

# 2040 Transportation Policy Plan

Transportation Committee  
February 24, 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 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
- **October to November:** Revisions based on public comment
- **December 2014:** Final plan adoption

# Structure for Plan

- **Part I** discusses issues, challenges, demographics and how we travel (TBI), Thrive summary and relationship to transportation, transportation system goals and objectives, and summary of investments
- **Part II** discusses strategies (actions), finance, transportation and land use and modal system descriptions and investment plans
- **Part III** contains technical information and requirements, i.e. Congestion Management Process, Performance Measurement/monitoring, Environmental Justice Analysis, Air Quality Conformity, Work Plan
- Supplemented with technical appendices

# TPP Work to Date

- Identified draft Goals and Objectives for the regional transportation system
- Both Goals and Objectives represent desired regional outcomes:
  - Goals are “*broad statements of aspiration that describe a desired end state for the transportation system.*”
  - Objectives are “*outcomes that the region will hope to achieve and that stakeholders believe are achievable within the planning horizon of the plan.*”

# TPP Work to Date (cont.)

- Working on draft Strategies
  - Strategies identify actions and actors to achieve goals and objectives
  - For discussion today
- Beginning work on highway and transit investment plans
  - Develop two investment scenarios: fiscally constrained and “realistic” increased funding scenario
  - Identify highest priority investment factors or criteria (discuss today)
  - Draft highway and transit investment plans in March

# Investment Factors

- Are factors, or criteria, considered and weighed when making investment decisions
- Factors tie Goals and Objectives – the desired outcomes - to modal specific investment decisions
- All factors help achieve a desired outcome, but it is necessary **to identify the most important investment factors**, to prioritize investments

# TPP Workshop

- Workshop objective was to identify most important investment factors to consider when making
  - Principal arterial highway system investments
  - Transitway investments
  - Regular Route Transit investments
- Draft Investment Factors handout listed potential Factors by goal area and ways to measure the factors
- Factors related to Stewardship of the Transportation System goal area not included as preservation will continue to be highest priority for investment

# TPP Workshop (cont.)

- Small groups reviewed list of Investment Factors for Highway and Transit and discussed:
  1. Are factors missing from the list? (add new factors)
  2. What are the most important factors? Why?
- Transit investment discussion added an additional discussion question:
  3. Does the relative importance of the investment factor change when considering Transitway versus Regular Route Transit investments?
- Each participant ranked their four most important investment factors (using colored dots on a large wall display) for highways, transitways and regular route transit



# Workshop Summary – Top Ranking Highway Factors

Rank	Number of Votes		Factor
1	14	l	Improves Economic Vitality
2	13	i	Supports Job/Pop Growth Forecasts, Local Comp Plans
2	13	m	Cost Effectiveness
2	13	x	Improves Access to Regional Jobs and Activity Centers*
5	11	h	Regional Balance of Investments
6	10	d	Completes/Closes a Gap in the System



\* Denotes factor added at workshop by participants

# Workshop Summary – Top Ranking Transitway Factors

Rank	Number of Votes		Factor
1	18	j	Future Land Use/Economic Development Potential
2	16	l	Improves Access to Regional Job and Activity Centers
3	12	g	Regional Balance of Investments
4	8	m	Cost Effectiveness
4	8	w	Catalyzing Development*

\* Denotes factor added at workshop by participants

# Workshop Summary – Top Ranking Bus Transit Investment Factors

Rank	Number of Votes (Dots)		Factor
1	19	l	Improves Access to Regional Job and Activity Centers
2	16	c	Improves Transit Accessibility
3	13	m	Cost Effectiveness
4	11	e	Improves Service to People Who Rely on Transit

# Key Highway Discussion Comments

- Economic competitiveness/improved access to regional freight job and activity centers needs to be how we prioritize investments
- Highway investments need to support realistic regional household, population, and employment forecasts
- How will “balance” be defined for highway investments – land area, population, number of jobs, or amount of highway congestion?
- Safety is an overarching principle to incorporate into all highway investments

# Key Highway Discussion Comments (cont.)

- Cost-effectiveness is an overarching principle that needs to be incorporated into all highway investments
- Unpredictable highway funding is a major issue that limits the number of priorities that are “shelf ready”
- Project readiness is a near-term prioritization factor, not a longer-term investment factor
- Use local willingness to fund above required match as an indication of a project’s priority within a local community

# Key Transit Discussion Comments

- Use transit to connect major destinations, strengthen economic development potential and contribute to “placemaking”
- Local support and market potential for development are important factors for stimulating development
- Some transit promotes focused development (e.g., LRT or Highway BRT), while other forms support development all along a route (e.g. Arterial BRT)
- Regional balance of transit investments is very important and should be tempered by ridership/the market

# Strategies

- Strategies identify one or more specific actors and an intended course of action that demonstrates priorities and general resource allocation to achieve goals and objectives.
- Strategies are generally aimed at giving direction to entities implementing the transportation system plan and to local governments for comprehensive planning

# Strategies General Elements

- Currently 60 draft strategies organized under the six proposed transportation system goals (current TPP has 124 strategies)
- Focus on creating multimodal strategies
- Strategy chapter will have supporting text for each strategy
- Use of the term “regional transportation partners” broadly includes as applicable all entities responsible for planning, implementing or operating regional transportation systems



# Transportation System Stewardship

- 4 proposed strategies
- Focus on prioritizing preservation, maintenance and operations of the existing system
- Combining planned preservation with cost effective opportunities to expand and modernize the system

# Safety and Security

- 7 proposed strategies
- Incorporate safety considerations into all planning, construction, operating and funding processes
- Support the state's vision of Toward Zero Deaths
- Emphasize coordination between transportation and public safety agencies
- Improve safety of pedestrians and bicyclists

# Access to Destinations

- 22 proposed strategies
- Goal area with the most modal specific strategies
- Plan and implement a multimodal system and prioritize projects that are multimodal
- Prioritize highway capacity investments based on a project's contribution to regional goals and objectives
- Invest in an expanded network of transitways and prioritize based on a project's contribution to regional goals and objectives
- Focus bicycle system investments on regional bicycle transportation corridors and removing barriers and gaps

# Competitive Economy

- 8 proposed strategies
- Council and its partners will identify and pursue level of funding needed to address priority unmet needs in the plan
- Invest in projects that improve connections to job and activity centers, promote economic development and attract and retain businesses and workers
- Identify and invest in projects that reduce the impacts of highway congestion on freight movement
- Maintain a strong regional airport system with MSP as a major national and international hub

# Healthy Environment

- 7 proposed strategies
- Consider reductions in transportation related emissions when prioritizing investments
- Plan and implement a transportation system considering the needs of all potential users
- Protect and enhance natural resources and the cultural and built environments
- Foster public engagement and involvement, focusing on underrepresented populations
- Avoid, minimize and mitigate impacts to low income and minority populations

# Transportation and Land Use

- 12 proposed strategies
- Drafted in consultation with LUAC
- Focus on giving direction to local governments in preparing comprehensive plans
- Plan for projected growth and stage local transportation infrastructure investments to accommodate growth
- Adopt land use policies that support growth around transit stations and high frequency transit
- Include bicycle and pedestrian elements in local plans
- Compatibility of land uses near airports

# Questions?

- Send comments to [katie.white@metc.state.mn.us](mailto:katie.white@metc.state.mn.us) or [amy.vennewitz@metc.state.mn.us](mailto:amy.vennewitz@metc.state.mn.us)



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