



2050 Transportation Policy Plan

Background & Update



September 2023

metro council.org



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What is the Transportation Policy Plan?

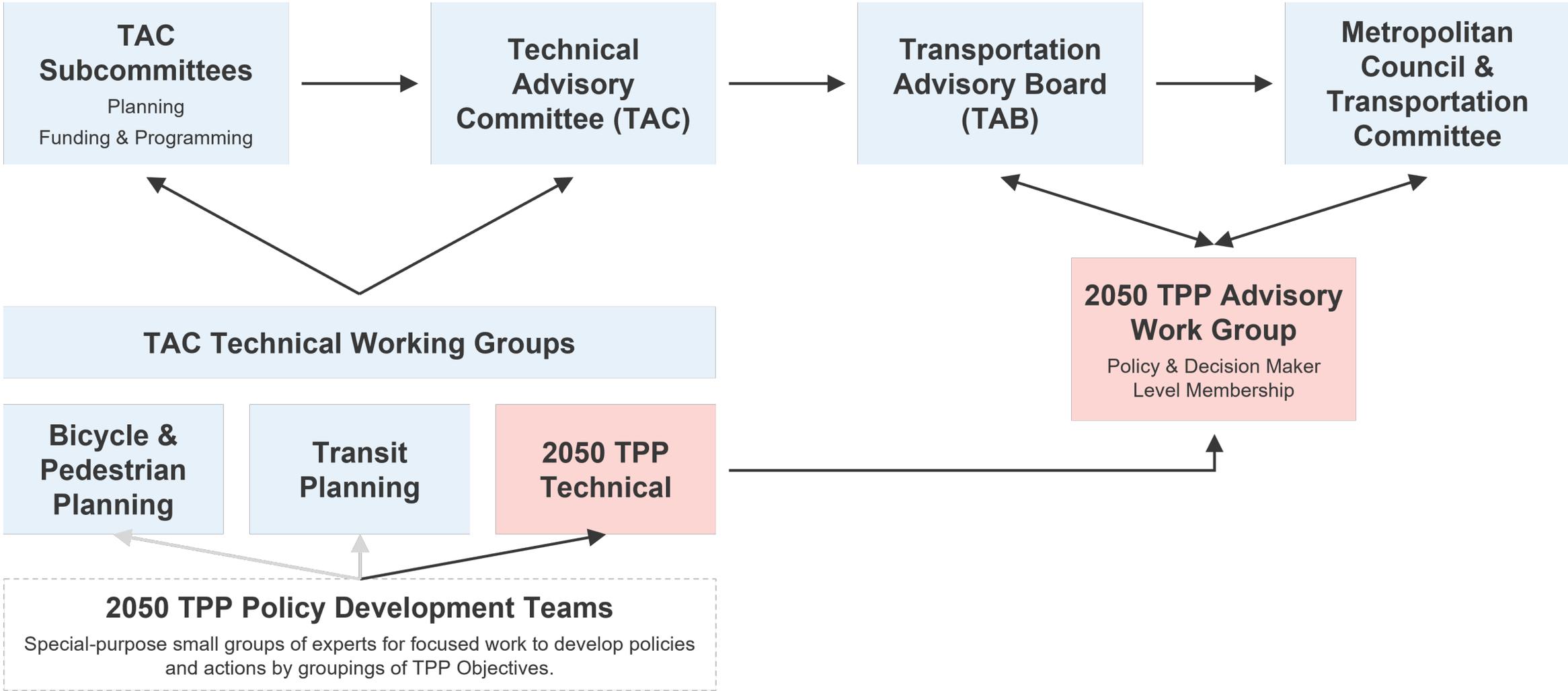
An Investment Plan

- 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

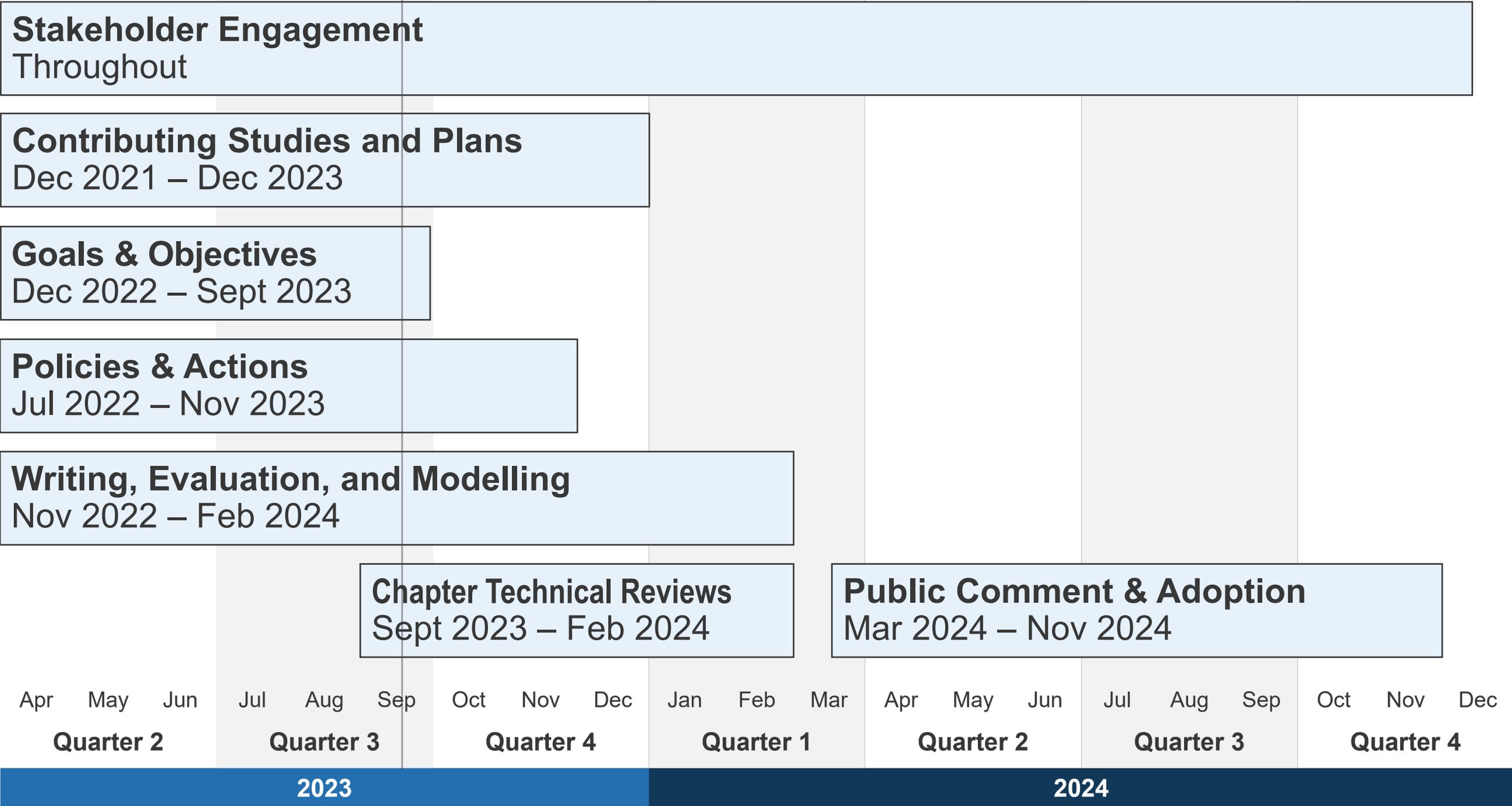
A Guide for Local Planning

- Provides local governments 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

Committee & Work Group Structure



Original Transportation Policy Plan Timeline



2050 TPP Stakeholder Engagement

Technical Working Group

- Membership includes TAB's TAC Planning organizations plus additions
- Monthly meetings follow regular TAC Planning, began in May 2022
- Focus on reviewing technical details and deep dives into draft content
- Also engage with other TAC Working Groups for specialized expertise (e.g., Transit and Bike/Ped)
- Includes the TAC Chair

Advisory Work Group

- Met Council-led work group of policymakers
- Membership includes TAB, Met Council, MnDOT, MN Pollution Control Agency, transit providers, Council on Disabilities
- Scheduled every month in 2023
- Focus on issues that require high-level assessment and direction
- Includes the TAB Chair

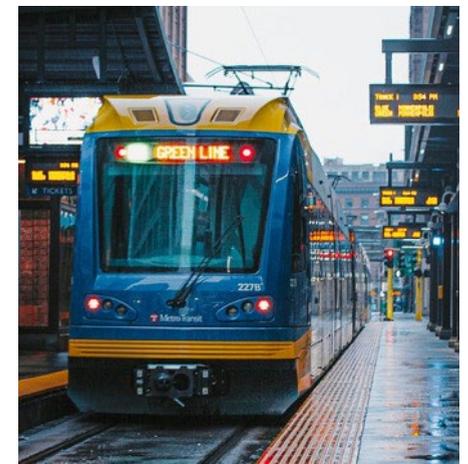
Previous 2050 Planning Discussions

TAC and TAB

- May 2022 - Overview and Kick-off
- January 2023 – Regional Development Guide Vision
- February 2023 – Transportation Policy Plan Update
- September 2023 – TPP Goals and Objectives Update
- Regular updates at TAC through committee reports on TAC Planning and TPP TWG

TWG and AWG

- 2040 TPP Overview and Work Program Update
- Regional Development Guide Vision (x4)
- Engagement Overviews and Summaries
- Scenario Planning Update
- Early Policy and Action Development
- Transportation Studies and Statewide Planning Updates



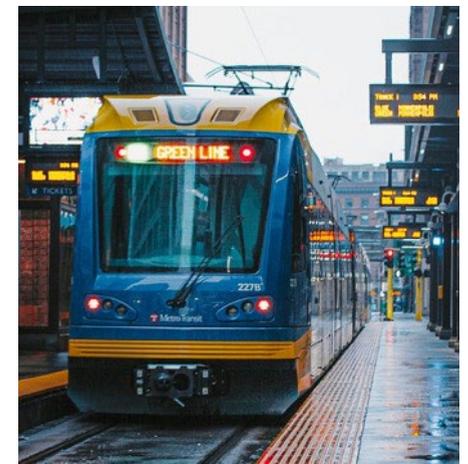
Terms & Definitions

2050 Regional Development Guide

- Values:** Core beliefs (principles) that guide how the Council carries out work
- Vision:** Overarching description of **what we want to achieve** for the region
- Goals:** Broad directional statements that more specifically describe the **desired end states** for the region

2050 Transportation Policy Plan

- Objectives:** For each area of Council Policy Plan, **achievable results that advance each regional goal**
- Policies:** Statement of the Council's **intent and approach to regional issues or topics**, independently and in its roles with partners
- Actions:** **Specific strategies or activities** to implement policies and achieve goals.



Draft Regional Vision & Goals

Vision

“We envision a healthy, just, and resilient region where future generations thrive and experience new opportunities supported by planning that results in economical services, housing affordability, clean water, thriving ecosystems, and safe, accessible transportation throughout the region.”

“We envision an equitable future where our region’s residents, communities, and economy thrive. Through collaborative leadership and innovative planning, we will deliver of equitable and affordable services and infrastructure; we will confront challenges, including those related to equity and climate change; and we will seize opportunities to ensure the wellbeing of our natural and built environments.”

Goals

Our Region is Equitable and Inclusive

Racial inequities and injustices experienced by historically marginalized communities have been eliminated; and all residents and newcomers feel welcome, included, and empowered.

Our Communities are Healthy and Safe

All our region’s residents live healthy, productive, 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.

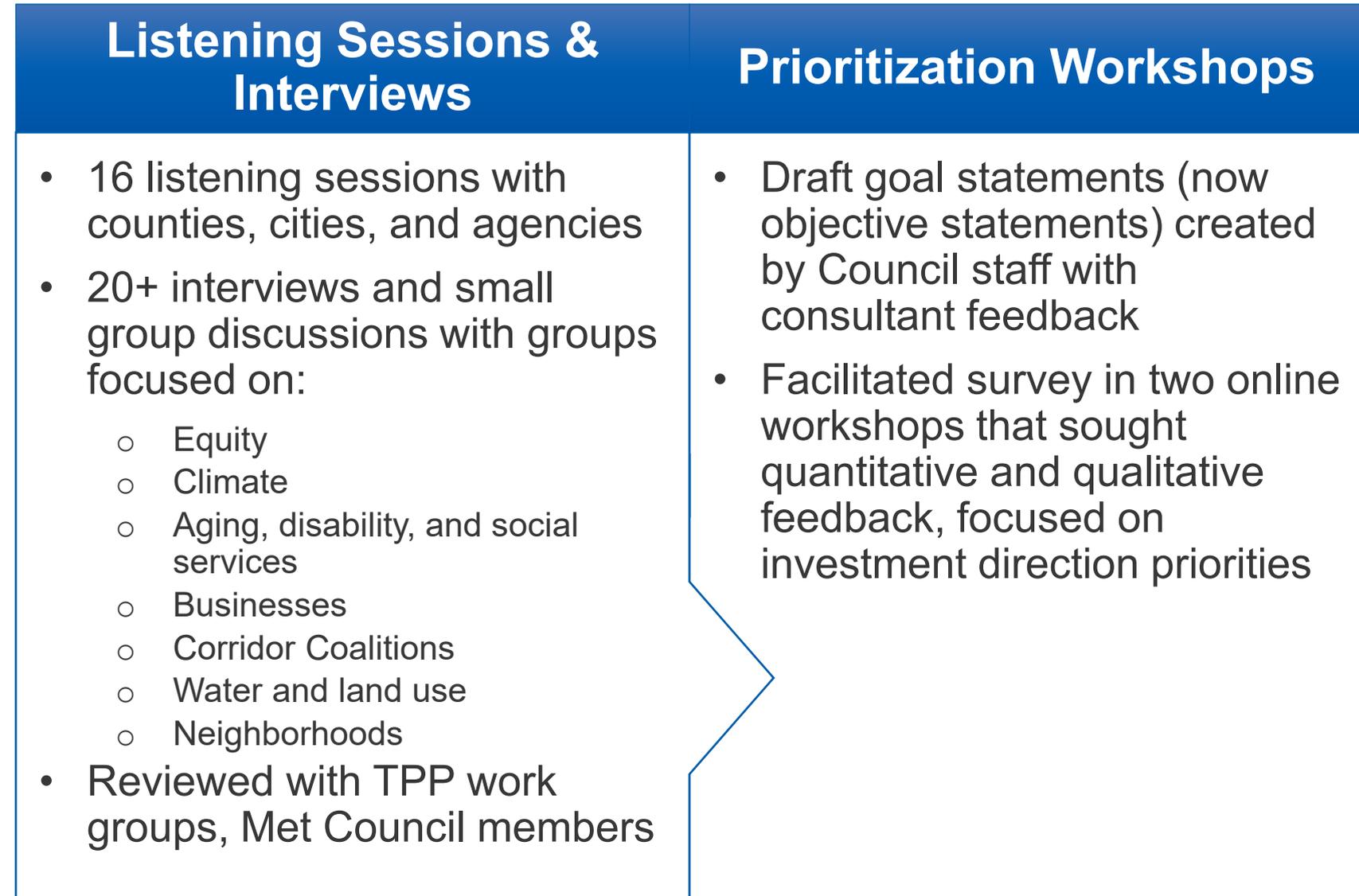
We Protect and Restore Natural Systems

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

Goals & Objectives Engagement

Two Phases of Consultant-Supported Engagement

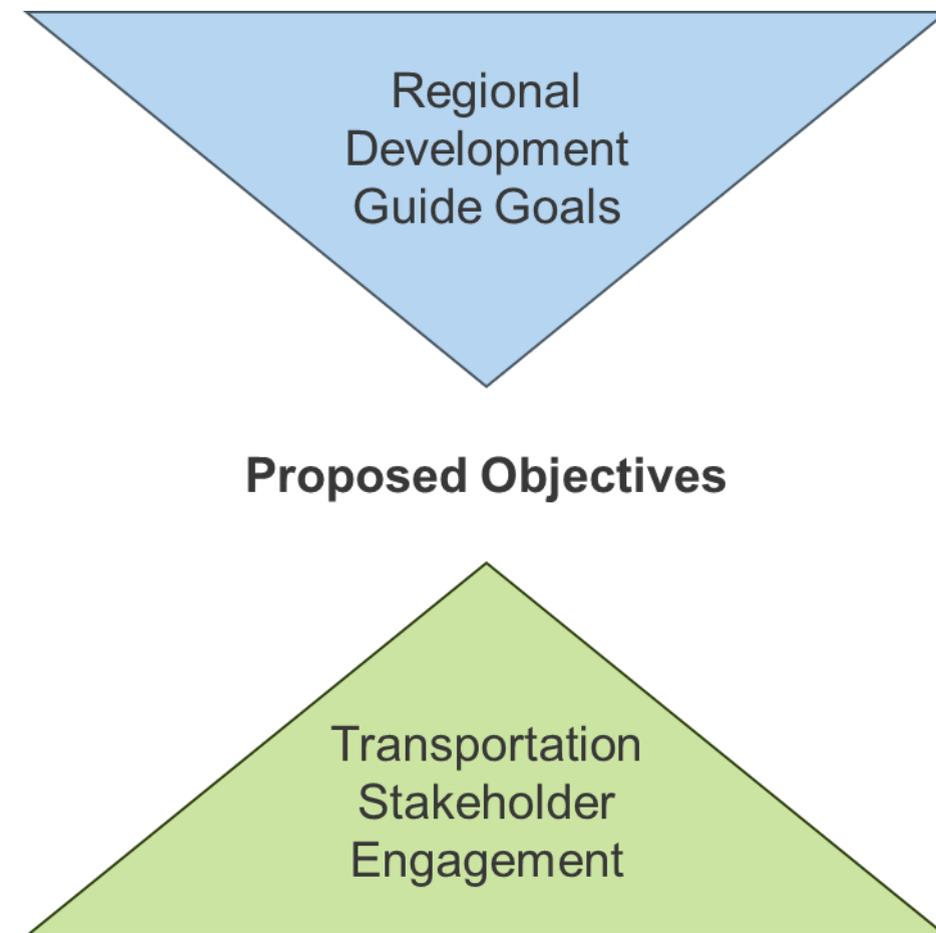
- TC2, HDR, and HGKI supported engaging partner agency stakeholders and facilitating prioritization workshops.
- SDK Communications engaged with individuals and groups based or focused on community, specific issues, and equity.
- Summary reports coming soon!



Proposed Transportation Objective Statements

Statement changes in response to feedback

- Draft **transportation goal** statements presented at the workshops **shifted to the objectives** level
 - Regional goals are **broad directional statements** that describe the desired end states for the region
 - Transportation objectives are the **measurable results for transportation** that advance each regional goal
 - Transportation **objectives** organized **under regional goals**
- Edits made to the transportation objectives
 - Language clean-up to better align with regional goals
 - Consolidation of overlapping objectives
 - Some objectives were not advanced



Transportation Objectives Development

Draft Objectives Available for Review

- Draft Transportation Objectives were reviewed with the Met Council Transportation Committee, Technical Working Group, & Advisory Work Group in July and August
 - Initial objective proposals presented in July
 - Revisions to address major feedback themes presented in August
- Drafting the 2050 TPP has already started, so future changes will be addressed through draft content review and discussion

Broad Feedback from Engagement

TPP Needs More Focus

- A strategic plan cannot say everything is important because it ends up as nothing is important.
- A lot of feedback that the Regional Solicitation is trying to do too many things.

“The TPP needs to focus on certain goals rather than trying to be everything to everyone.”

“Any project can fit into the [2040] TPP’s goals and strategies.”

“The TPP should set goals based on the benefit to the entire region, which is not necessarily the same goals as all the separate counties and cities.”

Some Counties did not support the 2040 TPP and 2050 Vision

- Equity and climate change, in particular
- Different contexts require different approaches.

“The plan does not represent the county – it is a challenge and a barrier.”

“It is difficult to see yourself in this plan. It is so focused on urban areas and transit. No photos that show suburban/rural environments.”

“There needs to be a formula or process that gives funding opportunities to suburban and rural counties.”

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.

Feedback & Key Changes

- Heavily emphasized as a critical topic during stakeholder engagement.
- Equity focus needs to be clearly defined.
- Added an objective specific to disabilities in response to feedback.

“[Equity] is very important, this would be the top for me. ... You don't have anything if you don't have this.”

“Race equity inclusion and climate action goals are things the community is asking for on all levels”

Our Communities are Healthy & Safe ⁽¹⁾

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.

Feedback & Key Changes

- Safety emerged as the clear #1 priority throughout stakeholder engagement.
- Strong support for drafts.

“Providing a regional transportation system that is safe and secure for all users is fundamental to government.”

“A lot of times safety is framed up as 'homeless people sleeping on the trains make me feel unsafe.' But in fact, those homeless people also feel unsafe, so it's really about safety for everybody.”

Our Communities are Healthy & Safe ⁽²⁾

Objectives

- We mitigate and avoid harms to people caused by nearby transportation infrastructure and use (e.g., air quality, noise, light).
- People are better connected to community and cultural resources that support their physical, emotional, and mental well-being.
- People can increase physical activity with more opportunities to walk, roll, or bike.

Feedback & Key Changes

- Health emerged as an important topic that is under emphasized in 2040 TPP.
- Transportation plays an important role in health: mental, physical, and emotional.

“Health of our residents is our top priority, including folks living, working, and visiting the county.”

“[We] Envision a network that connects people without requiring a vehicle.”

Our Region is Dynamic & 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 in-vehicles-on highways.
- People and businesses can rely on predictable and cost-effective movement of freight and goods.

Feedback & Key Changes

- Goal and objectives added in direct response to stakeholder feedback on the Vision.
- Several language edits made in response to feedback. Created more clear delineation between travel options and highway objectives.

“Although it may not look the same in all areas, transit is needed everywhere.”

“We have many initiatives especially focused on bike and pedestrian infrastructure.”

“No mode should be at a competitive disadvantage.”



Returning for discussion
at end of presentation

We Lead on Addressing Climate Change

Objectives



Returning for discussion
at end of presentation

- The region's transportation system minimizes its contributions to climate change.
 - By 2035, 100% of new, light-duty vehicles registered are zero emissions, and 45% of all light-duty vehicles registered are zero emissions.
- OR **People have more access to and trust in zero emissions vehicle infrastructure.**
- OR **The region can accommodate 100% of light-duty vehicles sold as zero emission by 2035.**
- By 2050, the region reduces vehicle miles traveled by 20% per capita below 2019 levels.
- OR **The region reduces vehicle miles traveled per capita.**

Feedback & Key Changes

- Added second two objectives in response to requests for more detailed objectives.
- High-ranking statements and highlighted in Statewide Multimodal Transportation Plan and recent state law changes.
- Overlap resilience in Climate Change and Dynamic & Resilient goals.

“A very important absence [in the 2040 goals] is there's no mention of climate, which I think I would even say zero emissions.... And what else is there other than meeting those goals?”

We Protect & 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).

Feedback & Key Changes

- Perception that we already do this because of environmental law, but still important.
- Will likely be emphasized more in other Met Council policy plans.

Additional Considerations

System Preservation

- Potential objectives were not “people focused.” Did not speak to the outcomes we want for people.
- Is often a competing objective with other priorities when they should be done in concert.

“I think that the current system is important, but insufficient. So I think that over-emphasizing just maintaining the roads and maintaining the mass transit system, that it kind of loses the bigger picture.”

“Obviously sustainable system stewardship is important, but the system itself is designed in an unsustainable way.”

Competitive Economy

- Not strongly supported potential objectives, but clear ties to transportation need to be emphasized in the Plan.
- Strong economy is a natural outcome of doing other goals and objectives well.
- Freight objective was added under Dynamic and Resilient.

“Competitive economy should be a by product of all the other goal statements.”

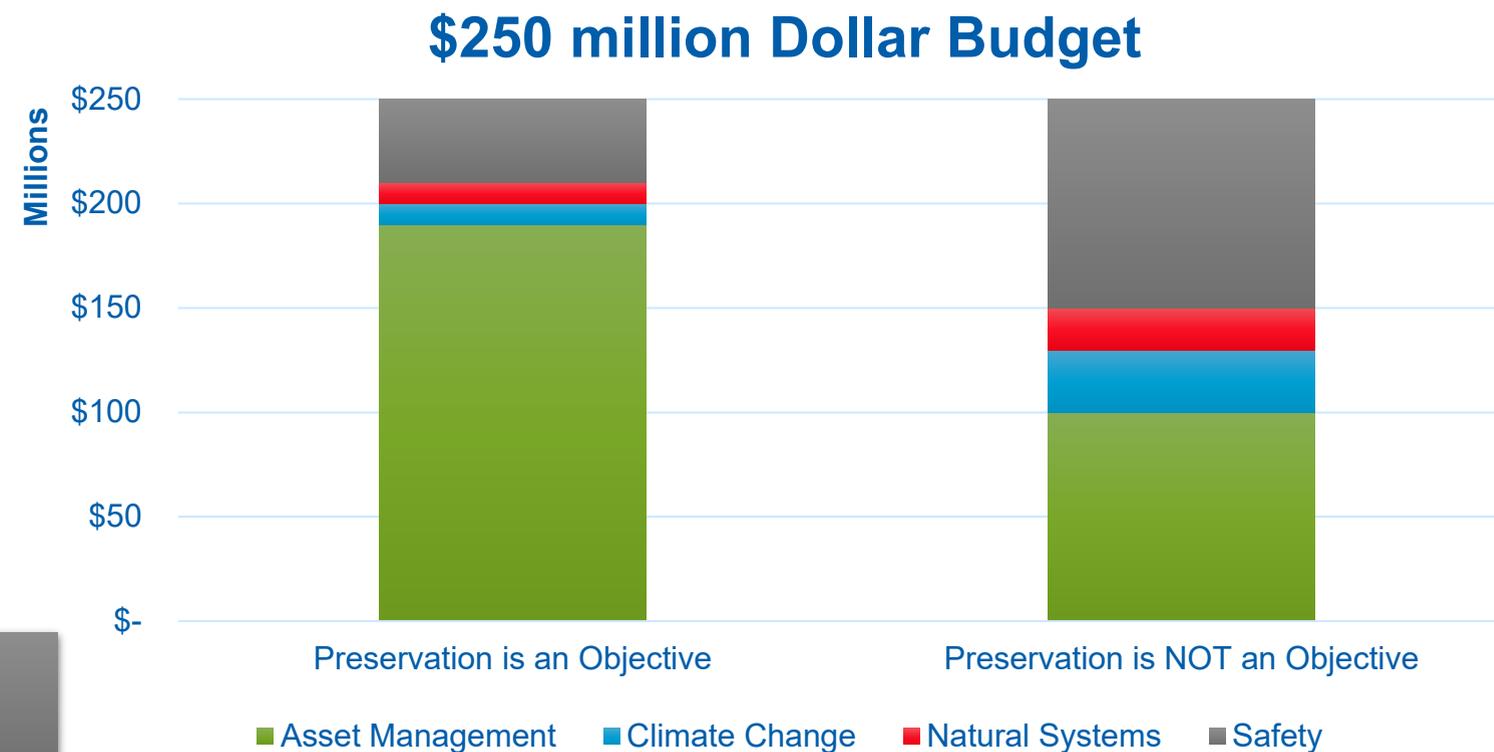
“A competitive economy is an outcome of a successful system.”

System Preservation

How policies might reflect this approach

“System stewardship is an important focus of the transportation system. When the system is being repair or replaced, priority should be given to projects that can advance as many transportation objectives as possible.”

“Transportation projects should prioritize advancing 2050 TPP objectives during preservation activities.”



 Returning for discussion at end of presentation

Policy Development Phases

Phase I

- Evaluate existing 2040 TPP for potential policies
- Group them by functional area (e.g., mode or impact)
- Start to delineate the difference between policies and actions

Phase II

- Incorporate 2050 goals and objectives, begin reorganizing around them
- Identify gaps, opportunities, and redundancy in policies and actions
- Review results of other inputs including scenario planning, stakeholder engagement, and planning studies

Phase III

- Develop new policies and actions
- Reduce, combine, or eliminate bloated or unnecessary policies and actions
- Further engage on policies and actions as a “draft list,” continuing to refine as 2050 TPP evolves until final adoption

Drafting Policies and Actions

Teams

- Small teams with technical expertise
- Draft and recommend policies, implementing actions, and measures
- 3 to 5 meetings with independent work between meetings

Workshops

- Teams present draft policies and actions
- Series of half-day workshops with TWG to refine policies and implementing actions
- Staff facilitates activities and discussion

Review

- Teams review policies and actions refinements from workshops and propose draft language
- TWG, Bike and Pedestrian Planning Working Group, Transit Working Group, and others review
- Staff reviews all comments and language for draft Policies and Actions chapter

Policy Development Teams



Policy Teams

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

TPP Chapter Structure

Working 2050 TPP Chapters

Transportation Chapter of the 2050 Regional Development Guide

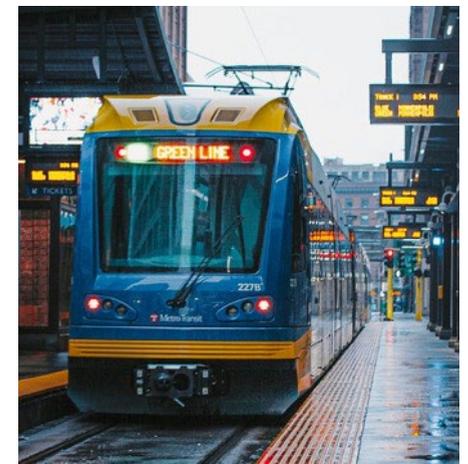
- Replaces to the TPP Overview

Investment Direction and Plan Chapters

- Highway
- Transit
- Bicycle
- Pedestrian
- Freight
- Travel Demand Management
- Aviation

Other Chapters

- Regional Development Guide Vision/Goal Chapters (4-5 total)
 - Equitable & Inclusive
 - Healthy & Safe
 - Dynamic & Resilient
 - Climate Change
 - Natural Systems
- Policies and Actions
- Transportation Finance
- Evaluation and Performance
- Work Program
- Congestion Management Process



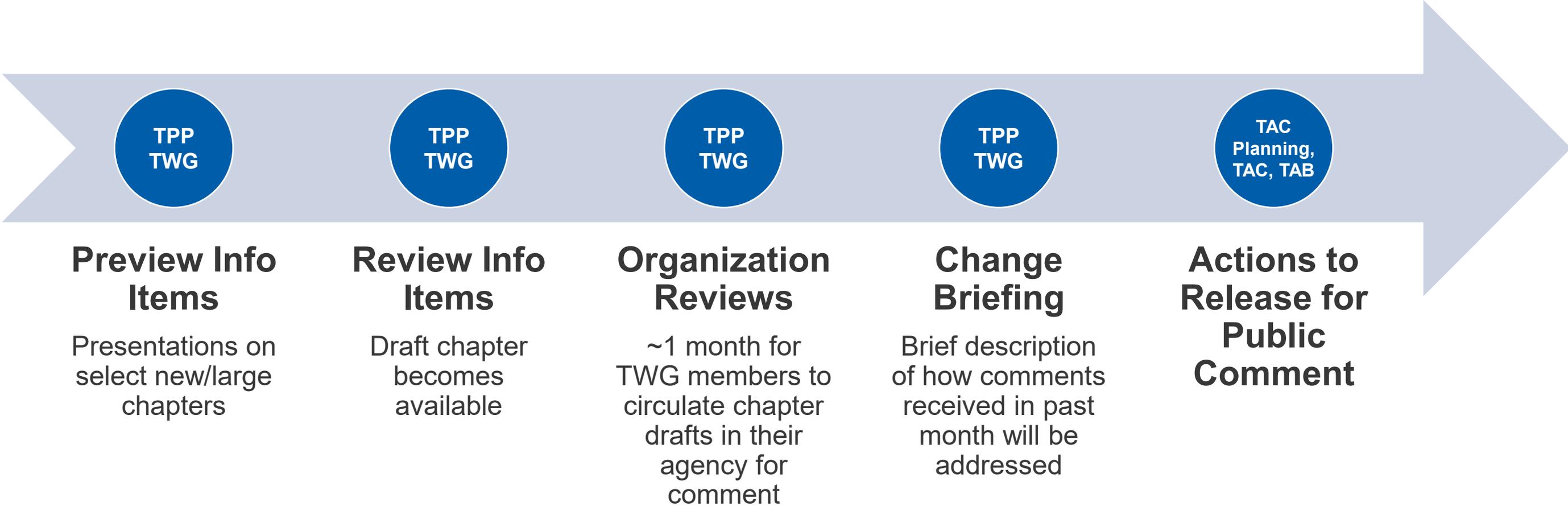
Regional Vision/Goals Chapters



A new link between policy and planning

- Lay out the importance of the issue and the links to transportation, including data and trends
- Identify key objectives for transportation investments and plans
- Provide contextual relationships to the investment chapters, for example:
 - Health and Safety chapter will reference the elements of safety that are important in the modal investment chapters
 - Climate Change chapter will lay out the strategic approach to climate change in transportation, including any investments that are not modal specific

Chapter Review Process

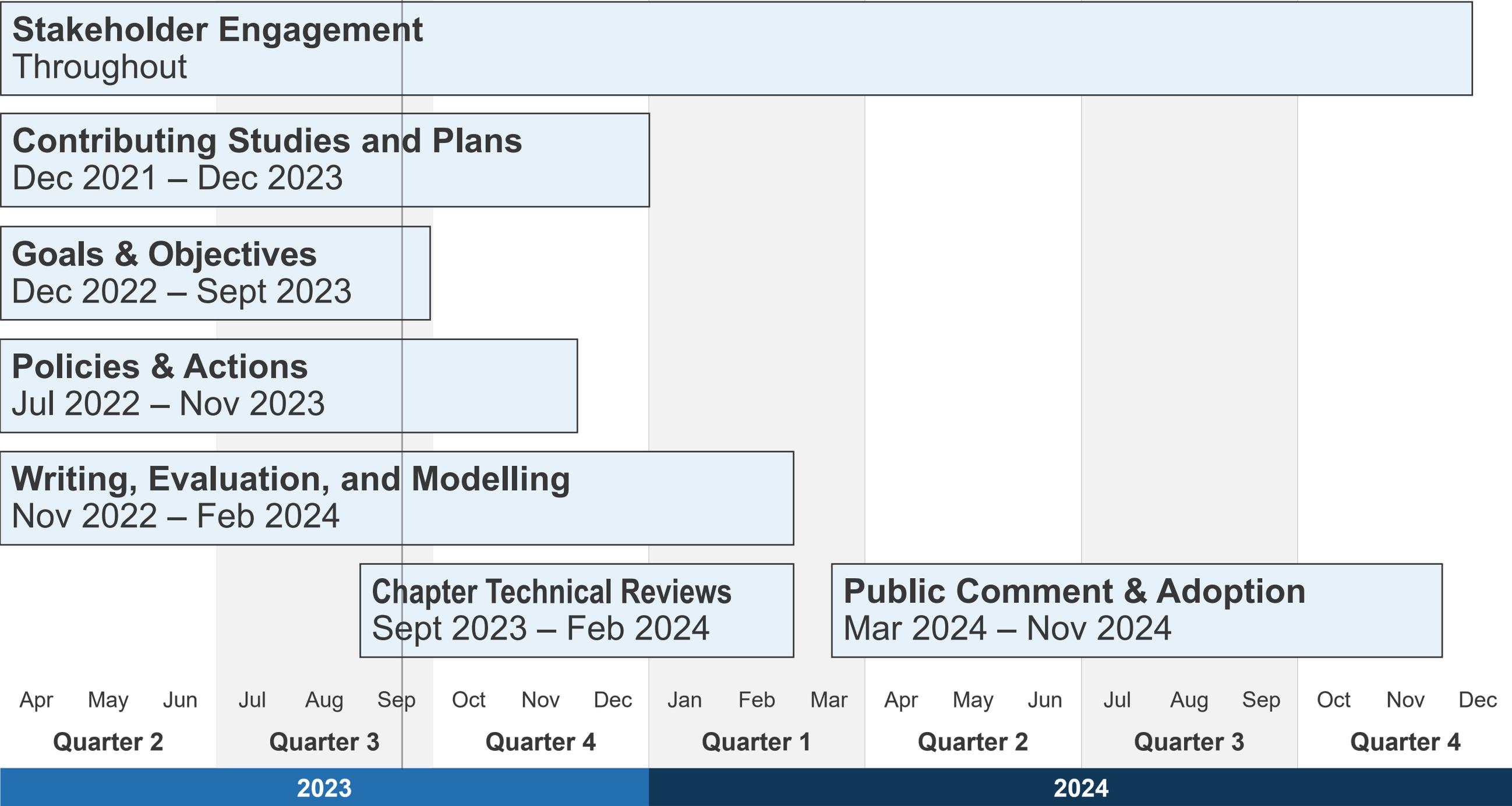


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Anticipated Schedule

Chapters	Sept 14	Oct 12	Nov 9	Dec 14	Jan 11	Feb 8	Feb 22
RDG Transportation		Preview			Review	Changes	
Finance	Preview		Review	Changes			
Goals (5 short chapters)		Previews				Reviews	Changes
Policies & Actions		Review	Changes				
Highway & Appendicies	Investments Preview			Review	Changes		
Transit & Appendicies	Investments Preview				Review	Changes	
Freight				Review	Changes		
Aviation				Review	Changes		
Pedestrian			Review	Changes			
Bicycle			Review	Changes			
TDM			Review	Changes			
Evaluation & Performance						Review	Changes
Work Program						Review	Changes

Original Transportation Policy Plan Timeline



Adoption Timeline Adjustment

2050 Regional Development Guide and Associated System Plans

- Public Comment: August – October 2024
- Comment Review, Response, and Edits: October – December 2024

2050 Transportation Policy Plan

- Keep existing schedule for additional pre-public comment review by partners
- Release the 2050 TPP with the 2050 Regional Development Guide
- Risks:
 - Final adoption recommendation at TAB may occur in early 2025



Returning for discussion
at end of presentation

Discussion

- Do these objectives strike the right balance between multimodal investment and the need to strategically focus highway investment?
 - 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 in-vehicles on highways.
- Should climate change objectives be specific or broad? How should we relate to state targets?
 - By 2035, 100% of new, light-duty vehicles registered are zero emissions, and 45% of all light-duty vehicles registered are zero emissions.
 - OR **People have more access to and trust in zero emissions vehicle infrastructure.**
 - OR **The region can accommodate 100% of light-duty vehicles sold as zero emission by 2035.**
 - By 2050, the region reduces vehicle miles traveled by 20% per capita below 2019 levels.
 - OR **The region reduces vehicle miles traveled per capita.**
- Is the proposed approach to integrate preservation activities into policies clear and reasonable?

Discussion

- Does the proposed schedule and approach for technical review and public comment align with your expectations? Any concerns that we should try to anticipate?
- Any other discussion or questions?

Thank you

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2050 Transportation Policy Plan Project Manager
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Climate Change Objectives Follow-up



2050 Transportation Policy Plan

September 2023

Electric Vehicles



What are light-duty vehicles?



	Transportation GHGs in MN	Definition	Prime target for electrification
Passenger cars	18%		X
Light-duty trucks (including SUVs)	37%	<10,000 pounds, Classes I & II	X
Heavy-duty trucks	19%	>10,000 pounds, Classes 3+	
Aviation, railroad, marine, buses, motorcycle, RVs, etc.	26%		

Figure from: https://www.researchgate.net/figure/Vehicle-weight-classes-as-defined-by-the-Federal-Highway-Administration-FHWA-in-the-US_fig2_351978718
 Source: <https://public.tableau.com/app/profile/mpca.data.services/viz/GHGemissioninventory/GHGsummarystory>

ZEV plans by automakers



- Tesla valued at more than next 8 automakers combined
- Ford expects 40% to 50% of its global vehicle volume to be fully electric by 2030.
- General Motors committed to selling only zero-emission cars and trucks by 2035.
- Honda aims to make its entire lineup zero-emissions in major markets by 2040. The company wants to offer 30 EV models by 2030.
- Nissan wants EVs to make up 40% of its U.S. sales by 2030
- Toyota expects its sales of all-electric vehicles to reach 3.5 million by 2030, and will introduce 30 EV models by that time.
- Volkswagen plans for half of all vehicles sold in the U.S. and China and 70% of all vehicles sold in Europe to be electric by 2030.

Electric Vehicles in MN SMTP



State Multimodal Transportation Plan

- Targets for new light-duty EVs registered in MN:
 - 20% by 2025
 - 60% by 2030
 - 100% by 2035
- Based on growth scenario in [Minnesota EV Assessment](#)
- Aspirational based on assumptions
 - Market trends
 - New policies and programs supporting EVs
- Position MN to reach 80% GHG reduction by 2050

Electric Vehicles in MN

Climate Action Framework

- Reach 20% EVs on Minnesota roads by 2030.

State Multimodal Transportation Plan

- Targets for new light-duty EVs registered in MN (% of all):
 - 20% by 2025 (5%)
 - 60% by 2030 (20%)
 - 100% by 2035 (45%)

TPP Objective

- By 2035, 100% of new, light-duty vehicles registered are zero emissions, and 45% of all light-duty vehicles registered are zero emissions.
- Or **People have more access to and trust in zero emissions vehicle infrastructure.**
- Or **The region can accommodate 100% of light-duty vehicles sold as zero emission by 2035.**

VMT Reduction



VMT reduction from mode shift

Maximum mode shift study

- Can existing travel demand shift modes?
- Took 500,000+ real trips from recent household surveys
- Rerouted to walking, bike, transit
- Is the trip feasible? (i.e. long trips, unreasonable transit waits, etc.)
- Is the trip competitive (i.e. within 15 minutes of auto travel time?)
- Would better walk/bike/infrastructure make a difference

Selected Preliminary Findings:

- 23% of regional trips are less than 1.6 miles
- 25% of regional trips could feasibly and competitively switch from auto to a walk/bike/transit, representing 4.5% of regional VMT
- Mode shift opportunities exist throughout the region, but are more concentrated in urban center, rural, and rural center communities.

VMT is one measure that can help us understand how the system is serving all users in different communities across the state. It helps inform progress towards agency goals around safety, accessibility, person throughput and reducing emissions causing climate change. – SMTP Ch.5 “Critical Connections”)

Co-benefits

- Decrease risk for motor vehicle crashes
- Increase safety for people walking and biking
- Less time spent in traffic and less money spent on transportation
- Reduce disparities of system that requires personal vehicle to access basic needs
- Reduce long-term financial costs of transportation system expansion

20% Target: National and Local Alignment

LOCAL

Hennepin County: -26% by 2050
(per capita from 2017 baseline)

Minneapolis: -21% by 2030

Eden Prairie: -14% by 2050
(per capita from 2017 baseline)

St. Louis Park: -12% by 2030
(per capita from 2014 baseline)

St. Paul: -40% by 2040
(reduction of SOV travel demand)

NATIONAL

California: -15% by 2050
(from 1990 baseline)

Colorado: -10% by 2030

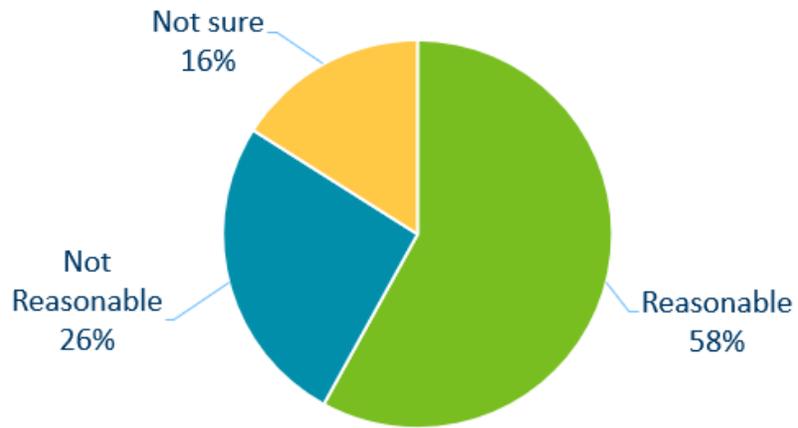
Delaware: -20.4% from 2010

Maine: -20% by 2030
(light-duty VMT)

Washington: -50% by 2050
(light-duty VMT, per capita)

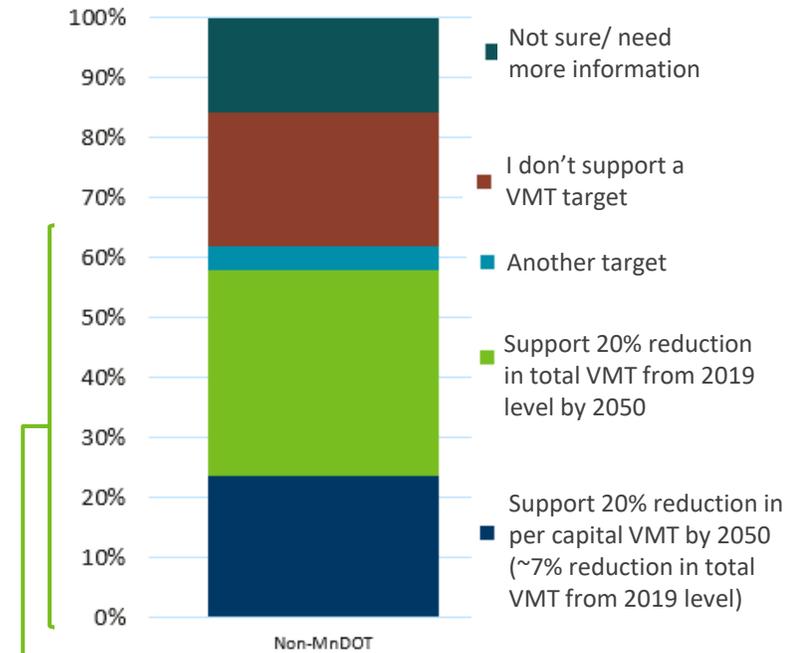
Overall Support for Setting a VMT Target

Reaction to Proposed VMT
Reduction Target: 20% by 2050
SMTP Nov. '21 Online Research (n=665)



Nearly 6 in 10 find a 20% VMT reduction target by 2050 reasonable

Reaction to Proposed VMT Reduction
Target Scenarios
SMTP Dec. '21 Stakeholder Forums (n= 98)



Roughly 60% support some type of VMT reduction target



Walking



Scoters



Bicycle



Ride Sharing Service
e.g., Lyft, Uber



Electric Motorbike



Electric Bike



Carpooling



Bus



Telework



Light rail



Car Share
e.g., Hour Car



Hybrid or Electric
Vehicle

**VMT is about travel
behavior.**

Travel behavior is
influenced by
transportation
options: accessible,
affordable, available,
comfortable, and
safe.



Freight



City Fleet



Wheelchair



Internal Combustion
Engine (ICE) Vehicle



Transit Mobility

There are many ways to move people and goods around.

VMT Reduction in MN

Climate Action Framework

- Decrease vehicle miles traveled 20% per capita by 2050.*

State Multimodal Transportation Plan

- -4% by 2025 (2019 base)
- -8% by 2030
- -11% by 2035
- -14% by 2040

TPP Objective

- By 2050, the region reduces vehicle miles traveled by 20% per capita below 2019 levels.
- Or **The region reduces vehicle miles traveled per capita.**



Thank you

Tony Fischer
Transportation Planner
MTS Planning

