



Transportation Policy Plan (TPP)

Overview and Early 2050 TPP Stakeholder Engagement



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metro council.org



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What is the Transportation Policy Plan (TPP)?



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

Federal Requirements

Metropolitan Transportation Plans must...

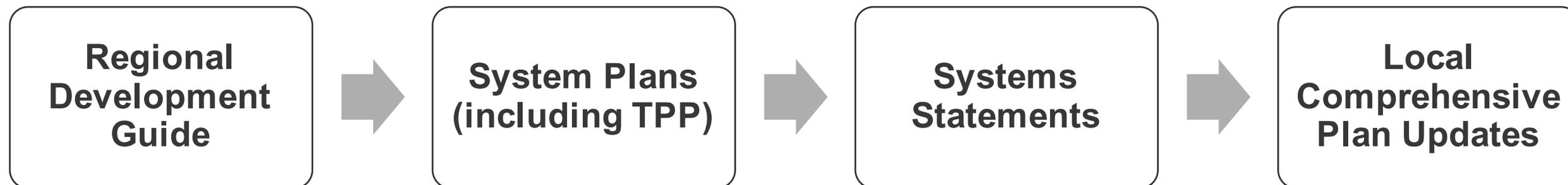
- Cover all surface transportation modes
- Cover at least 20-years and forecasted growth
- Be fiscally constrained under reasonable financial assumptions
- Include:
 - federal performance measures and targets
 - all regionally significant projects
 - air quality and environmental justice analysis
 - a congestion management process



State Requirements

Similar to federal requirements but adds...

- Provide guidance on regional transportation for local comprehensive plan development
- Require an Aviation System Plan
- The membership of the Transportation Advisory Board



Transportation Policy Plan Coverage



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

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

Provides strategies for advancing regional outcomes

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

Current 2040 TPP Goals



Transportation System Stewardship

Sustainable investments in the transportation system are protected by strategically preserving, maintaining, and operating system assets.



Safety and Security

The regional transportation system is safe and secure for all users.



Access to Destinations

A reliable, affordable, and efficient multimodal transportation system supports the prosperity of people and businesses by connecting them to destinations throughout the region and beyond.



Competitive Economy

The regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and state.



Healthy and Equitable Communities

The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.



Leveraging Transportation Investments to Guide Land Use

The region leverages transportation investments to guide land use and development patterns that advance the regional vision of stewardship, prosperity, livability, equity, and sustainability.

2040 TPP Content/Chapters

Organizational

- Overview
- Vision
- Strategies
- Finance
- Work Program
- Project List

Investment Plans

- Highway
- Transit
- Bicycle & Pedestrian
- Freight
- Aviation

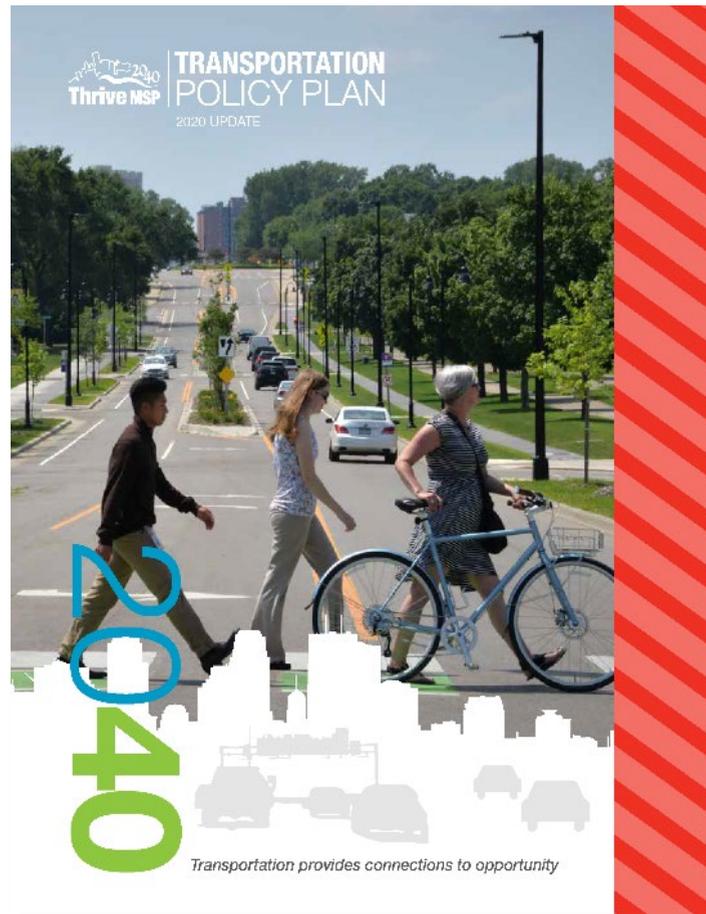
Cross-Cutting

- Land Use
- Performance Outcomes
- Equity and Environmental Justice
- Environment and Air Quality
- Congestion Management Process

How are we developing the 2050 TPP?



Planning Cycle



Studies to Inform Policy Development

Example Completed

- Mobility Hub Planning Guide
- Highway Mobility Study

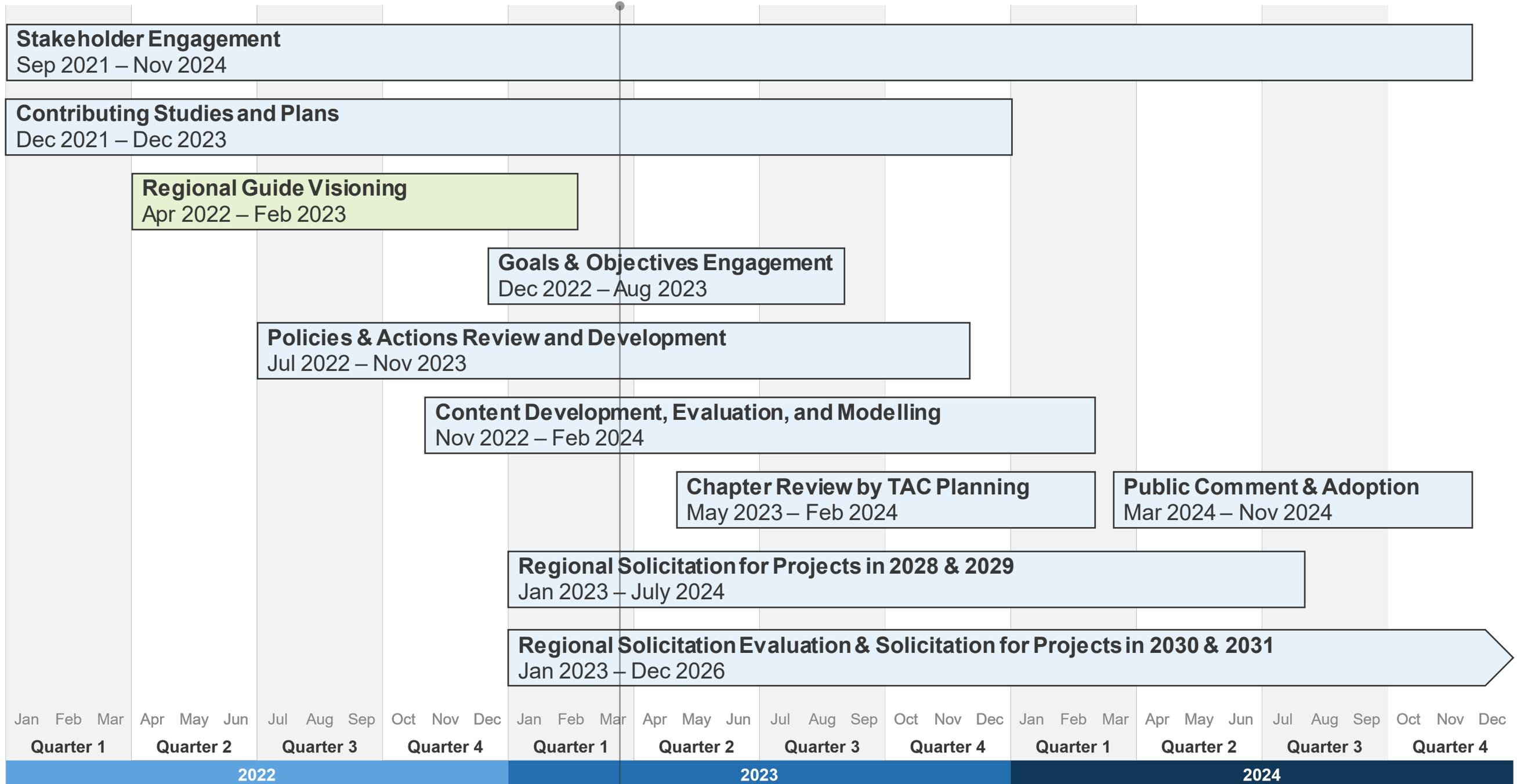
Example Ongoing

- Regional Safety Action Plan
- Travel Demand Mgmt. Study
- Equity Evaluation of Transportation Investments
- Transportation and Climate Change Multimodal Measures

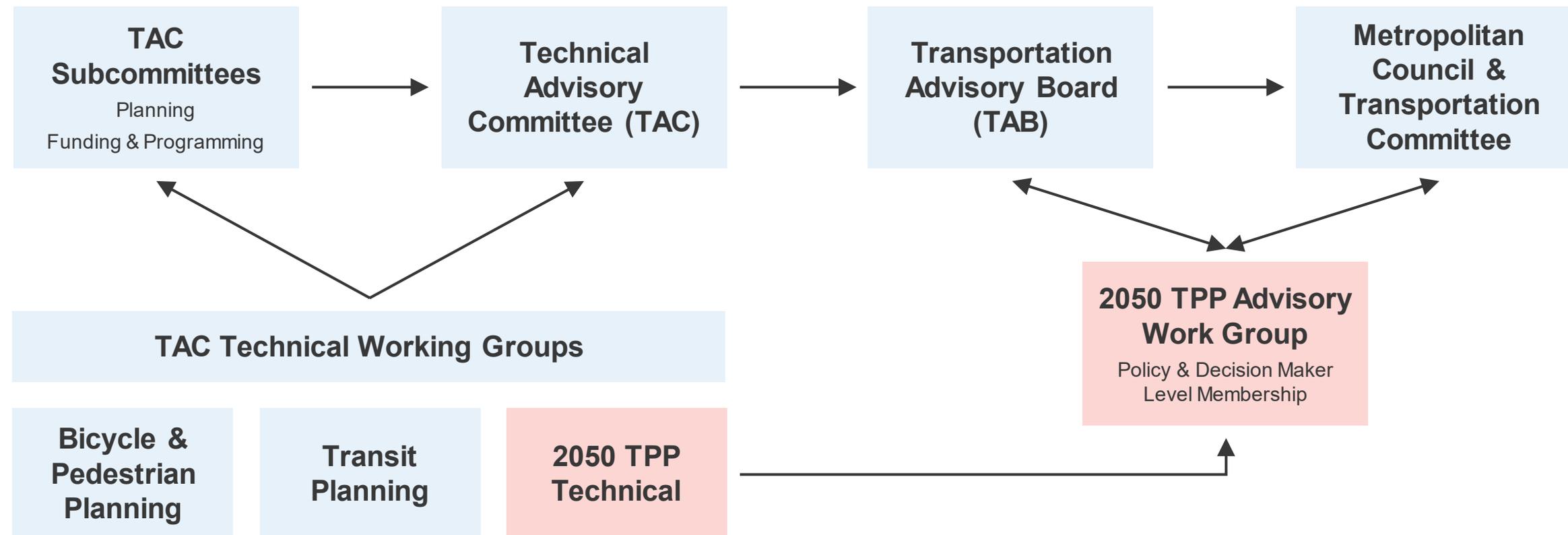
2050 Transportation Policy Plan

- Policies and Actions
- Investments
- Performance
- Modeling

2050 Transportation Policy Plan Timeline



2050 TPP Working Groups



2050 TPP Advisory Work Group

Members (18):

- 3 Counties
 - 1 of Ramsey or Hennepin counties
 - 1 of Carver, Scott, or Dakota counties
 - 1 of Anoka or Washington counties
- 3 Cities
 - 1 of Minneapolis or St. Paul
 - 1 of a non-urban center city
 - Chair Hovland representing Edina
- 3 citizen or modal representatives
- 4 Met Council Members
- MnDOT, MPCA, Metro Transit, Suburban Transit Providers, MN Council on Disabilities

Representative	Volunteers/Members
Ramsey or Hennepin	Debbie Goettel (Hennepin)
Carver, Scott, Dakota	Jon Ulrich (Scott)
Anoka, Washington	Stan Karwoski (Washington)
Minneapolis, St. Paul	Mitra Jalali-Nelson (St. Paul)
TAB Chair	Jim Hovland (Edina)
Other City	(vacant)
Citizen or Modal Reps	Amity Foster, Peter Dugan, Chris Geisler
Met Council	Deb Barber, John Pacheco, (vacant), (vacant)
MnDOT	Sheila Kauppi
MPCA	Todd Biewen
Metro Transit	Lesley Kandaras
Suburban Transit Providers	Luther Wynder
MN Council on Disabilities	David Dively

2050 Planning Regional Values, Vision, and Goals

Values

Values are core beliefs or principals that guide the work of the Council, our expectations of partnerships, and our policy and program development.

Vision

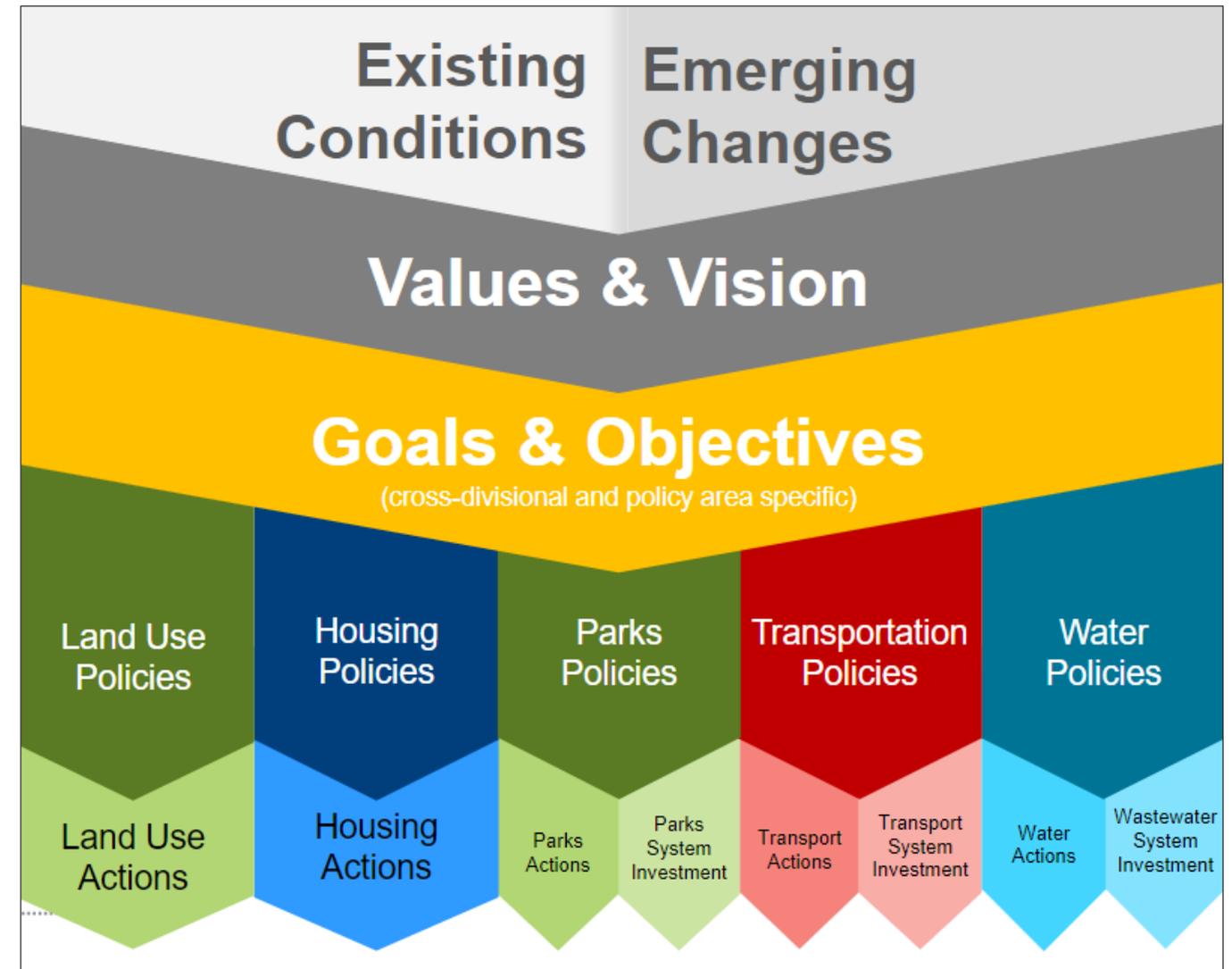
Our vision is what we want to achieve for the region through our policies, practices, programs, and partnerships.

Goals

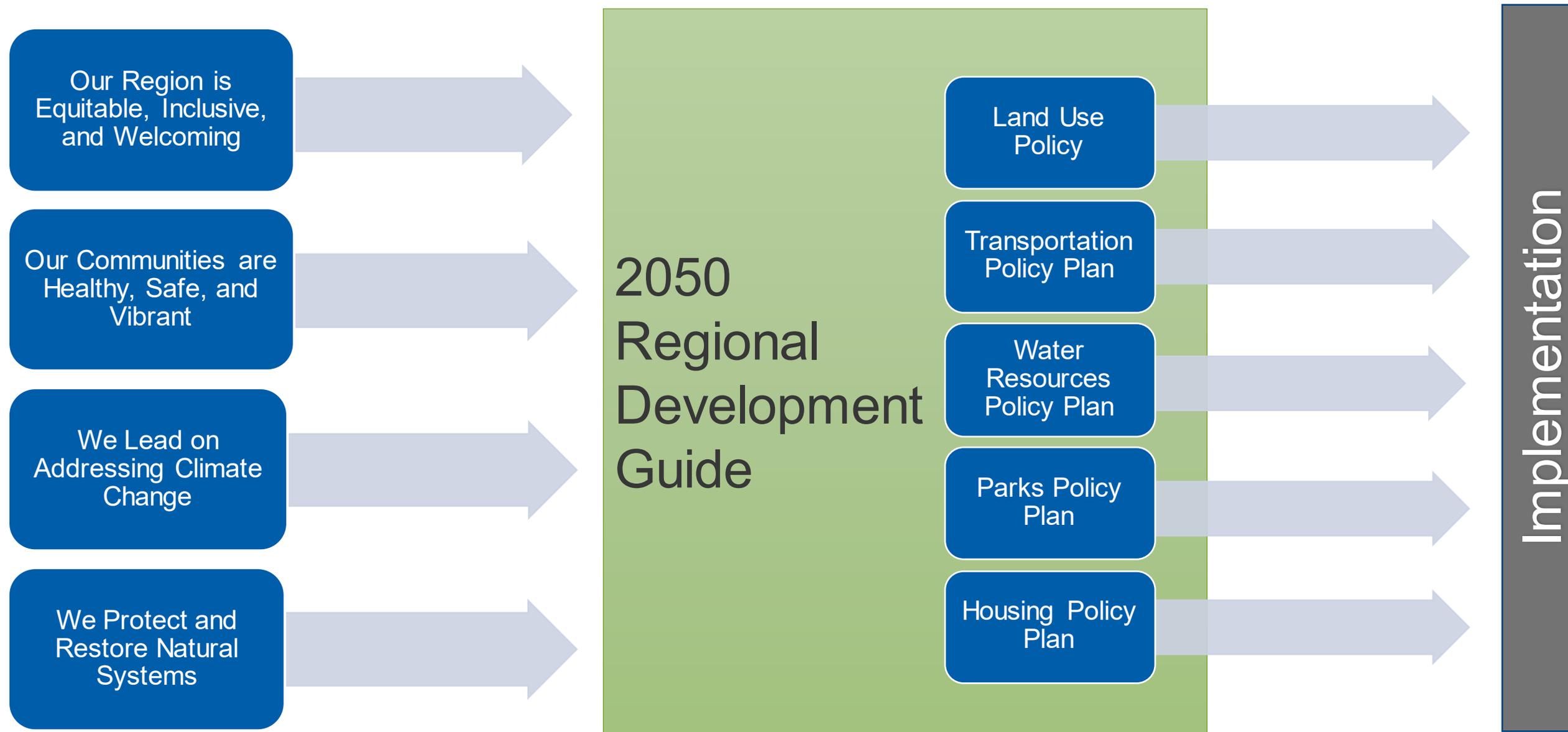
Our goals broadly describe the desired outcomes that we want to achieve for the region.

Cross-Cutting Goals

Goals that require special collaboration across policy and work areas.



2050 Planning Regional Vision / Regional Planning



2050 Transportation Policy Plan Goals

Implementation Concept for Safety Goal

Example Goal and Objectives

Goal – The regional transportation system is safe and secure for all users.

Objective – Eliminate fatal and serious injury crashes.

Objective – All travelers feel comfortable and welcome using the system.

Example Policies

Policy – Prioritize investments that reduce fatal and serious injury crashes.

Policy – Prioritize investments that improve the comfort of traveling by transit, bike, walking, or rolling.

Example Action Option #1

Action – Met Council and TAB provide a fatal and serious injury reduction investment category in the Regional Solicitation

Example Action Option #2

Action – Met Council and TAB assign 50% of roadway project points in Regional Solicitation to addressing contributing factors to fatal and serious injury crashes.

2050 Transportation Policy Plan Goals (2)

Implementation Concept for Access to Destinations Goal

Example Goal and Objectives

Goal – A reliable, affordable, and efficient multimodal transportation system supports the prosperity of people and businesses by connecting them to destinations throughout the region and beyond.

Objective – Increase the availability of multimodal travel options, especially in congested highway corridors.

Example Policies

Policy – Maximize the performance of the regional highway system (principal and minor arterial) as measured by person throughput.

Example Action Option #1

Action – Transportation partners will use person throughput instead of vehicle throughput in planning and environmental review phases of project development.

Example Action Option #2

Action – Met Council and TAB will prioritize funding for projects that increase person throughput in congested highway corridors.

What's engagement told us so far about 2050 goals?



TPP Goals, Engagement & Review

What's included in this consultant-led study?

- Consultant team of Transportation Collaborative and Consultants (TC2) with HDR and HKGi
- Additional equity engagement with SDK Communications
- Study components include:
 - Summary of Existing Plans in the Region and Peer Region Plan Themes
 - Engagement Listening Sessions and Workshops—2 phases
 - Coordination with Equity Engagement Consultant for additional targeted engagement
 - Evaluation of the 2040 TPP, Recommendations, and Summary Report

Listening Sessions

7 counties plus Wright and Sherburne urbanized area

Minneapolis and Saint Paul

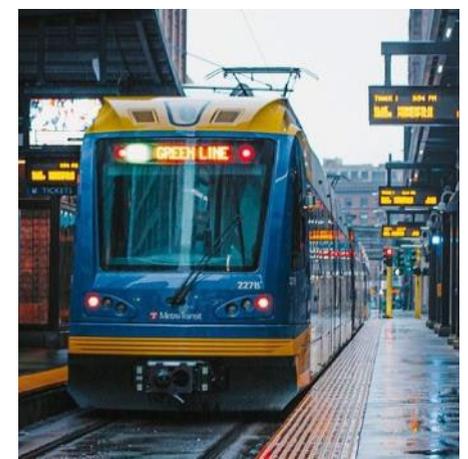
Two City Open Houses

MnDOT and FWHA

Transportation Advisory Board

Minnesota Freight Advisory Committee

Suburban Transit Providers



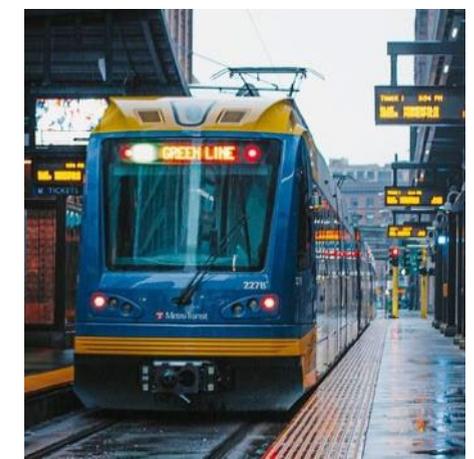
Equity Engagement Summary

Who we heard from

Additional engagement with disability community and Native American communities still ongoing

Category	Individual Interviews*	Listening Sessions
Equity-focused Groups	4 Interviews (+4)	4 Attendees
Climate-Friendly Transportation Groups	3 Interviews (+3)	3 Attendees
Aging, Disability, and Social Service Group	3 Interviews	5 Attendees
Business Groups and Associations	2 Interviews (+1)	5 Attendees
Corridor Coalitions and Specialty Projects	3 Interviews	3 Attendees
Water and Land Use Groups	N/A	8 Attendees
Community Organizations	1 Interview	2 Attendees
TOTAL	24	30

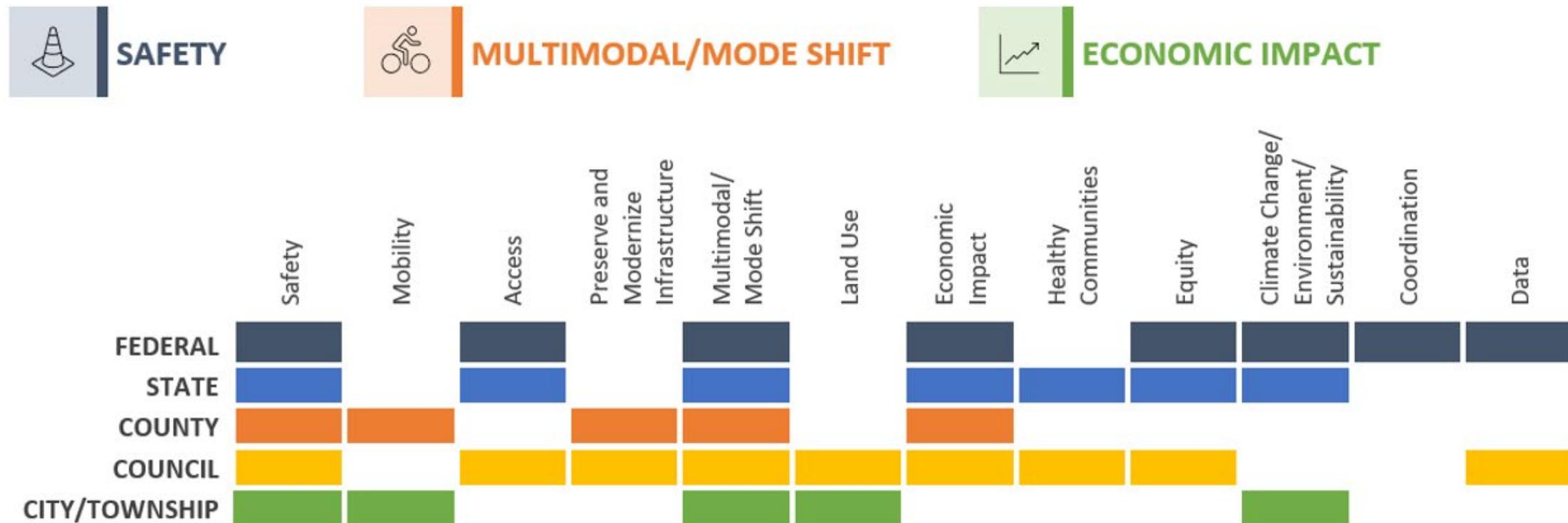
*(+#) indicates multiple attendees in an interview



Summary of Existing Plans

Shared Themes

- First level of analysis
- Examined relevant plans, studies, and guidance from each type of organization
- **Three topic areas prioritized by almost all agency/organization types:**



Input on the Region's Transportation Goals & Priorities

Go to:

www.menti.com

Enter the code:

~~6818 3774~~



We want to hear from you!

- How important are each of the region's goals identified in the 2040 Transportation Policy Plan moving forward?
- What regional transportation-related goals/priorities are important to your county in the upcoming decades?

Themes from Listening Sessions

TPP goals and funding need to be more specific and focused.

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

“Things get so watered down...Need more deliberate/pointed priorities.”

“Any project can be fit into the TPP’s goals and strategies.”

“The TPP should say more to drive action on the regional goals.”

“With Met Council, the words on the page are almost always helpful, and the implementation is always weak.”

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

Criteria	Traffic Mgmt. Tech.	Spot Mobility & Safety	Strategic Capacity	Roadway Recon / Mod	Roadway Bridges	Transit Exp	Transit Mod.	TDM	Multi-Use Trails & Bike Facility	Ped. Facility	Safe Routes to School
Role in the Regional System	16%	10%	19%	10%	18%	9%	9%	18%	18%	14%	--
Usage	11%	--	16%	16%	12%	32%	30%	9%	18%	14%	23%
Safety	18%	30%	14%	16%	--	--	--	--	23%	27%	23%
Congestion /Air Quality	18%	25%	14%	7%	--	18%	5%	27%	--	--	--
Infrastructure Age	7%	--	4%	16%	36%	--	--	--	--	--	--
Equity and Housing Performance	9%	9%	9%	9%	9%	18%	16%	14%	11%	11%	11%
Multimodal Facilities	5%	9%	9%	10%	9%	9%	9%	--	9%	14%	--
Risk Assessment	7%	7%	7%	7%	7%	5%	5%	5%	12%	12%	12%
Relationship Between SRTS Elements	--	--	--	--	--	--	--	--	--	--	23%
Transit Improvements	--	--	--	--	--	--	18%	--	--	--	--
TDM Innovation	--	--	--	--	--	--	--	18%	--	--	--
Cost Effectiveness	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%
TOTAL POINTS	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100

Themes from Listening Sessions (2)

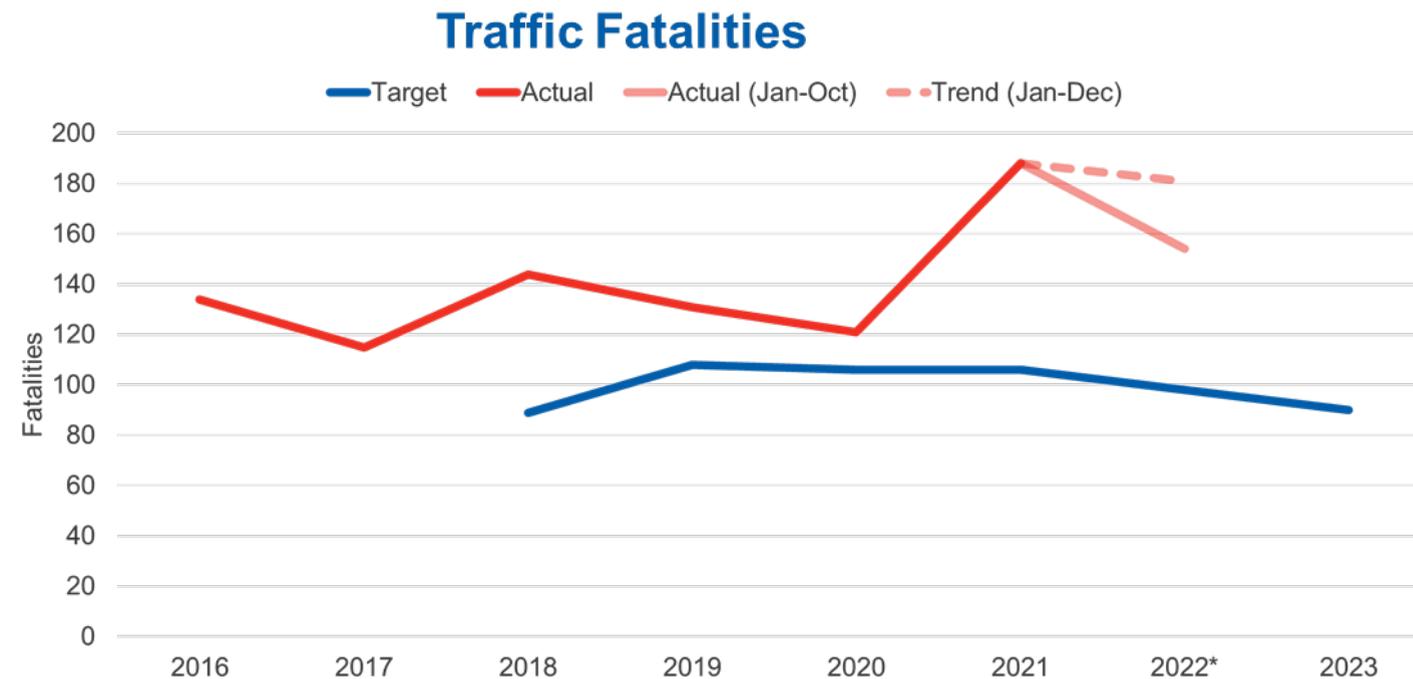
Safety is most important transportation goal to government partners, but interpretation differs, and concerns exist among other stakeholders.

“Safety on the system is a core function of transportation and more emphasis should be placed on this.”

“Providing a safe system is an expectation of the County by the community.”

“A lot of times safety is framed up as ‘homeless people sleeping on the trains make me feel unsafe’...but in fact those people also feel unsafe.”

“[I would rank this as very important] but if we’re just talking about more police on the trains, then I would answer differently.”



Themes from Listening Sessions (3)

System preservation is a top priority, but concern about maintaining the system as it is.

“System stewardship is still our top goal and drives most of our investments.”

“We need to not only maintain but expand our system.”

“Yes, of course, take care of what we have.”

BUT

“What we have isn’t working and we shouldn’t focus on maintaining and tweaking at the expense of transformation.”



Themes from Listening Sessions (4)

Multimodal investments are important priorities, but context and impact will vary.

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



Many rural and suburban edge stakeholders want to increase multimodal travel but feel their multimodal investments cannot compete with Minneapolis and Saint Paul for funding.



Themes from Listening Sessions (6)

Climate change is often a high priority, but the application of it as a priority often varies.

Some want the Council to be more bold, go further.

Others question the role of the Council on this topic.

“The system needs to be resilient against extreme events – weather and other.”

“Security for us is related to climate change and resiliency.”

Different areas of focus related to climate change

Climate change mitigation, reduced contributions.

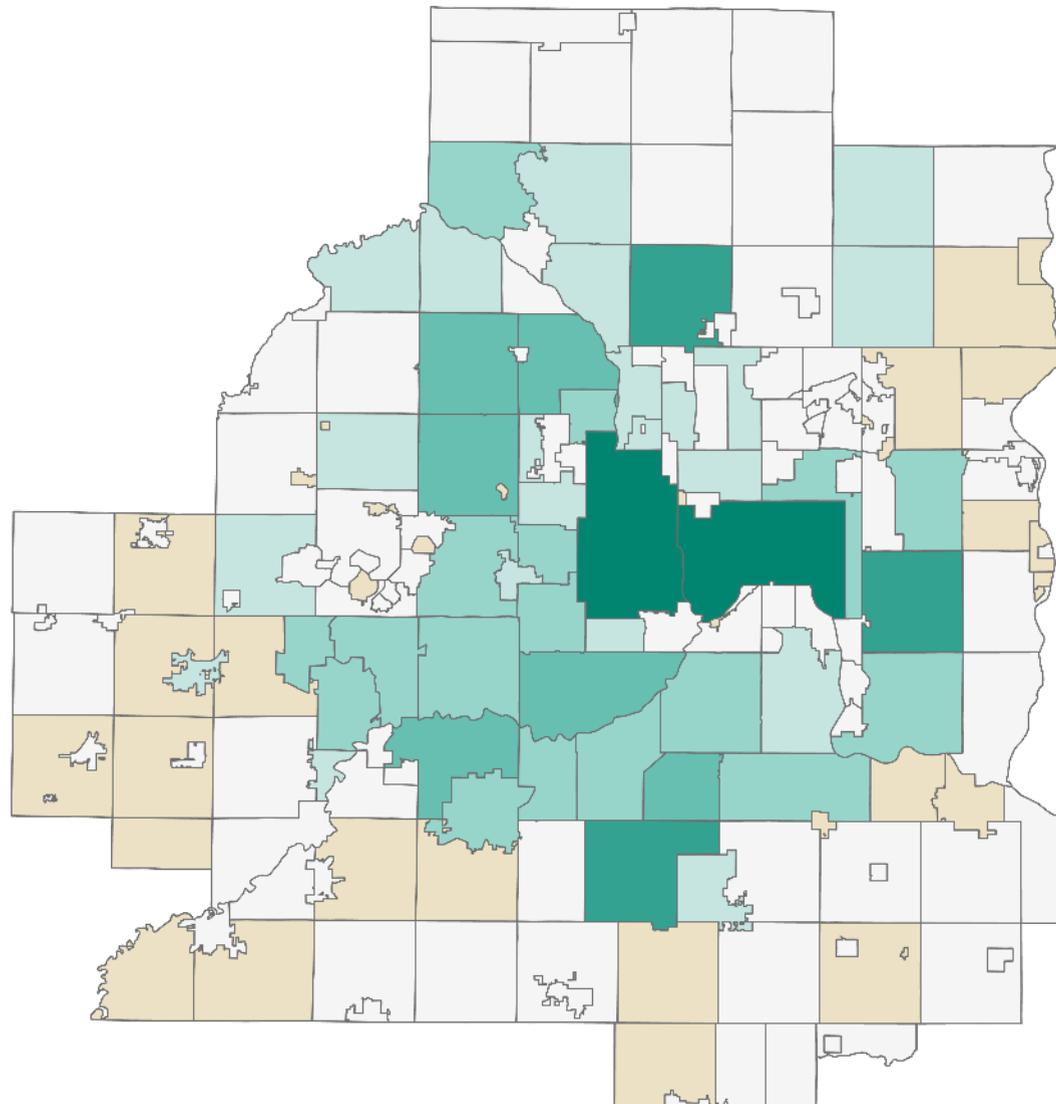
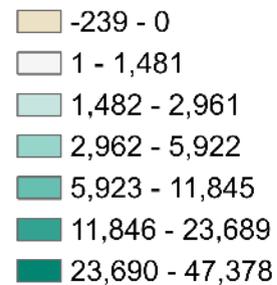
Climate change resilience, adapting our infrastructure to changing climate.

Resilience is the focus, not necessarily connected to climate change impacts.

Themes from Listening Sessions (7)

Rural and suburban edge communities aren't being prioritized, especially to address urban growth.

Population Change, 2010-2020



“[Transportation] infrastructure investments are often a decade behind land use decisions.”

“It is difficult to see yourself in this plan. It is so focused on urban and transit. Even the photos. There are no photos that show the vast amount of housing types and suburban/rural environments.”

“This plan is an impediment to the County.”

Themes from Listening Sessions (8)



Other less common themes

- Need to invest in better and expanded transit services
- Need to invest in highway capacity expansion
- Healthy economy underemphasized in Vision
- BUT...
- If we achieve other goals, a healthy economy will naturally happen
- Feedback on projects, project, projects

Discussion on Themes



Feedback from Council Members

- Any surprises in the themes?
- Are there themes that resonate most with you? Or least with you?
- Are there themes you want us to dig into more?

What's Next for the 2050 TPP?



Process for Setting Regional Transportation Goals

Multi-factor Process



“If everything is important, then nothing is important.”

Thank you

Cole Hiniker

Senior Manager, Multimodal Transportation Planning
Metropolitan Transportation Services

