2050 Transportation Policy Plan Goals

Next Steps, Drafting Approach, and Relationship to Policies and Actions

Cole Hiniker

April 2023
Process for Setting Regional Transportation Goals

Multi-factor Process

- Council Vision
- Themes from Engagement
- Themes from Plan Review
- Potential Goal Statements
- Prioritization Engagement
- Ability to Implement and Influence
- Draft Goals

“We are here”

“If everything is important, then nothing is important.”
Goal Concepts and Implementation

Investment Direction

• Goals and objectives drive policies and actions
• Policies and actions drive regional investments
  • MnDOT and the state highway system
  • Transit providers and transitways
  • County, city and other local government projects through the Regional Solicitation

Planning Direction

• Goals and objectives drive policies and actions
• Policies and actions drive planning reviews and coordination across partners
  • Review regionally significant projects from all partners for potential regional impacts
  • Review plans from all partners for conformance, consistency, and compatibility
Relationship to the Regional Solicitation Evaluation, 2023-2026

2050 TPP “Goals, Objectives, and Policies”

Regional Solicitation Evaluation

2026 Regional Solicitation Categories and Evaluation Criteria

2050 TPP Update to “Actions”
Types of Long-Range Planning Goals

Primary Goals
- Set investment direction priorities
- Identify factors that MUST be addressed in decision-making (i.e., requirements)
- Regional projects should be planned and designed to specifically address these goals
- Information about these goals should be used to directly inform investments

Secondary Goals
- Identify additional investment opportunities
- Identify factors that could be addressed in decision-making (i.e., “nice to haves”)
- Regional projects are not necessarily planned or designed to specifically address these goals
- Can help guide additional information beyond primary goals that is helpful to know about investments
Safety is Top Priority 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.

**OR**

**Action** – Met Council and TAB assign 50% of points to addressing contributing factors to fatal and serious injury crashes.
Priority Goal Concept #2

Multimodal Investment is a Top Priority Goal

Example Goal and Objectives

Goal – The availability and quality of multimodal travel options are better for people of all ages and abilities.

Objective – Provide high-quality bikeway facilities that serve regional travel needs.

Objective – Increase access to destinations using transit, biking or walking.

Example Policies

Policy – Prioritize the implementation of the Regional Bicycle Transportation Network (RBTN) using regional transportation funds.

Example Action Option #1

Action – Met Council and TAB provide an RBTN investment category in the Regional Solicitation.

OR

Action – Met Council and TAB assign 50% of points in multiuse trails category to addressing priority corridors and alignments on the RBTN.
Secondary Goal Concept

Climate Change Mitigation is a Secondary Goal

Example Goal and Objectives

Goal – The region’s contributions to climate change are minimized by reduced total greenhouse gas emissions from transportation.

Objective – 50% of vehicles on the region’s transportation system are zero emission by 2050.

Objective – Vehicle miles traveled per capita are reduced by 20% by 2050.

Example Policies

Policy – Prime the private sector by investing in electric vehicle infrastructure in key regional corridors and destinations.

Policy – Evaluate all transportation projects for their VMT impact and prioritize projects that reduce or minimize the growth in VMT.

Example Actions

Action – Met Council, MnDOT, TAB and other partners invest $50 million per year in infrastructure through a variety of funding programs.

Action – Met Council and TAB establish a rule that all Regional Solicitation projects must report their VMT impacts and assign 15% of points to VMT reduction.
Secondary Goal Concept #2

Infrastructure Resilience is a Secondary Goal

**Example Goal and Objectives**

**Goal** – The region’s transportation system withstands and recovers quickly from disruptions.

**Objective** – Provide resilient principal arterials that serve uninterrupted emergency and essential freight needs during extreme events.

**Objective** – Increase the ability for transportation assets to withstand extreme heat events.

**Example Policies**

**Policy** – Invest in key regional corridors to harden infrastructure and improve resilience to natural and man-made events.

**Policy** – Invest in multimodal modernization projects that improve heat resilience.

**Example Actions**

**Action** – Met Council and TAB assign 15% of points to address flood risk mitigation in roadway projects.

**Action** – MnDOT, Met Council, and TAB assess heat impacts and invest in green infrastructure that mitigates heat on or along all roadway projects.
Process for Setting Regional Transportation Goals

Multi-factor Process

- Council Vision
- Themes from Engagement
- Themes from Plan Review
- Potential Goal Statements
- Prioritization Engagement
- Ability to Implement and Influence
- Draft Goals

“If everything is important, then nothing is important.”
Evaluating Draft Goal Concepts

Discussion for May TPP Goals Workshops

• Provide a list of goal statements. Goal concepts will be direct and avoid ambiguous language.
  
  For example:
  “People do not die or get seriously injured on the transportation system.”
  “The region’s contributions to climate change are minimized by reduced total greenhouse gas emissions from transportation.”

• Participants evaluate each statement on the following scale:
  
  *Regional funding = MnDOT, federal funding, transit funding, Regional Solicitation

Do not support this goal and don’t want to see regional funding support it.

Indifferent to this goal and don’t want to see regional funding support it.

Support this goal but don’t support as a priority for regional funding for it.

Support this goal and think it should be a priority for regional funding.

Other, please specify.
Thank you

Cole Hiniker
Multimodal Planning Senior Manager
MTS