

Quarterly Update

# 2013-2014 Transportation Policy Plan Update

Transportation Committee

08/12/13



# Why update the TPP now?

- Updates required every 4 years
- Thrive MSP 2040 policy direction
- New socio-economic forecasts to 2040
- MAP-21 changes
- Studies, data since last plan

# Schedule

- **January 2013:** Began internal staff work concurrent with development of Thrive
- **March 2013:** Kickoff
- **April 2013 to March 2014:** Task Force, Work Group and other stakeholder discussions
- **Spring 2014:** Thrive MSP 2040 adopted
- **May to July 2014:** Draft for public comment to TAC/TAB, Transportation Committee, Council
- **July through September 2014:** Public comment on DRAFT 2040 TPP
- **December 2014:** Final plan adoption

# Partners in the TPP Update

- Policymaker Task Force
  - Council members (5), TAB members (3), CTIB (1) and MnDOT (2) representatives
  - Chaired by Adam Duininck
  - Provide overall policy guidance for the DRAFT plan
- Partner Agency Work Group
  - Based on TAC Planning committee, plus other relevant local, regional, state, and federal agencies
  - Provide technical guidance for the DRAFT plan
- Periodic updates to TAB & Met Council
- Other stakeholders and the general public



# Spring 2013 Work

- **April, June, July 2013:** Meetings of the Partner Agency Work Group and Policy Maker Task Force
- Reviewed background information
  - Travel Behavior Inventory preliminary results
  - Peer regional transportation plans overview
  - Thrive MSP 2040
- Discussed DRAFT materials
  - Proposed planning approach and document structure
  - Issues, trends, questions, and comments for the update
  - Goals and Objectives

# Proposed Plan Structure

- Organizing around themes
- Built on the Goals, Objectives, Strategies framework
- Clarifies what's new and what's building on existing policy
- Supplemented with technical information in appendices
- More robust plan introduction to establish policy direction
- Followed by investment plans and performance measures

# Plan Introduction

- Telling the region's transportation story
- Key themes:
  - How the region travels today
  - What does the region look like in 20 years – policy direction for the plan
    - Thrive MSP direction and themes
    - Goals
    - Objectives
  - How do we make that change happen
    - Philosophy for plan approach (why these strategies)
    - Strategies

# Investment Plan and Measures

- How the current and forecasted travel patterns, needs and policy direction guide regional plan
  - Today's system
  - 2040 system
  - What systems do we have today and how will they change by 2040
- How we'll know we created meaningful change - performance measures and targets



# Performance-Based Planning Framework

- Goals
- Objectives
- Strategies
- Performance Measures/Targets
- Investment Plan

# TPP Elements – Goals

- *Transportation system goals are broad statements of aspiration that describe a desired end state for the transportation system.*

# Draft TPP Goals (July 2013)

- **Safety and Security** - Provide safety and security for the transportation system.
- **Access to Destinations** - Maintain and enhance reliable, efficient, and affordable multi-modal access and mobility for people and freight to destinations in the region and beyond.
- **Preserve, Manage, and Operate** - Ensure that the transportation system is cost-effectively, strategically, and efficiently preserved, maintained, operated, and managed over its useful life.

## Draft TPP Goals (cont., July 2013)

- **Align Transportation and Land Use** - Align decisions on land use, development patterns, and transportation investments to make the best use of public and private investments.
- **Healthy Environment** - Support healthy and sustainable communities and protect the region's natural and built environment.
- **Competitive Economy** - Support the economic competitiveness and vitality of the region and state through cost-effective investments in the transportation system.



# TPP Elements – Objectives

- *Objectives represent outcomes that the region will hope to achieve and that stakeholders believe are achievable within the planning horizon of the Transportation Policy Plan.*

# Draft Objectives (July 2013)

## Safety and Security

Goal: Provide safety and security for the transportation system.

### Objectives:

- Reduce incidents, serious injuries, and fatalities for the traveling public and freight.
- Reduce vulnerability of the traveling public, freight, and critical transportation infrastructure to serious natural and manmade incidents or threats.
- Improve safety and security for pedestrians, bicyclists, and transit users.

# Draft Objectives (July 2013)

## Access to Destinations

Goal: Maintain and enhance reliable, efficient, and affordable multi-modal access and mobility for people and freight to destinations in the region and beyond.

### Objectives:

- Provide congestion-free options for travel in congested corridors.
- Reduce travel time variability for auto, transit, and freight travel.
- Improve local access to river ports, airports, rail yards, and major truck terminals.
- Reduce the need for private automobile use by providing areas of the region where overall transit accessibility is strong.
- Increase transit ridership.

# Draft Objectives (July 2013)

## Preserve, Manage, and Operate

Goal: Ensure that the transportation system is cost-effectively, strategically, and efficiently preserved, maintained, operated, and managed over its useful life.

### Objectives:

- Strategically preserve and maintain the existing and future regional multimodal transportation system, including supporting infrastructure.
- Efficiently and cost-effectively operate and manage the existing and future regional multimodal transportation system to maximize safety, travel reliability, and movement of people and freight.



# Draft Objectives (July 2013)

## Align Transportation and Land Use

Goal: Align decisions on land use, development patterns, and transportation investments to make the best use of public and private investments.

### Objectives:

- Efficiently accommodate regional forecasted growth in areas that encourage multimodal travel.
- Maintain adequate riverfront and rail accessible land to meet existing and future demand for freight.
- Support multimodal travel with local land use policies that encourage pedestrian, bicycle, and transit-friendly urban form and design.
- Ensure communities, businesses, and aviation interests work together to limit non-compatible land uses near airports.

# Draft Objectives (July 2013)

## Healthy Environment

Goal: Support healthy and sustainable communities and protect the region's natural and built environment.

### Objectives:

- Minimize transportation-related air emissions to improve air quality and human health.
- Minimize and mitigate impacts of transportation construction, operations, and use on the natural and built environment.
- Increase the use, attractiveness, and availability of non-motorized transportation.
- Support community preservation and enhance cohesion and connectivity.
- Minimize adverse impacts to the region's minority and low-income populations.

# Draft Objectives (July 2013)

## Competitive Economy

Goal: Support the economic competitiveness and vitality of the region and state through cost-effective investments in the transportation system.

### Objectives:

- Improve multimodal access to regional “economic activity centers,” jobs, and educational opportunities.
- Invest in a multimodal transportation system that attracts and retains businesses and residents.
- Support the region’s economic competitiveness through the efficient movement of freight.



# Ideas Yet to be Addressed

- ‘Affordability to the traveler’
- ‘Equitable access to the transportation system for education, housing, and economic opportunities for people of all races, incomes, and life stages’
- Positive objectives for healthy environment
- Focus on desired outcomes
  - For example, minimizing capital costs through preservation, management, and operation
- Clear priorities



# Next Steps in 2013

- “Extra” August Task Force meeting to finish discussing DRAFT objectives
- September and October
  - Broader stakeholder and public engagement on DRAFT Goals and Objectives
  - Work Group and Task Force meetings to discuss DRAFT strategies, revenue forecasts, and other topics
  - Another “quarterly” update for TAB and Met Council

# Questions

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