

2040 TRANSPORTATION POLICY PLAN ADMINISTRATIVE MODIFICATION #1

2021 Updates to Regional Bicycle Transportation Network (RBTN), Regional Bicycle Barriers, and Regional Truck Freight Corridors

Overview

Definition and Purpose

An administrative modification is a minor revision to a long-range regional transportation plan that is different than a transportation plan amendment in that it does not change the list of funded projects or make major changes to funded projects in the Plan. As a result, an administrative modification does not require a reassessment of fiscal constraint, a new determination of conformity for air quality nonattainment or maintenance areas, or an official public process for review and comment. It can only include minor changes to projects already in the list of major funded projects in the Plan.

The purpose of this Administrative Modification #1 is to incorporate recent changes to three transportation modal networks already established in the 2040 Transportation Policy Plan (TPP) resulting from a formal update process undertaken in 2021. None of these changes will directly affect the funded highway and transit projects listed in the current TPP that collectively are subject to the fiscal constraint requirement for the overall plan, thus, an administrative modification is the appropriate mechanism for effecting these changes.

Policy Basis

The transportation modal networks considered in this document were adopted into the 2040 TPP within a year after completing each of three regional studies used to develop the recommended regional network:

- Regional Bicycle System Study (for the Regional Bicycle Transportation Network, completed in 2014)
- Regional Bicycle Barriers Study (2018) and Technical Addendum (2019)
- Regional Truck Highway Corridor Study (2017)

Each of the networks are applied as one in a series of criteria used to prioritize projects in the Regional Solicitation process for distributing federal transportation funds and, in some cases, to qualify and/or prioritize projects for state funding programs led by MnDOT. In addition, the networks are also used in the development of local and state transportation and mode-specific plans within the Twin Cities region.

Although not required for an administrative modification, a notice was posted and advertised on September 16, 2021, inviting the general public to review and comment on the draft updated Regional Bicycle Transportation Network (RBTN) and Regional Bicycle Barriers. The results of the month-long public comment process can be reviewed in the “Regional Bicycle Transportation Network and

Regional Bicycle Barriers 2021 Updates, Public Comment Report.” Due to timing issues relating to the Regional Solicitation process and the highly technical nature of the regional truck freight corridors updates, public review was not sought for this third modal network. All the network updates were reviewed by teams of technical practitioners from local agency partners and MnDOT and all were approved by the Transportation Advisory Board for use in the 2022 Regional Solicitation.

Modal Network Updates

In 2021, a formal update process was initiated to provide local government agencies the opportunity to propose updates to three transportation modal networks established in the TPP including the Regional Bicycle Transportation Network, Regional Bicycle Barriers, and Regional Truck Freight Corridors. This section provides details about each of the networks, their update process and results, and maps displaying the network changes and cumulative updated networks to be incorporated in the 2040 TPP through this Administrative Modification.

Regional Bicycle Transportation Network (RBTN)

Purpose

The Regional Bicycle Transportation Network (RBTN) was established in the 2014 TPP Update and consists of a set of existing and planned on-street bicycle facilities and off-street trails. The purpose of the RBTN is to provide a “backbone” arterial network of bicycle transportation corridors that accommodate daily bicycle trips by connecting between designated regional destinations, the regional transit system and local bicycle networks. It establishes the region’s priority vision for bicycle planning and investment. The RBTN is being updated so that it accounts for recent changes in local bicycle, transportation, and capital improvement plans, including the addition of key transportation corridors, improved connections between regional destinations and other major development nodes, and shifts in planned alignments resulting from facility planning and design processes.

Network Update Process and Results

In May 2021, the Council held a formal open process for local governments to propose changes to the RBTN based on existing or updated local plans. Local government staff could propose new RBTN routes, extensions of existing routes, and/or shifts to existing routes. More details about this process and how the proposed changes are evaluated can be found in [TPP Chapter 7](#) (see section on “Updating the Regional Bicycle Transportation Network”) and on the [RBTN Updates](#) web page.

Through the 2021 update process, 27 proposed changes were submitted from 6 local agencies including 22 proposed new routes, three route extensions, and one route shift. Of the 27 proposals, 18 were approved by the Transportation Advisory Board for use in the 2022 Regional Solicitation, and nine were approved with agreeable adjustments worked out with proposing agency staff. In addition, one proposed route was corrected in Scott County in response to a comment received that noted an error in the planned alignment. The final approved changes to the RBTN are displayed in Figure 1 and the fully updated RBTN map is shown in Figure 2, which updates and replaces Figure 7-1 in the [TPP Chapter 7](#).

Figure 1: Approved Regional Bicycle Transportation Network 2021 Updates

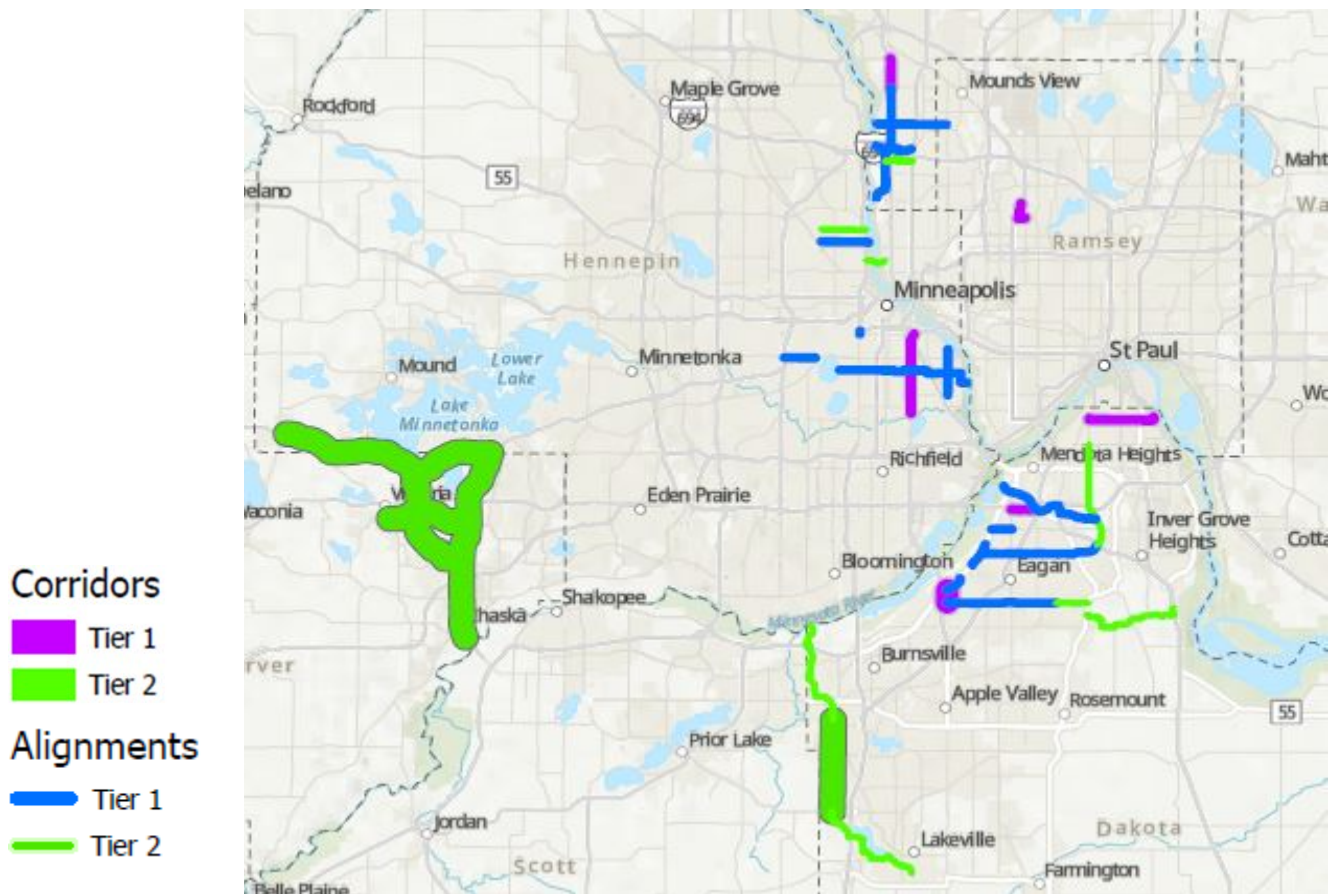
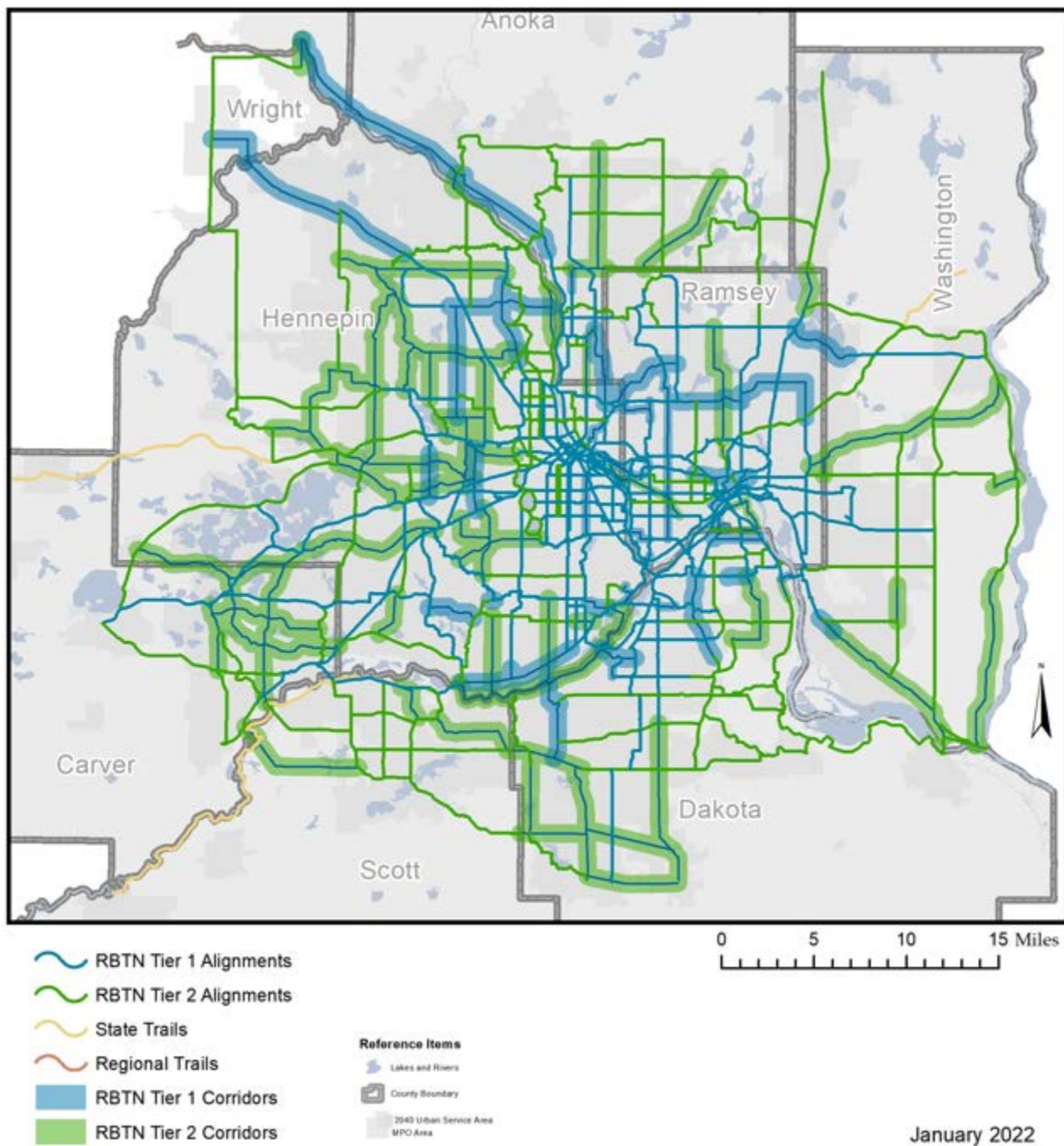


Figure 2: 2022 Updated Regional Bicycle Transportation Network



Regional Bicycle Barriers

Purpose

Regional Bicycle Barriers were designated in the 2040 TPP during the 2018 update process as the region’s most significant physical barriers to bicycle transportation. They were later updated in the 2020 update to the 2040 TPP. The Regional Bicycle Barriers include freeways and expressways, railroad corridors, and secondary rivers and streams. Crossing opportunities for the region’s major river barriers are addressed separately. The Regional Bicycle Barriers are used to plan and prioritize barrier crossing locations for future bicycle facility improvements. The barriers are updated to account for any highway conversions to expressways (i.e., expansions to 4 or more lanes with divided medians) as well as additions of noted rail corridors or stream segments that may have been missing from the original database or outside the original study area.

Network Update Process and Results

In May 2021, the Council held a formal open process for local governments to propose additions or corrections to regional bicycle barriers. This process ran concurrently with the RBTN update process.

More details about regional bicycle barriers and how they were developed can be found in [TPP Chapter 7](#) (see sections on “Regional Bicycle Barriers Study” and under “Regional Solicitation”) and on the [Regional Bicycle Barriers Study](#) web page.

Through the 2021 update process, five proposed changes to regional bicycle barriers were received from two local agencies. The proposals included one new expressway barrier, one new rail corridor barrier, one rail corridor correction, and two new stream barriers. All the proposed barrier additions and correction were approved by the Transportation Advisory Board for use in the 2022 Regional Solicitation. The approved changes to Regional Bicycle Barriers are displayed in Figure 3 and the fully updated map of Regional Bicycle Barriers is shown in Figure 4, which updates and replaces Figure 7-3 in the [TPP Chapter 7](#).

Figure 3: Approved Regional Bicycle Barrier 2021 Updates

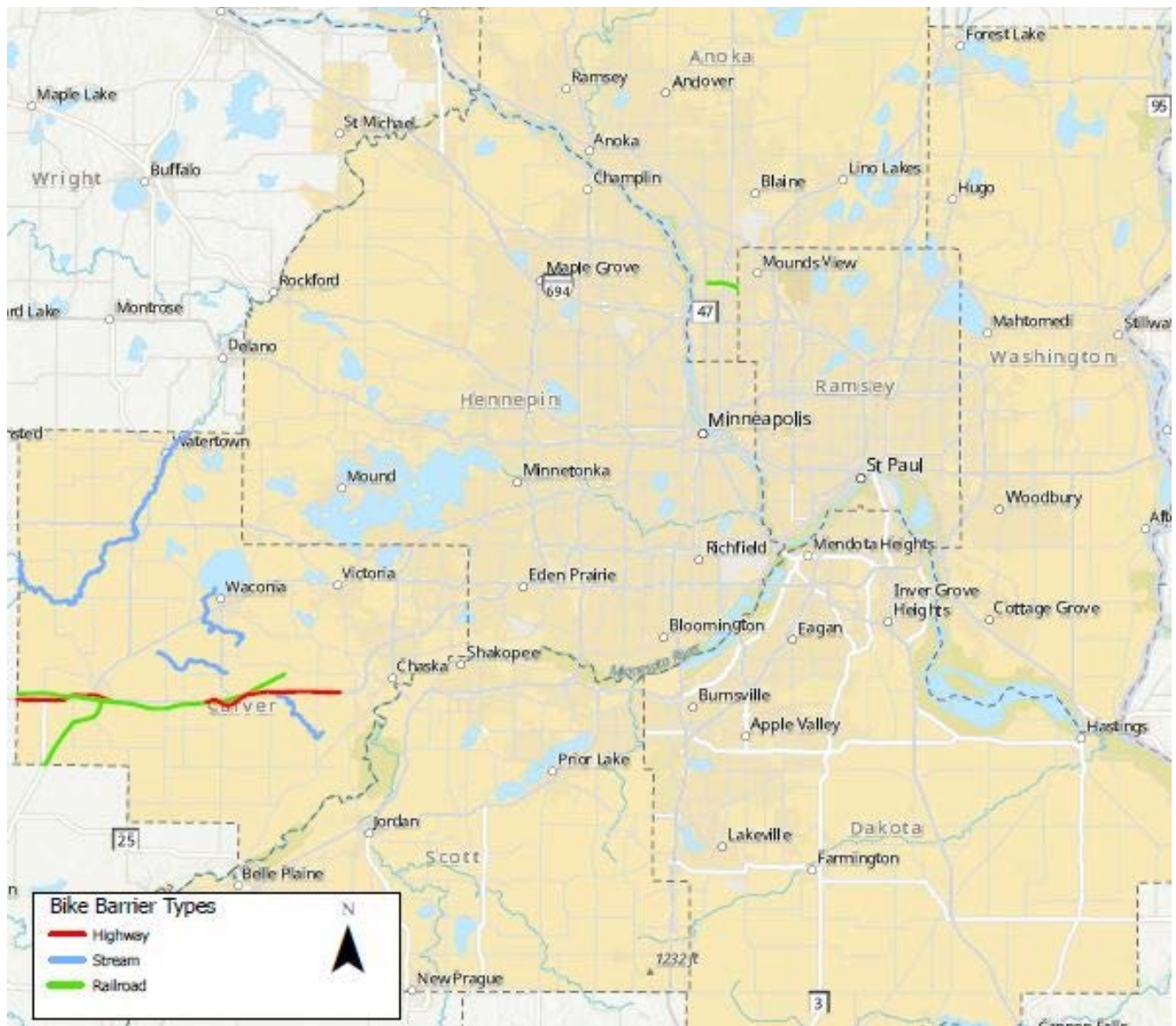
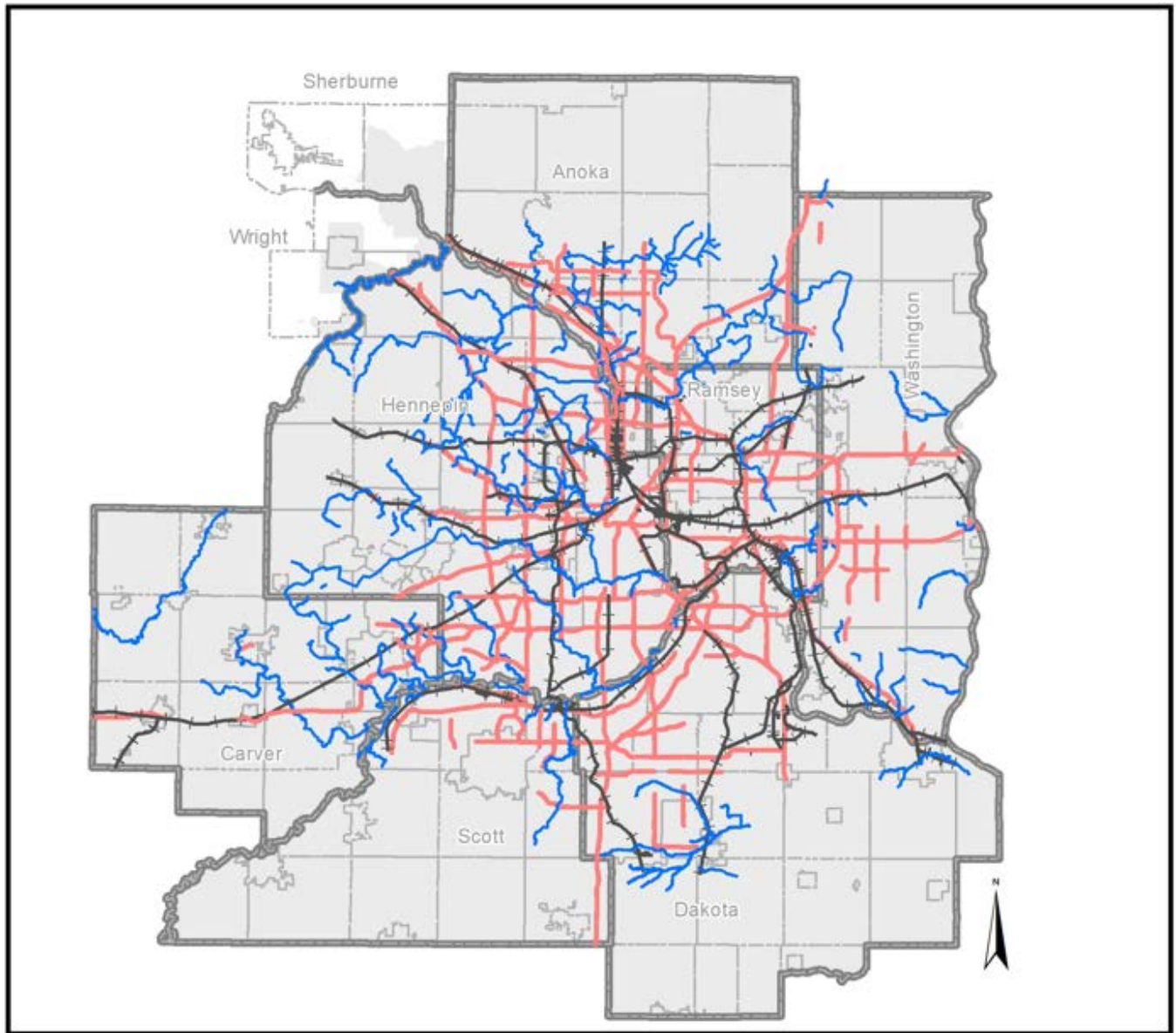


Figure 4: 2022 Updated Regional Bicycle Barriers



0 5 10 20 Miles January 2022

- Barrier Type**
- Freeways/Expressways
 - Railroads
 - Streams

Regional Truck Freight Corridors

Purpose

Regional Truck Freight Corridors were developed through the Regional Truck Highway Corridors Study and adopted in the 2018 update to the 2040 TPP. They are defined as the set of Twin Cities metro area highways that are most heavily relied upon by the trucking industry for delivering the region's freight and goods. These truck corridors are used to plan and prioritize highway improvement projects and are used as criteria in the Regional Solicitation project selection process. Related to regional truck corridors are regional freight terminals which are a component of the Metropolitan Freight System as defined in the TPP and are one of the criteria used in the corridors prioritization process. Regional truck corridors and freight terminal facilities are updated to make use of the most recently available truck volume data from MnDOT and other sources.

Network Update Process and Results

In June 2021, the Council held a formal open process for local governments to propose new truck freight corridors and/or new regional truck freight facilities. More details about Regional Truck Freight Corridors and regional truck freight terminals can be found in [TPP Chapter 8](#) (see Figure 8-1 and sections on "Regional Truck Highway Corridors Study" and "Guidelines for Regional Investment") and on the [Regional Truck Corridors Study](#) web page.

Through the 2021 update process, 14 proposed new regional truck freight corridors and two new regional truck freight facilities were received from two local agencies. Of the 14 proposed new truck corridors, 11 full corridors and two partial corridor segments meeting the minimum daily truck volume threshold were approved by the Transportation Advisory Board for use in the 2022 Regional Solicitation. Of the two proposed regional truck freight facilities, one met the minimum threshold and was approved. The approved new Regional Truck Freight Corridors and added regional truck freight facility are displayed in Figure 5 and the fully updated map of Regional Truck Freight Corridors is shown in Figure 6, which updates and replaces Figure 8-4 in [TPP Chapter 8](#). Also included is the revised Metropolitan Freight System map, updated to include the added regional truck freight facility in Washington County as shown in Figure 7. This change updates Figure 8-1 in [TPP Chapter 8](#).

Figure 5: Approved Regional Truck Freight Corridors and Regional Truck Freight Facilities 2021 Updates

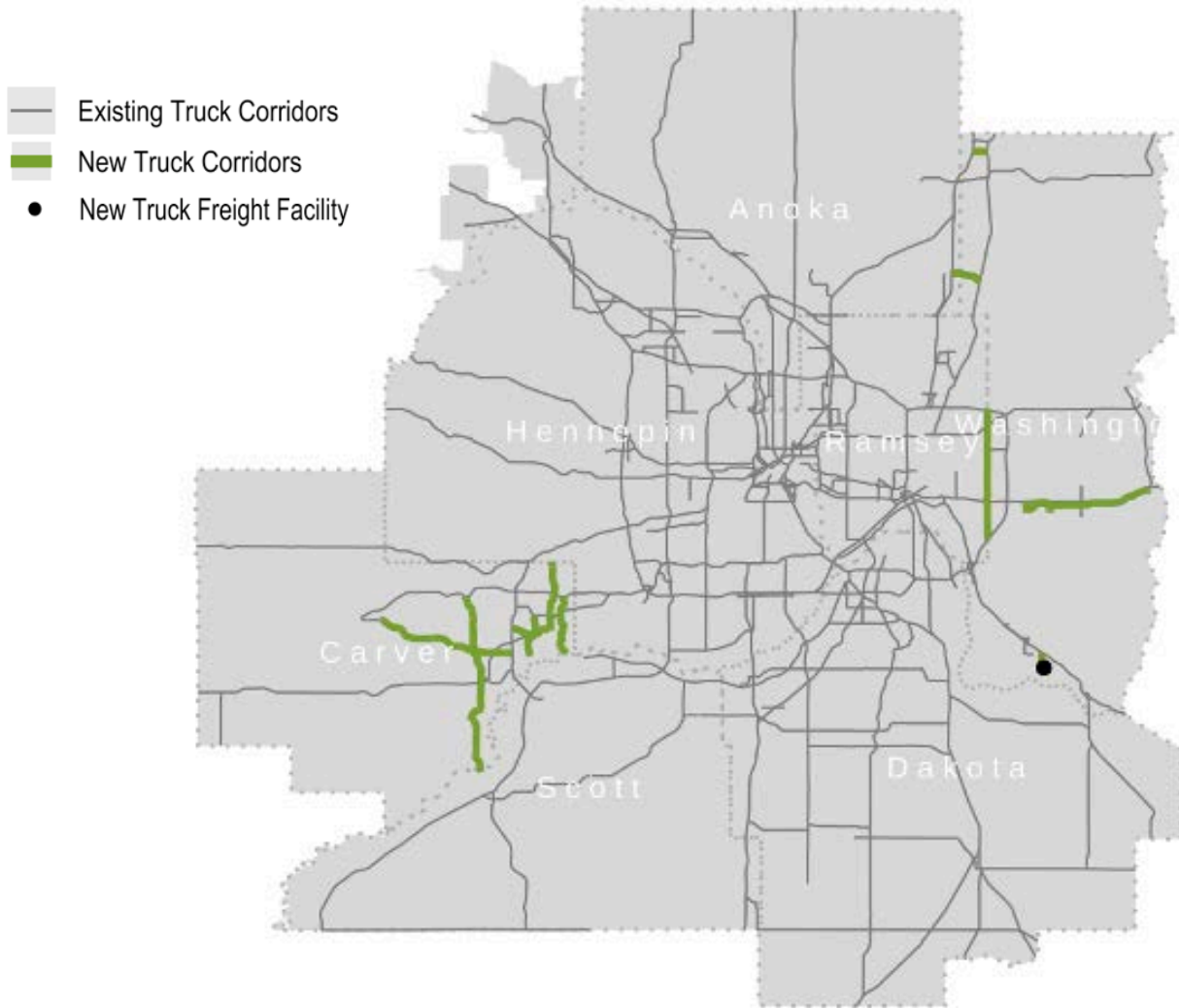


Figure 6: 2022 Updated Regional Truck Freight Corridors

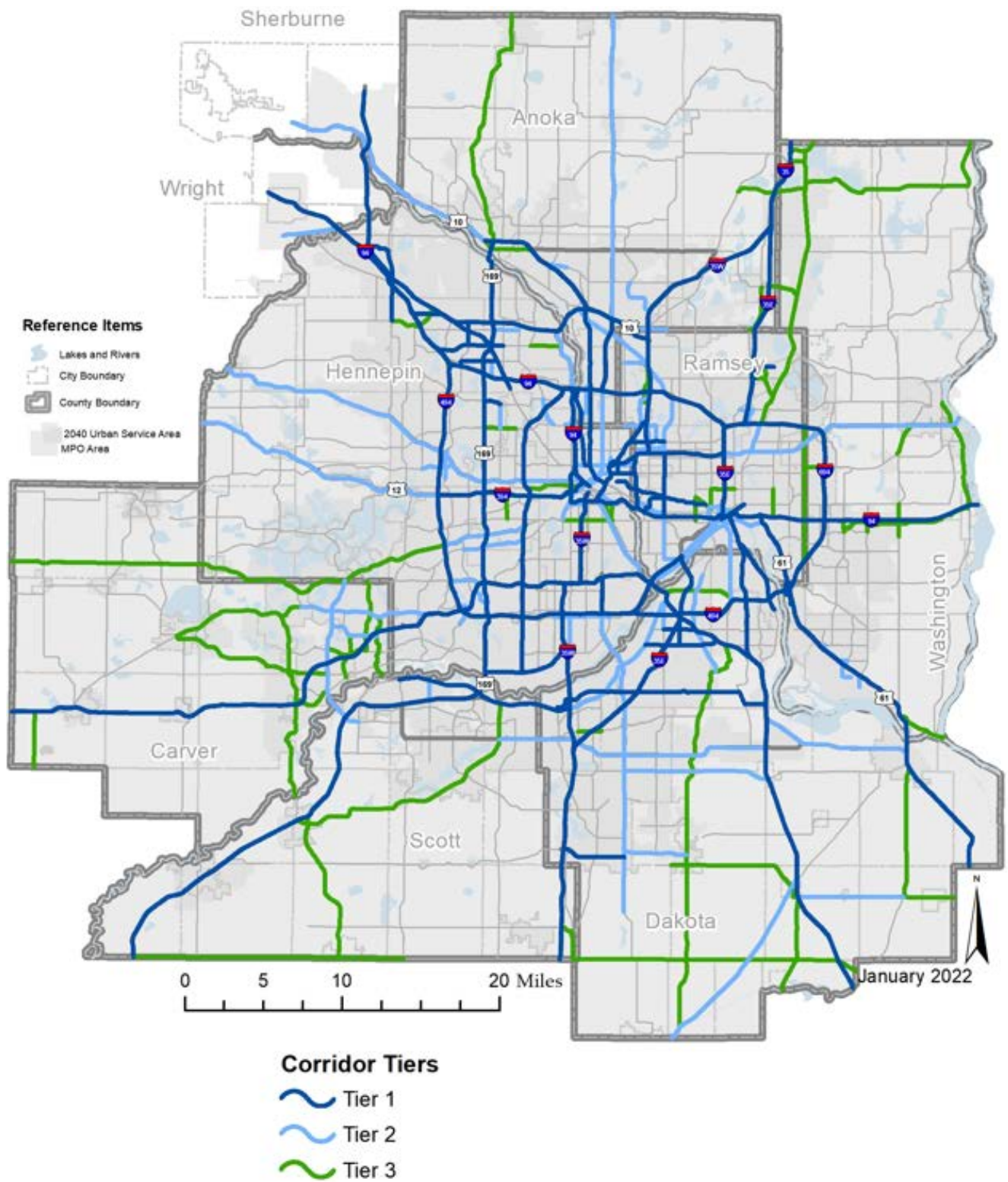
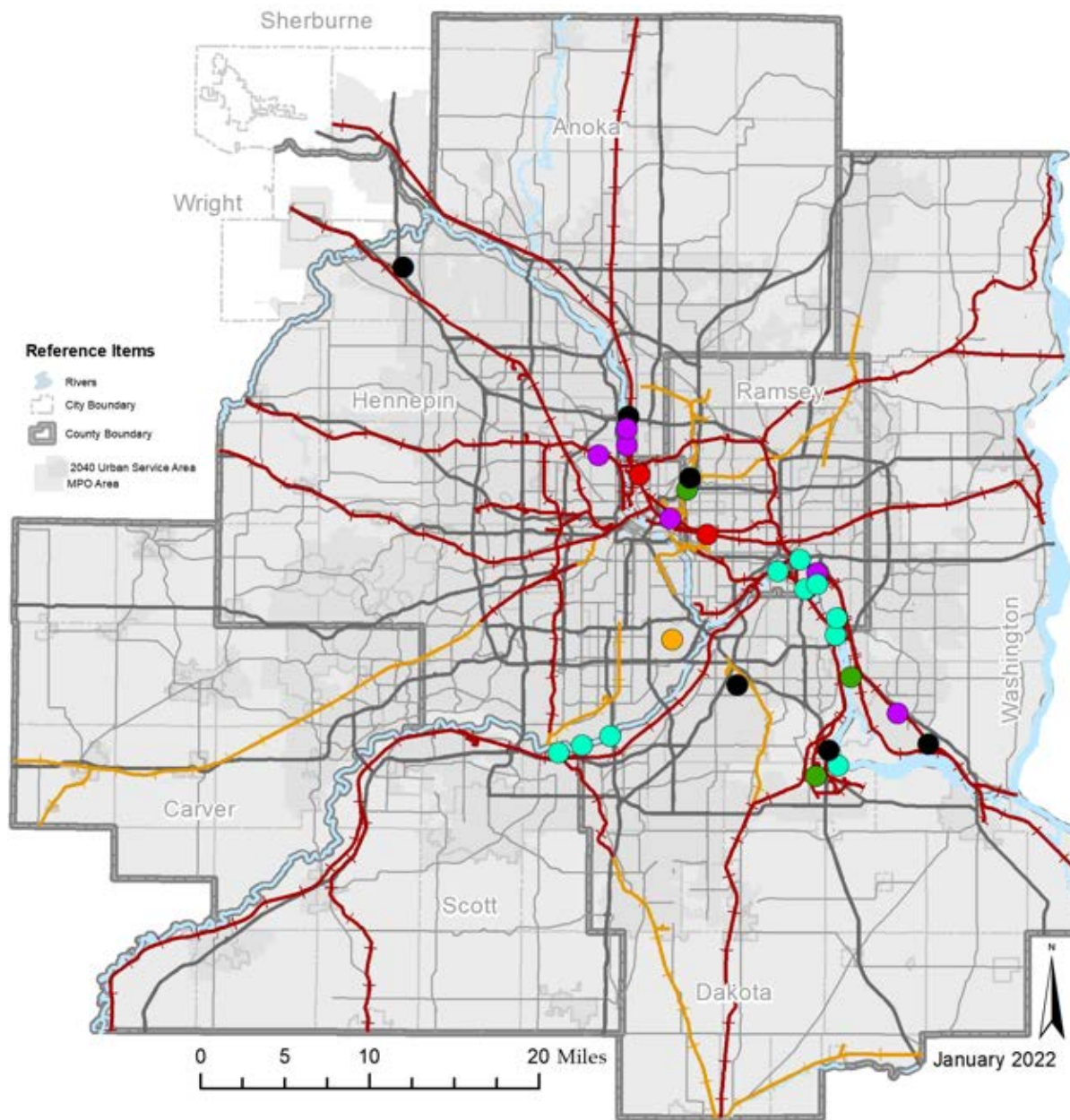


Figure 7: 2022 Updated Metropolitan Freight System



- | | |
|-------------------------------|---------------------|
| type | Class I Railroads |
| Airport Terminal | Class III Railroads |
| Major Truck Terminal | Principal Arterials |
| Pipeline Terminal | A-minor Arterials |
| Rail Terminal - Container | |
| Rail Terminal - Non Container | |
| River Barge Terminal | |