



# 2050 TPP Goals & Objectives Development Update



July 2023

[metro council.org](http://metro council.org)



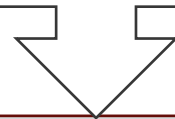


# Contents

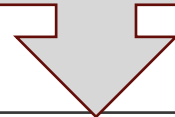
Cover	#
Regional Vision & Goals	2
Engagement	7
Proposed Objectives	13
Objectives Not Proposed to Advance	21
Next Steps	26

# Terms & Definitions

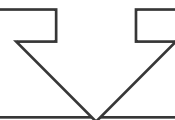
**Goals** are broad directional statements that more specifically describe the desired end states for the region.



**Objectives** are the achievable results that advance each regional goal.



**Policies** are the statement of intent and approach to regional issues or topics, independently and with partners.



**Actions** are the specific strategies or activities to implement policies and achieve goals.

# Approach to Changes

## **Our region is equitable, inclusive, and welcoming**

Our quality of life is high by national standards but not all communities share in this. We envision a future where inequities and injustices have been eliminated and all residents and newcomers feel welcome, included, and empowered.

## **Our communities are healthy, safe, and vibrant**

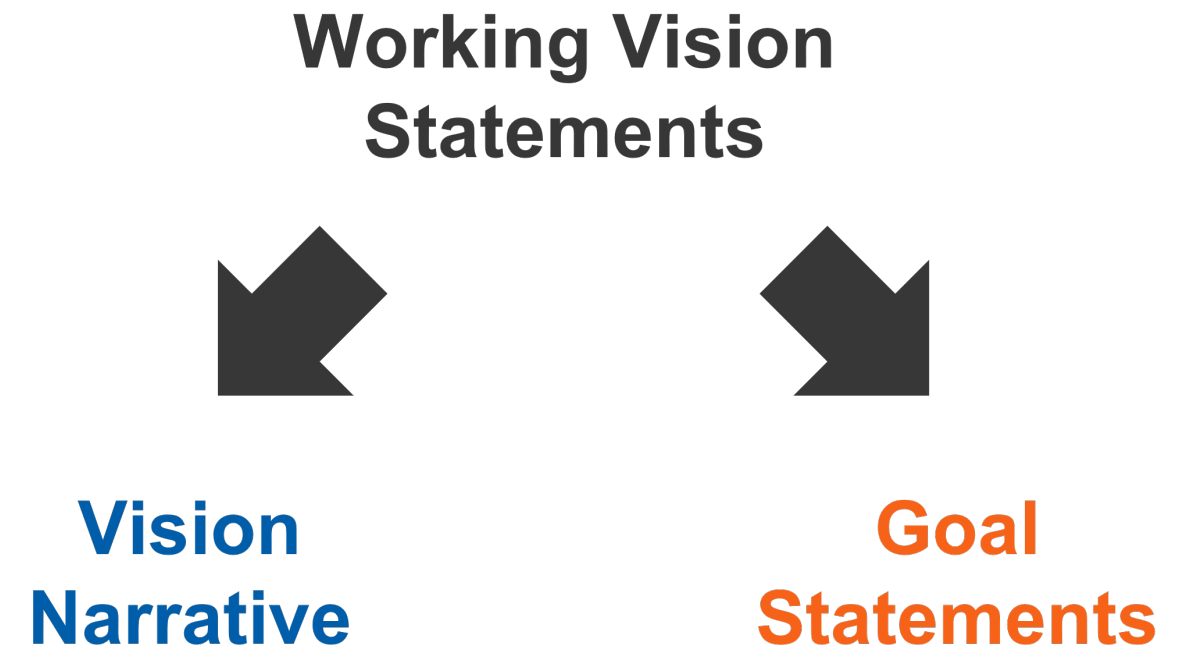
The wellbeing of our region depends on the strength and inclusiveness of our economy as well as the quality, safety, and reliability of our public infrastructure and services. We envision a future where all our region's residents can live healthy, productive, and rewarding lives with a sense of security, agency, and wellbeing.

## **We lead on addressing climate change**

Our region leads on the critical issue of climate change. We envision a future where we have eliminated or mitigated greenhouse gas emissions and have adapted to ensure that our communities and systems are resilient.

## **We protect and restore natural systems.**

Our region has world class parks and abundant natural resources. We envision a future where natural systems are increasingly protected, integrated, and restored to ensure a high quality of life for our growing region.



# Draft Regional Vision & Goals

As of June 21, 2023 Committee of the Whole

## 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 Relationship <sup>(1)</sup>

## Objectives are the achievable results that advance each regional goal.

- Goals have been generalized to accommodate the contextual needs of system plans (e.g., Transportation, Parks, Housing)
- The draft transportation goal statements are now being developed as transportation objectives.
  - **Goals** are broad directional statements that describe the desired end states for the region.
  - **Objectives** are the achievable results that advance each regional goal.
- Organizing these objectives underneath shared regional goals closely tied to the vision statement will better integrate the Transportation Policy Plan with the Regional Development Guide and other system plans.

# Goals & Objectives Relationship <sup>(2)</sup>

## Objective development has influenced changes to goal statements.

- Draft transportation-specific goal statements were considered by broad technical, policymaker, and targeted audience engagement in prioritization workshops.
  - Feedback has been heavily informed the regional vision and goal statements, particularly around livability, economic development, and resiliency related topics (*see addition of the Dynamic & Resilient statement*)
- Thematic feedback throughout the TPP process from the Technical Working Group and Advisory Work Group has influenced MTS staff inputs into regional goal development
  - Working statements accommodate transportation needs integrated with other system plan needs
- Interpretation of specific goal terms can be contextually-specific to system plan needs.

# Transportation Goals & Objectives Engagement Phases

## Phase 1

- 16 listening sessions with counties, cities, and agency stakeholders
- 20+ additional interviews and listening sessions with community and equity groups
  - Equity-focused groups
  - Climate-focused groups
  - Aging, disability, and social service groups
  - Businesses
  - Corridor coalitions
  - Water & land use groups
  - Neighborhood organizations
- Review with TPP Advisory and Technical Work Groups, Met Council Members

## Phase 2

- Draft goal/objectives statements created by Council staff in coordination with consultant
- Quantitative and qualitative survey of same participants, including two workshop session opportunities; grouped by “themes”
- Focus of survey was on how to guide transportation investment decisions

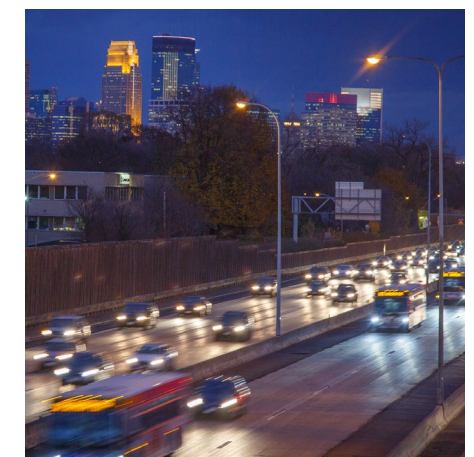
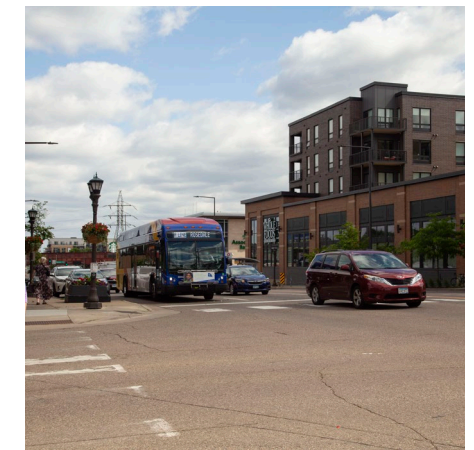


# Transportation Engagement Themes

## Phase 1

### Major Themes

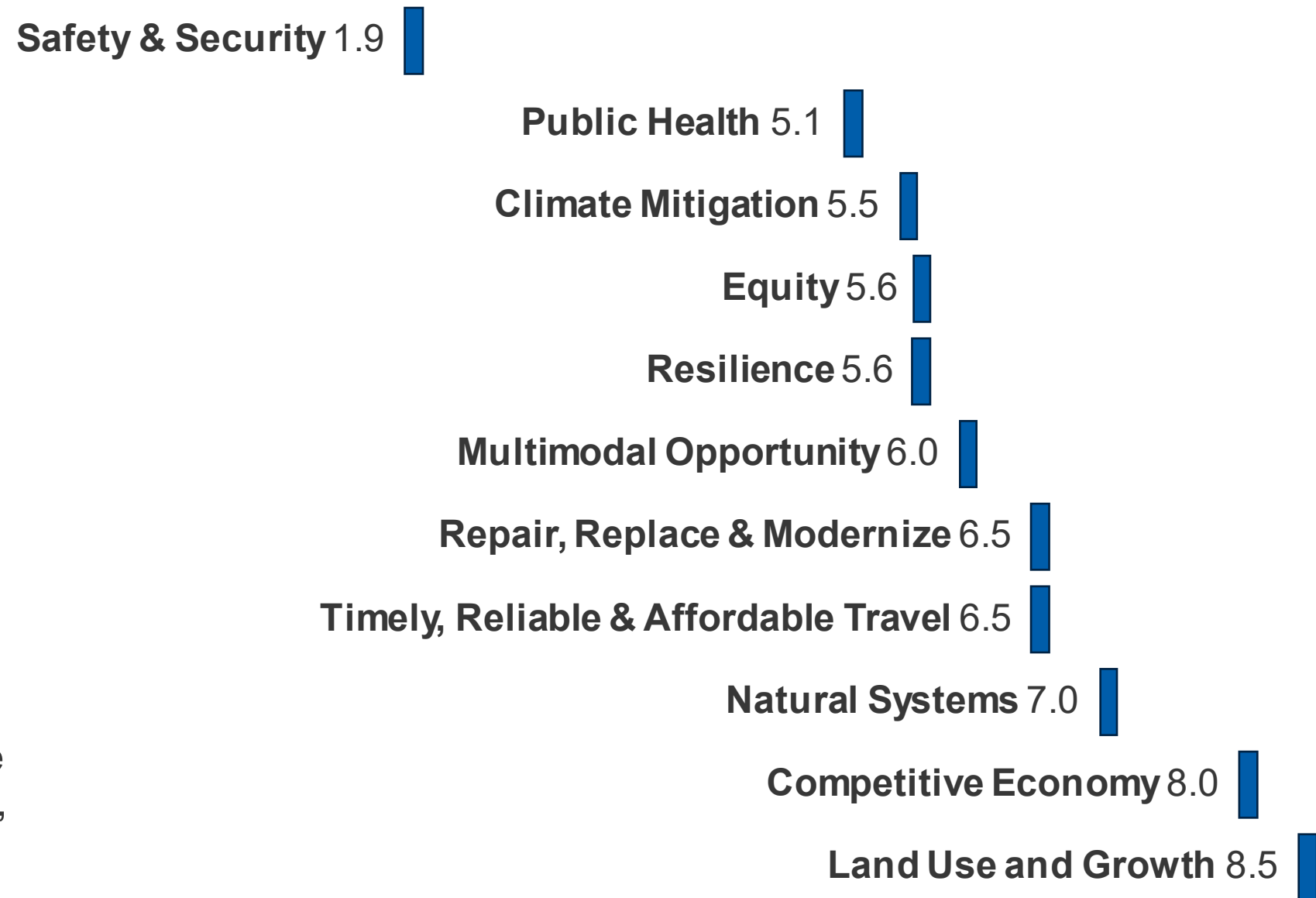
- **Currently too many priorities, no strategic approach as a region**
- Safety is top priority
- Health is an outcome of multimodal transportation system
- Varying views on climate change mitigation as a priority
- Resilience is a priority
- Natural systems should be protected but additional guidance needed
- Equity is a priority, but definitions are unclear
- Multimodal investments are important, but context matters
- Improving access is a priority, but needs might be changing
- Maintain the system where it makes sense, but improve and enhance at the same time
- Transportation is vital to economy, but economy is a result of a well-functioning transportation system
- Roadway expansion needed for growing communities OR roadway expansion should be limited



# Transportation Engagement Themes Phase 2, Investment Priority Areas

## Survey Rankings

- Participants ranked statement headlines in priority order
- 68 weighted responses from a variety of stakeholders
- **Safety & Security is a clear priority**
- Policymakers on average ranked climate mitigation, public health, and economy higher
- Staff on average ranked resilience and multimodal opportunity higher, climate mitigation lower



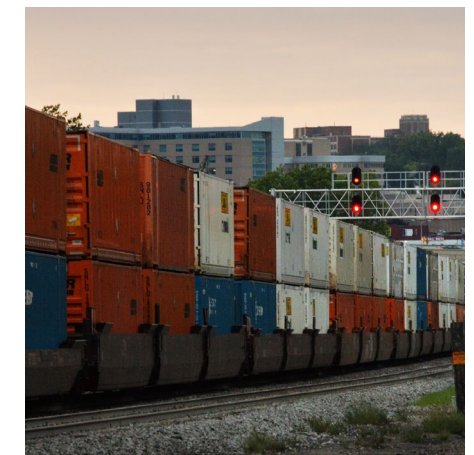
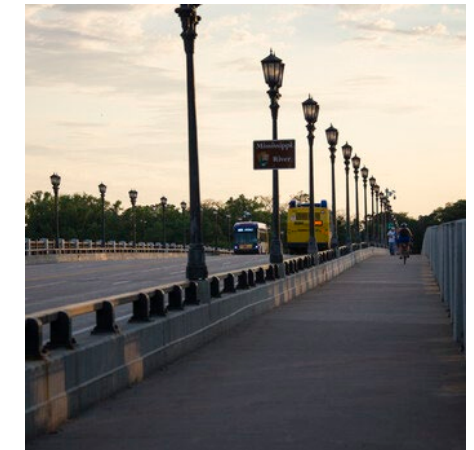
# Support for Investment by Objective Statement

## Survey

- Participants also ranked investment statements individually.
- Results notably differed from priority theme exercise, sometimes in support or contradiction.
- Indicates level of nuance and preferences within specific regional themes.

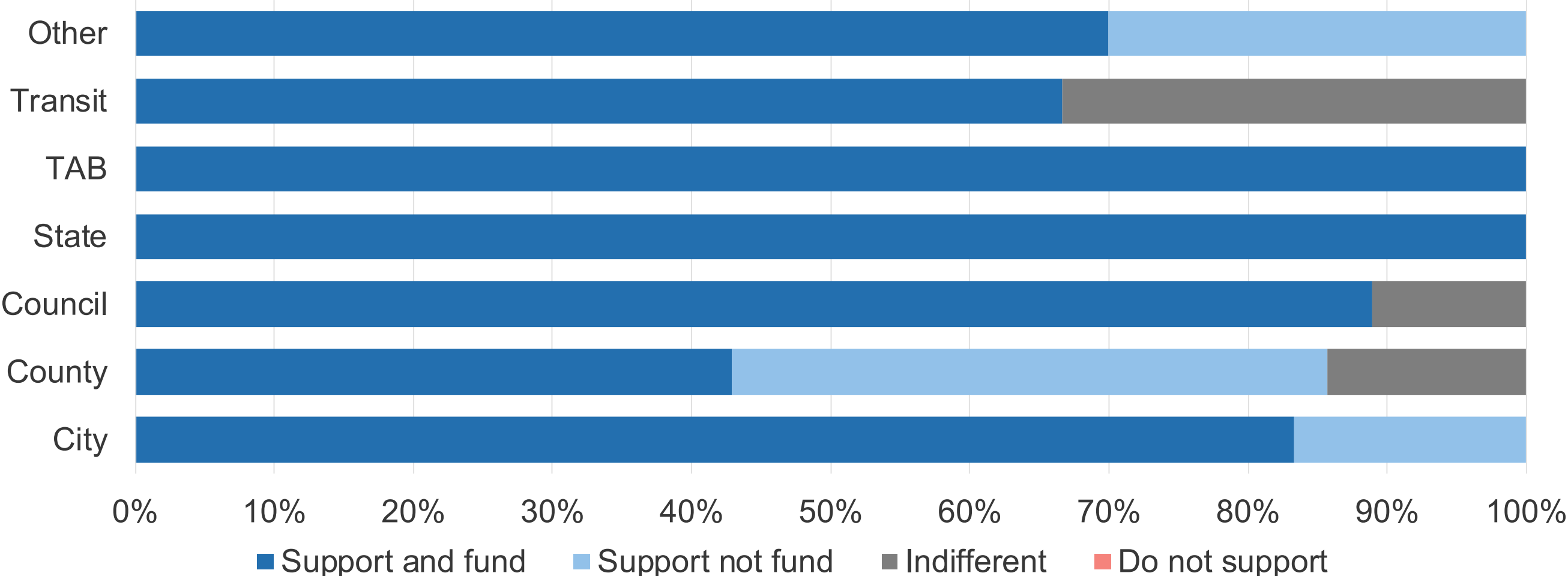
## Response Options

- Support this idea; priority for regional transportation funding
- Support this idea; not a priority for regional transportation funding
- Indifferent; not a priority for regional transportation funding
- Do not support



# Examples of Variability of Responses (1)

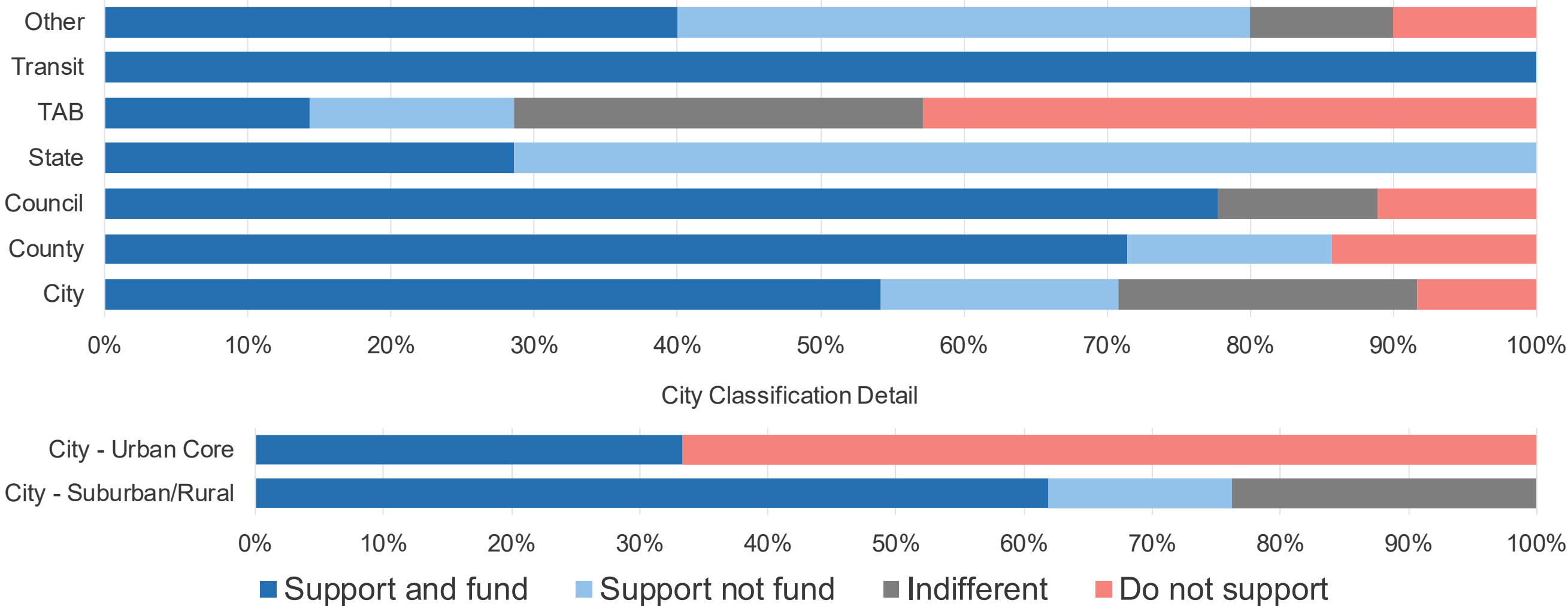
Historically disadvantaged communities are better connected to jobs, education, and other opportunities through transportation investments.





# Examples of Variability of Responses (2)

Newly developing areas of the region are supported with transportation investments that are appropriate for local development patterns.



# 2050 TPP Proposed Objectives

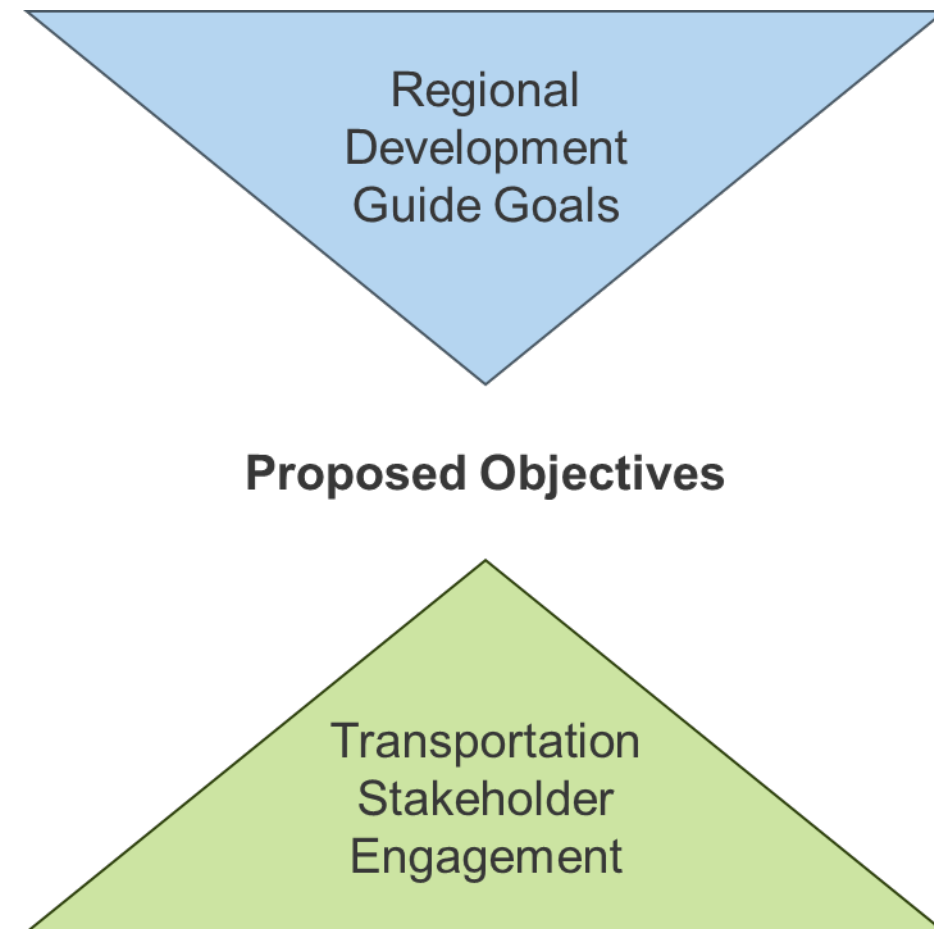




# Proposed Transportation Objective Statements

## 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



# Our Region is Equitable & Inclusive



- Historically disadvantaged communities are better connected to jobs, education, and other opportunities through transportation investments.
- Disparate impacts, harms, and injustices to Black people, Indigenous people, and people of color are repaired and eliminated.
- Transportation infrastructure and services better meet the needs of people who have disabilities.



# Our Communities are Healthy & Safe



- People do not die or face life-changing injuries on all forms of transportation.
- People feel safer, more comfortable, and more welcome on all forms of transportation.
- Regional investments mitigate and avoid harms to people caused by nearby transportation infrastructure and use (e.g., air quality, noise).
- People are better connected by transportation to community and cultural resources that support their physical, emotional, and mental well-being.
- People are healthier through increased walking, rolling, and biking.

# Our Region is Dynamic & Resilient



- People and businesses trust transportation infrastructure and services will withstand and recover quickly from natural and human-caused disruptions.
- People can better meet their daily needs using affordable travel options beyond driving alone with fewer barriers.
- People have timelier and more predictable travel times to reach their destinations when driving, taking transit, walking, rolling, and biking.
- People and businesses can rely on time- and cost-effective movement of freight and goods.



# We Lead on Addressing Climate Change



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

# We Protect & Restore Natural Systems



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



# Pause for Discussion

## Questions or Comments?

On the next four slides we will have some discussion about draft statements that are not proposed to advance.

# Objectives Not Proposed to Advance (1)

## Repair, Replace & Modernize

### Objectives

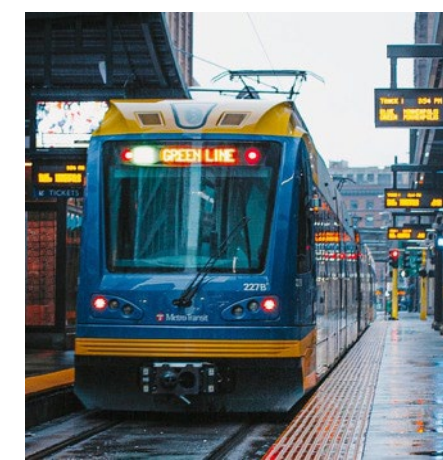
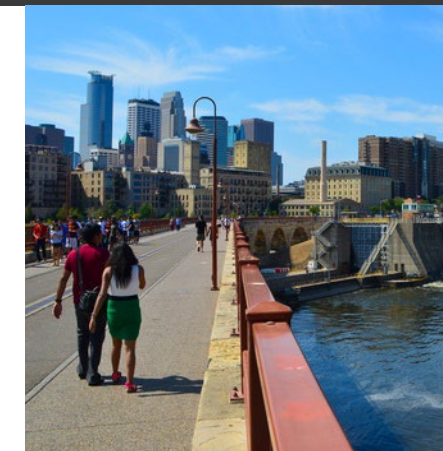
- **Repair, Replace & Modernize:** Infrastructure in poor condition is repaired and replaced.
- **Repair, Replace & Modernize:** Existing transportation is modernized to serve current and emerging travel needs.

### Reasons for not Advancing

- Repair and replace is a major investment category, but outcomes are in the other objectives.
- Community feedback: Don't just maintain infrastructure that's there, make it work better for today's problems.
- Will still have policies in place to support these investments.

### Questions

- What outcome are we seeking when we repair, replace, and modernize?



# Objectives Not Proposed to Advance (3)

## Competitive Economy

### Objectives

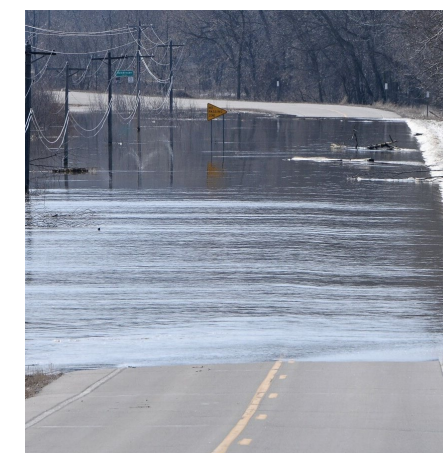
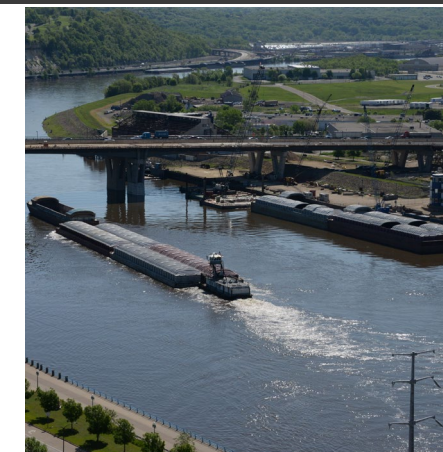
- **Competitive Economy:** Our region attracts and retains people and businesses with nationally and internationally competitive driving, freight, transit, walking, rolling, and biking options.

### Reasons for not Advancing

- Not a strongly supported goal for use in transportation investment.
- Competitive Economy is an important outcome, but it is the result of investing well to achieve other goals.
- Economic measures are very difficult to use in transportation investment decision making.
- Too open to interpretation to invest in ways that are in conflict with other goals.

### Questions

- How does transportation contribute to a competitive economy that are not covered in the other objectives?





# Objectives Not Proposed to Advance (2)

## Land Use & Growth

### Objectives

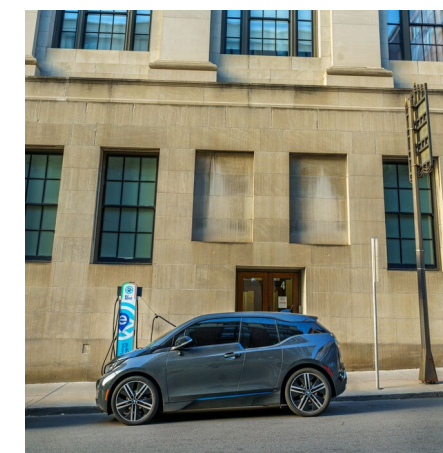
- **Land Use & Growth:** Transportation investments help the region grow in a way that best supports the regional vision.
- **Land Use & Growth:** Areas with highest population, job, and household growth receive priority for transportation investments that address their growing needs.
- **Land Use & Growth:** Newly developing areas of the region are supported with transportation investments that are appropriate for local development patterns.

### Reasons for not Advancing

- Not a strongly supported goal for use in transportation investment.
- Priorities were very different based on geography in the region.
- Objectives and feedback will be shared with Land Use Policy staff from Community Development.

### Questions

- The region will continue to have Community Designation types, how might these be used to identify different policy approaches within the other objectives?





# Objectives Not Proposed to Advance (4)

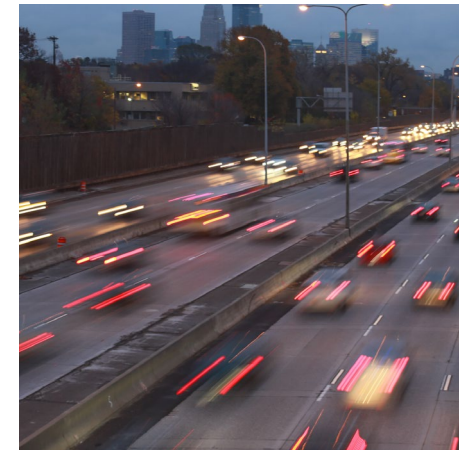
## Resilience

### Objectives

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

### Reasons for not Advancing

- Not a strongly supported objective for use in transportation investment.
- The specifics of this objective are covered or overlap with others that are being advanced under climate change, public health and safety and dynamic and resilient.



# Goals & Objectives Relationship

Objective Statement	Equitable & Inclusive	Healthy & Safe	Dynamic & Resilient	Climate Change	Natural Systems
Historically disadvantaged communities are better connected to jobs, education, and other opportunities through transportation investments.	Primary		Secondary		
Disparate impacts, harms, and injustices to Black people, Indigenous people, and people of color are repaired and eliminated.	Primary	Secondary	Secondary		
Transportation infrastructure and services better meet the needs of people who have disabilities.	Primary				
People do not die or face life-changing injuries on all forms of transportation.	Secondary	Primary			
People feel safer, more comfortable, and more welcome on all forms of transportation.	Secondary	Primary	Secondary		
Regional investments mitigate and avoid harms to people caused by nearby transportation infrastructure and use (e.g., air quality, noise).	Secondary	Primary	Secondary	Secondary	Secondary
People are better connected by transportation to community and cultural resources that support their physical, emotional, and mental well-being.	Secondary	Primary	Secondary		
People are healthier through increased walking, rolling, and biking.	Secondary	Primary	Secondary		
People and businesses trust transportation infrastructure and services will withstand and recover quickly from natural and human-caused disruptions.	Secondary	Secondary	Primary	Secondary	Secondary
People can better meet their daily needs using affordable travel options beyond driving alone with fewer barriers.	Secondary	Secondary	Primary	Secondary	Secondary
People have timelier and more predictable travel times to reach their destinations when driving, taking transit, walking, rolling, and biking.	Secondary		Primary		
People and businesses can rely on time- and cost-effective movement of freight and goods.	Secondary		Primary		
The region minimizes its contribution to climate change from transportation, supporting or exceeding state goals for reducing greenhouse gas emissions.	Secondary	Secondary	Secondary	Primary	Secondary
Natural systems are protected and restored along with transportation investments (e.g., air, water, vegetation, and habitat quality).	Secondary	Secondary	Secondary	Secondary	Primary

# 2050 TPP Objectives Next Steps

## Presentations for Discussion

- July 10 – Met Council Transportation Committee
- July 13 – 2050 TPP Technical Working Group
- July 21 – 2050 TPP Advisory Work Group
- Late July – Early August – Continued refinement and possible public engagement opportunity
- July through November – Policies and actions development restarts focused on goals and objectives
- August – early 2024 – Performance measures development

# 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 Goals Chapters
  - Equitable & Inclusive
  - Healthy & Safe
  - Dynamic & Resilient
  - Climate Change
  - Natural Systems
- Policies and Actions
- Transportation Finance
- Evaluation and Performance
- Work Program
- Congestion Management Process





# Regional 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:
  - Healthy & Safe 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

# Transportation Policy Plan Timeline

**Stakeholder Engagement**  
Throughout

**Contributing Studies and Plans**  
Dec 2021 – Dec 2023

**Goals & Objectives**  
Dec 2022 – Aug 2023

**Policies & Actions**  
Jul 2022 – Nov 2023

**Writing, Evaluation, and Modelling**  
Nov 2022 – Feb 2024

**TWG Reviews Chapters**  
Aug 2023 – Feb 2024

**Public Comment & Adoption**  
Mar 2024 – Nov 2024

Apr May Jun Jul Aug Sep Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec  
**Quarter 2 Quarter 3 Quarter 4 Quarter 1 Quarter 2 Quarter 3 Quarter 4**

**2023 2024**





Thank you

**Cole Hiniker**

Multimodal Planning Senior Manager, MTS

[Cole.Hiniker@metc.state.mn.us](mailto:Cole.Hiniker@metc.state.mn.us)

651-602-1748

