

Engagement summary

Completed as part of the TPP goals review, engagement, and update project

September 2023 draft

Introduction

To understand the vision and needs local governments have for the future of the Twin Cities region, the Metropolitan Council (Met Council) hired a team that facilitated 16 listening sessions and workshops across two phases of engagement. These events included local governments such as township, city, county, and council staff and elected officials, area stakeholders including freight and transit groups, and equity community leaders.

The primary goal of this engagement work was to inform recommendations for goals and objectives for the region to consider as it develops the 2050 Transportation Policy Plan (TPP). This includes cross-cutting goals from a transportation perspective and transportation-specific objectives.



Audiences

The primary audiences for this project are metro area transportation stakeholders (i.e., individuals and organizations that are partners with the council to implement the TPP). *Although every effort was made to include all relevant stakeholders, it is important to note that responses received do not constitute a statistically significant sample.*

Metropolitan Council

Various staff and representatives from the Metropolitan Council (Met Council) and its associated districts.

Cities and townships

There are 173 cities and townships within the Met Council's seven-county planning region and an additional five cities in Wright and Sherburne counties that are within the Metropolitan Planning Organization (MPO) planning area. City and township engagement included elected officials and staff level input representing the different community designations and geographies within the Met Council's area.

Counties

County stakeholders include the seven counties within the Met Council region and an additional two counties with urbanized portions in the Metropolitan Planning Organization (MPO) planning area (Sherburne and Wright counties). County engagement included elected officials and staff level input as well.

Transportation Advisory Board

The Transportation Advisory Board (TAB) is a key participant in the region's transportation planning process, including recommending projects for federal funding. TAB includes state, regional and local officials, transportation providers, and community members. City and county TAB members are encouraged to participate in activities directed to their city or county. TAB-specific engagement focused on citizen representatives and modal representatives since they were not otherwise engaged.

Minnesota Department of Transportation

Minnesota Department of Transportation (MnDOT) engagement focused on planning staff at Metro District and in related statewide offices, including Transportation System Management, Transit and Active Transportation, Freight and Commercial Vehicle Operations, Traffic Safety, Connected and Automated Vehicles, Sustainability and Public Health, Environmental Stewardship, and State Aid.

Federal Highway Administration

Federal Highway Administration (FHWA) engagement focused on planning staff within the Minnesota division office.

Freight shippers and haulers

The Twin Cities metro area is an important region for Minnesota's freight shippers and haulers. To connect with these stakeholders, Minnesota Freight Advisory Committee members were engaged.

Transit providers

Transit provider stakeholders include the suburban transit providers and council-led transit services, including Metro Transit and Metro Mobility. Transit provider engagement included staff from these agencies and programs.

Advocacy organizations

Advocacy organization stakeholders include organizations who focus on transportation or for whom transportation is connected to their core mission. The specific organizations engaged were determined by the equity engagement consultant.

Community organizations

Community organization stakeholders include those who operate at a regional level within the Met Council region. The specific organizations engaged were determined by the equity engagement consultant.

Tribal nations

Tribal nation stakeholders include those whose lands and sovereignty overlap with the Met Council region. The level of engagement with each Tribal nation was determined by the equity engagement consultant.



Approach

Engagement was conducted in two phases: Phase 1 focused on listening to concerns and gathering input on regional goals and priorities. Phase 2 focused on reporting out what was heard and gathering further input on how the region prioritizes its transportation goals. Further, as part of Phase 2 draft goal statements were presented for feedback and reaction from the region's stakeholders. Each phase utilized strategic engagement strategies and guiding questions to prompt meaningful input and feedback. The Met Council's advisory groups for the 2050 TPP development were used to review engagement approaches and provide additional input to the discussion.

Phase 1: Input gathering and listening

Key focus areas:

- Lessons learned from previous TPP implementation, challenges faced, and specific strategies that worked well.
- Review of themes and goals in local/state plans, identifying similarities and differences, and overlap with the current TPP.
- Identification of emerging trends or topics that should be emphasized in the updated TPP.
- Discussion of key definitions, themes, and goals.

Timeline:

Phase 1 was conducted in February and March 2023.

Activities:

1. Listening sessions: 16 listening sessions were held with the following groups:
 - a. Cities of Minneapolis and Saint Paul
 - b. Two workshops open to all other cities and townships
 - c. Each of the seven counties plus a meeting for Wright and Sherburne counties
 - d. Transportation Advisory Board
 - e. Minnesota Department of Transportation and Federal Highway Administration – Minnesota division
 - f. Metropolitan Freight Advisory Committee
 - g. Suburban transit providers
 - h. Equity community leaders (through the equity engagement consultant activities, not included in the 16 listening sessions; more detail on who was engaged is included in the 2050 TPP equity-engagement themes summary)
2. Online survey: The online survey included similar questions asked during listening sessions, and provided an opportunity for input beyond the listening session for those who could not attend.

Phase 2: Key themes, goal priorities, and draft goal statements

Key focus areas:

- Summary of Phase 1 engagement: Including goals and priorities, supporting definitions, and community context.
- Presentation of draft goal statements for reaction, feedback, and prioritization.

Timeline:

Phase 2 was conducted in May 2023.

Activities:

1. Workshops: Two workshops were held, with invitations extended to everyone that participated in the Phase 1 activities, including the equity community leaders.
2. Online survey: An online survey was facilitated that included similar questions asked during the workshops, which provided an opportunity for input beyond the workshop setting and for those who could not attend.



Summary

The remainder of this document provides a summary of what was heard during engagement throughout the process. Specific comments and data points are included when relevant, with the full list of comments, polling results, and survey results available in the following appendices:

Appendix A: Phase 1 polling results

Appendix B: Phase 1 survey results

Appendix C: Phase 1 listening session comments

Appendix D: Phase 2 survey results

Appendix E: Phase 2 workshop comments

Phase 1 engagement summary

Phase 1 engagement feedback was received from the following entities in February and March 2023:

- Anoka County
- Carver County
- Dakota County
- Hennepin County
- Ramsey County
- Scott County
- Washington County
- Sherburne County
- Wright County
- Transportation Advisory Board
- Minnesota Department of Transportation
- Federal Highway Administration – Minnesota division
- Minneapolis
- Saint Paul
- Andover
- Burnsville
- Brooklyn Park
- Elko New Market
- Forest Lake
- Fridley
- Orono
- Richfield
- Rosemount
- Shorewood
- St. Louis Park
- Stillwater
- Metropolitan Freight Advisory Committee
- Suburban transit providers
- Varying equity community leaders
 - Climate-friendly transportation groups
 - Aging, disability, and social service groups
 - Business groups and associations
 - Corridor coalitions and specialty projects
 - Water and land use groups
 - Neighborhood-level organizations

Through live polling, online survey responses and discussion, the engagement team compiled recurring themes from the first phase of engagement. These themes, along with supporting context and data, are presented below. The themes are not presented in order of importance, though some themes were more consistent than others.

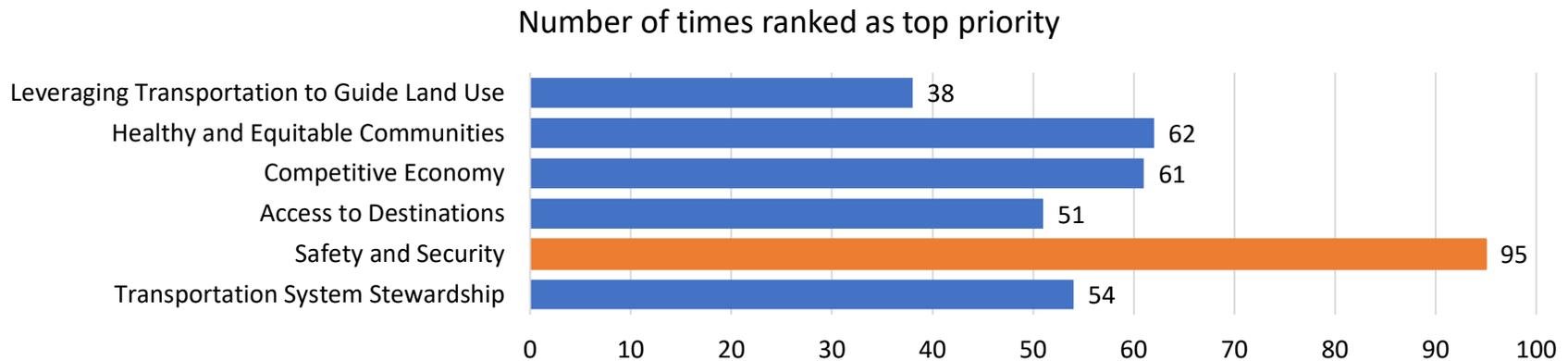


Theme: Safety is our number one priority, deaths and serious injuries need to be reduced.

Relevant comments from listening sessions and survey:

- Safety on the system is a **core function of transportation**; should place more importance on this. – County
- **Safety ranks highly for the county** because as development occurs on rural county roads, we see more severe crashes. – County
- Rural safety is of the **highest importance**. – County
- Stewardship and safety are the **most important**. – County
- Providing a regional transportation system that is safe and secure for all users is **fundamental to government**. – County
- If we are talking about safety in terms of people biking, about people’s physical safety, the lack of accidents, absolutely [**safety is a priority**]. – Equity group
- Have seen reports that targets for highway fatalities have not been met, so feels **safety is still a high priority**. – TAB member
- 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 is really about **safety for everybody**. – Equity group
- **Safety and security are the biggest concerns**. – City
- **Maintain and enhance safety** in existing system. – City
- Safety and security are at the **core of what we do**. – Transit provider
- If we cannot provide safety, we are **not fulfilling our role for the public**. – Transit provider

Figure 1. 2040 TPP goals prioritization from live polling and online survey with safety and security highlighted



Although safety was generally regarded as a top priority, areas of disagreement included:

- Is safety considered vehicle crashes or personal safety/security?
- Who is prioritized in the definition of safety?
 - Operators
 - Pedestrians
 - Bicyclists
 - Maintenance
 - Drivers
 - Community
 - Freight
 - Transit users



Theme: A healthy community is an outcome of a successful multimodal transportation system.

Relevant comments from listening sessions and survey:

- Envision a network that **connects people without requiring a vehicle.** – City
- Bike/pedestrian crashes are disproportionately impacting disadvantaged communities. – City
- We want to be able to point to the TPP and use it to **support expanding transit.** – City
- A **reliable, affordable, and efficient** multimodal transportation system supports the prosperity of people. – County
- Health of our residents is our top priority, including people living, working, and visiting the county. – County
- **Health and equity** should permeate throughout all goal statements, maybe not as a separate consideration. – MnDOT
- **Health and equitable communities** means attention to air quality and which communities are most impacted. – TAB member



Theme: Environment and mitigation

Discussions regarding mitigation resulted in two themes emerging:

Theme 1: We need to be leaders in actions and policies that mitigate climate change to meet state, regional, and local climate goals.

Relevant comments from listening sessions and survey:

- The TPP should support **eliminating reliance on single-occupancy vehicles** and **address climate change**. – County
- Transportation system is the **biggest contributor to greenhouse gases (GHG)**, needs attention. – MnDOT
- **Climate action should permeate throughout all** our policy planning related to transportation. Without it we are not doing our job or paying the right attention. – TAB member
- Well, one very glaring thing that is missing [in the 2040 goals] is an explicit mention of climate change. **I do not think sustainability, broadly mentioned, is direct enough**. – Equity group
- Having [**established vehicle miles traveled and mode shift goals**] as planning and guiding tools have been very helpful. – City
- Keep **climate change at the forefront** and place an emphasis on reducing vehicle miles traveled. – City

Theme 2: Mitigating the transportation system’s impacts on the environment is not a priority, other goals are more important.

- How are we supposed to achieve [carbon reduction and vehicle miles traveled (VMT) reduction] goals when we have a **growing population and no investments coming our way?** – County
- Other priorities like **safety and maintenance** need to come before this. – City
- There should be a **shared understanding of the tradeoffs** that are necessary or will happen if/however climate change is addressed in the TPP. – City
- **Freight does not quite check the boxes** of [initiatives] coming up like GHG and VMT reduction. – MFAC member



Theme: All agree that our transportation systems need to be resilient. Most agree that climate change impacts are a major factor in disruptions.

Relevant comments from listening sessions and survey:

- Our roadways are impacted by the fluctuations in climate/weather; would like leadership on how to address this. – County
- A resilient system minimizes negative impacts to system maintenance. – County
- What is the cost of weather-related disasters? What is the cost of doing nothing and how will they increase going forward? – TAB member
- Our system needs to be resilient to extreme weather events. – County
- We frequently have river crossings that flood, safety for us is related to climate change and resiliency. – County



Theme: Transportation impacts on natural systems should be limited, but guidance is needed.

Relevant comments from listening sessions and survey:

- **Green infrastructure** is vital moving forward. – City
- **Limiting impact on natural systems** should not be seen in conflict with competitive economy or any other conflict. – TAB member
- Having a **guiding tool** (related to natural systems impacts) is incredibly helpful. – City
- Think about a policy change, including an **environmental section in Comprehensive Plans**. – City
- How do **freight benefits balance** with impacts on the environment? – MFAC member
- Need to consider initial versus ongoing costs for implementing less impactful systems. – Transit provider

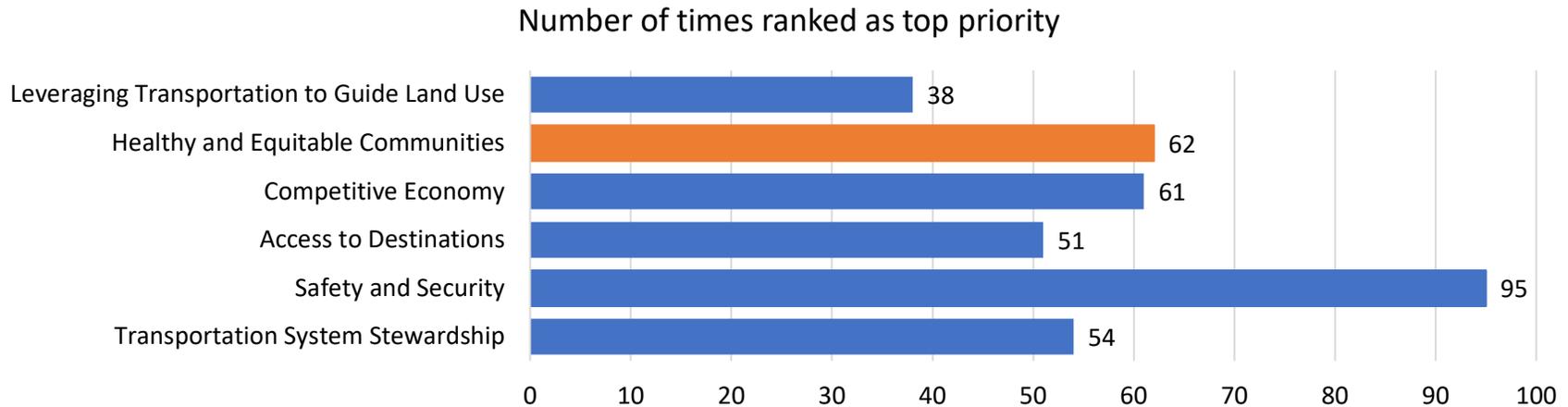


Theme: Equity is a top priority for many, but it needs to be more clearly defined to be effective.

Relevant comments from listening sessions and survey:

- What does **equity mean?** – Multiple county and city stakeholders, MnDOT
- Equitable outcomes should **permeate through everything we do.** – County
- [Equity goal] would likely rank higher if it **reflected how our county looks at equity.** – County
- [Equity] is very important, this would be the top for me... **You do not have anything if you do not have this.** – Equity group
- **Disparity reduction efforts are key for the county,** relevant to transportation access and providing people options to get places and be mobile. – County
- Our county has a **different percentage of minority and economic disparities,** but we cannot be left out. – County
- **Equity means different things** to different regional geographies. – MnDOT
- We need to explain how an “unbalanced” application may be necessary to achieve **more balanced system outcomes.** – TAB member
- Race equity inclusion and climate action goals are things the **community is asking for on all levels.** – City
- Healthy and equitable communities [...] are the **biggest concerns.** – City
- Make sure we are **connecting with equity communities.** – MFAC member

Figure 2. 2040 TPP goals prioritization from live polling and online survey with healthy and equitable communities highlighted



Although equity was generally regarded as a top priority, areas of disagreement included:

- What types of equitable outcomes are we prioritizing?
 - Racial
 - Economic
 - Natural
 - Cultural
 - Geographical
- Should equity be a goal of the TPP or a result of a working system?
- We should be able to measure progress of TPP goals – how do we measure equity?



Theme: Multimodal investments are important to increase mobility, but need to be context-specific and will have varying impacts.

Relevant comments from listening session and survey:

- It is **difficult to acquire funding** for regional trails in non-urban areas. – County
- We need to value transit – which is the **next stage of providing service** (a form of expansion). – County
- It is important to keep everybody connected but as long as our transit system and our multimodal systems are relatively hub and spoke, they are **not going to keep up with the current demographic shifts**. – Equity group
- The previous TPP are really set up to **favor projects in urban destinations** – a disconnect on suburban needs – access to destinations are more localized locations versus urban attractions. – County
- There is a lot of transit opportunity in our county, but we **do not see the funds** spent here to support that need. – County
- We need transit system planning policy that looks at **prioritized investments**, not the same business as usual. – TAB member
- We have many initiatives especially focused on **bike and pedestrian infrastructure**. – City
- Although it may not look the same in all areas, **transit is needed everywhere**. – County

Areas of disagreement included:

- Preferred destinations:
 - Multimodal investments should focus on bringing people to **regional destinations** (for employment, education, recreation).
 - Multimodal investments need to focus on **local destinations** (primarily for recreation – connection to local parks, regional trail systems).
- Recognizing travel patterns and new trends – there are **less people commuting to [Minneapolis and Saint Paul]**. – County



Theme: Providing access to destinations is a priority, but we need to consider how needs are changing.

Relevant comments from listening session and survey:

- Access to destinations [...] is an **outcome of a successful system**. – County
- We need to provide travel to where they want to go, not **necessarily to the urban core**. – County
- Need to understand **how travel patterns are changing** before we make decisions on the multimodal system. – County
- What is the Met Council's role in **fostering other mobility options**? – MnDOT
- We should be **proactively providing access** to areas that will be developed. – City
- Access to destinations needs to include the **whole lifecycle of goods/needs**. – MFAC member
- Consider **changing demographics and aging in place**. – MFAC member

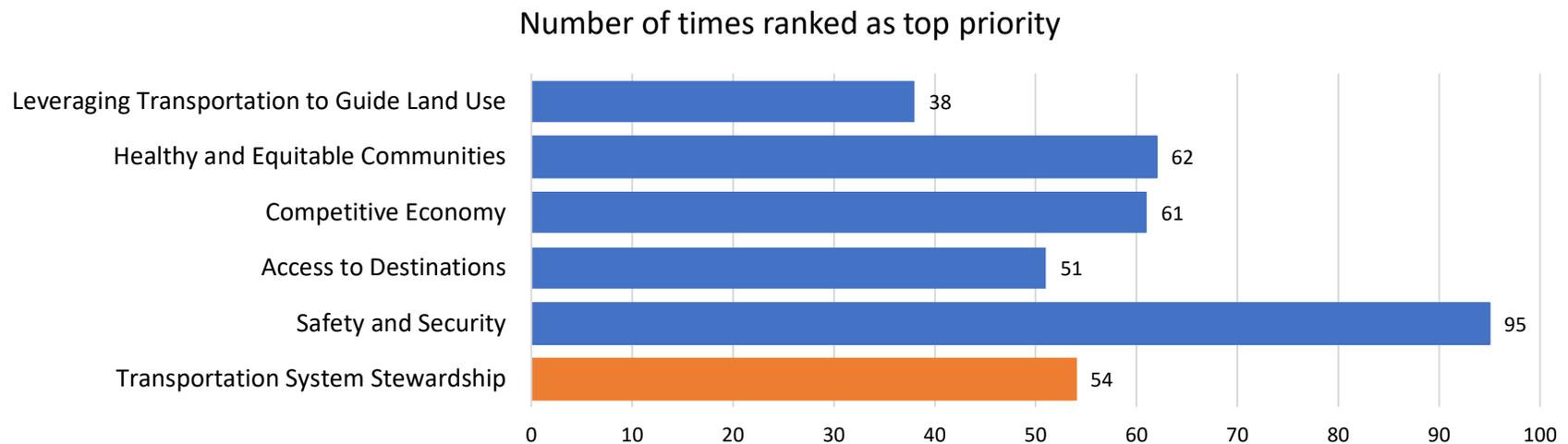


Theme: Maintain our current system where it makes sense, but improve and enhance it when possible.

Relevant comments from listening sessions and survey:

- We need to **modernize** the system. – County
- **System stewardship is still a top goal** and drives most of our investments. – County
- 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. – Equity group
- **System preservation is an important topic** for future planning. – MnDOT
- System preservation seems to be baked into our planning practice and thinking at this point. Now is a time of **managing what we have and rebuilding the system going forward**. – MnDOT
- System stewardship is more about **how we invest in the system rather than just maintaining the system** in a state of good repair. – TAB member
- Roads are all coming to a head with **pavement quality and road degradation**. – City
- The state and region got ahead on pavement quality and cities have fallen behind a bit. Should the region be in a **“maintain what we have” mode?** – City

Figure 3. 2040 TPP goals prioritization from live polling and online survey with transportation system stewardship highlighted



Areas of disagreement included:

- Should we be preserving a system that does not work?
- Some see stewardship as preservation while others see it as being responsible managers of the system, which includes things like climate resiliency.
- Availability of funding is a key driver: Maintenance first, improvements second, enhancements third.



Theme: Transportation is vital to a competitive economy; a competitive economy often occurs because of a well-functioning system.

Relevant comments from listening session and survey:

- A competitive economy is an **outcome of a successful system**. – County
- Competitive economy should be a **byproduct of all the other goal statements**. – County
- The transportation system helps the regional economy stay **healthy and vibrant**. – MnDOT
- Consider how agencies spend money and how that brings people to the region to **improve our communities**. – MnDOT
- I think it is important **how “economic competitiveness and prosperity” is defined**, because I think that can be used to justify a wide variety of infrastructure, strategy and also prosperity for whom?” – Equity group
- **People retention is as important** to our competitive economy and looking at how the transportation system supports good accessibility and job opportunities. – TAB member
- Having **freight access** is key to economic growth and vitality. – MFAC member
- Reliable transit improves **access to employment and competition**. – Transit provider

Theme: Expansion

Discussions around roadway expansion resulted in two themes emerging:

Theme 1: Roadway expansion is needed to accommodate growing communities.

Relevant comments from listening sessions and survey:

Heard from: Urbanizing communities with space available

- The **demand for system expansion** is there, and we need to proactively address this to prevent congestion and safety concerns. – County
- There is going to be a stronger **priority for expansion** projects. – County
- **More demand for system growth** than system stewardship at this point. – County
- More funding towards **highway expansion**. – City
- **Capacity expansion** is the thing missing. – City
- **Increase capacity** – more places to go, more options for shopping, more modes. – MFAC member
- Would like to see the TPP **acknowledge growth** in [rural/suburban edge] regions. – County

Areas of agreement related to expansion included:

- Expansion is **context dependent**. Some cities have room for roadway expansion.
- Expansion can include **capacity expansion** (increasing volume of vehicles) and mobility expansion (increasing volume of people), not just physical expansion (number of lanes).
- **Some type of expansion is needed** to prevent negative safety, congestion, environmental, and economic impacts.
 - Transit (increased service or adjusted locations)
 - Pedestrian and bicycle infrastructure
 - Micro-mobility

Theme 2: Roadway expansion is unnecessary and should be limited (but other types of expansion are needed).

Heard from: Urbanized communities with no space for expansion

- It is powerful for the plan to say that in places roadways **can not (or should not be) expanded**. – County
- We want to be able to point to the TPP and use it to support **expanding transit while limiting expansion**. – County
- Expansion happens differently in **different contexts**. – County
- Focus more on **mode shift goal** – expand roadway capacity and move people better. Mobility over capacity. – City
- Regional perspective could use expansion with capacity increases versus **capacity improvements by mobility**. – City



Theme: TPP goals and funding need to be more specific and focused

Relevant comments from listening session and survey:

- The TPP needs to focus on **certain goals** rather than trying to be everything to everyone. – County
- Things get so watered down, we need **more deliberate/pointed priorities**. – County
- Any project can fit into the TPP's goals and strategies. – City
- The TPP should say more to **drive action on the regional goals**. – MnDOT
- 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. – County
- The current plan is too vague, **needs to be more specific**. – County
- We tend to accomplish what we measure – the TPP should be diligent about **measuring goals**. - County



Theme: Rural and suburban edge communities feel the TPP does not reflect them

Relevant comments from listening session and survey:

- The TPP needs to better reflect a **broader range of people and communities**. – County
- 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. – County
- The plan is an **impediment** to the county. – County
- The plan does not represent the county – it is a **challenge and a barrier**. – County
- There needs to be a formula or process that gives **funding opportunities to suburban and rural counties**. – County
- We really want a regional plan, but the TPP **does not reflect the region**. – County
- **Scoring systems for competitive money should be reviewed** to ensure fringe counties are included adequately or they have a chance to compete for funds. – County
- The TPP goals are important but **not always specifically applicable to rural places**. - City

Phase 2 engagement summary

Phase 2 engagement feedback, collected in May 2023, was received from the following entities:

- Anoka County
- Carver County
- Dakota County
- Hennepin County
- Ramsey County
- Scott County
- Washington County
- Wright County
- Transportation Advisory Board
- Minnesota Department of Transportation
- Federal Highway Administration – Minnesota division
- Minneapolis
- Saint Paul
- Bloomington
- Chaska
- Coon Rapids
- Cottage Grove
- Edina
- Falcon Heights
- Forest Lake
- Maple Grove
- Mounds View
- New Brighton
- Richfield
- Rosemount
- St. Louis Park
- St. Francis
- Waconia
- Wayzata
- Helena Township
- Our Streets Minneapolis
- ElderCare Development Partnership
- Ramsey-Washington Metro Watershed District
- Move Minneapolis
- University of Minnesota
- Minnesota Transportation Alliance
- Equity groups

Through live polling, online survey responses and workshops, the engagement team facilitated prioritization of the recurring themes from the first phase of engagement. Each theme, along with prioritization by audience type, is presented below. Each theme summary includes potential draft goals, polling and survey results related to those goals, and comments from live discussion and surveys.

Results are presented in charts based on audience role and primary geography. Charts focused on audience role separate responses by “policymaker,” “staff,” or “other.” Charts focused on primary geography separate responses by “regional,” “state,” “suburban,” and “urban center.” Note that urban center and suburban categories are based on Thrive MSP 2040 Community Designations. Ramsey and Hennepin counties are classified as “Regional” because they cross many community designations, while the remaining counties are classified as “suburban/rural.”



Theme: Safety is our number one priority, deaths and serious injuries need to be reduced.

Figures 4 and 6 show the level of support for this theme’s draft goal statements by their role in policymaking and implementation. Figures 5 and 7 show the same content broken down by geographic area.

Safety and security #1: People do not die or face life-changing injuries on all forms of transportation.

Figure 4. 2040 TPP goals prioritization: Safety and security #1 based on role

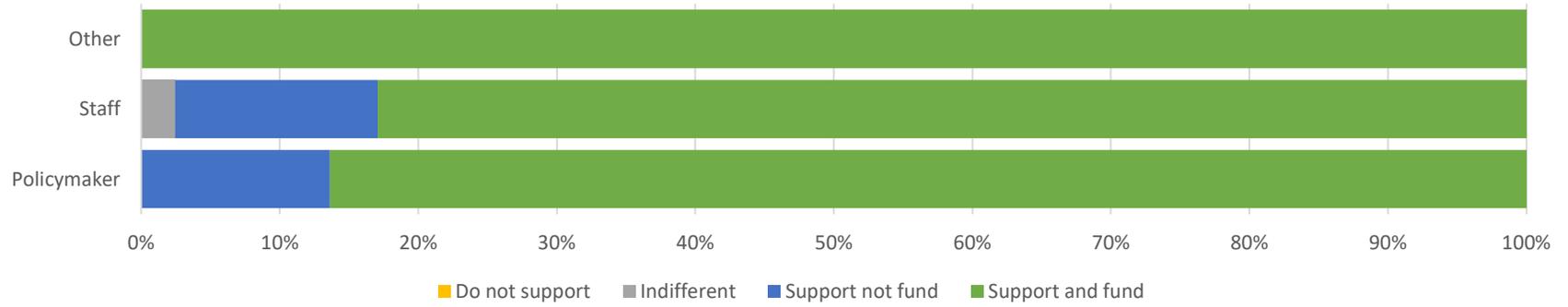
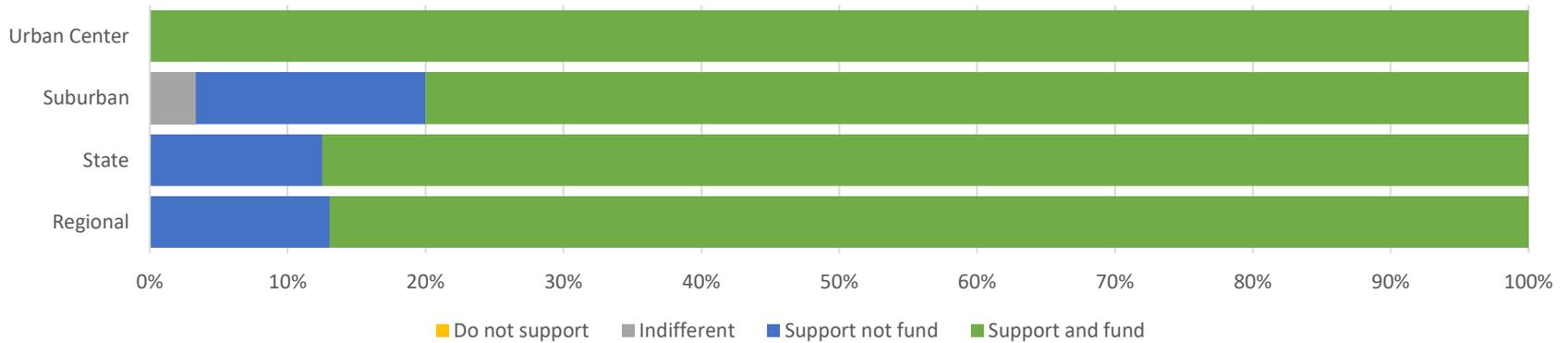


Figure 5. 2040 TPP goals prioritization: Safety and security #1 based on geography



Safety and security #2: People feel safe, comfortable, and welcome on all forms of transportation.

Figure 6. 2040 TPP goals prioritization: Safety and security #2 based on role

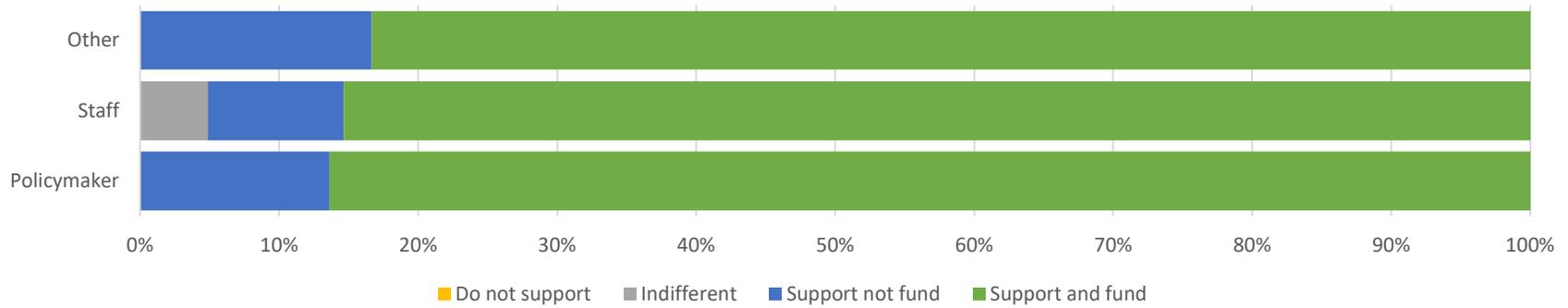
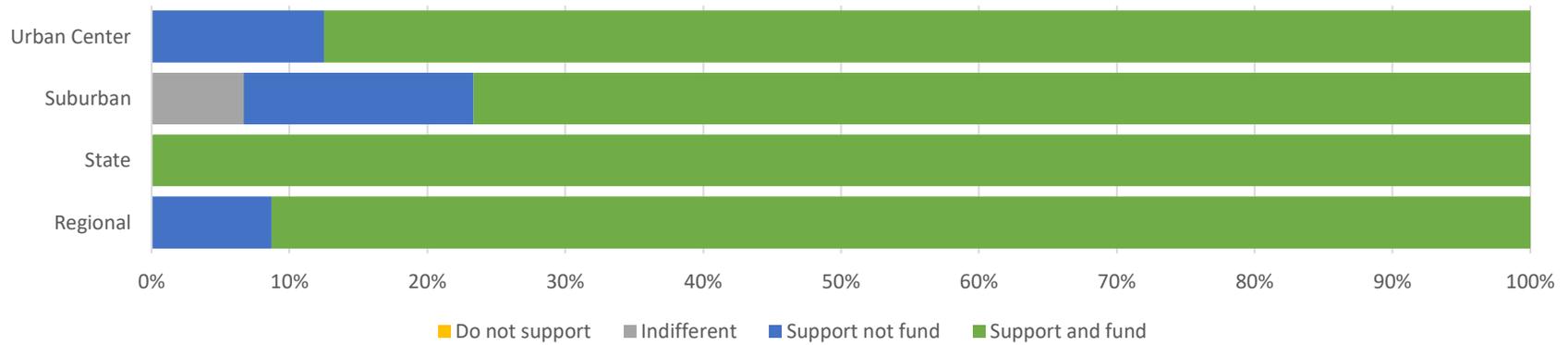


Figure 7. 2040 TPP goals prioritization: Safety and security #2 based on geography



Feedback themes:

- Need more specifics included in goals.
- Acknowledgment that this goal fits with several others.

Detailed feedback:

- Amend the second bullet to read, "People feel and are safe."
- How do larger, heavier vehicles (e.g., SUVs, EVs) factor into this?
- How many ideas are being presented and what percent do you view as being a priority item in the end?
- Confusing overlap – the framing puts both public safety and physical safety together. May confuse answers.
- How does safety from law enforcement violence factor into this?
- Really appreciate the goal of eliminating deaths and severe injuries but I would encourage a more specific target. This could be accomplished by the inclusion of a metro-wide Vision Zero commitment with a target year (either 2050 or sooner).
- Safety in the transit realm is very different than in the highway realm.
- Need to make it clear that this includes people walking, biking, and taking transit.



Theme: A healthy community is an outcome of a successful multimodal transportation system.

Figures 8, 10 and 12 show the level of support for this theme’s draft goal statements by their role in policymaking and implementation. Figures 9, 11 and 13 show the same content broken down by geographic area.

Public health #1: People are healthier through increased walking, rolling, and biking.

Figure 8. 2040 TPP goals prioritization: Public health #1 based on role

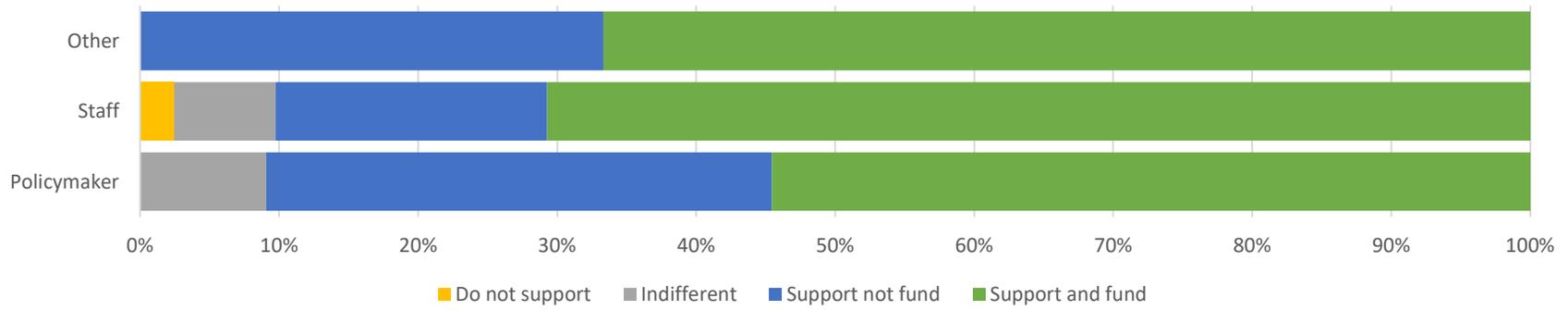
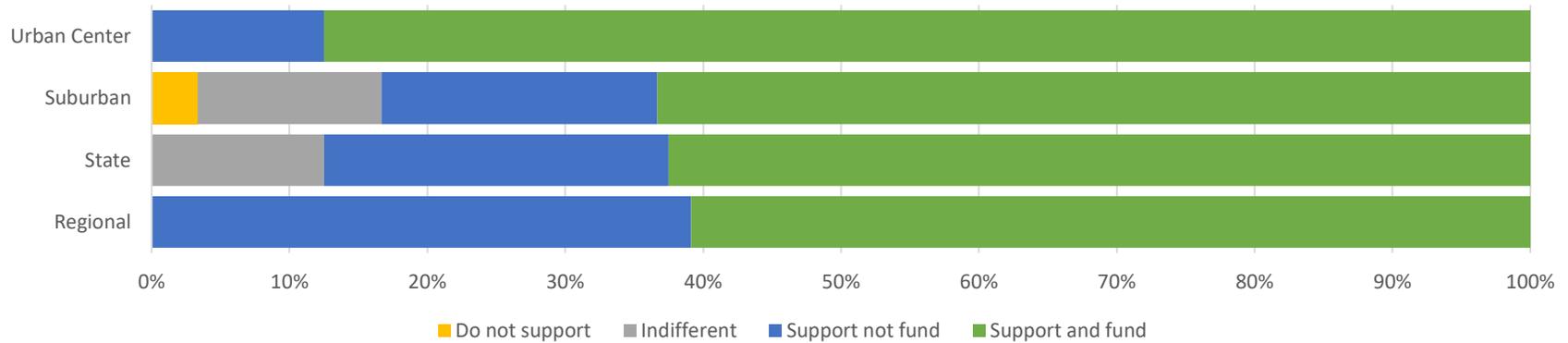


Figure 9. 2040 TPP goals prioritization: Public health #1 based on geography



Public health #2: Regional investments mitigate harms to people caused by nearby transportation infrastructure and use (e.g., air quality, noise).

Figure 10. 2040 TPP goals prioritization: Public health #2 based on role

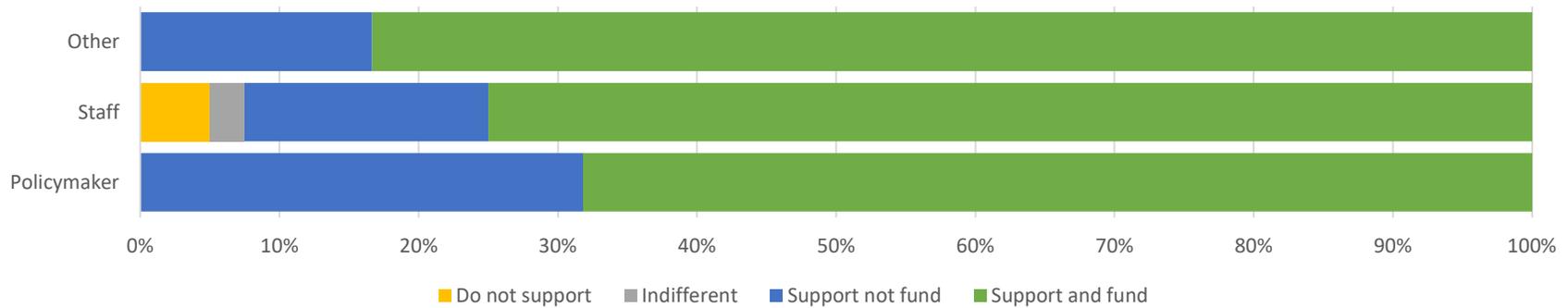
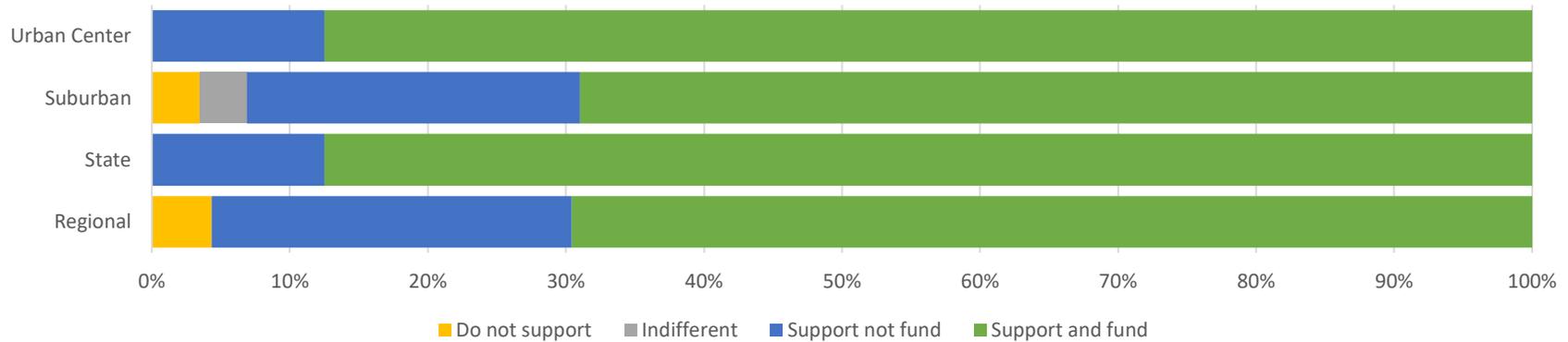


Figure 11. 2040 TPP goals prioritization: Public health #2 based on geography



Public health #3: People are connected by transportation to community and cultural resources that support their physical, emotional and mental well-being.

Figure 12. 2040 TPP goals prioritization: Public health #3 based on role

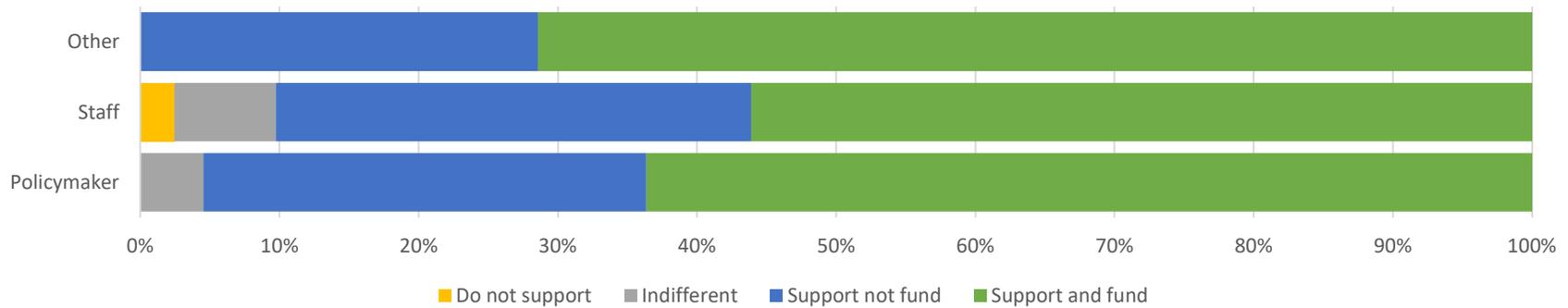
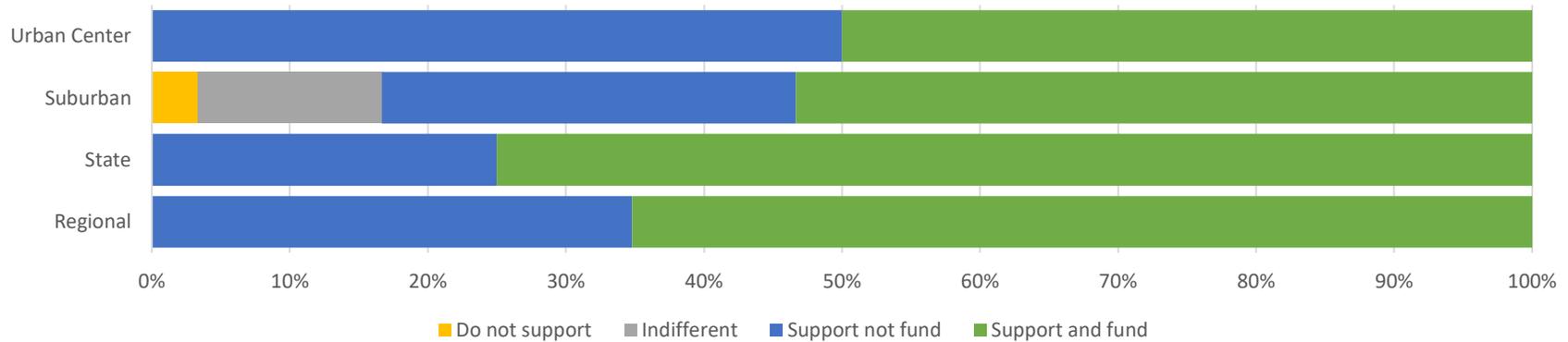


Figure 13. 2040 TPP goals prioritization: Public health #3 based on geography



Feedback theme:

- Desire to have stronger intent in the second goal – not just mitigate but prevent and redress harms.

Detailed feedback:

- The second bullet seems to not be true in the case of highways. Highway expansion causes harm to nearby people.
- More specificity is needed around what it means to mitigate harms. Important to redress harms, go beyond mitigation. Does the second bullet mean not doing additional harms to those already disproportionately harmed by highways? More intentionality is needed.
- Change “mitigate” to “reduce” or “prevent” in the second bullet.
- The second bullet should not just include mitigation but also improvement.



Theme: Environment and mitigation

Discussions regarding mitigation resulted in two themes emerging:

Theme 1: We need to be leaders in actions and policies that mitigate climate change to meet state, regional and local climate goals.

Theme 2: Mitigating the transportation system’s impacts on the environment is not a priority, other goals are more important.

Figure 14 shows the level of support for this theme’s draft goal statements by their role in policymaking and implementation. Figure 15 shows the same content broken down by geographic area.

Environment #1: The region minimizes its contribution to climate change from transportation, supporting or exceeding state goals for reducing greenhouse gas emissions.

Figure 14. 2040 TPP goals prioritization: Climate mitigation #1 based on role

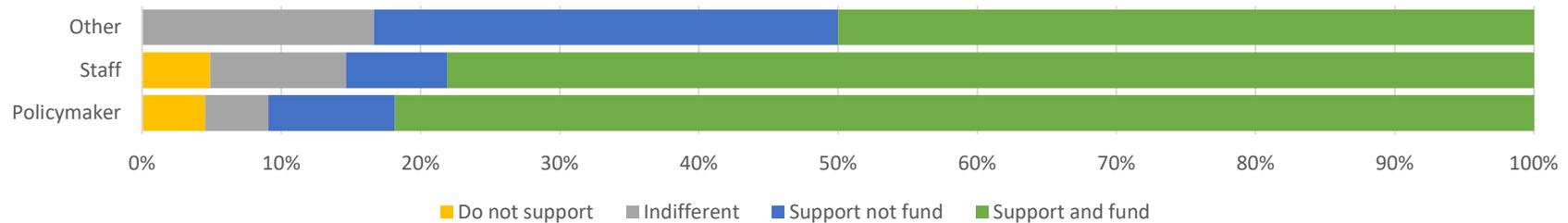
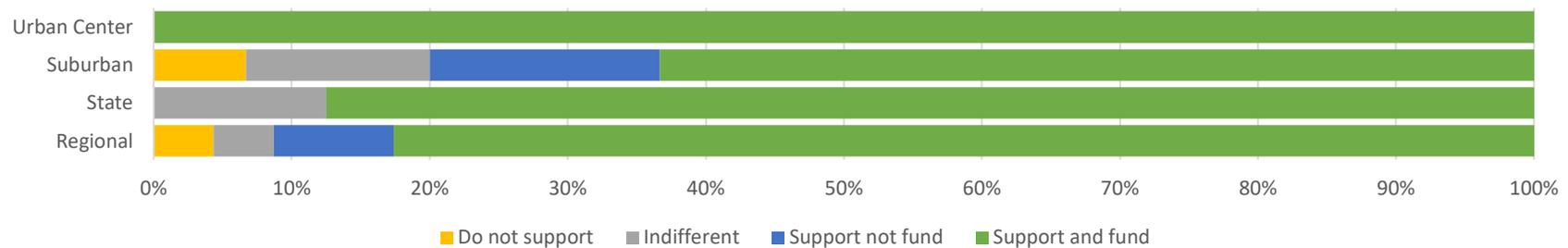


Figure 15. 2040 TPP goals prioritization: Climate mitigation #1 based on geography



Feedback theme:

- Desire to incorporate land use planning and how it can support climate goals.

Detailed feedback:

- We talk about VMT and GHG reduction per capita – which allows growth, but also recognizes the needs to address climate impacts, provide different options, support land use planning, etc.
- This is critical for a regional voice to play a role here. The council can set this goal for urban and suburban, but need others like MnDOT to weigh in on rural impacts to create a regional approach.
- Land use density is missing here.



Theme: All agree that our transportation systems need to be resilient. Most agree that climate change impacts are a major factor in disruptions.

Figures 16 and 18 show the level of support for this theme’s draft goal statements by their role in policymaking and implementation. Figures 17 and 19 show the same content broken down by geographic area.

Resilience #1: Transportation infrastructure withstands and recovers quickly from climate, natural and security disruptions.

Figure 16. 2040 TPP goals prioritization: Resilience #1 based on role

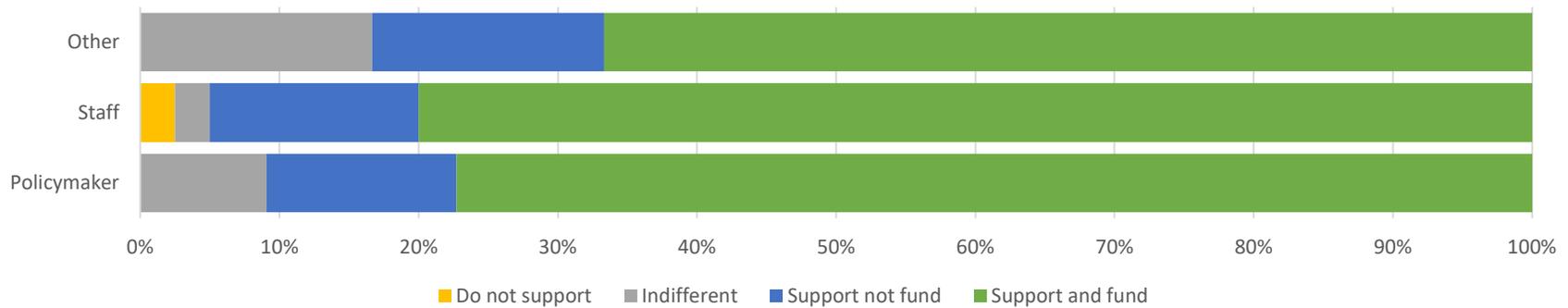
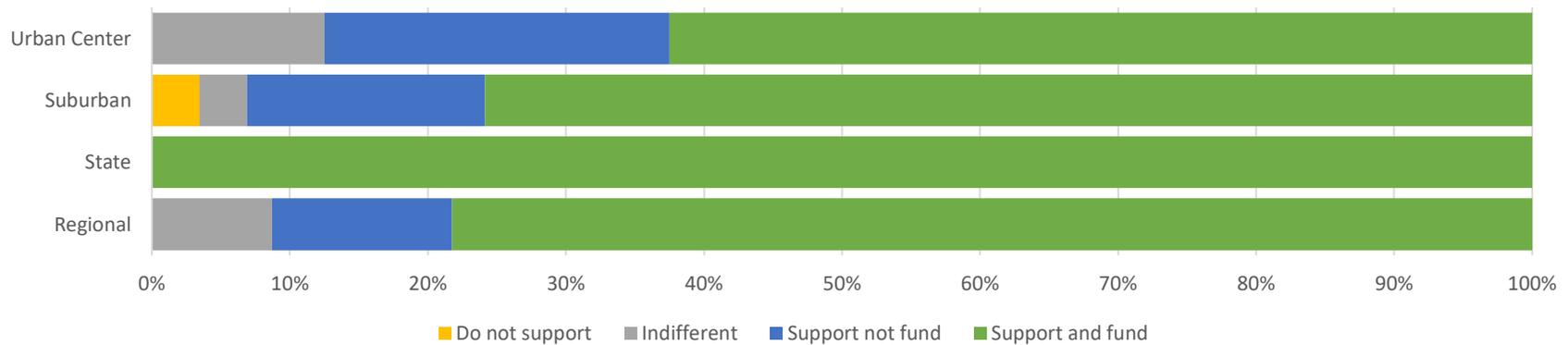


Figure 17. 2040 TPP goals prioritization: Resilience #1 based on geography



Resilience #2: People are protected from extreme weather and resulting outcomes while using transportation (e.g., heat, floods).

Figure 18. 2040 TPP goals prioritization: Resilience #2 based on role

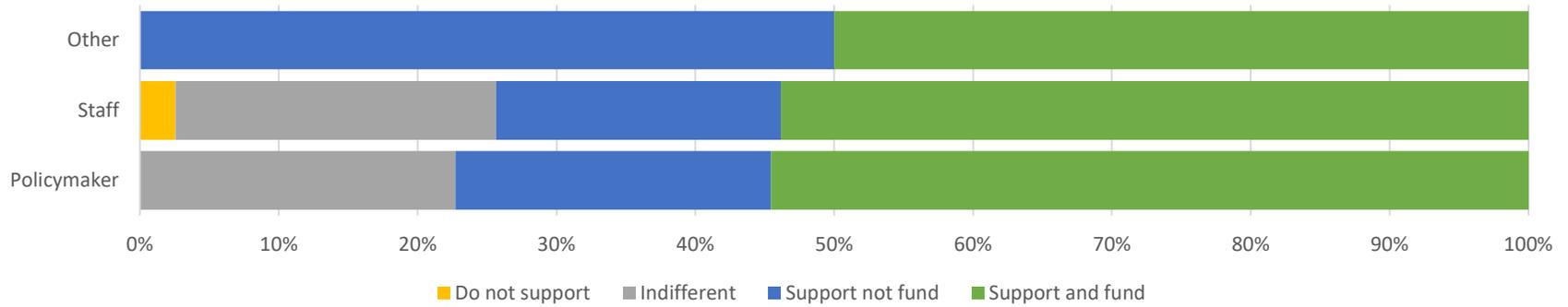
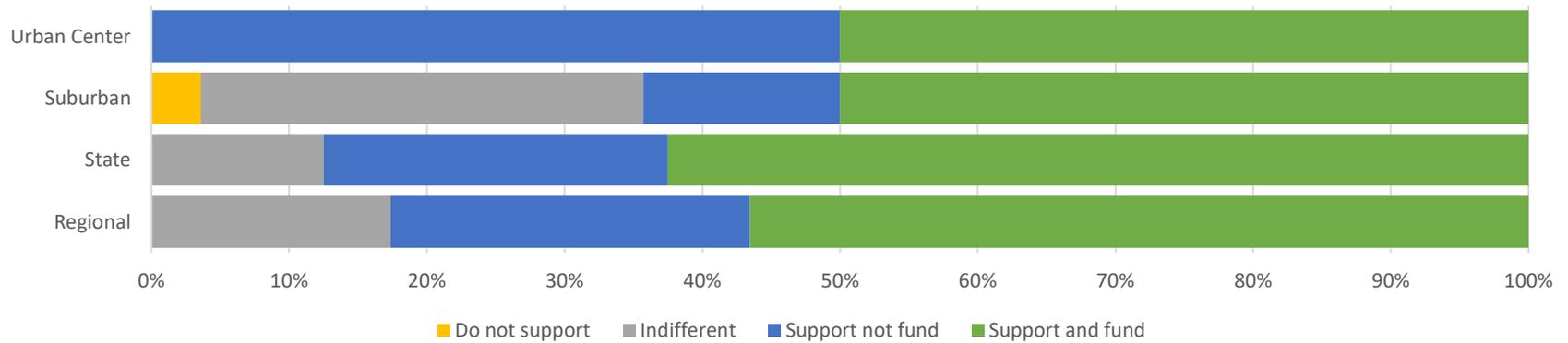


Figure 19. 2040 TPP goals prioritization: Resilience #2 based on geography



Feedback theme:

- These are too reactive, and the goals need to address how proactive measures can help achieve resilience.

Detailed feedback:

- Add how to handle recovery from extreme events?
- On the infrastructure point – in some instances its infrastructure but in some instances it is our services that are being provided – consider adding regionally funded or supported services that may also be impacted by a natural or security incident.
- It is worth considering a business side to this, too. People-first makes sense, but our businesses may be protected from extreme weather.
- Maintain connectivity through extreme events.
 - Identify a critical-resilient network.
 - Need to modernize system.



Theme: Transportation impacts on natural systems should be limited, but guidance is needed.

Figure 20 shows the level of support for this theme’s draft goal statements by their role in policymaking and implementation. Figure 21 shows the same content broken down by geographic area.

Natural systems #1: Natural systems are protected and restored along with transportation investments (e.g., air, water, vegetation, and habitat quality).

Figure 20. 2040 TPP goals prioritization: Natural systems #1 based on role

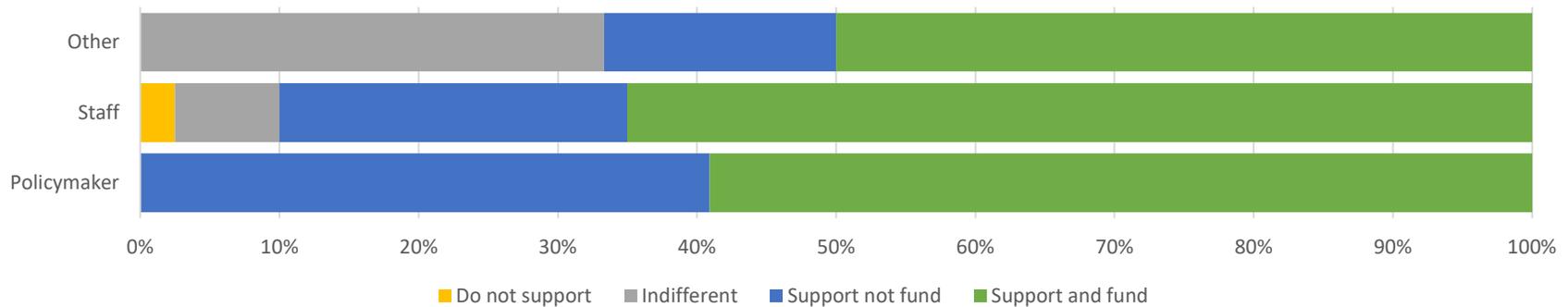
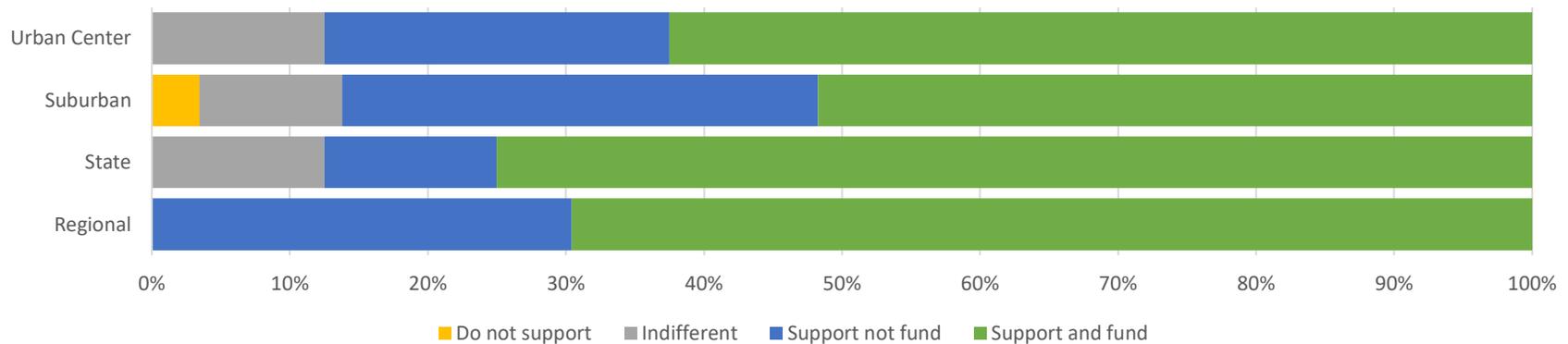


Figure 21. 2040 TPP goals prioritization: Natural systems #1 based on geography

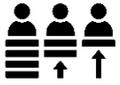


Feedback theme:

- Neutral

Detailed feedback:

- This goal is largely addressed through the normal project development process for federal projects.
- Maybe incorporate identifying areas to develop/buy/retain land that are strategic investments for natural system maintenance and impacts?



Theme: Equity is a top priority for many, but it needs to be more clearly defined to be effective.

Figures 22 and 24 show the level of support for this theme’s draft goal statements by their role in policymaking and implementation. Figures 23 and 25 show the same content broken down by geographic area.

Equity #1: Historically, disadvantaged communities are better connected to jobs, education, and other opportunities through transportation investments.

Figure 22. 2040 TPP goals prioritization: Equity #1 based on role

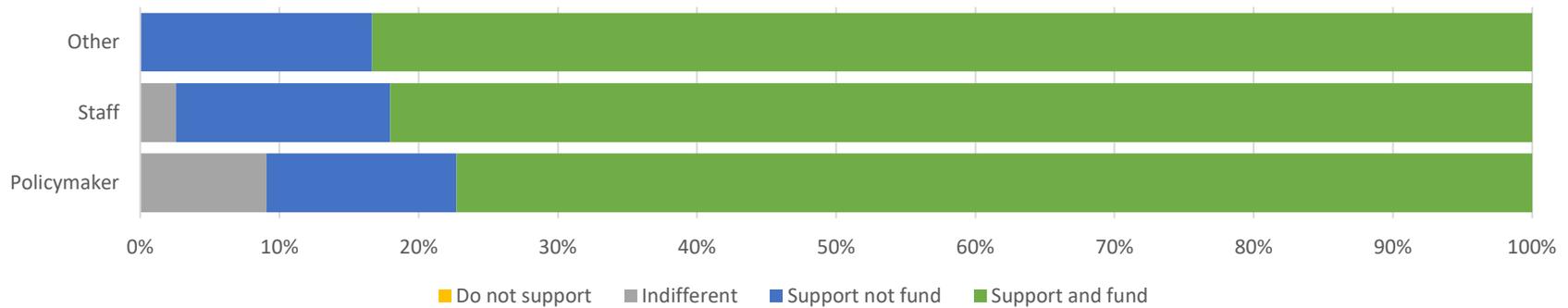
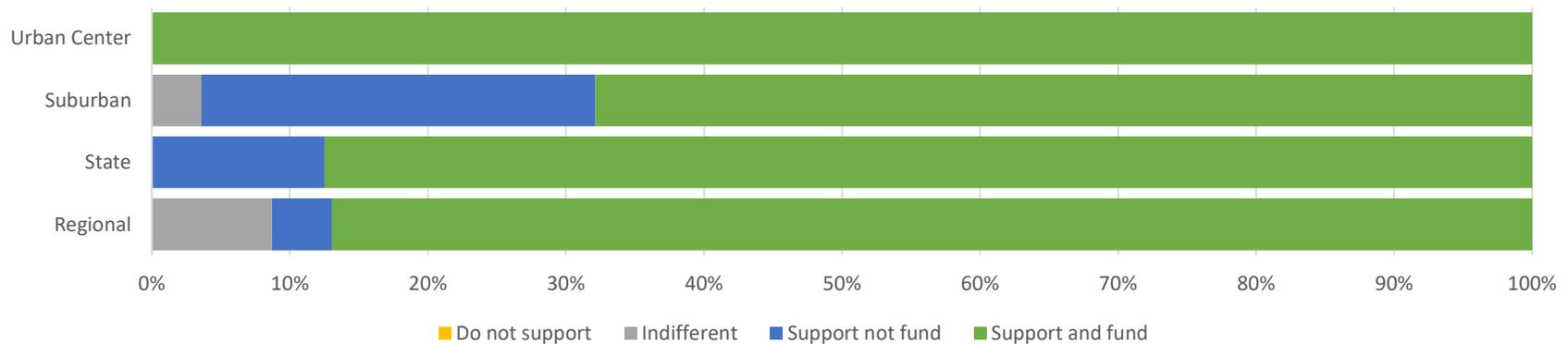


Figure 23. 2040 TPP goals prioritization: Equity #1 based on geography



Equity #2: Disparities, harms and injustices to Black people, Indigenous people, and people of color are repaired and eliminated.

Figure 24. 2040 TPP goals prioritization: Equity #2 based on role

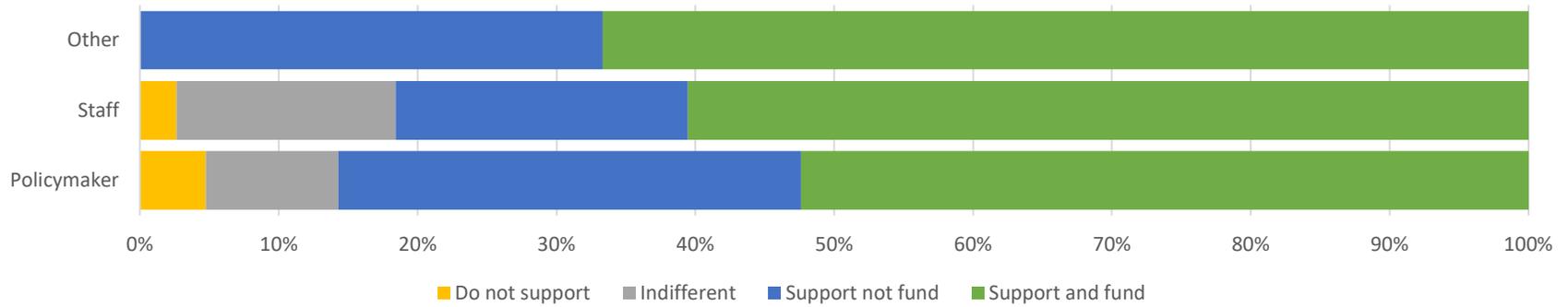
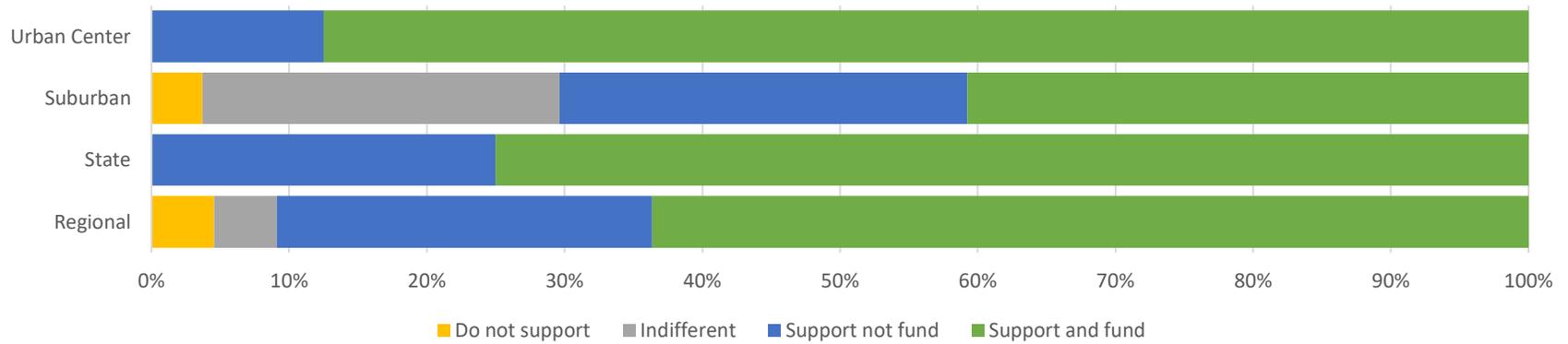


Figure 25. 2040 TPP goals prioritization: Equity #2 based on geography



Feedback themes:

- Desire to better define what equity means for the TPP.
- Age and ADA-related factors need to be included in these goals, but caution about making equity everything.
- Equity needs to be incorporated into all goals, not stand alone.
- Be clear and intentional with equity goals to set forth tangible action and not get overwhelmed with abstract goals.

Detailed feedback:

- What about access to power or decision making?
- How are we talking about equity? Geographical, racial, economics...?
- I think an important aspect of this is that equity plays into all the previous goals stated. It should be the basis of all these goals.
- You can see disparity in our state and the greatest across the board are along racial lines – so we just need to name it. We can keep dancing around the topic, but we all know who ranks at the bottom in all these areas. We will make more progress if we just acknowledge racial equity.
- Our transportation system's current configuration also generated inequities by mode-choice.
- Design needs to be done concurrently. It is hard to divide up priorities when they are all interconnected.
- Is there meant to be a difference between historically disadvantaged communities and [all] disadvantaged communities? Are they the same?
- Should age also be incorporated here or elsewhere?
- Equity is a hugely broad term that can be applied to all different types of groups. Word of caution for the TPP “equity” is so broad it may paralyze specific action. We would be doing a disservice if we do not focus on very tangible opportunities that we have in the region.
 - ADA is related to this.
- One way to think about equity is the repair of past harm vs. the needs of people today (e.g., ADA, elderly, low-income, etc.).
- From an economic standpoint, we have many entities working to find employees and underserved populations being able to get to and from home and work is critical. An area where the right thing to do as a human helps us economically as well.
- In Hennepin County, one in three residents will be over age 65 by 2040. The transportation network can be limited depending on where they live, and especially if we want them to age in place.
- Equity should include affordability across all ethnicities and demographics. Every household should have essential access with only one car.



Theme: Multimodal investments are important to increase mobility, but need to be context-specific and will have varying impacts.

Figures 26 and 28 show the level of support for this theme’s draft goal statements by their role in policymaking and implementation. Figures 27 and 29 show the same content broken down by geographic area.

Multimodal #1: People can meet their daily needs with travel options beyond driving alone.

Figure 26. 2040 TPP goals prioritization: Multimodal #1 based on role

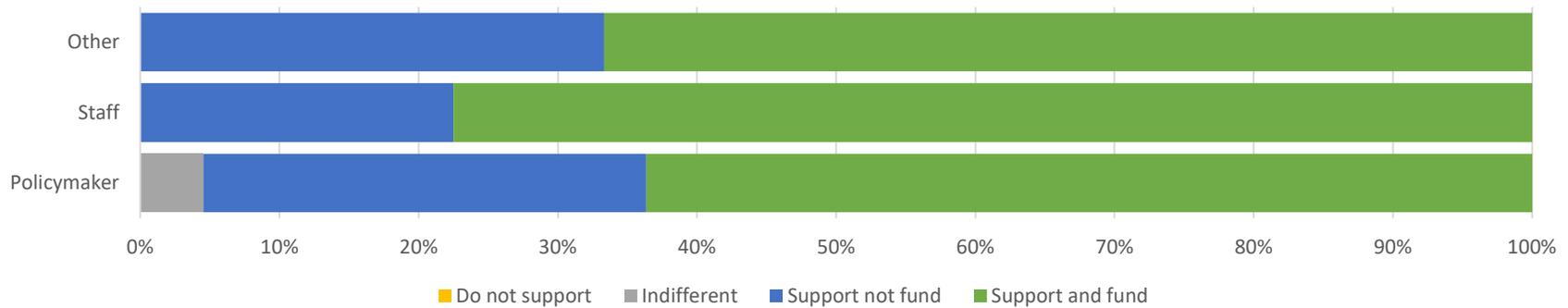
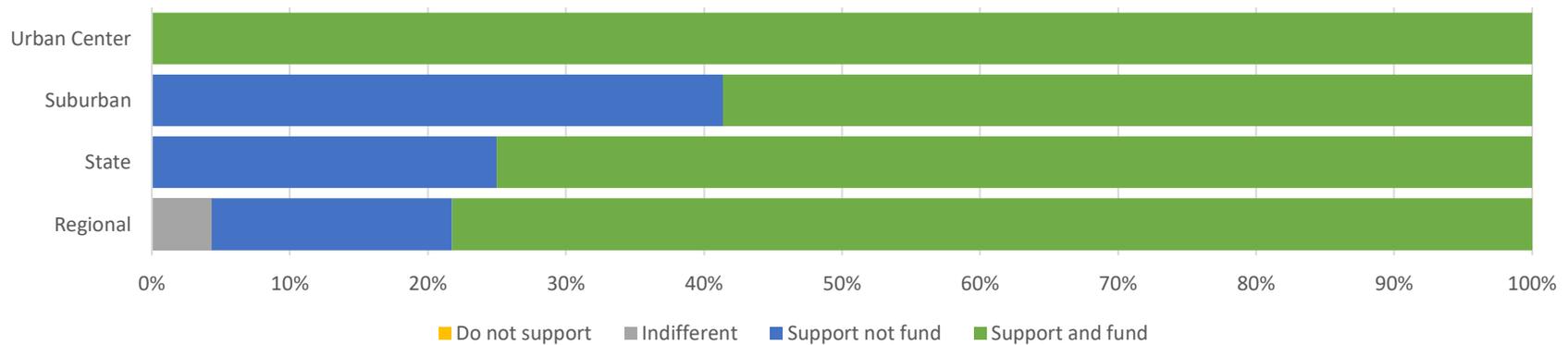


Figure 27. 2040 TPP goals prioritization: Multimodal #1 based on geography



Multimodal #2: Few barriers stand between people and their destinations when using travel options beyond driving alone.

Figure 28. 2040 TPP goals prioritization: Multimodal #2 based on role

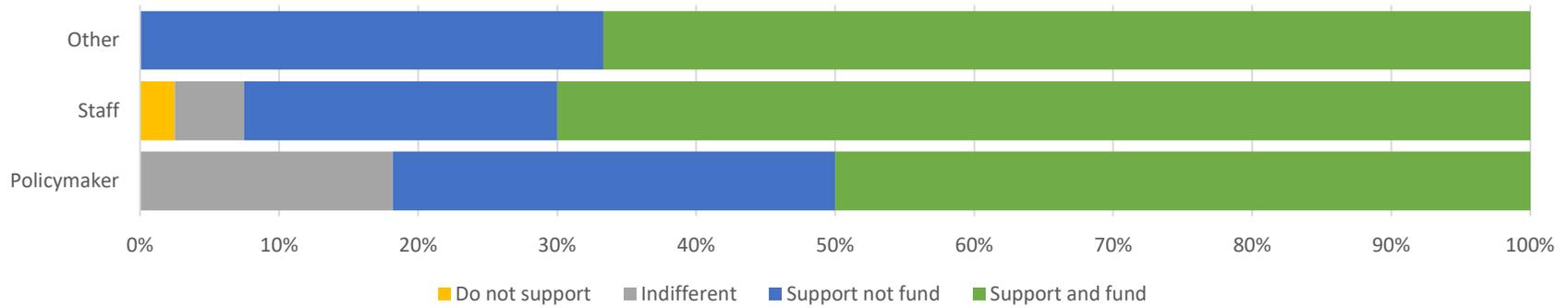
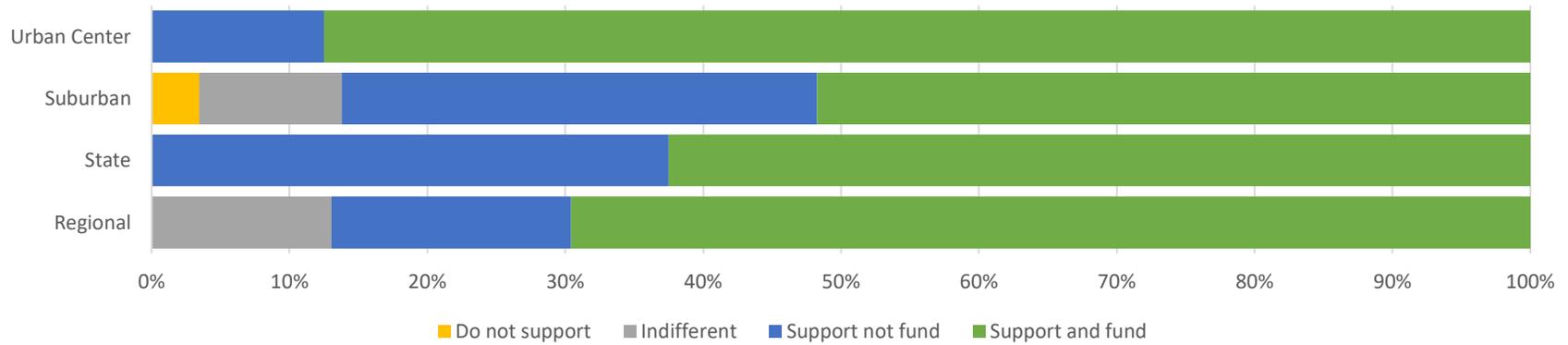


Figure 29. 2040 TPP goals prioritization: Multimodal #2 based on geography



Feedback themes:

- In our current system, people *can* meet daily needs with travel options beyond driving alone. The problem is that it is not easy, and it takes a long time. Reframe it to make the goal be how we really envision the modes that have been historically less invested to be more appealing in the future.
- There needs to be a strong tie to land use and safety goals here.

Detailed feedback:

- I like that you talk about daily needs rather than just commuting, as most trips are not for employment commutes, but daily needs.
- I think it is important to call out that there are people who do not have a choice and must walk, roll, bike or ride transit.
- This is an important goal but there is a distinction between regional and local multimodal facilities. The region should not be prioritizing local facilities unless they connect to a regional facility. It should be more about elevating the importance of the regional system.
 - Agreement that locals should make decisions on what is best for their own communities.
 - Disagreement as well. It is important for the region to support local facilities. If only focused on regional infrastructure we would be supporting 9 – 5 commuting habits, which is one need, but we need to be supporting all daily needs which differ on a local level.
- There seems to be a strong land use component to this so that daily needs are within a reasonable distance to allow alternatives to the car to be feasible. Basically the 15-minute city concept.
- Be more specific in the first goal idea to identify walking, biking, transit, etc.
- In our current system, people *can* meet daily needs with travel options beyond driving alone. The problem is that it is not easy, and it takes a long time. A better goal would be calling out explicitly that walking, biking, and taking transit are easy, convenient, affordable, and desirable options for meeting daily needs. Thinking about that people can choose to take transit, it just might take three hours versus driving for 10 minutes. Reframe it to make the goal be how we really envision the modes that have been historically less invested in be more appealing in the future.
 - Lots of agreement with this statement.
- There is a tie into the safety goals here. If people feel safe, comfortable, and welcome, that will make modes more appealing and more doable. There is room for consolidation.
- United States cities with the highest transit ridership have transit systems that are travel-time-competitive with car travel in those communities.
- Must be paired with better land use to be feasible. Transit cannot compete unless density can feed ridership.
- Recognize that $\frac{3}{4}$ of the regional area is not urbanized and acknowledge that a shoulder in a rural area will meet needs. Policies need to apply to the entire region.

- It will look different in rural settings, and shoulders and trails are good tools in our toolbox.
- MnDOT transit presentation – they partner with volunteer drivers in more rural areas.



Theme: Providing access to destinations is a priority, but we need to consider how needs are changing.

Figure 30 shows the level of support for this theme’s draft goal statements by their role in policymaking and implementation. Figure 31 shows the same content broken down by geographic area.

Access #1: People have timely, reliable, and affordable driving, transit, walking, and biking options for reaching their destinations.

Figure 30. 2040 TPP goals prioritization: Access #1 based on role

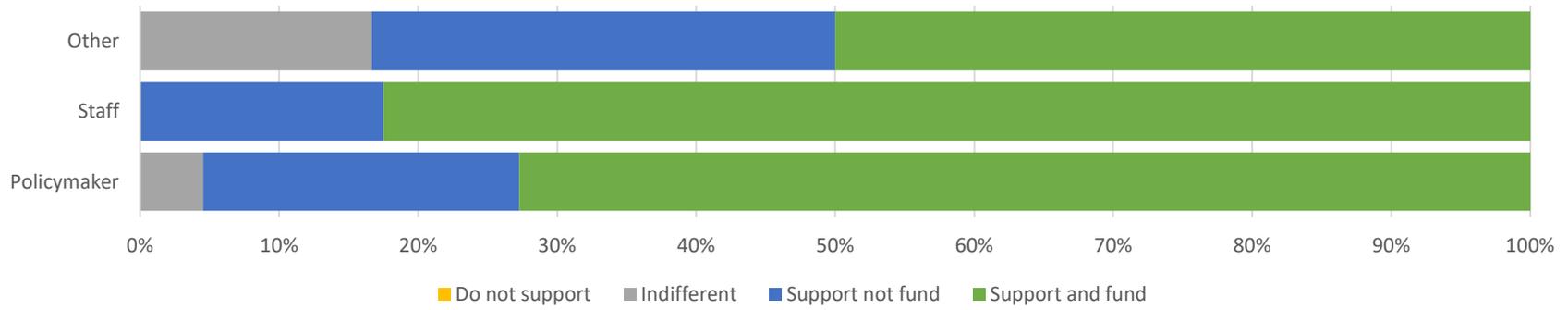
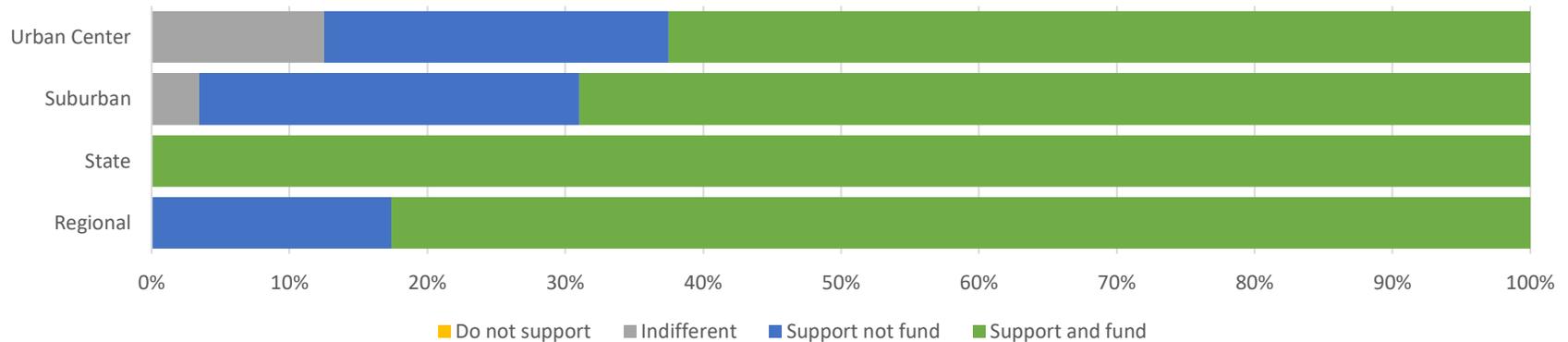


Figure 31. 2040 TPP goals prioritization: Access #1 based on geography



Feedback themes:

- Timely is an important word applied against all the modes.
- Timely and affordable need more context – too subjective.
- Some feel rural communities are not included in this goal.
- Add “rolling” to the statement.

Detailed feedback:

- Focusing on providing transportation in high-population areas is the opposite of being an inclusive community. Just because people no longer drive, they should not be forced to move from their community. Quality, affordable housing for large families does not exist in the center cities. These families should not be forced to be car dependent.
- This region is large, and you need to remember that the whole region does not have options. In some counties there are very few options.
- Timely is an important word applied against all the modes – in some context this is a land use question. Particularly from a transit perspective, timely and reliable carry a lot of this phrasing because that tends to be the big hang up in that mode – making transit on par with driving is important here – need to apply timely, affordable, and reliable, in a specific context with each mode.
 - There is a lot of nuances here.
- Add “rolling” and “sustainable”!
- Put context to timely and reliable – it is subjective.



Theme: Maintain our current system where it makes sense but improve and enhance it when possible.

Figures 32 and 34 show the level of support for this theme’s draft goal statements by their role in policymaking and implementation. Figures 33 and 35 show the same content broken down by geographic area.

Repair, replace, and modernize #1: Infrastructure in poor condition is repaired and replaced.

Figure 32. 2040 TPP goals prioritization: Repair, replace, and modernize #1 based on role

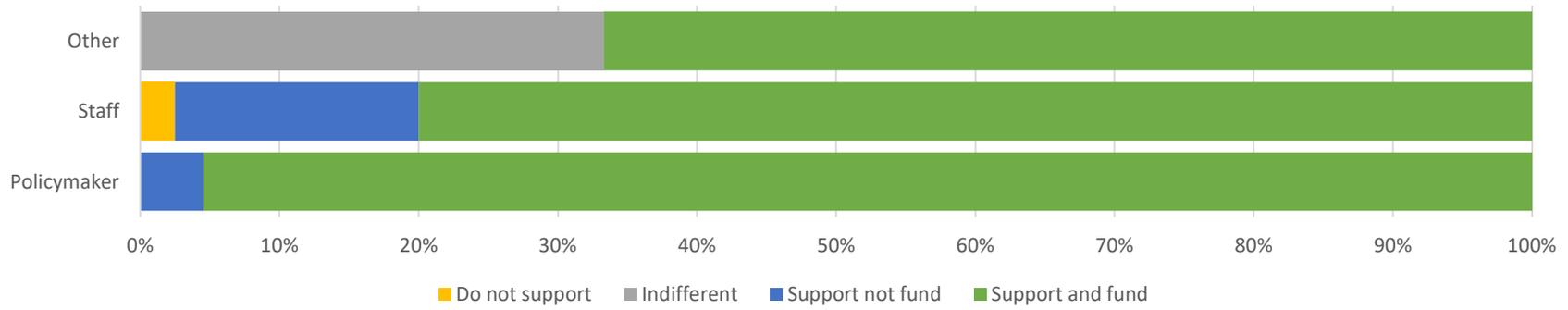
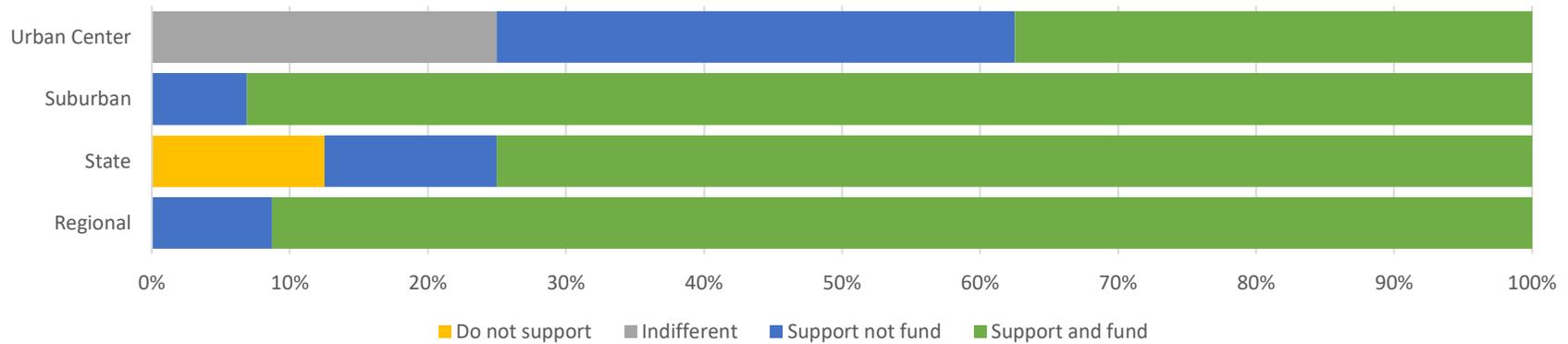


Figure 33. 2040 TPP goals prioritization: Repair, replace, and modernize #1 based on geography



Repair, replace, and modernize #2: Existing transportation is modernized to serve current and emerging travel needs.

Figure 34. 2040 TPP goals prioritization: Repair, replace, and modernize #2 based on role

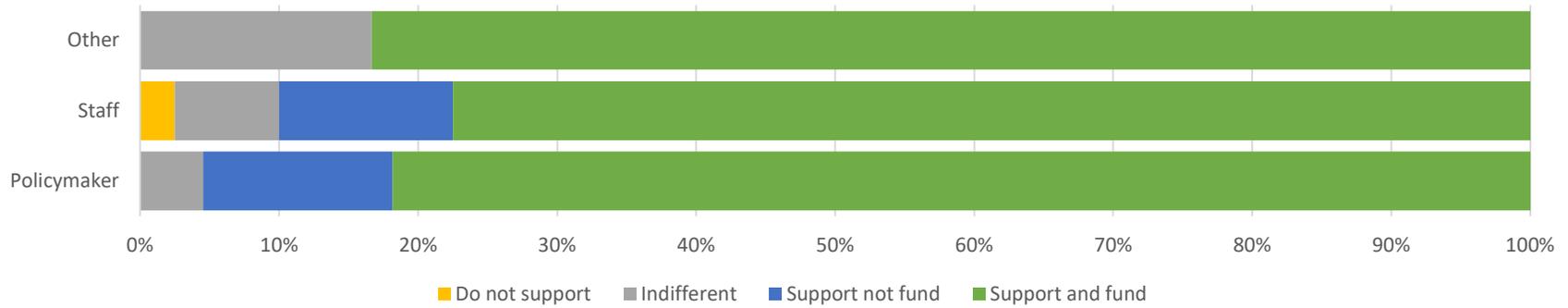
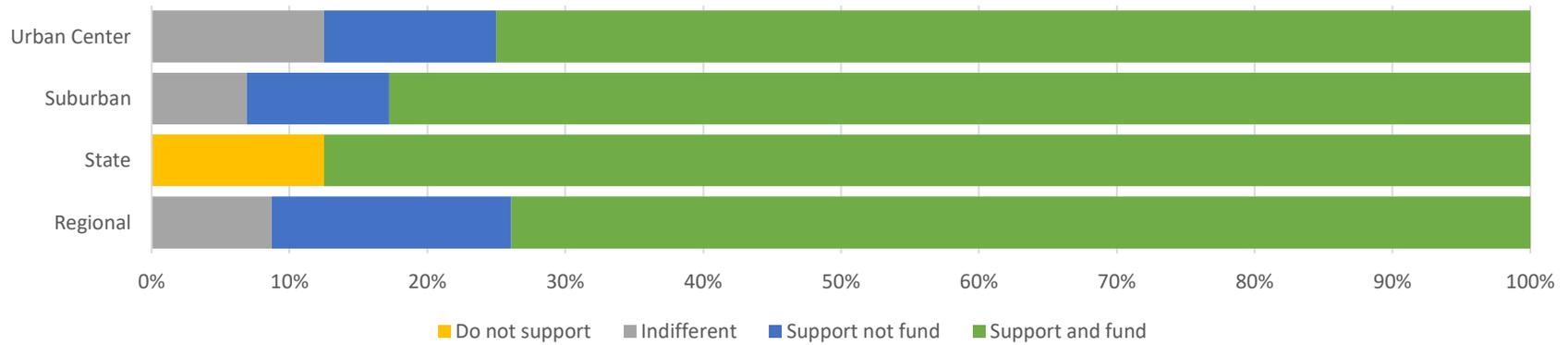


Figure 35. 2040 TPP goals prioritization: Repair, replace, and modernize #2 based on geography



Feedback themes:

- Goals are too reactive and need to be more proactive.
- Concern that the wording here will perpetuate our push for a “worst first” strategy versus a more holistic asset management approach that is more about preventive treatments and preventing structures from reaching poor status.
- How does decommissioning fit in?
- “Modernize” needs more definition.

Complete feedback:

- These goals need to match up (be connected to) with resiliency goals.
- Second goal – We have fallen short over the years of treating transportation decisions as responsive to the world around them rather than an active shaper of the world. The council needs and is owning that it helps shape the way land is used and travel patterns – incorporate that into these goals.
 - I do not think it is a dichotomy. I think it both responds to, and shapes, the region.
- The first bullet is too reactive, we should be investing in the system to make sure it does not get to poor condition.
- Use of salt contributes to contamination and degrades roads. Can the council look into using geothermal heat to or other ways to maintain the roads?
- A little nervous about the phrasing on the first goal – will this perpetuate our push for a “worst first” strategy versus a more holistic asset management approach that is more about preventive treatments and preventing structures from reaching poor status.
- It feels to me that repairing and replacing versus modernization are two separate issues.
- I appreciate the inclusion of the second goal idea. We should think critically about transportation.
- Investments when it becomes time to repair/reconstruct. There are circumstances where the existing infrastructure (like urban freeways) has been incredibly harmful to surrounding communities, to regional goals and to our shared environment. In those cases, we should not perpetuate the status quo.
- Would decommissioning be considered part of this goal?
- Modernization is also a safety need.
- How is “modernization” defined?



Theme: Transportation is vital to a competitive economy; a competitive economy often occurs because of a well-functioning system.

Figures 36 and 38 show the level of support for this theme’s draft goal statements by their role in policymaking and implementation. Figures 37 and 39 show the same content broken down by geographic area.

Competitive economy #1: Our region attracts and retains people and businesses with nationally and internationally competitive driving, freight, transit, walking, and biking options.

Figure 36. 2040 TPP goals prioritization: Competitive economy #1 based on role

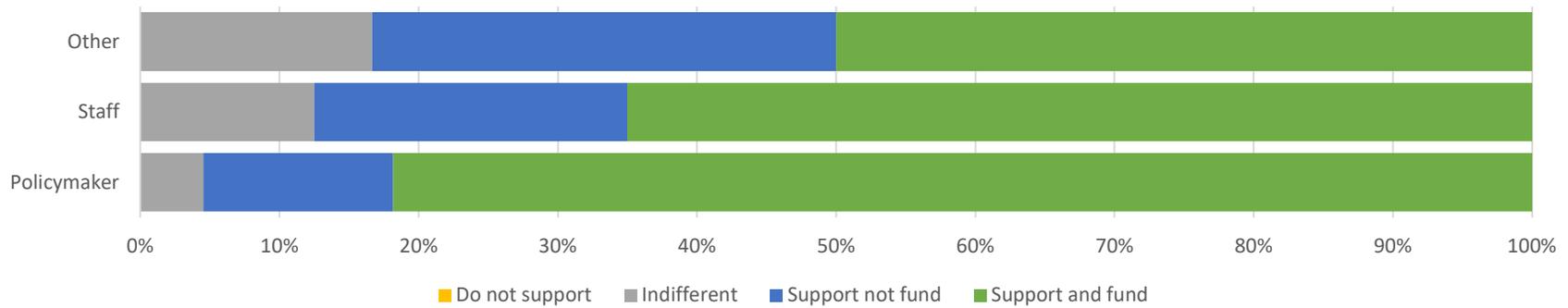
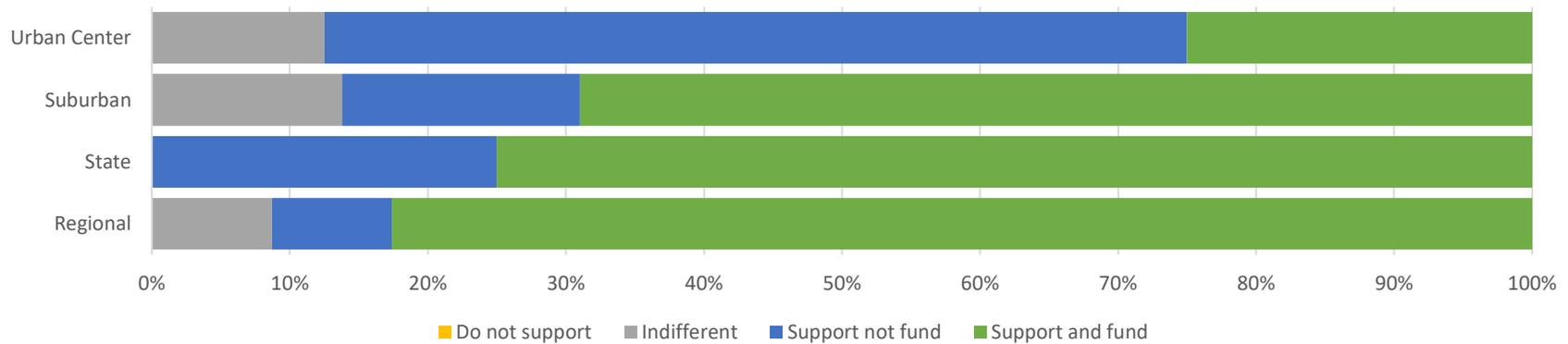


Figure 37. 2040 TPP goals prioritization: Competitive economy #1 based on geography



Competitive economy #2: People and businesses can rely on time- and cost-effective movement of freight and goods.

Figure 38. 2040 TPP goals prioritization: Competitive economy #2 based on role

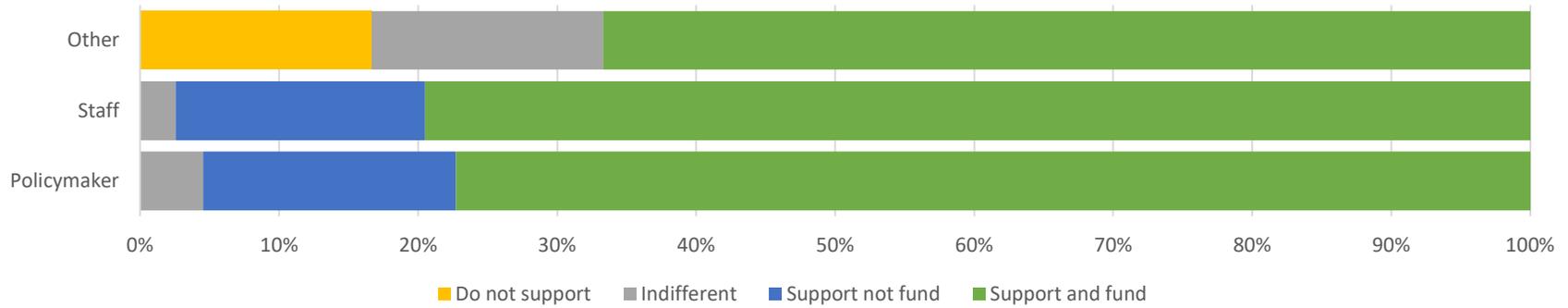
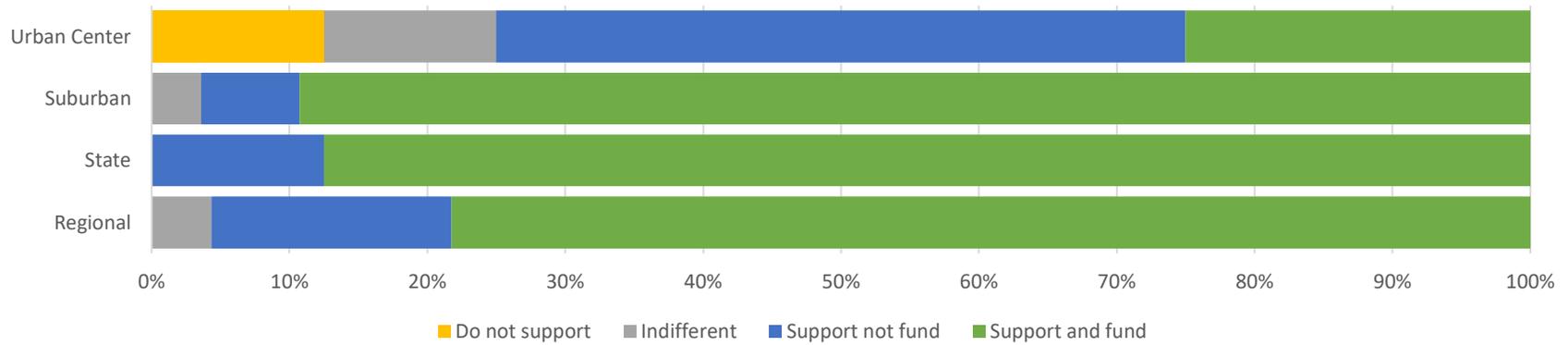


Figure 39. 2040 TPP goals prioritization: Competitive economy #2 based on geography



Feedback themes:

- Recommendation to reword the first goal – simplify the modes list and better define “competitive.”
- Recommendation to separate goals for “people” and “businesses” because they have different needs and wants.

Detailed feedback:

- Is it beneficial to add “retains diverse people and businesses?”
- Add “rolling”
- This is an area I think gets forgotten about but it is crucial. These goals are important and worded well.
- Do not understand the term “competitive driving” as it relates to all these things. It seems like there is an odd phraseology and it seems convoluted. Reword.
 - Agree, does that mean 20+ lane highways (e.g., Houston)?
- With the first goal, we lump freight together but call out lots of different human mobility modes. If we are going to go through the litany, should we go through all the freight modes too? Recommend simplifying the phrasing.
- I prefer to split the first bullet into two. What attracts people does not necessarily attract businesses. In some ways they are opposed – Paris as an example.
 - What attracts residents is not necessarily the same as what attracts businesses (office versus industrial are very different in terms of what they seek in terms of movement to a region).
 - Agree, but by attracting people we also attract businesses (looking for workers).
- The first goal should also include cost effective. The increased costs of living in the metro are increasing the number of people leaving the region and the state.
- Bringing more freight to the roads will damage them more. How do we pay for increased maintenance?
- What does “internationally competitive” mean? People are looking for safety, an area that is tax-favorable, etc. We have seen population reduction and the state is losing people. There are particular elements that make us competitive – they should be spelled out.



Theme: Land use and growth

Discussions around roadway expansion resulted in two themes emerging:

Theme 1: Roadway expansion is needed to accommodate growing communities.

Theme 2: Roadway expansion is unnecessary and should be limited, but other types of expansion are needed.

Figures 40, 42, and 44 show the level of support for this theme’s draft goal statements by their role in policymaking and implementation. Figures 41, 43, and 45 show the same content broken down by geographic area.

Land use and growth #1: Transportation investments help the region grow in a way that best supports the regional vision.

Figure 40. 2040 TPP goals prioritization: Land use and growth #1 based on role

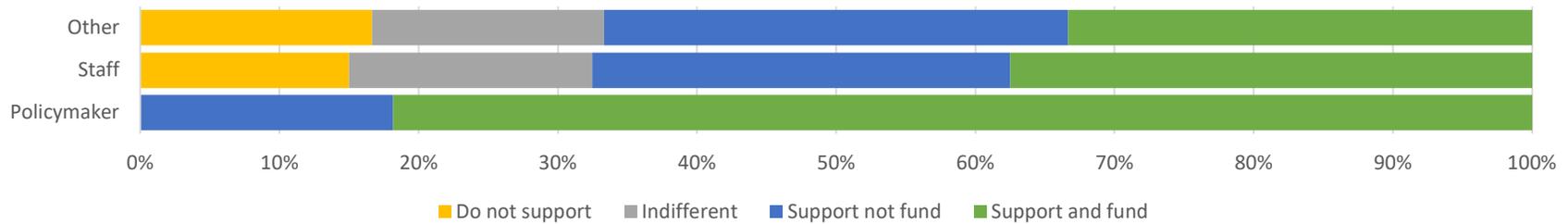
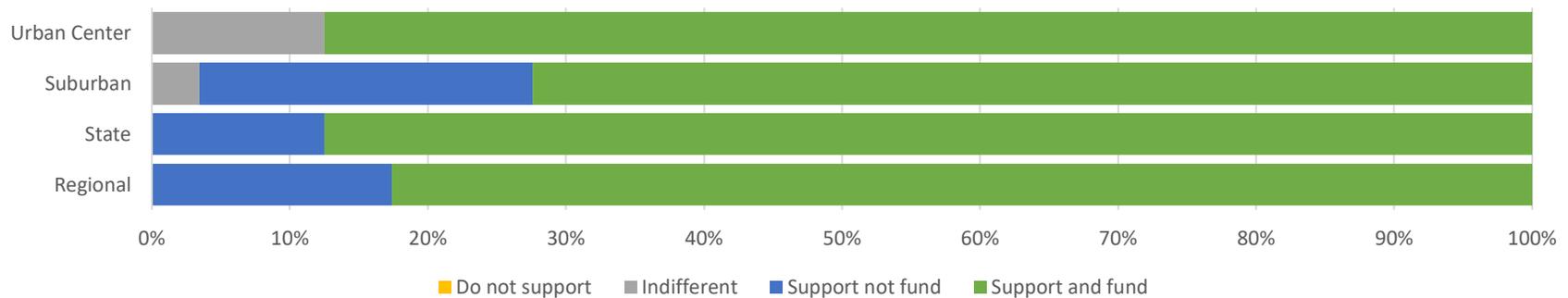


Figure 41. 2040 TPP goals prioritization: Land use and growth #1 based on geography



Land use and growth #2: Areas with highest population, job and household growth receive priority for transportation investments that address their growing needs.

Figure 42. 2040 TPP goals prioritization: Land use and growth #2 based on role

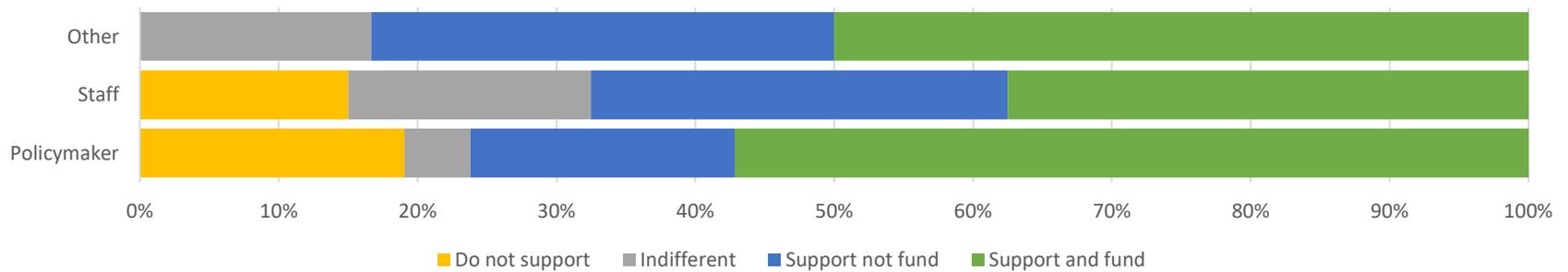
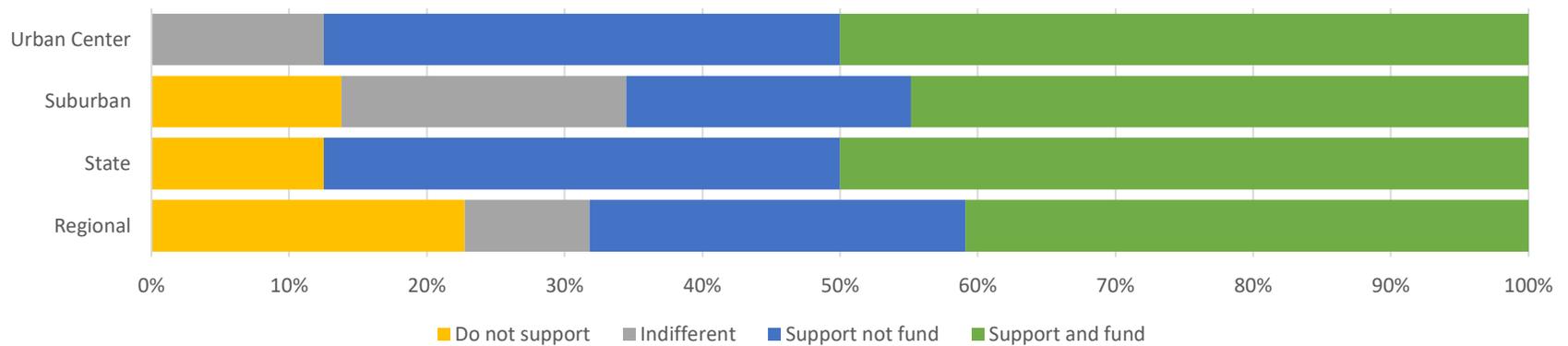


Figure 43. 2040 TPP goals prioritization: Land use and growth #2 based on geography



Land use and growth #3: Newly developing areas of the region are supported with transportation investments that are appropriate for local development patterns.

Figure 44. 2040 TPP goals prioritization: Land use and growth #3 based on role

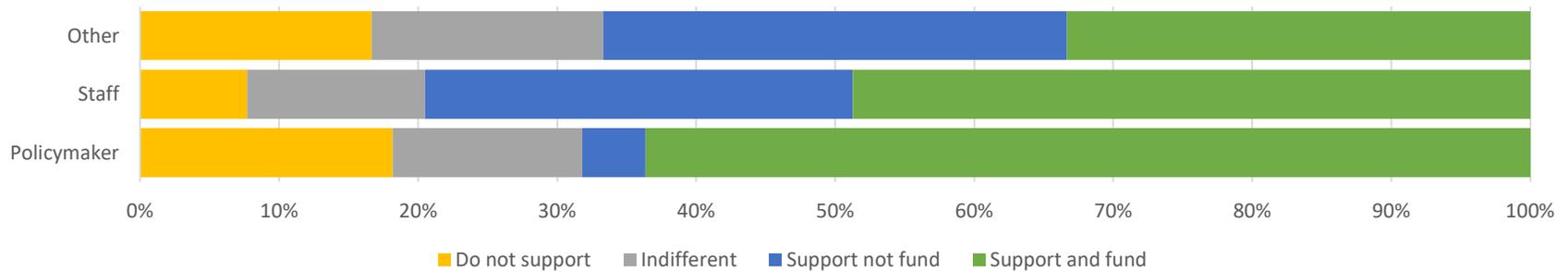
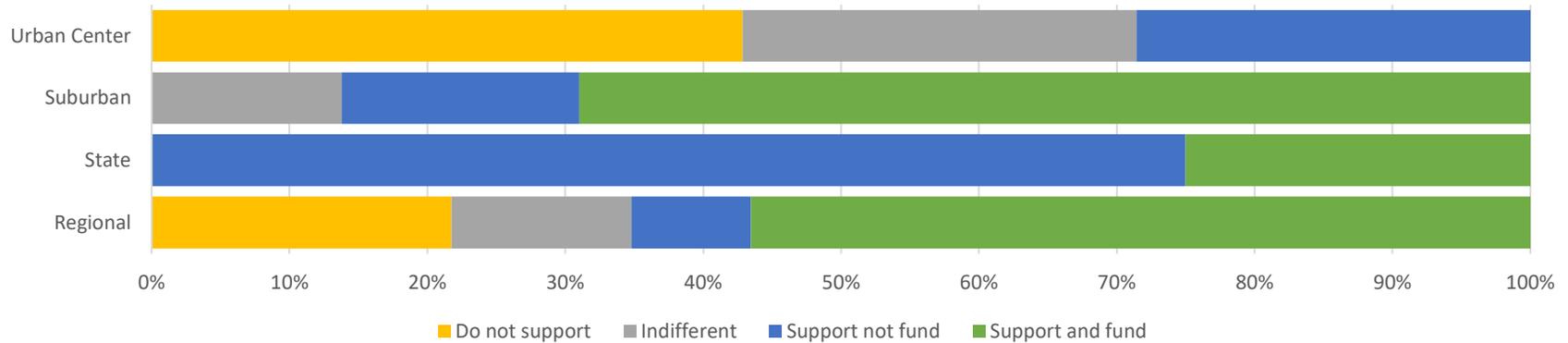


Figure 45. 2040 TPP goals prioritization: Land use and growth #3 based on geography



Feedback themes:

- We need to decide as a region: are we going to support density and smart growth policies and sustainable growth patterns that reduce greenhouse gas emissions and get people out of their cars, or are we going to respond to urban sprawl?
- Is “growth” the appropriate assumed term for success? Population, job, and household growth can take a lot of shapes and be amendable to transportation growth or not. Without knowing how these intersect, it is hard to provide feedback. Context dependent.

Detailed feedback:

- Vision statement feedback – none talk about economic development.
 - Agree; should call out economic development separately.
- This is the crux of the problem in my mind – there is a disconnect between the council which mandates level of growth to get comprehensive plans approved but transportation policies in general do not support needed infrastructure to get to that level of growth. It needs to be one or the other. If we are not going to fund expansion and infrastructure for additional growth, then cities should be able to limit levels of growth due to lack of investments. It is not fair to have it both ways; should not mandate density and not provide support.
- Is "growth" the appropriate term? Should that be the assumed term for success?
- If land use is too constrained in the metro, it will just drive development to the areas just outside the metro, especially with the growth in work from home.
- I appreciate the intention of these goals. This is important when considering land use and highway expansion when considering the other goals especially climate. We need to reduce vehicle miles traveled by 20% before the end of the decade to maintain a path to 1.5 degrees Celsius. That means tough decisions. We cannot continue to support unchecked growth and roadway expansion and urban/exurban sprawl. If we are serious about the goals to address climate change, there needs to be intentionality about limiting urban sprawl especially when it comes to roadways expansion.
- We are saying two different things in these goals, and we must pick one or the other. We cannot be everything to everybody. You need to be clearer than the “regional vision,” do not be abstract about it. Are we going to support density or urban sprawl? If we have invested in our transit system, then we need to have land use positions that support that.
 - Follow up question: Do you think objectives with these goals would add clarity? Answer: Perhaps. This is a policy conversation and something that needs to be addressed at the TAB and the council level. A very principled conversation that we need to be thoughtful about. It was a problem in the last TPP – trying to appease all the interests in the region was too many strategies and as a result we didn’t make reasonable progress. We need to decide as region are we going to support density and smart growth policies and sustainable growth patterns that reduce greenhouse gas emissions and get people out of their cars or are we going to respond to urban sprawl? We need to have this difficult conversation and pick one or the other.

- I commend you all on coming up with draft goals on what was clearly a very divided response to the question.
- I think there is a question of how this intersects with the land use planning, which is relevant. Population growth, job growth, and household growth can take a lot of shapes and be amendable to transportation growth or not. We have small communities that are highly walkable. Without knowing how these intersect, it is hard to provide feedback. Context dependent.
- I am struggling with the second goal, and think it may need to be reworded. I will propose suggestions as a follow up. The sentiment is good, but the language is not. It feels like it is in opposition to other goals.

Overall feedback

- Throughout the 11 goal idea themes, it seems that with the 2050 TPP time horizon, we are looking to solve known challenges and problems with known tools and modes that have been used (transit, car ownership, walking, biking, etc.). The TPP should try to address new solutions, such as connected autonomous vehicles (cars, trucks, and buses) that would shift how we think about and define mass transit, car ownership, safety, land use, and climate impacts (i.e., all 11 of the goal themes listed). This could shift how we prioritize and think about each goal.
 - The lenses being used are existing tools. But we need to imagine how transportation will be different in 50 years. The whole definition of mass transit could be put on its head. Vehicle ownership could look different as well. Should we account for trends in planning?
- I feel like safety, health (people and environment), and equity need to be priorities and requirements in every decision that is made around all the other topics and goals.
- There are too many goals and some individuals expressed concern that if we try to do too much, we will not accomplish enough.
- Many expressed perceived overlaps between many goal areas and expressed a desire for some goals to reference or tie into one another.

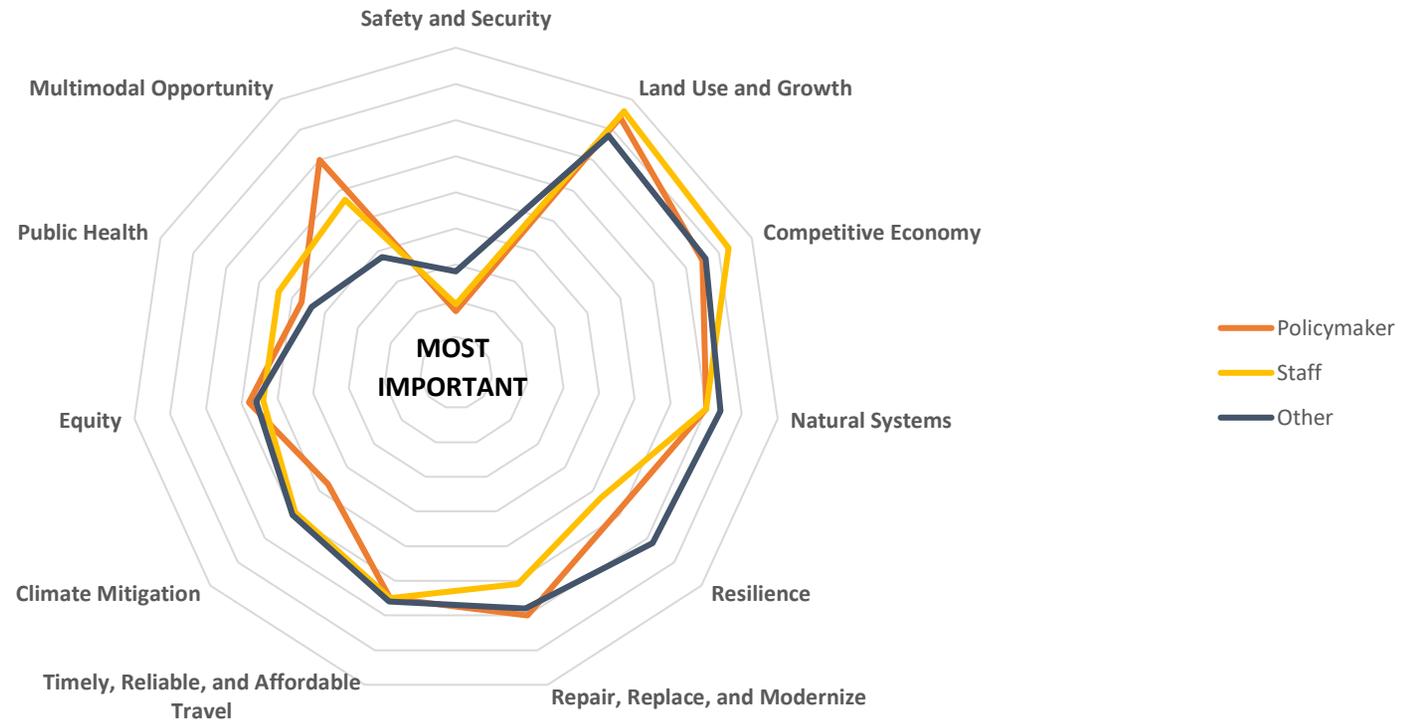
Overall theme prioritization results

Figure 46 displays the overall theme prioritization results based on role (policymaker, staff, other), Figure 47 displays these results by geography (regional, state/federal, suburban/rural, urban), and Figure 48 displays results by group (Met Council members, TAB, other).

When organized by role, theme prioritization generally aligns between all role types with a few distinctions:

- On average, policymakers and staff ranked “Multimodal opportunity” a lower priority than other roles.
- Policymakers ranked “Climate mitigation” as a higher priority than staff and other roles.
- “Safety and security” was the top priority for all role types.

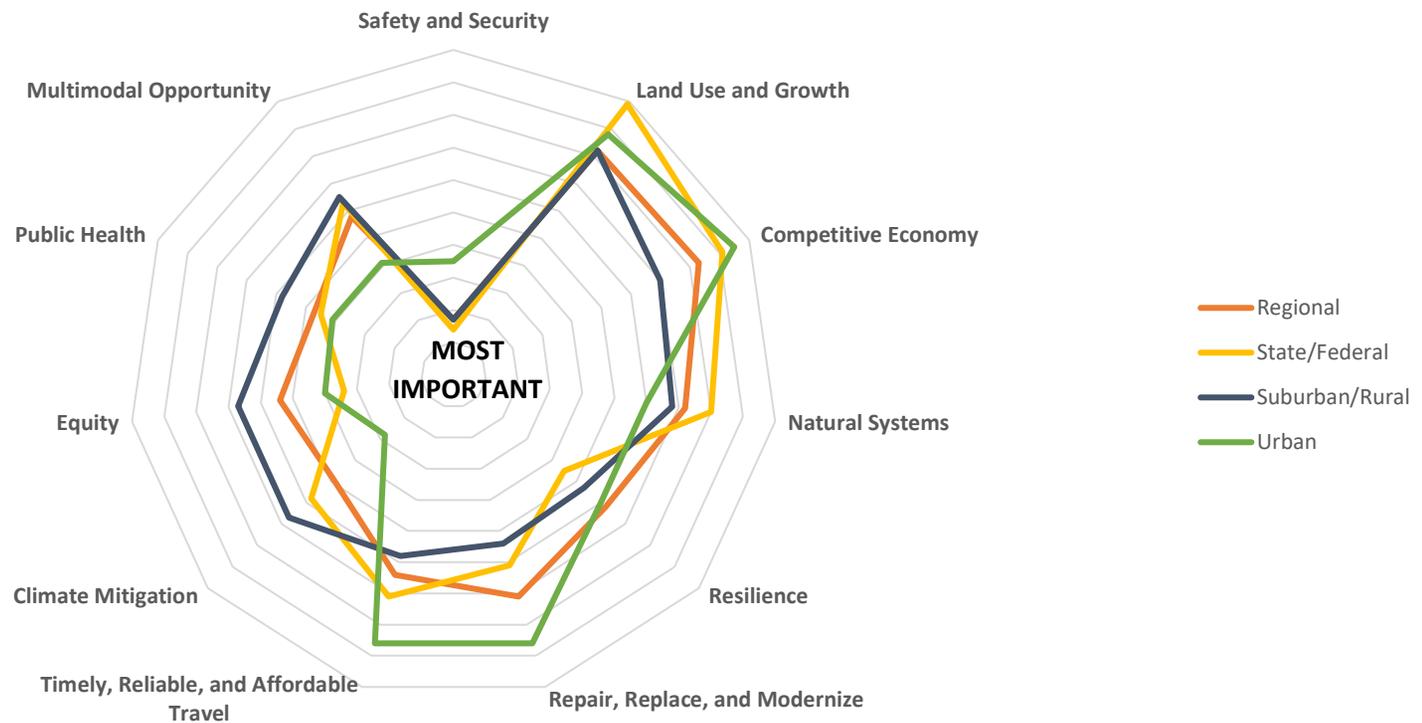
Figure 46. 2040 TPP theme prioritization by role



When organized by geography, theme prioritization was much less consistent. Key distinction includes:

- Although regional, state/federal, and suburban/rural all ranked “Safety and security” as the highest priority, urban geographies prioritized “Climate mitigation” first, followed by “Safety and security.”
- The most variation in ranking occurred for “Repair, replace, and modernize,” “Climate mitigation,” and “Equity.”
- All geography types generally ranked “Land use and growth” and “Competitive economy” as the lowest priorities.

Figure 47. 2040 TPP theme prioritization by geography



When organized by a group, TAB and other groups generally agreed with Met Council member rankings differing significantly in multiple topics. Key distinctions include:

- Met Council members ranked “Public health,” “Equity,” “Climate mitigation,” and “Natural systems” significantly higher than TAB and other group members.
- Met Council members ranked “Repair, replace, and modernize” significantly lower than TAB and other group members.
- The most variation in ranking occurred for “Climate mitigation,” “Repair, replace, and modernize,” and “Natural systems.”

Figure 48. 2040 TPP theme prioritization by group

