

2050 Transportation Policy Plan (TPP) Update

Transportation Accessibility Advisory Committee



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What is the Transportation Policy Plan?

An Investment Plan

- Directs investments and identifies major projects for the regional transportation system, like highways and transitways
- Directs investment of all federal transportation dollars, even those spent on local projects

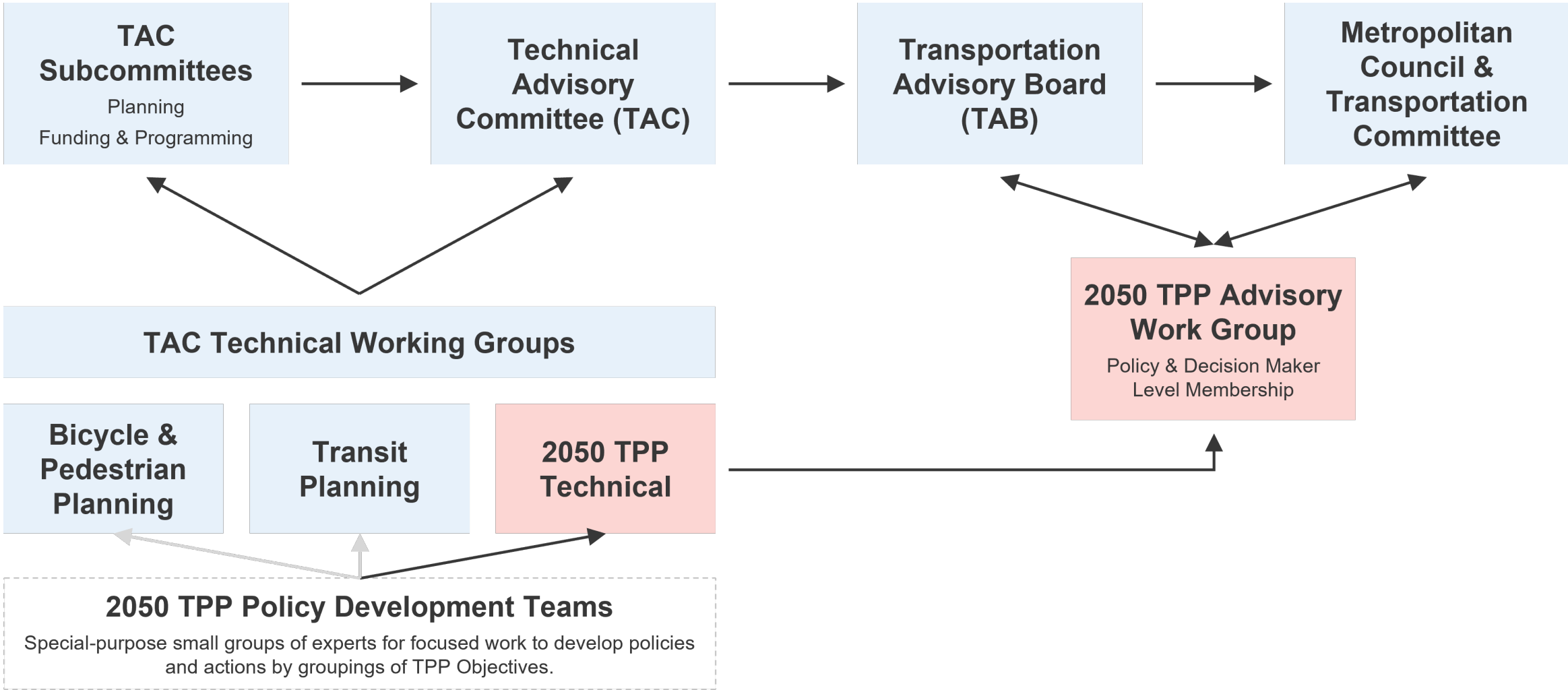
A Guide for Local Planning

- Provides local governments and transportation implementers with a regional vision and goals to build local transportation, land use, and other plans
- The plan sets policies and provides guidance for how the regional transportation system should or will be implemented

Terms & Definitions

- **Goals** are broad directional statements that more specifically describe the desired end states for the region.
- **Objectives** are the achievable results that advance each regional goal.
- **Policies** are the statement of intent and approach to regional issues or topics, independently and with partners.
- **Actions** are the specific strategies or activities to implement policies and achieve goals.

Committee & Work Group Structure



Transportation Policy Plan Coverage



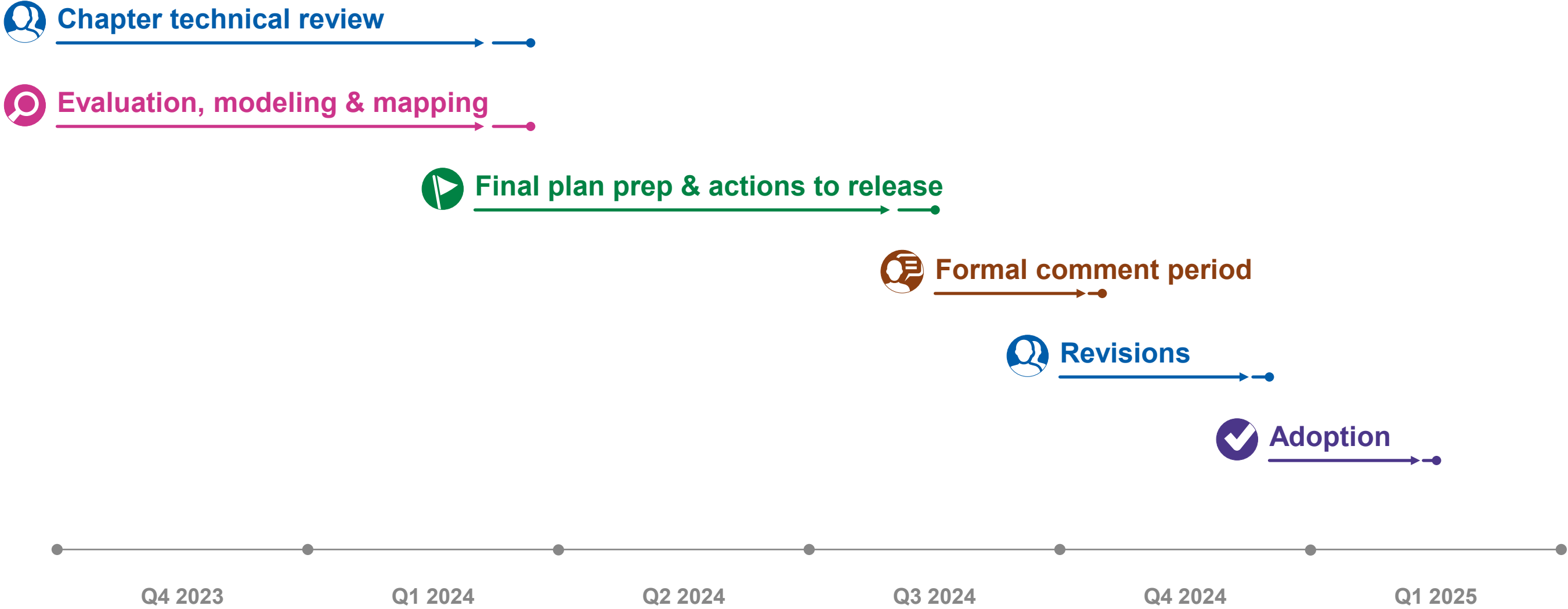
Provides strategic investment direction, major investments, and performance outcomes for regional systems

- 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



Goals and Investment Plans Content



Draft Regional Goals

Goals

Our Region is Equitable and Inclusive

Racial inequities and injustices experienced by historically marginalized communities have been eliminated; and every person feels welcome, included, and empowered.

Our Communities are Healthy and Safe

All our region's residents live healthy and rewarding lives with a sense of security, dignity, and wellbeing.

Our Region is Dynamic and Resilient

Our region meets the opportunities and challenges faced by our communities and the economy including issues of choice, accessibility, and affordability.

We Lead on Addressing Climate Change

We have mitigated greenhouse gas emissions and have adapted to ensure that our communities and systems are resilient to climate impacts.

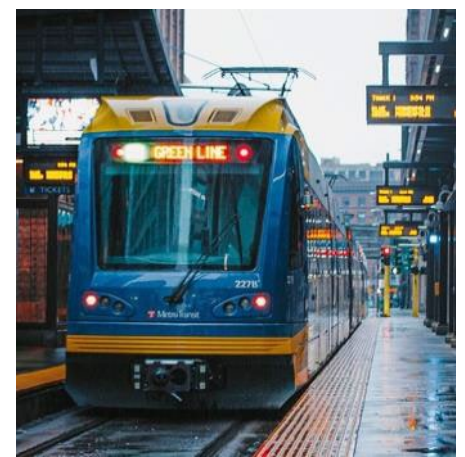
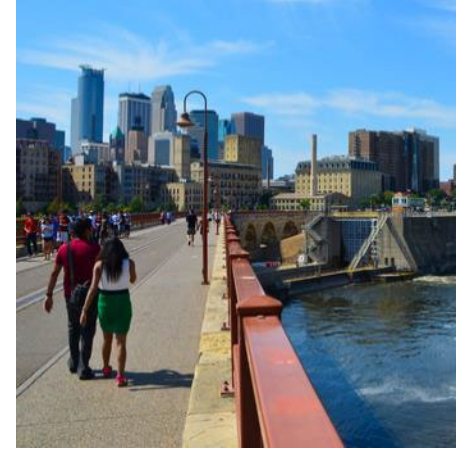
We Protect and Restore Natural Systems

We protect, integrate, and restore natural systems to protect habitat and ensure a high quality of life for our region.

Current 2050 TPP Work

Draft Content Development

- Bicycle Plan (19 pages)
- Pedestrian Plan (13 pages)
- Travel Demand Mgmt. Plan (21 pages)
- Highway Plan (37 pages)
- Freight Plan (17 pages)
- Transit Plan (47 pages)
- Aviation Plan (34 pages)
- Finances (22 pages)
- Some appendices
- Policies and Actions (30 pages)
- Equitable and Inclusive Goal (12 pages)
- Healthy and Safe Goal (17 pages)
- Dynamic and Resilient Goal (11 pages)
- Climate Change Goal (14 pages)
- Natural Systems Goal (4 pages)



Investment Plans



General Outline

Introduction

- Definitions
- Roles
- Relationship to 2050 Goals

Existing System and Issues

Investment Plan

- Programs
- List of investments
- Planning direction

Funding Opportunities

Pedestrian Chapter Content Outline



Pedestrians as distinct focus

- Council's Role
- Relationship to Plan Goals
- Existing Conditions
- Ongoing Challenges
 - Lack of facilities
 - Better meeting needs of people with disabilities
 - Winter maintenance
 - Safety
- Pedestrian Plan and Investment Direction
 - Planning for pedestrians – comprehensive plans, Complete Streets
 - Project selection
- Funding Programs

Council's Role



Local agencies have primary responsibilities

- Assessing trends and needs and providing resources for implementing agencies.
- Investing in walking through different funding sources.
- Planning for continuity and connectivity between jurisdictions.
- Providing guidance
 - To agencies working to address regional barriers.
 - For facilities that support transit investments, Livable Communities Act investments, and equity.
 - For local comprehensive plans to ensure walking is a key consideration in land use and transportation planning.
- Ensuring safe, accessible, and convenient pedestrian connections to transit service.

Better Meeting the Needs of People with Disabilities



1 in every 11 residents has a disability

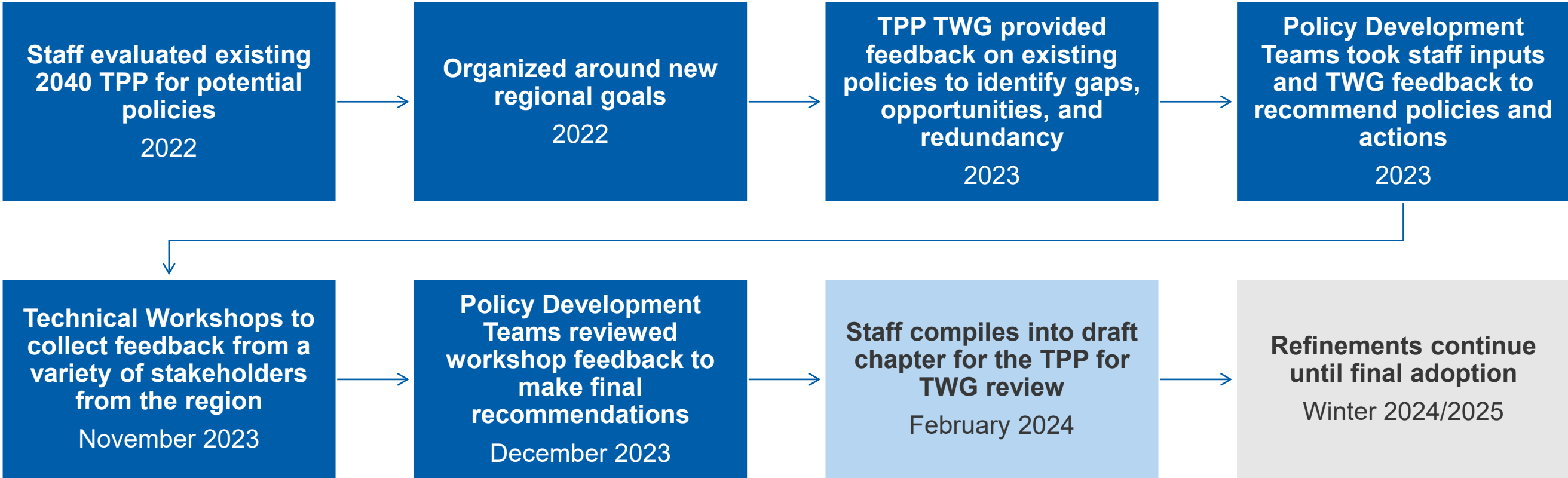
- 28 years since the Americans with Disabilities Act became civil rights law – by 2050, that will have been 60 years
- Intersectional equity
 - 1 in 6 Native American residents has a disability
 - 1 in 8 Black residents has a disability
- FHWA emphasis on current ADA transition plans or self-evaluations
- Public Right of Way Access Guidelines final rule adopted this year
- Universal design – meeting needs requires more than minimum compliance with the ADA

Policies and Actions Update and Discussion



Policies and Actions Process

Policy Development Process



Policies and Actions Participants



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 Disability
- **Non-Profits**
 - The Alliance
- **UMN**

*Does not include Aviation Plan policies and actions

Policies and Actions Considerations



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 that guide all work

New Approaches	Similar to Past Approaches	Replaced or Removed
<p>Data and Plans</p> <ul style="list-style-type: none"> Regular <u>updating data and analysis</u> that guides investment prioritization and planning. Collect new data, where needed. Projects should <u>document a need identified</u> through a planning process. <p>Funding</p> <ul style="list-style-type: none"> <u>Proactively plan</u> for federal discretionary grant programs. Develop data and priorities to support applications. <p>Asset Management</p> <ul style="list-style-type: none"> Prioritize the use of asset management to <u>advance regional goals</u>. 	<p>Data and Plans</p> <ul style="list-style-type: none"> Functional classification of roadways. Interchange, freeway approval, and access management processes. Congestion Management Process. <p>Funding</p> <ul style="list-style-type: none"> Consider <u>equity and geographic balance</u> in funding decisions. <p>Asset Management</p> <ul style="list-style-type: none"> Track and prioritize conditions of assets. 	<p>Funding</p> <ul style="list-style-type: none"> Identify and seek funding for an Increased Revenue Scenario. <p>Asset Management</p> <ul style="list-style-type: none"> Asset management is first priority for funding.

Our region is equitable and inclusive.

Objectives	Historically disadvantaged communities are better connected to jobs, education, and other opportunities.	We repair and eliminate disparate and unjust impacts and harms to Black people, Indigenous people, and people of color.	We better meet the transportation needs of people who have disabilities or limited mobility.
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New Approaches	Similar to Past Approaches	Replaced or Removed
<p>People with Disabilities</p> <ul style="list-style-type: none"> Encourage projects to <u>go beyond ADA</u> requirements to fully meet the needs of people with disabilities. <p>Impacts</p> <ul style="list-style-type: none"> Implement strategies against <u>gentrification and displacement</u> from transportation. Implement investments that <u>repair harms and impacts</u> from past highway investments. Use <u>community assessments</u> to understand demographics, history, needs. 	<p>Engagement</p> <ul style="list-style-type: none"> <u>Engage with and share decision making</u> with historically underrepresented groups. <p>People with Disabilities</p> <ul style="list-style-type: none"> Meet ADA requirements. <p>Impacts</p> <ul style="list-style-type: none"> Evaluate processes, policies, programs, and plans to <u>ensure benefits and burdens are equitable</u>. 	<p>Impacts</p> <ul style="list-style-type: none"> Focus only on mitigating adverse impacts.

Our communities are healthy and safe. (1)

<p>Safety Objectives</p>	<p>People do not die or face life-changing injuries when using any form of transportation.</p>	<p>People feel safer, more comfortable, and more welcome when using any form of transportation.</p>
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New Approaches	Similar to Past Approaches	Replaced or Removed
<p>General</p> <ul style="list-style-type: none"> Emphasizing Safe Systems approach, building understanding and training Recognizing different design guides rather than one-size-fits-all Form a safety technical working group <p>Non-Motorized</p> <ul style="list-style-type: none"> Setting funding direction to address bicycle and pedestrian safety issues <p>Transit</p> <ul style="list-style-type: none"> Including the ongoing new approaches to security and safety in transit 	<p>General</p> <ul style="list-style-type: none"> Provide technical assistance and conduct comprehensive data analysis to identify priority safety areas <p>Non-Motorized</p> <ul style="list-style-type: none"> Emphasizing safety improvements for most vulnerable users 	<p>General</p> <ul style="list-style-type: none"> Focus on 4 Es: engineering, enforcement, education, and emergency response

Our communities are healthy and safe. (2)

<p>Health Objectives</p>	<p>We mitigate and avoid harms to people caused by nearby transportation infrastructure and use (e.g., air quality, noise, light).</p>	<p>People are better connected to community and cultural resources that support their physical, emotional, and mental well-being.</p>	<p>People can increase physical activity with more opportunities to walk, roll, or bike.</p>
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New Approaches	Similar to Past Approaches
<p>Health Impacts</p> <ul style="list-style-type: none"> • Emphasize and prioritize natural features like green assets and shade to combat extreme heat. • Anti-displacement support. • Specific noise mitigation action. <p>Essential Destinations</p> <ul style="list-style-type: none"> • Define and inventory places. • Provide multimodal connections to essential destinations. <p>Placemaking</p> <ul style="list-style-type: none"> • Support community and neighborhood connections and identity in projects, including art. • Activate unused transportation right-of-way. 	<p>Health Impacts</p> <ul style="list-style-type: none"> • Evaluate and prioritize reduction in common air pollutants. <p>Multimodal Choices</p> <ul style="list-style-type: none"> • 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	Similar to Past Approaches	Replaced or Removed
<p>Resilience</p> <ul style="list-style-type: none"> Identify and implement mitigation activities for climate impacts. Minimize disruption and non-recurring delay from weather, security, and incidents. <p>Reliability</p> <ul style="list-style-type: none"> Focus highway mobility on corridors with highest level of delay and travel time issues. <p>Freight</p> <ul style="list-style-type: none"> E-commerce data, “microhubs” Truck parking issues 	<p>Reliability</p> <ul style="list-style-type: none"> Highway mobility hierarchy. Highway mobility prioritization studies. Congestion management safety plan. Managed lane system vision. Congestion management process. Transit advantages. <p>Freight</p> <ul style="list-style-type: none"> Regional truck freight corridors Identify impacts of congestion on freight, freight bottleneck report Improve first and last mile freight connections 	<p>General</p> <ul style="list-style-type: none"> Policies that could be perceived as support for open-ended, non-strategic highway mobility Preserving right-of-way for future projects

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.

New Approaches	Similar to Past Approaches	Replaced or Removed
<p>Complete Streets</p> <ul style="list-style-type: none"> • Speed management and traffic calming • Complete Streets typology and “main streets” program priorities <p>Connections Between Modes</p> <ul style="list-style-type: none"> • Mobility-as-a-service • Wayfinding improvements, mobility hubs • Curbside management plans <p>Travel Demand Management</p> <ul style="list-style-type: none"> • Recommendations from TDM Study <p>Transit</p> <ul style="list-style-type: none"> • Microtransit Policy Framework <p>Bike and Ped</p> <ul style="list-style-type: none"> • More detailed pedestrian guidance for comp plans • Regional sidewalk inventory 	<p>Complete Streets</p> <ul style="list-style-type: none"> • Recommend the approach • Encourage and prioritize multimodal projects, including within roadway projects <p>Connections Between Modes</p> <ul style="list-style-type: none"> • Transit customer facility amenities • Year-round maintenance <p>Transit</p> <ul style="list-style-type: none"> • Coordinate regional systems like fare collection, transfers • Invest in transitways, including recent Transitway Advancement Policy • Transit Market Areas and service design guidelines <p>Bike and Ped</p> <ul style="list-style-type: none"> • Regional Bicycle Transportation Network • Address barriers and gaps in systems 	<p>General</p> <ul style="list-style-type: none"> • 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).

New Approaches

Impervious Surface

- Plans, programs, processes to minimize and reduce impervious pavement (parking lots, road diets, different types of pavement)

Natural Features

- Native plants
- Green stormwater and on-site stormwater capture (rain gardens)
- Habitat

Similar to Past Approaches

Natural Systems Protection

- Align and support environmental review and permitting processes

2050 TPP Next Steps



Preparation for public comment release

- Chapters are being revised now
- Anticipate posting for technical committee review and recommendation for public comment release beginning in June
- Public comment period likely to begin later in August 2024 and close in early October – these dates may change

Discussion

- What is important to include when discussing universal design and going beyond minimum ADA requirements?
- The Imagine 2050 equitable and inclusive goal includes that “Racial inequities and injustices experienced by historically marginalized communities have been eliminated; and all people feel welcome, included, and empowered.” Should this lead to a common timeline in the region to strive for meeting ADA compliance no later than 2050?



Thank you

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