

Transportation Committee

Meeting date: November 9, 2020

For the Metropolitan Council meeting of November 18, 2020

Subject: Adopt 2020 update of the *2040 Transportation Policy Plan* and accept Public Comment Report

District(s), Member(s): All

Policy/Legal Reference: M.S. 473.399 & 23 CFR 450.104; MAP 21

Staff Prepared/Presented: Nick Thompson, Director MTS, 651-602-1754; Amy Vennewitz, Deputy Director MTS, 651-602-1058

Division/Department: Metropolitan Transportation Services

Proposed Action

That the Metropolitan Council:

- Accept the Public Comment Report on the 2020 Update to the *2040 Transportation Policy Plan*, and
- Adopt the revised final 2020 update to the *2040 Transportation Policy Plan*.

Background

Under federal transportation planning law, the Council is required to develop a long-range transportation plan that is updated at least every five years. The plan must be multimodal and identify transportation system goals and investment priorities over at least a 20-year period. The plan is required to identify regionally significant transportation investments that will be implemented within the timeframe of the plan and must maintain fiscal balance between anticipated project costs and funding.

In order to avoid a conflict in future timing and keep a long-range plan with a 2040 planning period, it was determined that the best course of action would be to have a minor update to the Transportation Policy Plan in 2020. This minor update will be followed by a major update and development of a 2050 Transportation Policy Plan in 2022-2024, concurrent with the creation of the 2050 Regional Development Guide (*Thrive MSP 2040* update).

The TPP update changes are limited primarily to changes that have occurred between 2018 and 2020, particularly incorporating the results of planning and corridor studies that have concluded or changes to major projects funding and implementation. In addition, the Work Program chapter has been significantly updated to remove studies that have concluded and add new major planning studies focused on pressing issues facing the region. The study additions include studies to incorporate learning and changes in travel and transportation finances due to the COVID-19 outbreak; an Equity Evaluation of Regional Transportation Investment to assess equity within our regional transportation funding, planning and programming processes; a Regional Travel Demand Management study; and two climate change related studies to accelerate the adoption of electric vehicles within the region and to develop a tool for local governments to measure greenhouse gas emissions under alternative scenarios.

The Council kicked off this update to the 2040 Transportation Policy Plan in January 2020. Agency and local government stakeholders provided comments

through the TAB and TAC committee processes prior to the release for public comment. The draft plan was released for a 45-day public comment period in June and a public hearing held on July 27th. Public comment concluded on August 10th. Comments were received from approximately 215 individuals and organizations resulting in over 400 comments.

The Public Comment Report (linked here) lists the commenters, summarizes the comments received and provides a response to the comments. The full text from comments received are shown in the appendix of the Public Comment Report (linked here). The changes made to the draft 2040 TPP in response to public comment are summarized in the document titled TPP Changes in Response to Public Comment (linked here).

The full text of the TPP Overview, Chapters and Appendices can be found at the links below:

[Public Comment Report](#)

[Full Comments](#)

[Tracked Changes Document](#) in Response to Public Comment
[Overview](#)

[Chapter 1](#) THE TRANSPORTATION SYSTEM VISION AND PERFORMANCE-BASED PLANNING

[Chapter 2](#) TRANSPORTATION POLICY PLAN STRATEGIES

[Chapter 3](#) LAND USE AND LOCAL PLANNING

[Chapter 4](#) TRANSPORTATION FINANCE

[Chapter 5](#) HIGHWAY INVESTMENT DIRECTION AND PLAN

[Chapter 6](#) TRANSIT INVESTMENT DIRECTION AND PLAN

[Chapter 7](#) BICYCLE AND PEDESTRIAN INVESTMENT DIRECTION

[Chapter 8](#) FREIGHT INVESTMENT DIRECTION

[Chapter 9](#) AVIATION INVESTMENT DIRECTION AND PLAN

[Chapter 10](#) EQUITY AND ENVIRONMENTAL JUSTICE

[Chapter 11](#) ENVIRONMENT AND AIR QUALITY

[Chapter 12](#) CONGESTION MANAGEMENT PROCESS

[Chapter 13](#) PERFORMANCE OUTCOMES

[Chapter 14](#) WORK PROGRAM

[Appendix A](#) GLOSSARY

[Appendix B](#) TRANSPORTATION IMPROVEMENT PROGRAM

[Appendix C](#) LONG-RANGE HIGHWAY AND TRANSIT CAPITAL PROJECT LIST

[Appendix D](#) FUNCTIONAL CLASSIFICATION CRITERIA AND CHARACTERISTICS, AND MNDOT ACCESS GUIDANCE

[Appendix E](#) ADDITIONAL AIR QUALITY INFORMATION

[Appendix F](#) PRELIMINARY INTERCHANGE APPROVAL PROCESS

[Appendix G](#) REGIONAL TRANSIT DESIGN GUIDELINES AND PERFORMANCE STANDARDS

[Appendix H](#) NATIONAL AND STATE AIRPORT CLASSIFICATION

[Appendix I](#) REGIONAL AIRSPACE

[Appendix J](#) AIRPORT CAPITAL INVESTMENT REVIEW PROCESS

[Appendix K](#) AIRPORT LONG TERM COMPREHENSIVE PLANS

[Appendix L](#) AVIATION LAND USE COMPATIBILITY GUIDELINES

Rationale

This draft update to the *2040 Transportation Policy Plan* meets the federal law and rules requiring a long-range metropolitan transportation plan that is updated at least every five years and covers a 20-year planning time frame. It identifies the regionally significant projects expected to be implemented under reasonably expected revenues (fiscally constrained) over the time period of the plan and meets federal requirements for a performance-based plan.

Thrive Lens Analysis

The draft *2040 Transportation Policy Plan* addresses all of the Thrive MSP 2040 outcomes and principles. The plan establishes six transportation system goals along with objectives and strategies that align and coordinate with the *Thrive MSP 2040* outcomes and principles. The plan Overview and first chapter, Transportation System Vision and Performance-Based Planning, describe and contain a matrix demonstrating the relationship between *Thrive MSP 2040* and the TPP's goals and objectives.

Funding

This action does not directly require or involve funding. However, under federal law regionally significant transportation projects and the expected funding for the projects must be identified in the fiscally constrained long-range plan before being included in the region's Transportation Improvement Program, allowing projects to move forward with implementation.

Known Support / Opposition

The proposed final 2020 update to the *2040 Transportation Policy Plan* was reviewed by the Transportation Advisory Board and recommended for adoption on October 21, 2020.