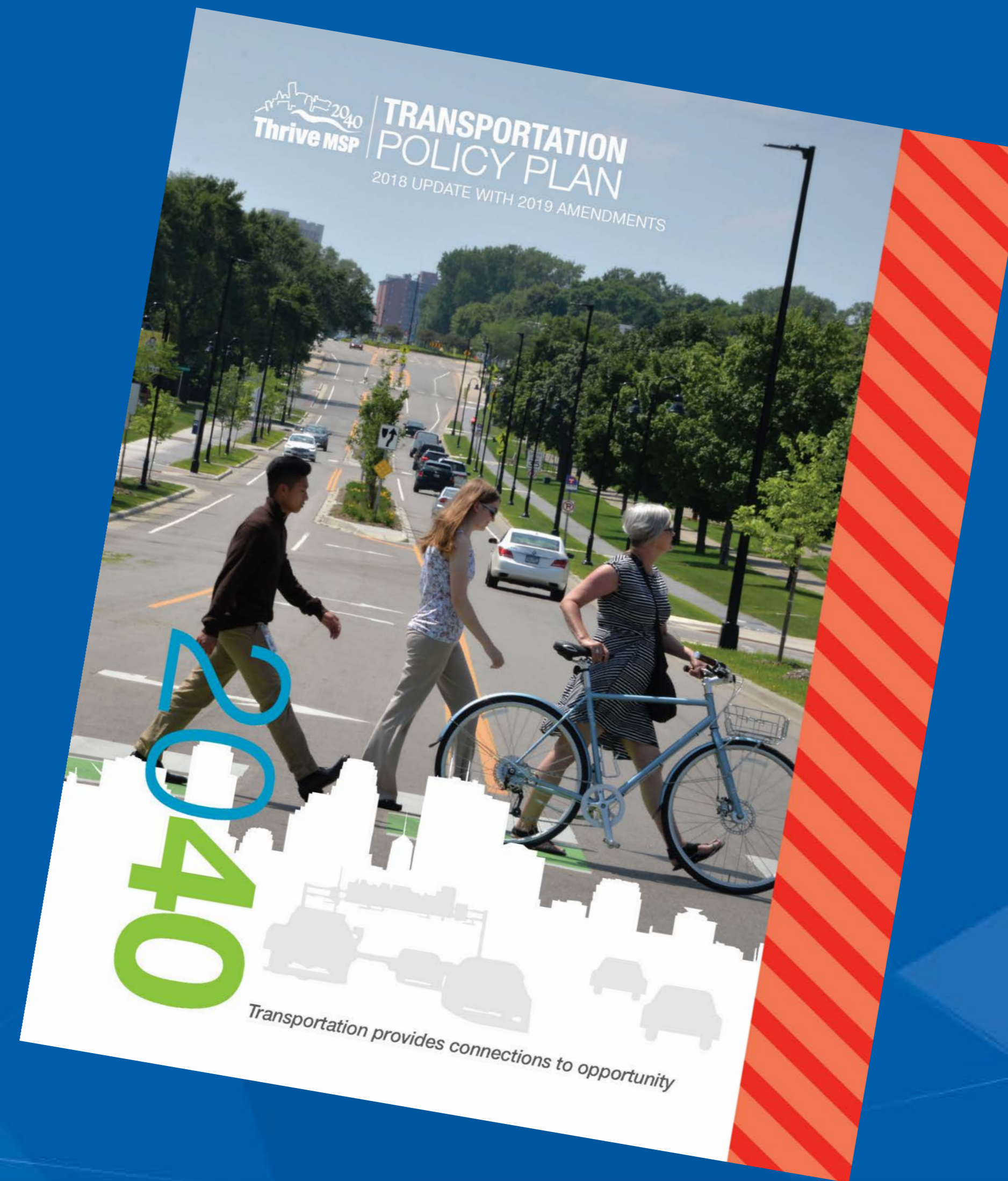


2018 Update

Transportation Policy Plan Overview

1/09/2019

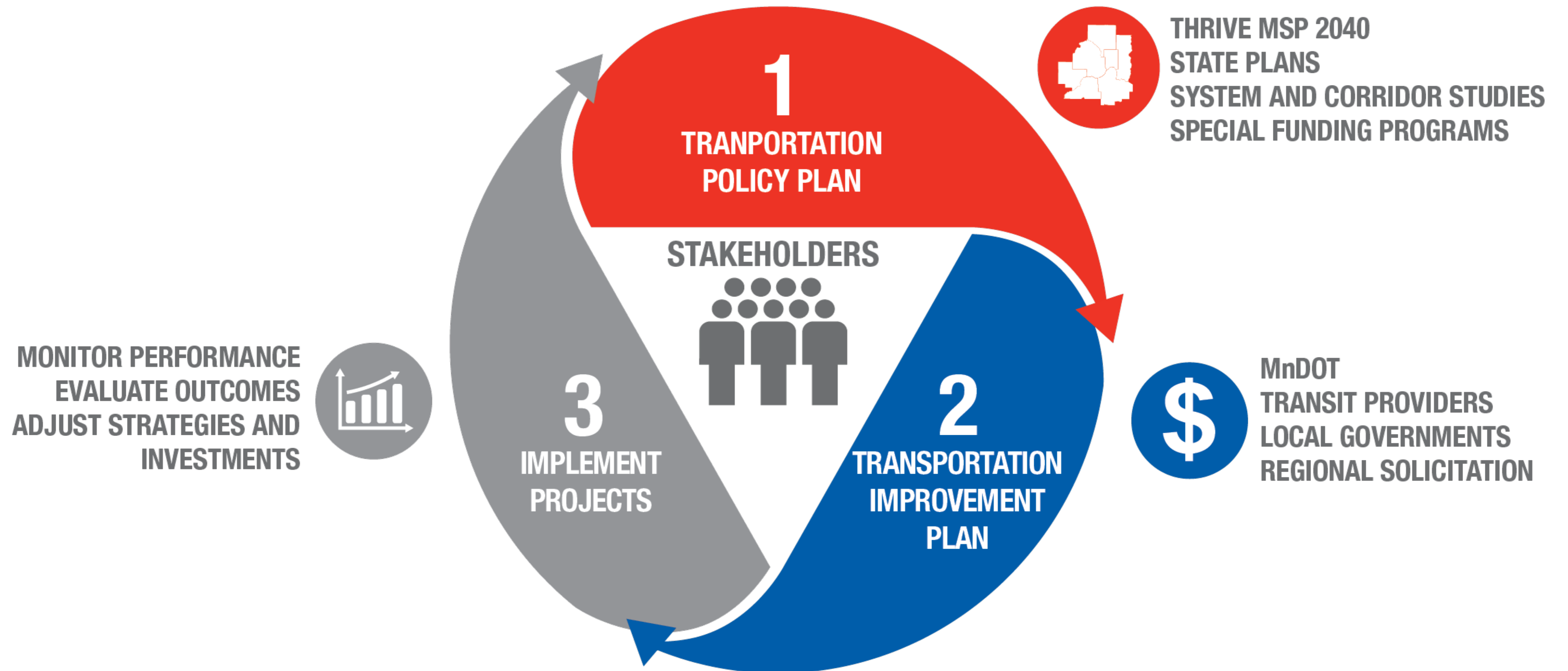
TAC Planning



The *2040 Transportation Policy Plan* presents the region's policies and plans to guide the development of the region's transportation system. It carries forward the vision of *Thrive MSP 2040* for growth and development of the Twin Cities region toward economic success and vibrancy in the decades to come.

The long-range planning process

The 2040 Transportation Policy Plan identifies goals, strategies, and investments for the regional transportation system that work toward the desired outcomes found in Thrive MSP 2040, the region's development guide. State plans, system and corridor studies, and the conditions of special funding programs influence the plan's strategies and investments for the region's highways and roads, transit and transitways, bike and pedestrian infrastructure, and aviation and freight

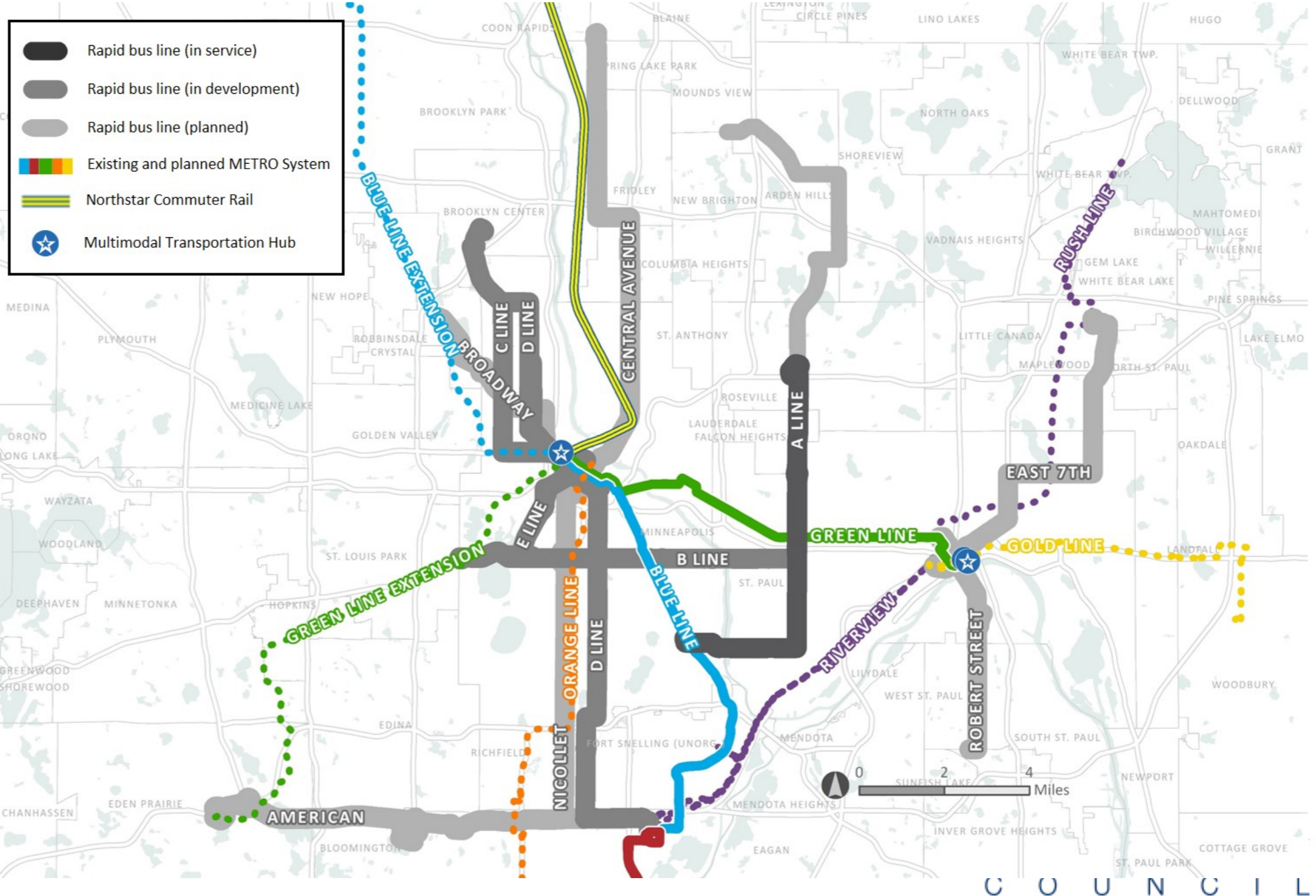


Investment Principles

- Support the needs of the region's mature highway system
 - dedicate significant resources to maintaining and rebuilding the existing system
 - use preservation projects to rethink major regional corridors
- Manage congestion in an innovative, cost-efficient manner and provide reliable alternatives to travel in congested corridors
- Implement increased transit service and an expanded transitway system
 - support higher demand for development (housing, shops, jobs) along transit lines and around stations
- Support more opportunities for other travel modes
 - Include bicycle and pedestrian elements in local comprehensive plans
 - Provide tools needed to implement these elements
- Plan for the long-term needs of freight
- Balance the needs of the aviation system with local land use decisions

Challenges and opportunities

1. Our highway system is well developed but is aging and will require major reconstruction. Our transitway system is newer and still being developed. These realities are reflected in plans for the future of highways and transit, and how each uses the funding available.



Challenges and opportunities

2. Travel patterns are changing. Who we are, how we live, what we need, and what we want all affect the choices we make, including how we use transportation.



Challenges and opportunities

3. Highway congestion is a reality of a growing region. Addressing congestion must be a priority for the region.

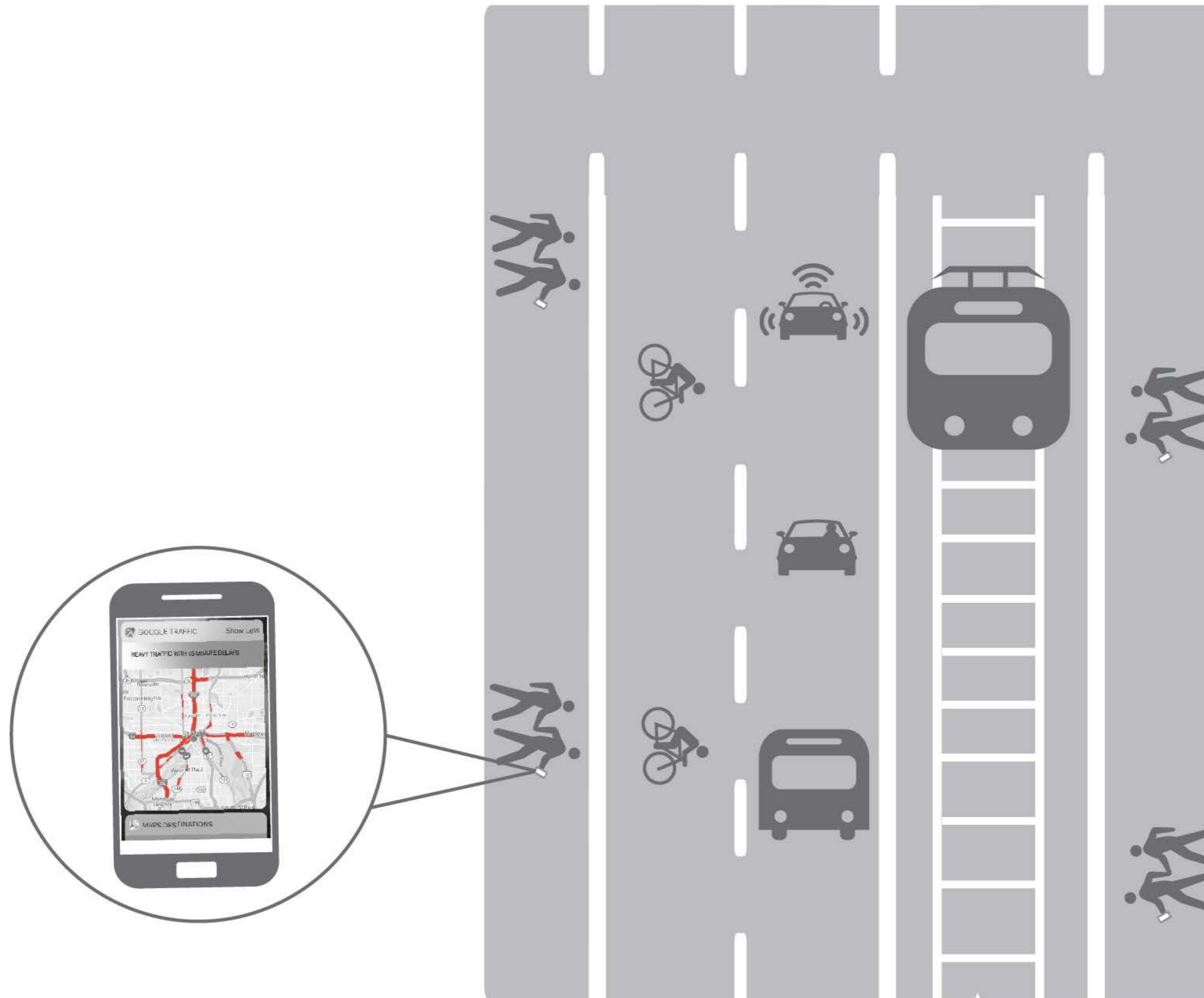


Reasons for congestion



Challenges and opportunities

4. Technology will continue to influence travel in the region.



Challenges and opportunities

5. Our transportation system is essential to advancing equity, sustainability, and prosperity in our region.

Equity

- *Thrive MSP 2040* defines equity as residents of all races, ethnicities, incomes, and abilities having the opportunity to reach their full potential—success, economic prosperity, and a good quality of life.

Sustainability

- Our transportation system, and how we use transportation, significantly affects the well-being of our natural environment.

Prosperity

- The availability of affordable, flexible transportation has a sizeable impact on the region as a whole, and on individuals who need transportation to get to jobs or school

Performance-based planning approach

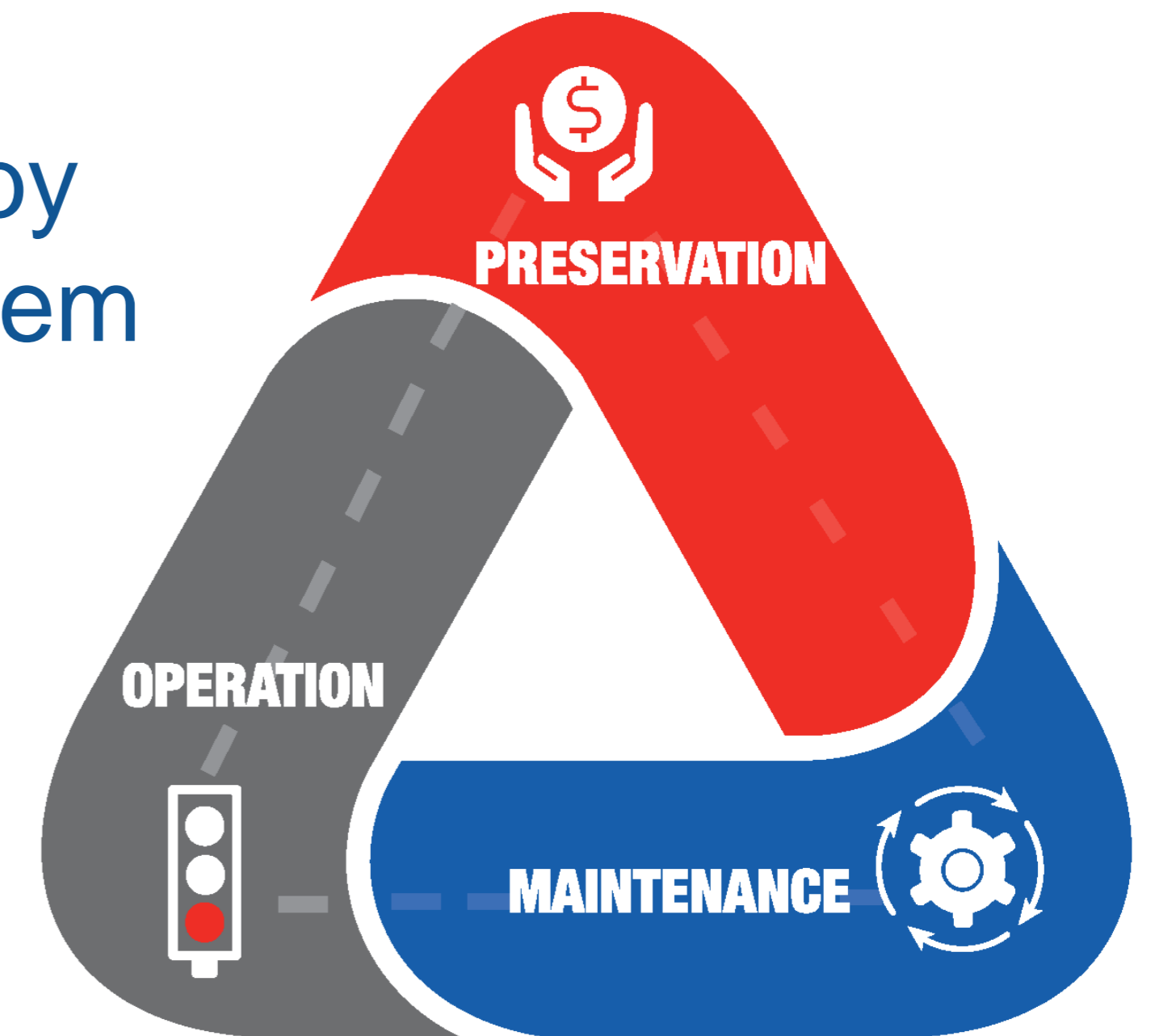
- **Goals** are broad statements of aspiration that describe a desired future for the region's transportation system.
- **Objectives** represent achievable outcomes that together help to realize a goal within the timeframe of the plan.
- **Strategies** identify how objectives will be met through specific actions, including who is responsible. (Chapter 2 Strategies)
- **Performance measures** are things that can be measured to determine if a strategy is working. (Chapter 12 Performance Outcomes)

TPP goals

Transportation System Stewardship – Sustainable investments in the transportation system are protected by strategically preserving, maintaining, and operating system assets.

Strategies Summarized:

- Most resources dedicated to operating, maintaining, and rebuilding what already exists.
- Make the system more efficient and effective and provide for the best user experience the region can afford.
- Focus on investments that have the greatest benefit for all users of the transportation system: residents, businesses, and people of all ages, abilities, and backgrounds.



TPP goals

Safety and Security – The regional transportation system is safe and secure for all users.

Strategies Summarized:

- Safety and security are at the heart of providing a comfortable, trustworthy system and will be a focus in all areas of transportation investments.
- Safety and security include identifying and addressing existing safety and security concerns and building a transportation system that avoids future problems.



TPP goals

Access to Destinations – A reliable, affordable, and efficient multimodal transportation system supports the prosperity of people and businesses by connecting them to destinations throughout the region and beyond.

Strategies Summarized:

- Focus on providing a transportation system that offers practical and affordable options, so all users, regardless of their social or economic background, can get to the places they need to go.
- Emphasizes the importance of improving and expanding transportation options through investments in a multimodal system of highways with MnPASS, local and express bus service, transitways, a regional bicycle system, and local pedestrian amenities.
- Emphasizes providing a transportation system that connects people to jobs, activities, and opportunities and supports a regional approach to investment and prosperity.

TPP goals

Competitive Economy –

The regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and state.

The region's economy is strong and trending up.



\$246B

Gross regional product in 2017



1.8M

Jobs generated in 2018



2.6%

Unemployment rate
in 2018

Strategies Summarized:

- Direct investment to serve the generations of today and tomorrow and attract talent and businesses looking for a place to prosper.
- Expand the regional transit and bicycle systems and provide reliable options on the highway system to keep the region competitive.
- Strengthen corridors that connect us statewide and beyond, reduce the impact of congestion on freight corridors and support a strong airport system with national and international connections.



METROPOLITAN
COUNCIL

TPP goals

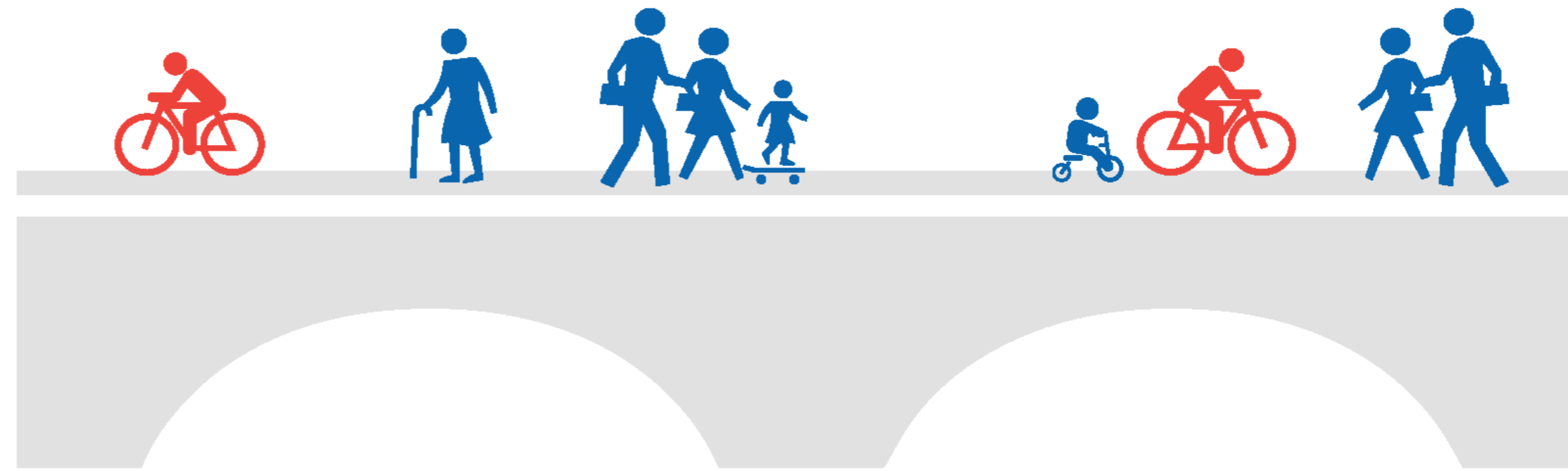
Healthy and Equitable Communities – The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.

Strategies Summarized:

- Work toward state and regional goals for greenhouse gas and air pollutant emissions by factoring these considerations into investment priorities. Start a dialogue on how all the region's partners, including local governments, can contribute to these efforts.
- Support a transportation system that considers the needs of all potential users while promoting the environmental and health benefits of transportation options like carpooling, transit, bicycling, and walking.
- Identify investments through effective engagement with affected communities.
- Avoid, minimize, and mitigate impacts of the transportation system on people and the environment, especially disproportionately adverse impacts to people of color or people with low incomes.

TPP goals

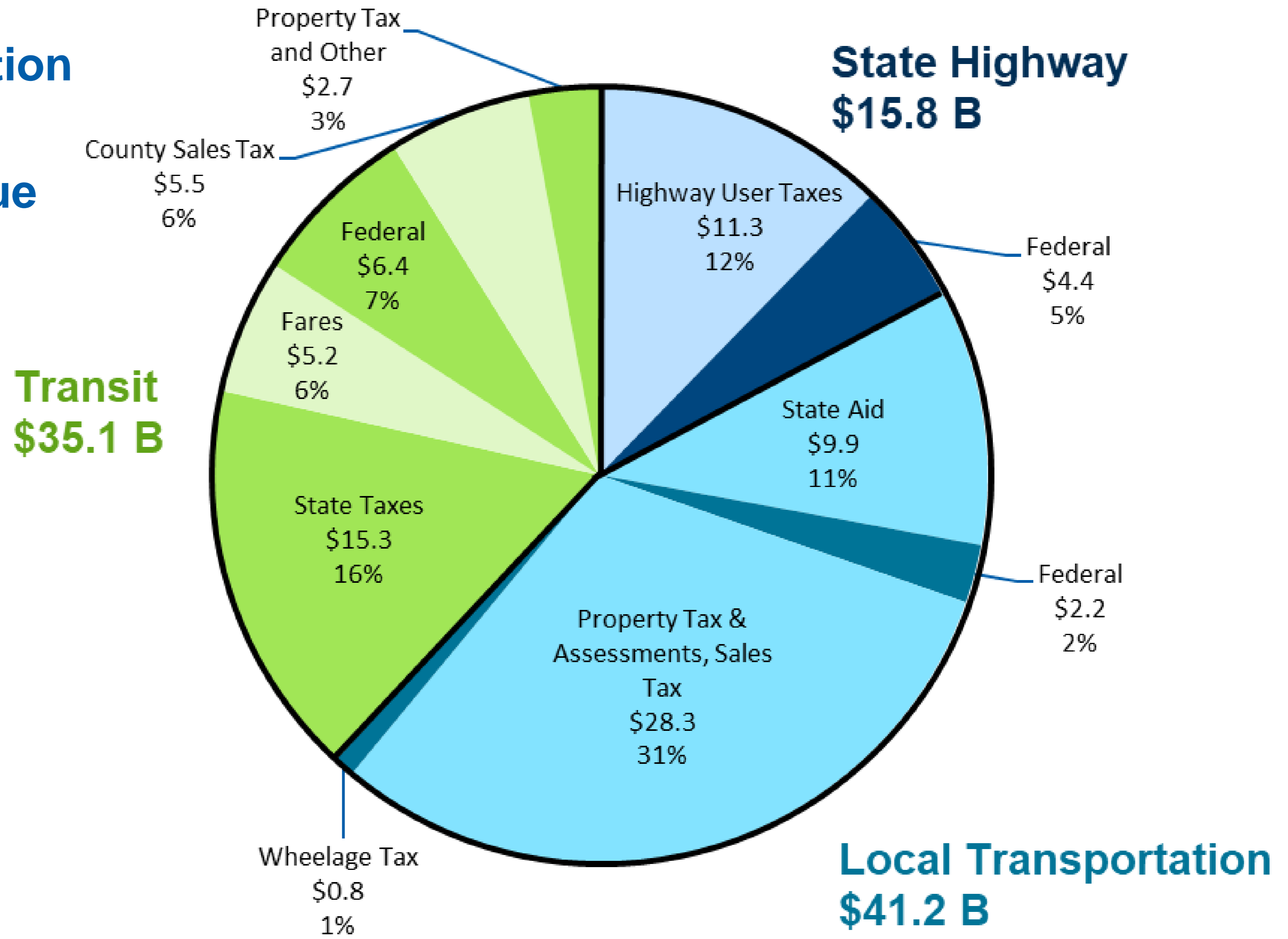
Leveraging Transportation Investments to Guide Land Use – The region leverages transportation investments to guide land use and development patterns that advance the regional vision of stewardship, prosperity, livability, equity, and sustainability.



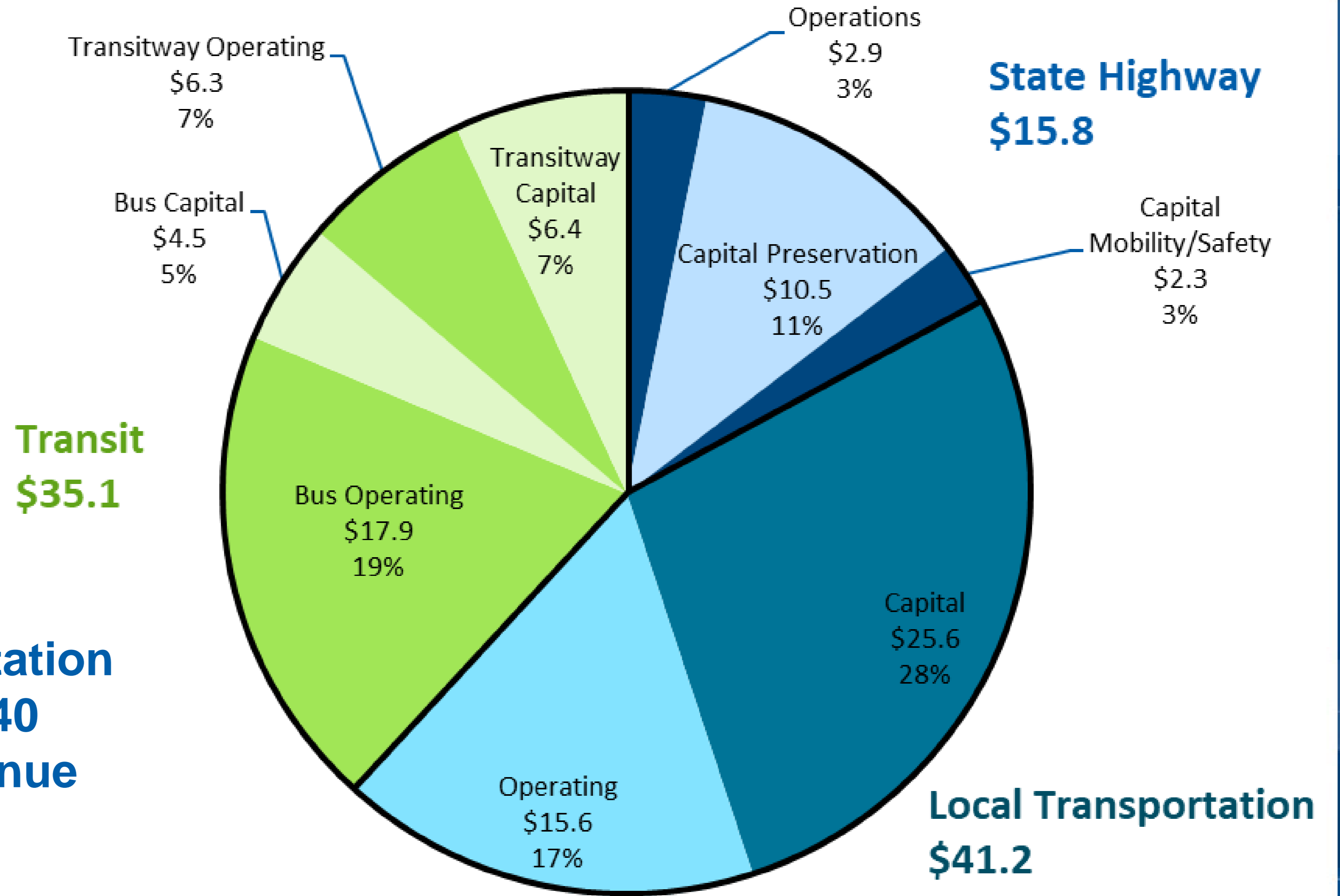
Strategies Summarized:

- Plan and implement an ample system of interconnected local highways and streets
- Support higher expectations for land use around transit stations
- Include bicycle and pedestrian elements and supportive tools, in comprehensive plans
- Plan for the long-term needs of freight modes such as trucks, barges, and railroads
- Balance the needs of the aviation system with local land use decisions

**Regional Transportation
Revenue 2015-2040
\$92B Current Revenue
Scenario (Billions)**

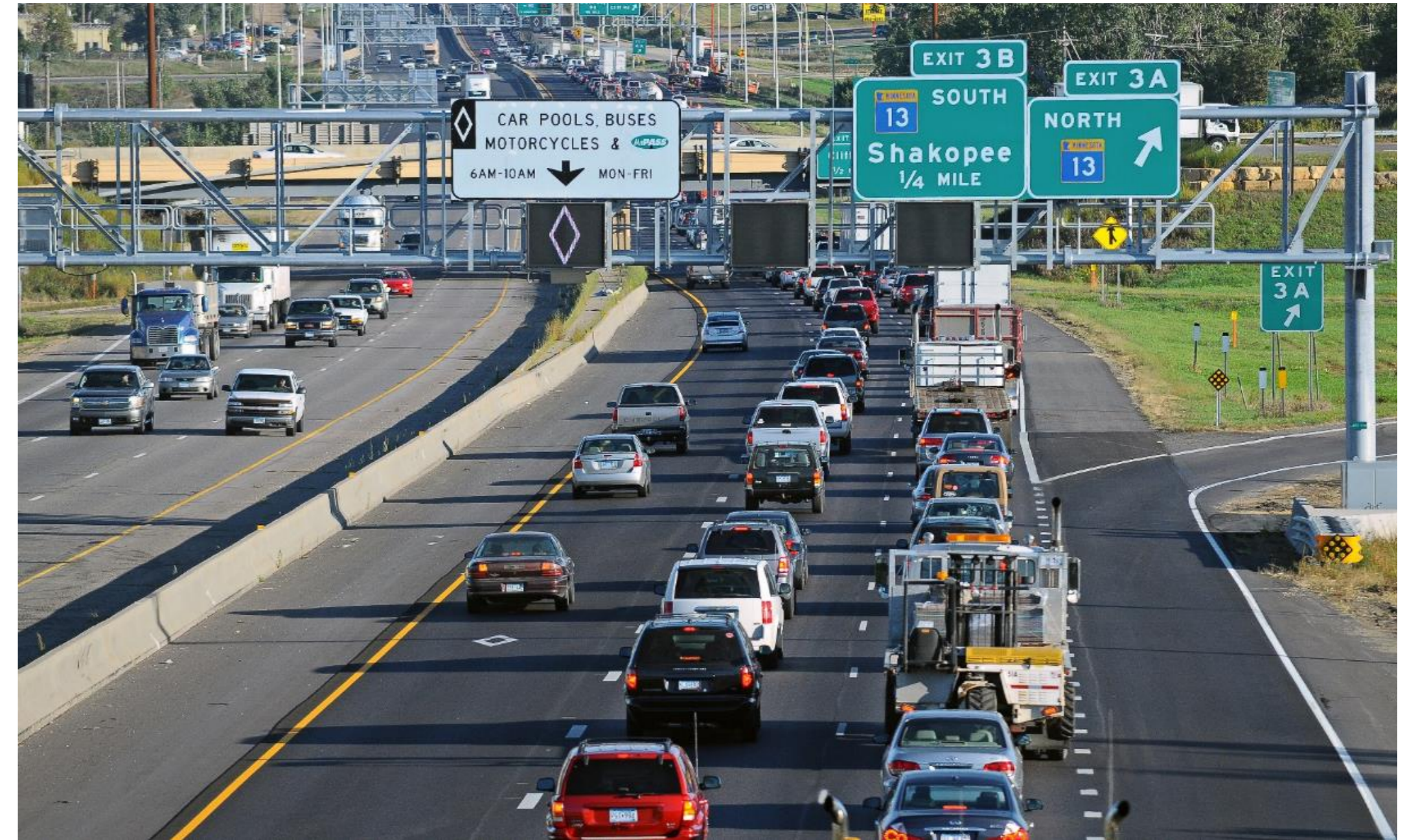


**Regional Transportation
Spending, 2015-2040
\$92B Current Revenue
Scenario (Billions)**

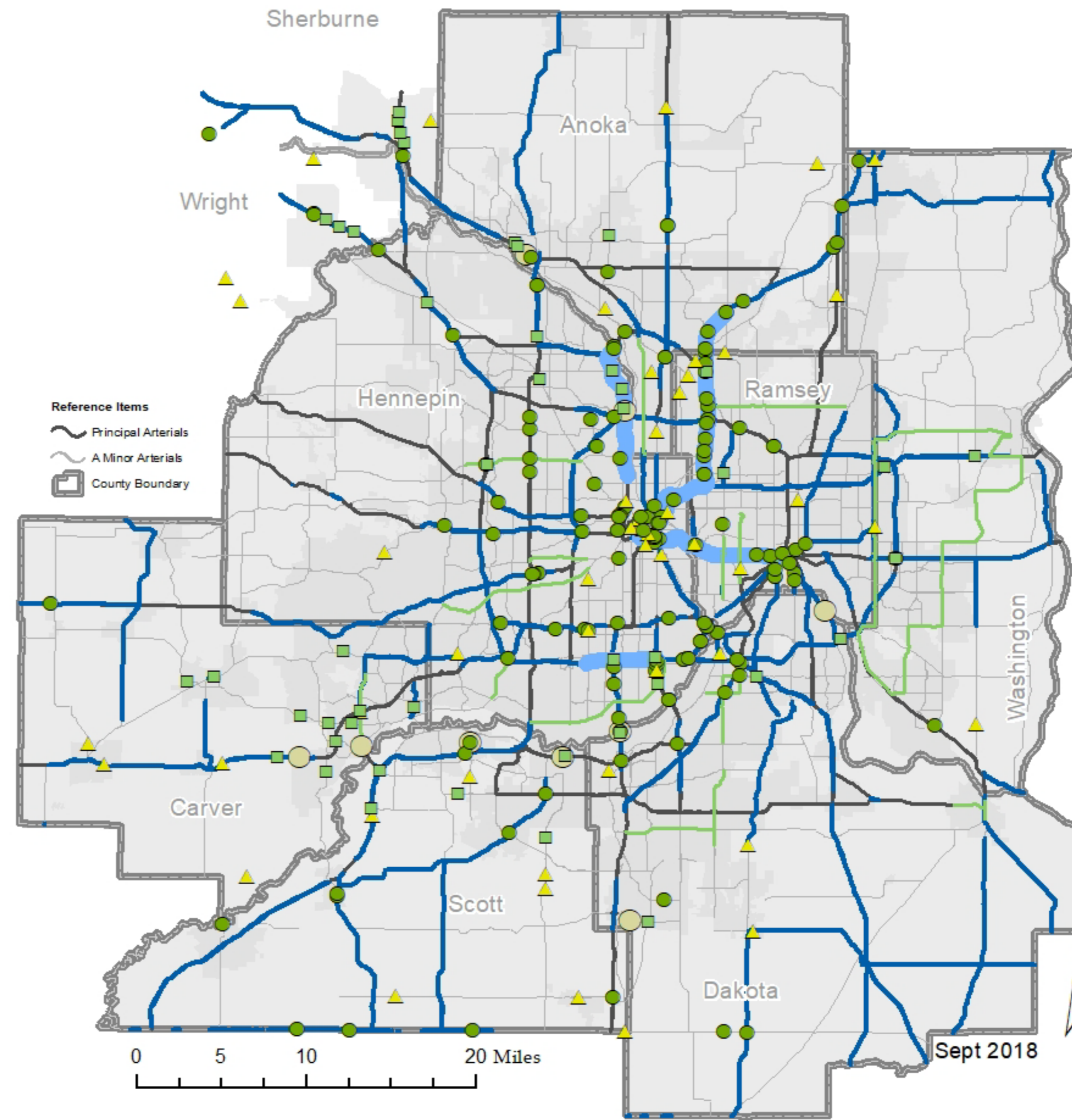


Highway Investment Direction

- Place priority on operating, maintaining, and rebuilding the existing state highway system
- Continue prioritizing Regional Highway System safety improvements
- Implement mobility improvements such as traffic management technologies,
 - Spot mobility improvements (improve traffic flow and provide bottleneck relief),
 - New or extended MnPASS (high-occupancy toll) lanes,
 - affordable strategic capacity enhancements (such as new interchanges)



Identified Highway Projects 2018 through 2027 (Current Revenue Scenario)



- Mobility Projects
- Preservation Projects
- ▲ Safety
- Freight
- ~ MnDOT Pavement
- ~ MnPASS

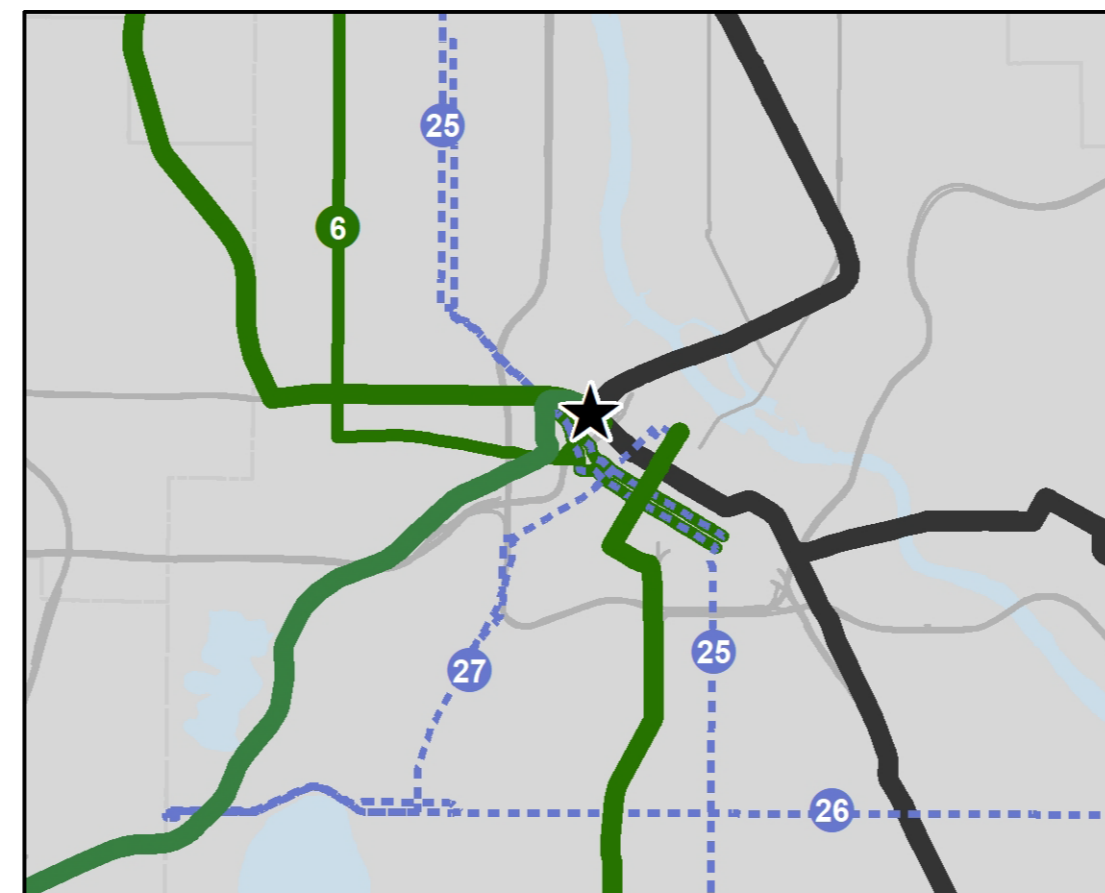
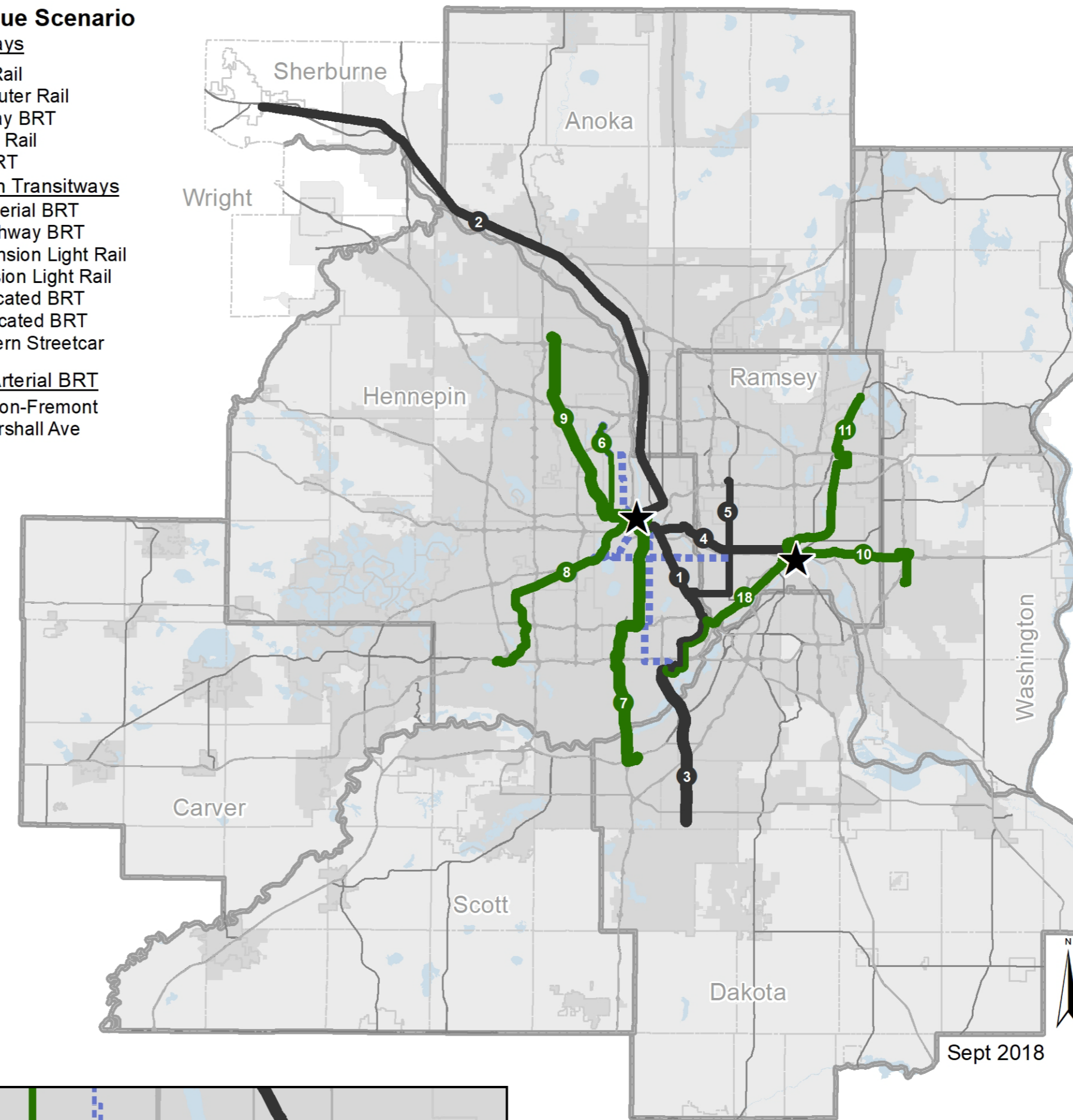
Transit Investment Direction

- The region can operate and maintain the existing bus and support system with current revenues.
- No significant expansion of bus service is available in the Current Revenue Scenario beyond the growing demand for Metro Mobility.
- Limited funds for expansion and modernization of the bus and support system through maintenance and preservation efforts and through competitive funds like the Regional Solicitation or unique federal programs.

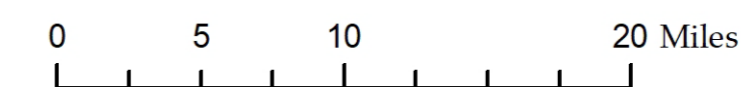


Map of Existing Transitways and Current Revenue Scenario Expansion Transitways

- Current Revenue Scenario**
- Existing Transitways
1. Blue Line Light Rail
 2. Northstar Commuter Rail
 3. Red Line Highway BRT
 4. Green Line Light Rail
 5. A Line Arterial BRT
- Funded Expansion Transitways
6. Penn Avenue Arterial BRT
 7. Orange Line Highway BRT
 8. Green Line Extension Light Rail
 9. Blue Line Extension Light Rail
 10. Gold Line Dedicated BRT
 11. Rush Line Dedicated BRT
 18. Riverview Modern Streetcar
- Partially Funded Arterial BRT
25. Chicago/Emerson-Fremont
 26. Lake Street/Marshall Ave
 27. Hennepin Ave



*Numbers are for map reference only and do not indicate any planning purpose or priority



Reference Items

- Principal Arterial Highways
- Other Trunk Highways
- Lakes and Rivers
- City Boundary
- Regional Multimodal Hub
- County Boundary
- 2040 Urban Service Area
- MPO Area



Public comment on 2018 Plan

- Advocating for a **conversion to an electric-powered bus fleet by 2030**
- Concern over police presence on the transit system, for **general policing and fare enforcement**
- Advocating for **no/low fares and better promotion of the Transit Assistance Program**, a low-income fare program offered by Metro Transit (fare policy is governed separately from the Transportation Policy Plan)



**14,500+ PEOPLE
ENGAGED**



**600+ AGENCY
STAKEHOLDERS
INVOLVED**



**NEARLY 300 MEETINGS/
INTERACTIONS**

Chapter 14 Work Program

Studies lead to regional investments

Investment studies

- MnPASS studies
- Principal Arterial Intersection Conversion study
- Metro Highway Truck Corridors study
- Highway Transitways Corridor study

Investment studies lead to corridor studies

- I-494 MnPASS
- Highway 252 study
- Highway 169 MnPASS bus rapid transit study

Studies lead to regional projects in TPP

- Competitive processes prioritize projects from regional studies