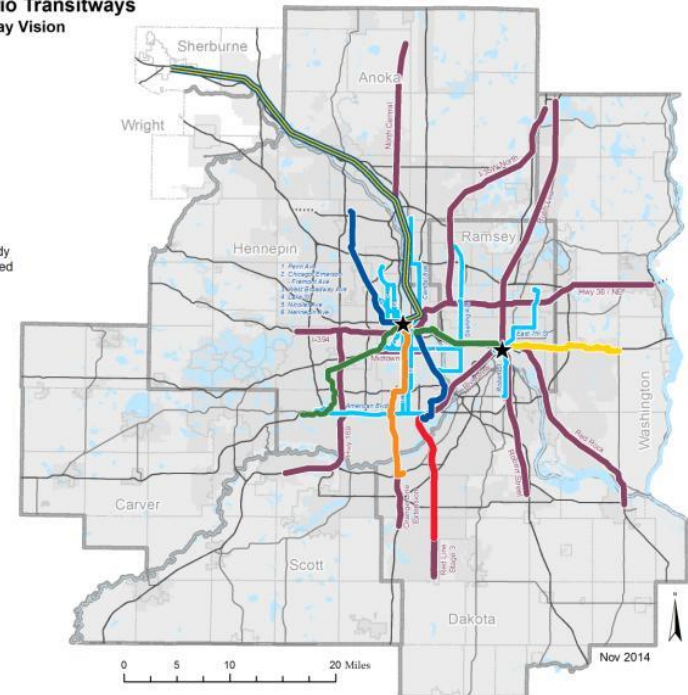
Increased Revenue Scenario Transitways
Building an Accelerated Transitway Vision

- 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.

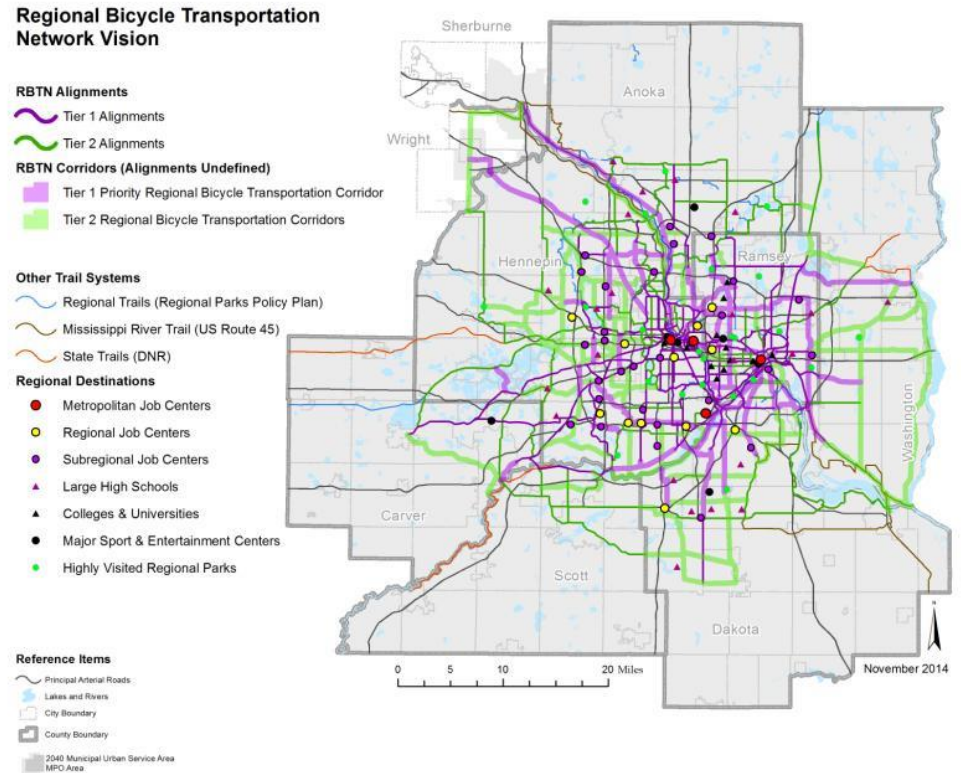
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Bicycle and Pedestrian Systems

- 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



Potential RBTN Changes

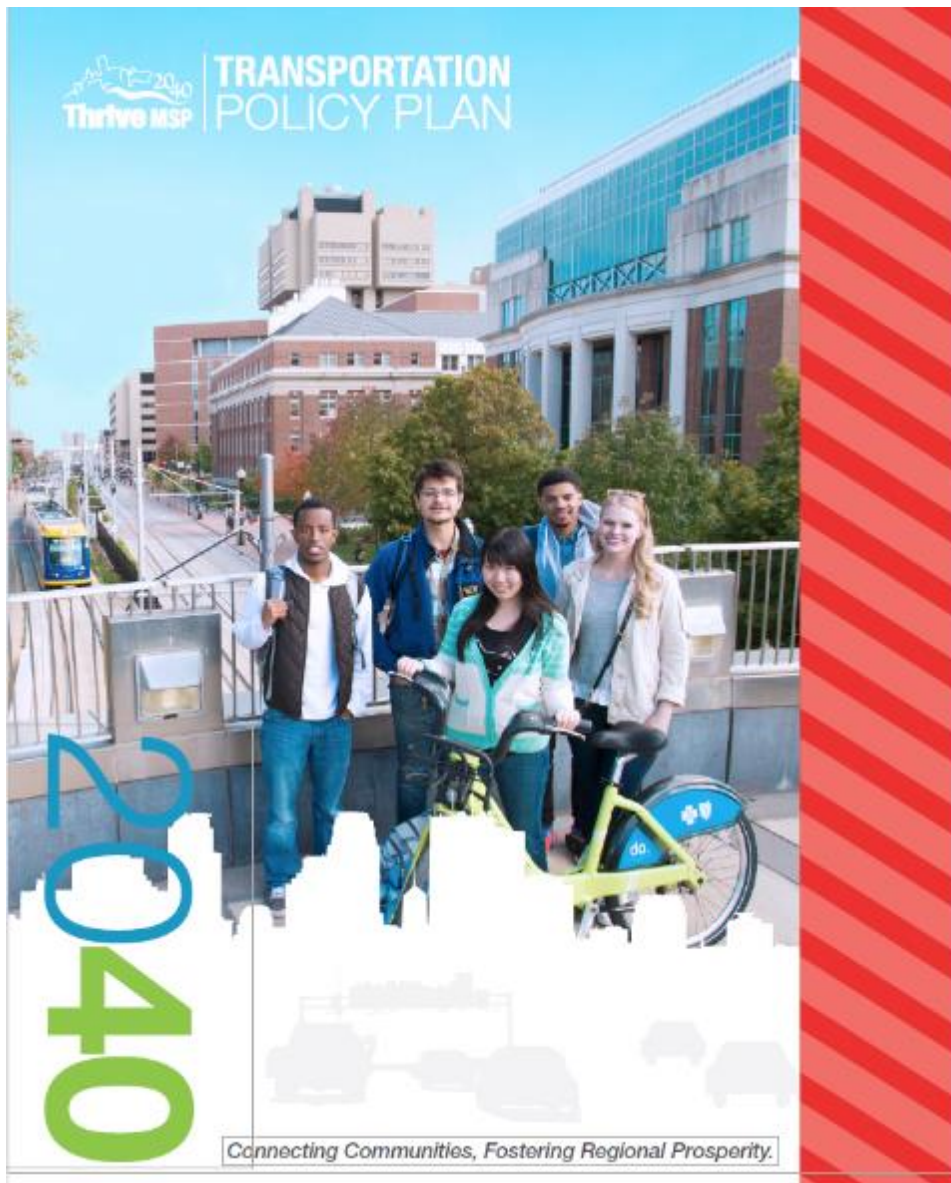
- Minimum guidelines for bicycle facilities on the RBTN
- Maintenance expectations
- Protected bike facility corridors subset of RBTN
- New language to encourage bicycle/pedestrian data collection
- Incorporation of “critical barrier crossings” from Regional Bicycle Barriers Study

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

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