## Contents

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</table>
Overall 2050
TPP Update
2050 TPP Working Groups

- TAC Subcommittees
  - Planning
  - Funding & Programming

- Technical Advisory Committee (TAC)

- Transportation Advisory Board (TAB)

- Metropolitan Council & Transportation Committee

- TAC Technical Working Groups
  - Bicycle & Pedestrian Planning
  - Transit Planning
  - 2050 TPP Technical

- 2050 TPP Advisory Work Group
  - Policy & Decision Maker Level Membership
Transportation Policy Plan Coverage

Provides strategic investment direction, major investments, and performance outcomes for regional systems

- Principal arterials (freeways, expressways)
- Minor arterials (state, county, and city owned)
- Transitways (e.g., light rail, commuter rail, bus rapid transit)
- System-level transit guidelines and standards
- Regional bicycle transportation network
- Metropolitan airports

Provides strategies for advancing regional outcomes

- Incorporates direction from MnDOT plans and directs metro area components
- Guides investment from partners through the Regional Solicitation
- Guides local governments through comprehensive and corridor planning
Plan Development Schedule

- Chapter technical review
- Evaluation, modeling & mapping
- Final plan prep & actions to release
- Formal comment period
- Revisions
- Adoption

Q4 2023
Q1 2024
Q2 2024
Q3 2024
Q4 2024
Q1 2025
Past 2050 TPP Work

2022 – 2023 Work

- Transportation System Performance Evaluation
- 10+ contributing studies and plans, for example:
  - Regional Travel Demand Management Study
  - Transportation Attitudes and Needs Assessment
  - Twin Cities Highway Mobility Needs Analysis
- 50+ listening sessions or interviews with government and community stakeholders
- Draft objectives, policies, and actions
  - 8 policy development teams with external partners
  - 3 policy development workshops with external stakeholders
  - 25+ meetings
- Developed funding assumptions, incorporating 2023 legislative changes
- Work Group discussions
  - 21 Technical Advisory Working Group meetings
  - 13 Advisory Work Group meetings
Current 2050 TPP Work

Draft Content Development and Early Review

- Bicycle Plan (19 p.)
- Pedestrian Plan (13 p.)
- Travel Demand Mgmt. Plan (21 p.)
- Highway Plan (37 p.)
- Freight Plan (17 p.)
- Transit Plan (47 p.)
- Aviation Plan (34 p.)
- Finances (22 p.)
- Some appendices

- Policies and Actions (30 p.)
- Equitable and Inclusive Goal (12 p.)
- Healthy and Safe Goal (17 p.)
- Dynamic and Resilient Goal (11 p.)
- Climate Change Goal (14 p.)
- Natural Systems Goal (4 p.)
# Early Draft Chapter Technical Review Schedule

<table>
<thead>
<tr>
<th>Chapter</th>
<th>November</th>
<th>December</th>
<th>January</th>
<th>February</th>
<th>March</th>
<th>April</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle</td>
<td>TWG Review</td>
<td>Themes</td>
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<tr>
<td>Pedestrian</td>
<td>TWG Review</td>
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<td>Travel Demand Management</td>
<td>TWG Review</td>
<td>Themes</td>
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<tr>
<td>Highways</td>
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<td>Transit</td>
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<td>Freight</td>
<td>TWG Review</td>
<td>Themes</td>
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<tr>
<td>Aviation</td>
<td>TWG Review</td>
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<tr>
<td>Equitable &amp; Inclusive Goal</td>
<td>TWG Review</td>
<td>Themes</td>
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<tr>
<td>Healthy &amp; Safe Goal</td>
<td>TWG Review</td>
<td>Themes</td>
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<tr>
<td>Dynamic &amp; Resilient Goal</td>
<td>TWG Review</td>
<td>Themes</td>
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<tr>
<td>Climate Change Goal</td>
<td>TWG Review</td>
<td>Themes</td>
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<tr>
<td>Natural Systems Goal</td>
<td>TWG Review</td>
<td>Themes</td>
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<tr>
<td>Policies and Actions</td>
<td>TWG Review</td>
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<tr>
<td>Work Program</td>
<td>TWG Review</td>
<td>Themes</td>
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Chapters to be scheduled: Overview/Imagine 2050 Transportation Chapter, Evaluation & Performance Chapter, Misc. Appendices.
Policies and Actions Update and Discussion
Policy Development Process

- Staff evaluated existing 2040 TPP for potential policies 2022
- Organized around new regional goals 2022
- TPP TWG provided feedback on existing policies to identify gaps, opportunities, and redundancy 2023
- Policy Development Teams took staff inputs and TWG feedback to recommend policies and actions 2023
- Technical Workshops to collect feedback from a variety of stakeholders from the region November 2023
- Policy Development Teams reviewed workshop feedback to make final recommendations December 2023
- Staff compiles into draft chapter for the TPP for TWG review February 2024
- Refinements continue until final adoption Winter 2024/2025
Policies and Actions (2)

Policy Teams*
- Safety
- Public Health & Wellness
- Equity & Ability
- Climate Action
- Natural Systems
- Resilience
- Travel Time & Reliability
- Transportation Options

Stakeholders Included
- Transit
  - Metro Transit
  - MVTA
- Counties
  - Hennepin
  - Anoka
  - Dakota
  - Carver
  - Ramsey
  - Washington
- Cities
  - Saint Paul
  - Minneapolis
  - Saint Louis Park
  - West Saint Paul
  - Maplewood
- MnDOT
  - Freight Office
  - Central Office
  - Metro District
- Other State Agencies
  - Department of Health
  - Pollution Control Agency
  - Council on Disabilities
- Non-Profits
  - The Alliance
- UMN

*Does not include Aviation Plan policies and actions
Policy Considerations

- **Regional funding priorities:** The Council allocates federal and state funding to local agencies – TPP policies set priorities for these funds.

- **Comprehensive planning / Project development:** The Council sets guidelines for review and approves local comprehensive plan updates and amendments.

- **Technical assistance:** The Council can convene partners, engage in studies, and provide assistance to local partners.

- **Work program:** Projects and studies that contribute to the Council’s work and require coordination among agencies.
Policies and Actions (4)

<table>
<thead>
<tr>
<th>Support for Policy</th>
<th>Technical Assistance and Convening</th>
<th>Incentives (Carrots)</th>
<th>Regulations (Sticks)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Willing Changers</strong></td>
<td>• Best practice examples &lt;br&gt; • Guides and How-to documents &lt;br&gt; • Model ordinances &lt;br&gt; • Data support</td>
<td>• Increasing funding, investments, other incentives in communities with supportive policies/practices</td>
<td>• Requiring certain practices or plans for approval of comprehensive plans</td>
</tr>
<tr>
<td><strong>Reluctant Changers</strong></td>
<td>• Technical assistance grants &lt;br&gt; • Making the case analysis</td>
<td>• Requiring good practices through funding program(s) criteria</td>
<td>• Requiring certain practices or plans linked to Council approval of infrastructure</td>
</tr>
<tr>
<td><strong>Resistant Changers</strong></td>
<td>• Listening sessions &lt;br&gt; • Making connections to other policies or outcomes</td>
<td>• Prioritizing good practices through funding program(s) criteria</td>
<td>• Requiring certain practices or plans and prescribing the elements needed to be addressed, or specific strategies</td>
</tr>
</tbody>
</table>

Stakeholders will progress up this ladder if implemented effectively.

Requires strong leadership and vision for where we want to go.
Policies and Actions (5)

Our region is dynamic and resilient.

Objectives

- People and businesses trust that transportation infrastructure and services will withstand and recover quickly from natural and human-caused disruptions.
- People can better meet their daily needs with timely, reliable, direct, and affordable options beyond driving alone.
- People experience more predictable travel times without experiencing excessive delays when traveling on highways.
- People and businesses can rely on predictable and cost-effective movement of freight and goods.

People, businesses, and institutions in our region depend on transportation to meet their daily needs. A transportation system that is resilient and reliable provides affordable access to destinations by any mode of travel people may choose. This plan will support a reliable transportation system with predictable travel times; transportation choices that provide access to jobs, services, and community destinations; a resilient transportation system that withstands natural and human-caused disruptions. Learn more about how transportation relates to this goal here. [Insert link to goal chapter.]

Policies and Actions

15. Plan and implement a complete bicycle system including local networks that connect to the Regional Bicycle Transportation Network (RBTN) alignments to provide connections between regional destinations and local bicycle networks.

Tags:

- (RS): Guidance to Regional Solicitation Evaluation process to determine how to apply it to funding programs
- (CP): Requirements or guidance for agencies during local comprehensive planning
- (WP): Work program items that will be developed after the TPP is adopted

<table>
<thead>
<tr>
<th>= lead agency</th>
<th>= support agency</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Met Council</td>
</tr>
<tr>
<td>15A. Plan, implement, and prioritize projects that connect, improve, or complete segments of the RBTN. Update RBTN alignments in coordination with regional partners and in response to local or corridor planning efforts. (CP) (RS)</td>
<td>✓</td>
</tr>
<tr>
<td>15B. Plan, implement, and prioritize bikeway connections</td>
<td></td>
</tr>
</tbody>
</table>
Questions to Consider

• Are new approaches to policies going in the right direction?

• Are there concerns about existing approaches or lack of new approaches in any areas?

• Are there current TPP approaches that shouldn’t be carried forward?
Policies that guide all work.

<table>
<thead>
<tr>
<th>New Approaches</th>
<th>Similar to Past Approaches</th>
<th>Replaced or Removed</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Data and Plans</strong></td>
<td></td>
<td><strong>Funding</strong></td>
</tr>
<tr>
<td>• Regular updating data and analysis that guides investment prioritization and planning.</td>
<td>• Functional classification of roadways.</td>
<td>• Identify and seek funding for an Increased Revenue Scenario.</td>
</tr>
<tr>
<td>• Collect new data, where needed.</td>
<td>• Interchange, freeway approval, and access management processes.</td>
<td><strong>Asset Management</strong></td>
</tr>
<tr>
<td>• Projects should document a need identified through a planning process.</td>
<td>• Congestion Management Process.</td>
<td>• Asset management is first priority for funding.</td>
</tr>
<tr>
<td><strong>Funding</strong></td>
<td><strong>Asset Management</strong></td>
<td></td>
</tr>
<tr>
<td>• Proactively plan for federal discretionary grant programs. Develop data and priorities to support applications.</td>
<td>• Track and prioritize conditions of assets.</td>
<td></td>
</tr>
<tr>
<td><strong>Asset Management</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Prioritize the use of asset management to advance regional goals.</td>
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</table>
## Our region is equitable and inclusive.

<table>
<thead>
<tr>
<th>Objectives</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Historically disadvantaged communities are better connected to jobs, education, and other opportunities.</td>
<td>We repair and eliminate disparate and unjust impacts and harms to Black people, Indigenous people, and people of color.</td>
</tr>
<tr>
<td>We better meet the transportation needs of people who have disabilities or limited mobility.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>New Approaches</th>
<th>Similar to Past Approaches</th>
<th>Replaced or Removed</th>
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</thead>
<tbody>
<tr>
<td><strong>People with Disabilities</strong></td>
<td>Engagement</td>
<td>Impacts</td>
</tr>
<tr>
<td>• Encourage projects to go beyond ADA requirements.</td>
<td>• Engage with and share decision making with historically underrepresented groups.</td>
<td>• Focus only on mitigating adverse impacts.</td>
</tr>
<tr>
<td><strong>Impacts</strong></td>
<td>People with Disabilities</td>
<td></td>
</tr>
<tr>
<td>• Implement strategies against gentrification and displacement from transportation.</td>
<td>• Meet ADA requirements.</td>
<td></td>
</tr>
<tr>
<td>• Implement investments that repair harms and impacts from past highway investments.</td>
<td>• Evaluate processes, policies, programs, and plans to ensure benefits and burdens are equitable.</td>
<td></td>
</tr>
<tr>
<td>• Use community assessments to understand demographics, history, needs.</td>
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</tbody>
</table>
## Our communities are healthy and safe. (1)

### Safety Objectives

- People do not die or face life-changing injuries when using any form of transportation.
- People feel safer, more comfortable, and more welcome when using any form of transportation.

### New Approaches

<table>
<thead>
<tr>
<th>General</th>
<th>Similar to Past Approaches</th>
<th>Replaced or Removed</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Emphasizing Safe Systems approach, building understanding and training&lt;br&gt;• Recognizing different design guides rather than one-size-fits-all&lt;br&gt;• Form a safety technical working group</td>
<td>• Provide technical assistance and conduct comprehensive data analysis to identify priority safety areas&lt;br&gt;<strong>Non-Motorized</strong> • Emphasizing safety improvements for most vulnerable users</td>
<td>• Focus on 4 Es: engineering, enforcement, education, and emergency response</td>
</tr>
<tr>
<td>Non-Motorized</td>
<td>Transit</td>
<td>Including the ongoing new approaches to security and safety in transit</td>
</tr>
</tbody>
</table>
Our communities are healthy and safe. (2)

<table>
<thead>
<tr>
<th>Health Objectives</th>
<th>New Approaches</th>
<th>Similar to Past Approaches</th>
</tr>
</thead>
<tbody>
<tr>
<td>We mitigate and avoid harms to people caused by nearby transportation infrastructure and use (e.g., air quality, noise, light).</td>
<td>People are better connected to community and cultural resources that support their physical, emotional, and mental well-being.</td>
<td>People can increase physical activity with more opportunities to walk, roll, or bike.</td>
</tr>
</tbody>
</table>

**New Approaches**

**Health Impacts**
- Emphasize and prioritize natural features like green assets and shade to combat extreme heat.
- Anti-displacement support.
- Specific noise mitigation action.

**Essential Destinations**
- Define and inventory places.
- Provide multimodal connections to essential destinations.

**Placemaking**
- Support community and neighborhood connections and identity in projects, including art.
- Activate unused transportation right-of-way.

**Similar to Past Approaches**

**Health Impacts**
- Evaluate and prioritize reduction in common air pollutants.

**Multimodal Choices**
- Discussed more under Dynamic and Resilient and Safety.
Our region is dynamic and resilient. (1)

### Reliability & Resilience Objectives

- People and businesses trust that transportation infrastructure and services will withstand and recover quickly from natural and human-caused disruptions.
- People experience more predictable travel times without excessive delays when traveling on highways.
- People and businesses can rely on predictable and cost-effective movement of freight and goods.

### New Approaches

<table>
<thead>
<tr>
<th>Resilience</th>
<th>Similar to Past Approaches</th>
<th>Replaced or Removed</th>
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</thead>
<tbody>
<tr>
<td>• Identify and implement mitigation activities for climate impacts.</td>
<td>• Highway mobility hierarchy.</td>
<td>• Policies that could be perceived as support for open-ended, non-strategic highway mobility</td>
</tr>
<tr>
<td>• Minimize disruption and non-recurring delay from weather, security, and incidents.</td>
<td>• Highway mobility prioritization studies.</td>
<td>• Preserving right-of-way for future projects</td>
</tr>
<tr>
<td>Reliability</td>
<td>• Congestion management safety plan.</td>
<td></td>
</tr>
<tr>
<td>• Focus highway mobility on corridors with highest level of delay and travel time issues.</td>
<td>• Managed lane system vision.</td>
<td></td>
</tr>
<tr>
<td>Freight</td>
<td>• Congestion management process.</td>
<td></td>
</tr>
<tr>
<td>• E-commerce data, “microhubs”</td>
<td>• Transit advantages.</td>
<td></td>
</tr>
<tr>
<td>• Truck parking issues</td>
<td>Freight</td>
<td></td>
</tr>
<tr>
<td>Freight</td>
<td>Regional truck freight corridors</td>
<td></td>
</tr>
<tr>
<td>• Identify impacts of congestion on freight, freight bottleneck report</td>
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<tr>
<td>• Improve first and last mile freight connections</td>
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</table>
Our region is dynamic and resilient. (2)

**Choice Objective**

People can better meet their daily needs with timely, reliable, direct, and affordable options beyond driving alone.

<table>
<thead>
<tr>
<th>New Approaches</th>
<th>Similar to Past Approaches</th>
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</table>
| **Complete Streets** | • Speed management and traffic calming  
  • Complete Streets typology and “main streets” program priorities | **Complete Streets** | • Recommend the approach  
  • Encourage and prioritize multimodal projects, including within roadway projects |
| **Connections Between Modes** | • Mobility-as-a-service  
  • Wayfinding improvements, mobility hubs  
  • Curbside management plans | **Connections Between Modes** | • Transit customer facility amenities  
  • Year-round maintenance |
| **Travel Demand Management** | • Recommendations from TDM Study | **Transit** | • Coordinate regional systems like fare collection, transfers  
  • Invest in transitways, including recent Transitway Advancement Policy  
  • Transit Market Areas and service design guidelines |
| **Transit** | • Microtransit Policy Framework | **Bike and Ped** | • Regional Bicycle Transportation Network  
  • Address barriers and gaps in systems |
| **Bike and Ped** | • More detailed pedestrian guidance for comp plans  
  • Regional sidewalk inventory | **General** | • Passenger rail policies – MnDOT responsibility |


We lead on addressing climate change.

### Objectives
- The region’s transportation system minimizes its contributions to climate change.
- People have more access to and trust in zero emissions vehicle infrastructure.
- By 2050, the region reduces vehicle miles traveled by 20% per capita below 2019 levels.

### New Approaches
- **Electric Vehicle Charging**
  - Plan and support private and shared charging
  - Focus on multi-unit, historically disadvantaged, and rural areas
  - Resource sharing
  - Pursue zero emissions transitions in heavy vehicle fleets like trucks, buses, etc.

- **Evaluate Greenhouse Gas Emissions**
  - Transportation Greenhouse Gas Emissions Impact Assessment
  - GHG inventory, forecast, tools

- **Vehicle Miles Traveled Reduction**
  - Educational materials and storytelling
  - Expand access to bicycle systems
  - Need to understand project and program impacts on VMT

### Similar to Past Approaches
- **Support State’s GHG goals**
  - State’s goal has changed, but commitments remain
We protect and restore natural systems.

**Objective**
The region’s transportation system and the people who use it limit their impacts on natural systems (e.g., air, water, vegetation, and habitat quality).

<table>
<thead>
<tr>
<th>New Approaches</th>
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<tbody>
<tr>
<td><strong>Impervious Surface</strong></td>
<td>Natural Systems Protection</td>
</tr>
<tr>
<td>• Plans, programs, processes to</td>
<td>• Align and support environmental review and</td>
</tr>
<tr>
<td>minimize and reduce impervious</td>
<td>permitting processes</td>
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<tr>
<td>pavement (parking lots, road</td>
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<tr>
<td>diets, different types of</td>
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<tr>
<td>pavement)</td>
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<tr>
<td><strong>Natural Features</strong></td>
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<tr>
<td>• Native plants</td>
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<tr>
<td>• Green stormwater and on-site</td>
<td></td>
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<tr>
<td>stormwater capture (rain gardens)</td>
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<tr>
<td>• Habitat</td>
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</table>
Goals and Investment Plans Content
Five Goal Documents

Outline

- Goal Overview
  - TPP Objectives
  - Intersections with other Imagine 2050 Goals
  - Performance Measures (TBD)
- Transportation Context for the Goal
  - Varies
- Implementation
  - Policies & Actions
  - Investment Plan
  - Related Work by Partners
  - Work Program

How to Review

- Provide suggested edits, data sources, graphics, photos, and missing parts of the story.
- When possible, help us understand context that might be missing.
- You will see some overlap between the chapters (e.g., climate change and dynamic and resilient).
- Some placeholders still exist, and many sources not yet footnoted.
Investment Plans

Outline
• Introduction
  • Definitions
  • Roles
  • Relationship to 2050 Goals
• Existing System and Issues
• Investment Plan
  • Programs
  • List of investments
  • Planning direction
• Funding Opportunities

Technical Working Group Feedback Themes
• Context clarifications, issue framing suggestions
• Questions or suggested language about roles of different stakeholders
• Better tie language throughout the plan back to regional goals
• Suggestions to highlight local or state work that is related
• Concerns about highway mobility being in conflict with goals, negative outcomes
Highway Investment Plan

Principles

Safety for all users first
Prioritize existing problems
Largest investments are expected for preservation, use these as catalysts to achieve multiple goals
Highways serve multiple modes
Mobility projects are needed
  • Population growth
  • Address excess delay
  • Mobility hierarchy orders strategies beginning with the least costly/negatively impactful (TDM, traffic management technologies, spot mobility, interchanges, managed lanes, targeted regional capacity)

Use existing infrastructure and ROW to maximum extent possible
Coordinate regional and local projects
Highway Investment Plan – Investments

Four Investment Categories:

- Operations and Maintenance
- Preservation of Existing Highway Assets
- Safety
- Regional Mobility
  - Regionally significant projects are required to be in this plan
**Highway Investment Plan – Mobility**

**Investment Categories Hierarchy**

- Travel demand management & transit service
- Traffic Management Systems
- Spot Mobility
- Interchanges
- **Managed Lanes**
- Targeted Regional Capacity (was “Strategic Capacity”)
Transit Investment Plan Outline

Chapter Outline

Introduction
- Importance of transit
- Connection to 2050 regional goals and objectives
- Met Council & TPP Roles in Regional Transit Planning

Existing Transit System
- Service Providers
- Types of Transit Service
- Transitways
- Transit Advantages
- Transit Infrastructure and Assets
- Transit System Trends and Uncertainties

Transit System Operating Policies and Procedures

Transit Investment Plan
- Transit Investment Guidelines and Standards
- Regular-route bus service
- Transitways
- Non-Fixed Route Bus Service
- Fleet
- Support Facilities
- Customer Facilities
- Transit Advantages

Financial Summary
- Revenues
- Expenditures
- Omnibus Transportation Bill & Regional Sales Tax
- Additional Funding Opportunities
Transit Investment Plan – Intro

Transit system trends and uncertainties

• Ridership changes since 2020
• Development around high-frequency transit
• Ridership on zero-emission transit vehicles
• Microtransit
• Transit workforce
Transit Investment Plan – Transitways

Assumptions in the Draft 2050 TPP

<table>
<thead>
<tr>
<th>Expansion Investments included in TPP</th>
<th>Investments opportunities beyond the plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>• METRO Green Line LRT Extension</td>
<td>Arterial BRT</td>
</tr>
<tr>
<td>• METRO Blue Line LRT Extension*</td>
<td>• 63rd / Zane</td>
</tr>
<tr>
<td>• METRO Gold Line Dedicated BRT</td>
<td>• Grand Ave</td>
</tr>
<tr>
<td>• METRO Purple Line Dedicated BRT*</td>
<td>• Johnson Ave / Lyndale Ave</td>
</tr>
<tr>
<td>• METRO B Line Arterial BRT</td>
<td>• Lowry Ave</td>
</tr>
<tr>
<td>• METRO E Line Arterial BRT</td>
<td>• Nicollet Ave</td>
</tr>
<tr>
<td>• METRO F Line Arterial BRT</td>
<td>• Randolph St / East 7th St</td>
</tr>
<tr>
<td>• METRO G Line Arterial BRT</td>
<td>• West Broadway Ave / Cedar Ave</td>
</tr>
<tr>
<td>• METRO H Line Arterial BRT</td>
<td></td>
</tr>
<tr>
<td>• Riverview Corridor Modern Streetcar*</td>
<td></td>
</tr>
</tbody>
</table>

Bold = change in status or new corridor
*Corridor update anticipated through amendment in 2025

Under Study/Follow-up Work

• Highway 169 BRT
• Highway 55 BRT
• METRO Orange Line Extension
• METRO Red Line Future Stages
• Midtown Rail
• Red Rock Highway BRT
• West Broadway Modern Streetcar*
• I-35W North
• Highway 36
• **Rethinking I-94**
• County Road 42
• American Boulevard
Next Steps
2050 TPP Next Steps

Sharing early draft content beyond the Technical Working Group

• Five goals documents
  • Currently about 55 pages total broken into five separate documents.
  • Plan to share in mid-March with TAB members and Met Council members, pending direction on quorum rules.

• Policies and actions, finance, investment plans
  • Nine total documents totaling 241 pages
  • Plan to share in April with TAB members and Met Council members, pending direction on quorum rules.

• Remaining content will be shared in May
• Depending on feedback from TAB, Met Council, and TAC, time will be reserved on agendas for any necessary policy discussion in April and May.
You’ll be emailed Microsoft Word copies for individual comment.

General Notes
• Send comments and any questions you have to jed.hanson@metc.state.mn.us and cole.hiniker@metc.state.mn.us
• Response is appreciated by March 8th.
• You will see some overlap between the chapters (e.g., climate change and dynamic and resilient).
• Some placeholders still exist, and many sources not yet footnoted.

Comment Tips
• Provide suggested edits, data sources, graphics, photos, and missing parts of the story.
• Suggested changes with your commentary are preferred in comment boxes rather than red-line tracked changes.
• When possible, help us understand context that might be missing.
• Please provide your comments individually.
EXAMPLE CHAPTER
2050 Transportation Policy Plan, Agency Review Draft

Use Microsoft Word’s comment feature to enter your comments at relevant areas on the document.
Staff are compiling comments from several copies, and consolidating multiple red-line edits is challenging.

Comments are preferred. These help us interpret the issue and incorporate it into plan language. Suggested text is welcome in comment boxes.
Thank you

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