

**Outline**  
**Transportation Policy Plan Overview (2018)**  
**Section D: *Regional Transportation Challenges and Opportunities***

- **Our highway system is largely complete, is aging and requires reconstruction**
  - Most of the metro's 700 miles of highway is 40 to 60 years old.
  - Pavement and bridges are deteriorating.
  - Preserving the existing highway system will be the priority into the foreseeable future.
    - Estimated that by 2023, 90-95 percent of revenue available for highways will be used to reconstruct and repair the existing system.
    - Few if any new additions to the existing system will be built.
    - Preservation and reconstruction projects also give the opportunity to improve the existing elements, such as including transit, bicycle and pedestrian improvements, widening bridges or improving visual elements.
  - Highway reconstruction opens the door to revive and improve community engagement and include improvements desired by the community.
    - Original highway system was planned and built with little consideration for residents and the impact on their communities
    - Today: Planned reconstruction of I-94 between Minneapolis and St. Paul is an opportunity to engage residents and consider their needs, concerns and recommendations, particularly focusing on including improvements that help reconnect communities.

**Feedback we've heard:**

- Emphasize modernization, assuring our system functions for users
- Emphasize all modes that rely on highways
- Include better information about funding and how systems work together

- **Technology will continue to influence travel in the region**
  - Technology is interwoven into nearly all travel today in the region
  - There are technologies that will influence travel in the future that we may not even know about yet
  - Automated vehicles are on the horizon
    - Availability of automated vehicles is expected soon, although actual timing is unknown. This makes planning more of a challenge.
    - Automated vehicles will bring changes in the near term and over time. Possible realities include:
      - An extended period of transition with both automated and driver controlled vehicles;
      - A need for funding to update traffic management;
      - A shift in marketplace economics for many sectors, affecting purchasing, travel patterns and jobs;
      - An impact on land and facility use; and
      - New opportunities for those who have limited mobility.

**Feedback we've heard:**

- Other technologies – not just automated vehicles
- Shared mobility and technology
- Electric vehicles

- The Metropolitan Council, along with several partners, is conducting ongoing studies of the potential affects of automated vehicles, both in the short term and long term.

- **We need many solutions, working together, to address the region’s congestion.**

- Congestion reflects our region’s population growth and prosperity.
- The region’s population has grown by 150,000, with 165,000 added jobs in since 2010.
- As our region continues to grow, we will need to be more creative, and use all the tools at our disposal.
- All the region’s strategies and investments are working together to address congestion.
  - Investments that improve travel within and through congested corridors
  - More reliable, predictable travel options along congested corridors
  - Integrate all modes of transportation, i.e., single-occupancy vehicles, shared vehicles, transit, high-occupancy-vehicle (HOV) lanes (MnPASS) throughout the system
  - Improved access for job seekers to job locations via multiple modes
  - Encourage land use and development that supports multi-model transportation
  - Providing alternatives that encourage travel outside traditional commuting times
  - Support efficient freight movement
  - Support transportation with low environmental impact
  - Improved safety and security

**Feedback we’ve heard:**

- Better information about costs
- Outcomes: supporting where the workforce needs to go
- Perhaps more about rail safety? Other freight themes
- More information about what tactics might work better in different parts of the region.

- **Travel patterns are changing**

- The dramatic increases in vehicle miles traveled (VMT) of the past won’t be repeated.
- Millennials and young people have different travel patterns than previous generations, i.e., lower vehicle ownership, auto usage and percentage of driver licensure. We don’t yet know how millennials having families will affect this.
- New housing development is increasing population density, which increases the use of alternative transportation modes (e.g., transit, walking, biking)
- One-third of new job growth is expected to occur within ½ mile of existing and planned transitways.

**Feedback we’ve heard:**

- Information about seniors and other generational trends (not just Millennials)
- Shared mobility and transportation network companies (Lyft/Uber)
- This should be the second issue listed.

- **Transportation affects equity, environmental justice, and the economy**

- Equity – transportation policy affects access to opportunities
  - The Twin Cities must deal with the region’s socio-economic disparities in education, employment, income and homeownership, balanced with the costs of transportation.
  - Poverty in suburban and rural areas has increased substantially; owning a vehicle can be prohibitive and transit accessibility declines considerably beyond the boundaries of Minneapolis and St. Paul.
  - By 2040, the region’s population will be older and include 40% people of color, demanding policies, action and funding that deliver equity.

- Environment – significantly impacted by transportation behavior
  - Greenhouse gas emissions from on-road vehicles are decreasing, but still cause 24% of air pollution emissions in Minnesota.
  - Low income and minority populations have higher than average exposure and risks from air pollution, due to proximity to roadways.
  - Addressing standards set forth in the Minnesota Next Generation Energy Act.
- Economy – Jobs aren't close to the people who need them; transportation costs affect choices.
  - Access to job vacancies via transit varies greatly by employer and location
  - More entry level job vacancies today are in suburban areas
  - Unemployed workers are heavily concentrated in inner cities and lack transit access to suburban employment opportunities. Without a car, opportunities plummet.
  - Transitway investments will improve access to jobs

**Feedback we've heard:**

- Ped safety/safety generally
- Human costs of climate change (climate vulnerability work)
- Electric vehicles
- Impact of transportation spending on economy
- Technology, access and costs of transportation

