



2050 TPP Goals & Objectives Development Update



July 2023

metro council.org

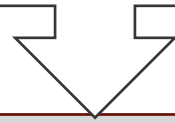


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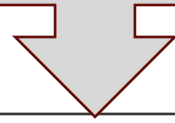
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Terms & Definitions

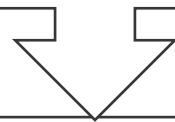
Goals are broad directional statements that more specifically describe the desired end states for the region.



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

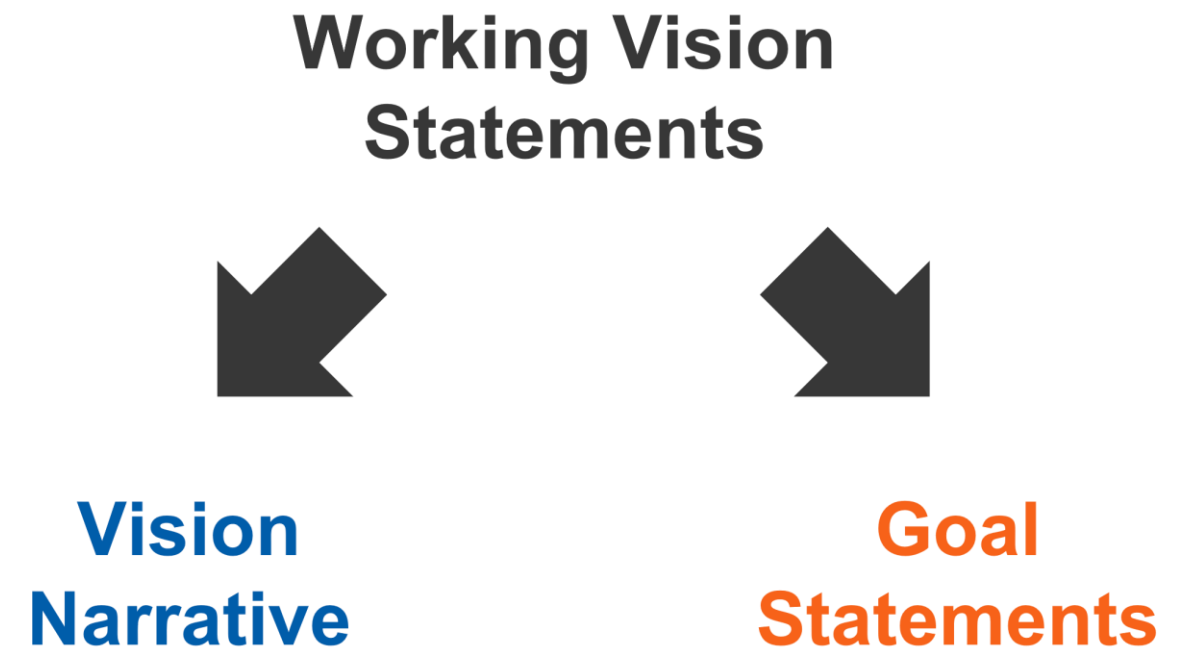
The wellbeing of our region depends on the strength and inclusiveness of our economy as well as the quality, safety, and reliability of our public infrastructure and services. We envision a future where all our region's residents can live healthy, productive, and rewarding lives with a sense of security,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

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.

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

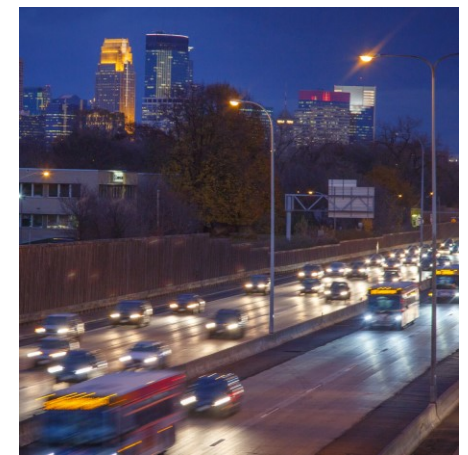
- Draft goal/objectives statements created by Council staff in coordination with consultant
- Quantitative and qualitative survey of same participants, including two workshop session opportunities; grouped by “themes”
- Focus of survey was on how to guide transportation investment decisions

Transportation Engagement Themes

Phase 1

Major Themes

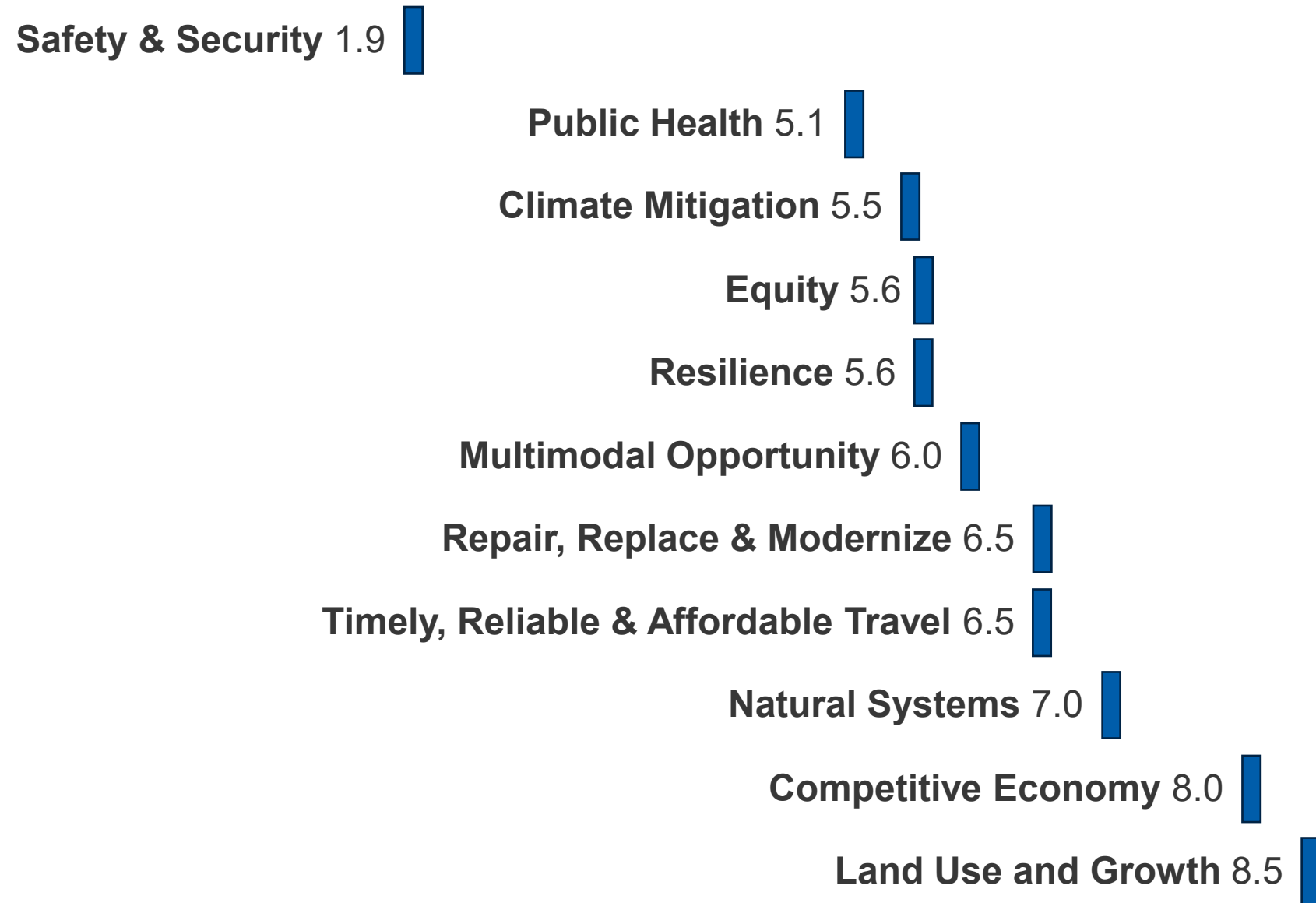
- **Currently too many priorities, no strategic approach as a region**
- Safety is top priority
- Health is an outcome of multimodal transportation system
- Varying views on climate change mitigation as a priority
- Resilience is a priority
- Natural systems should be protected but additional guidance 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



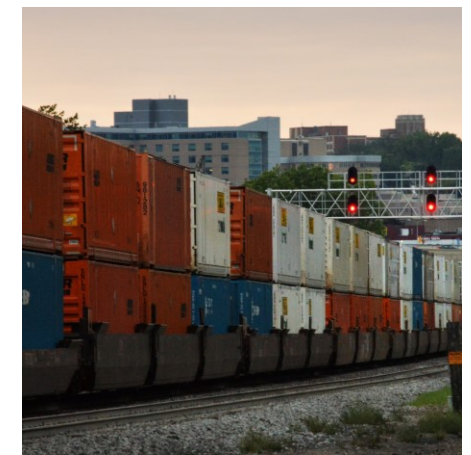
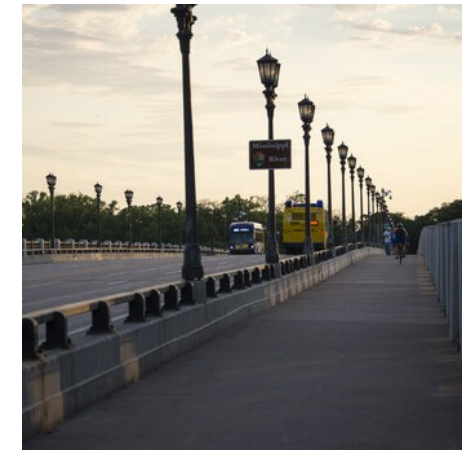
Support for Investment by Objective Statement

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 issues.

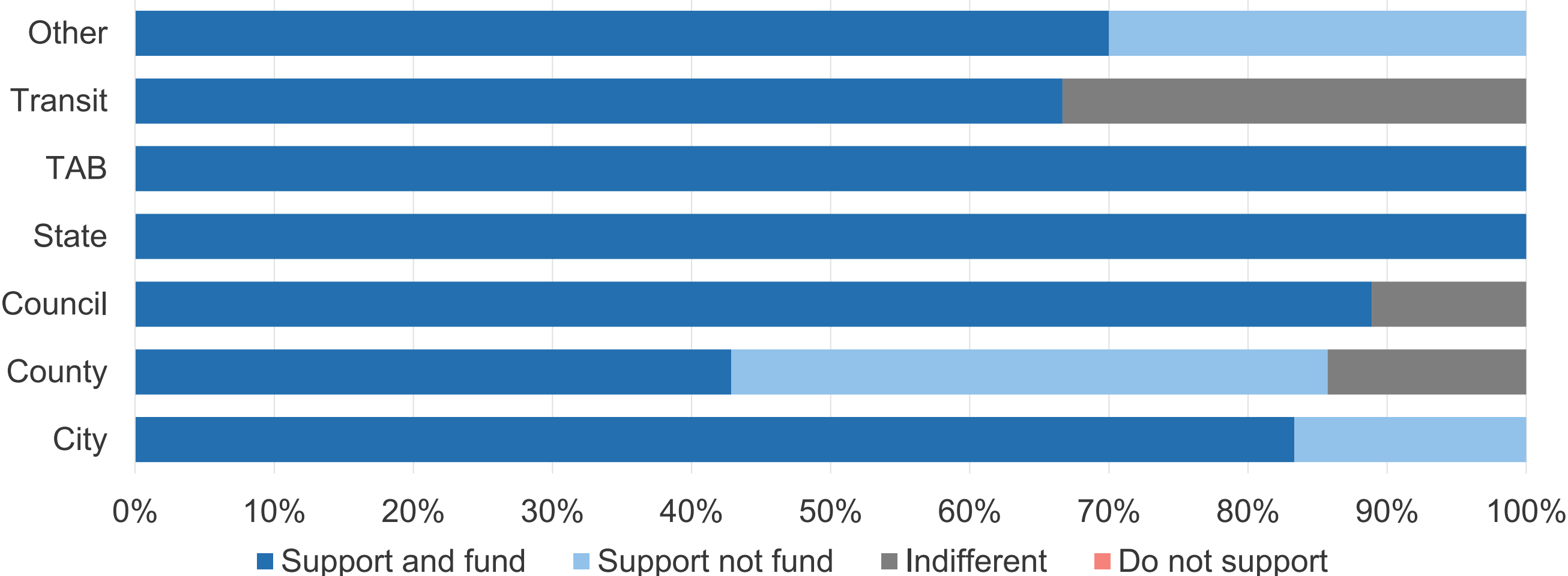
Response Options

- 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



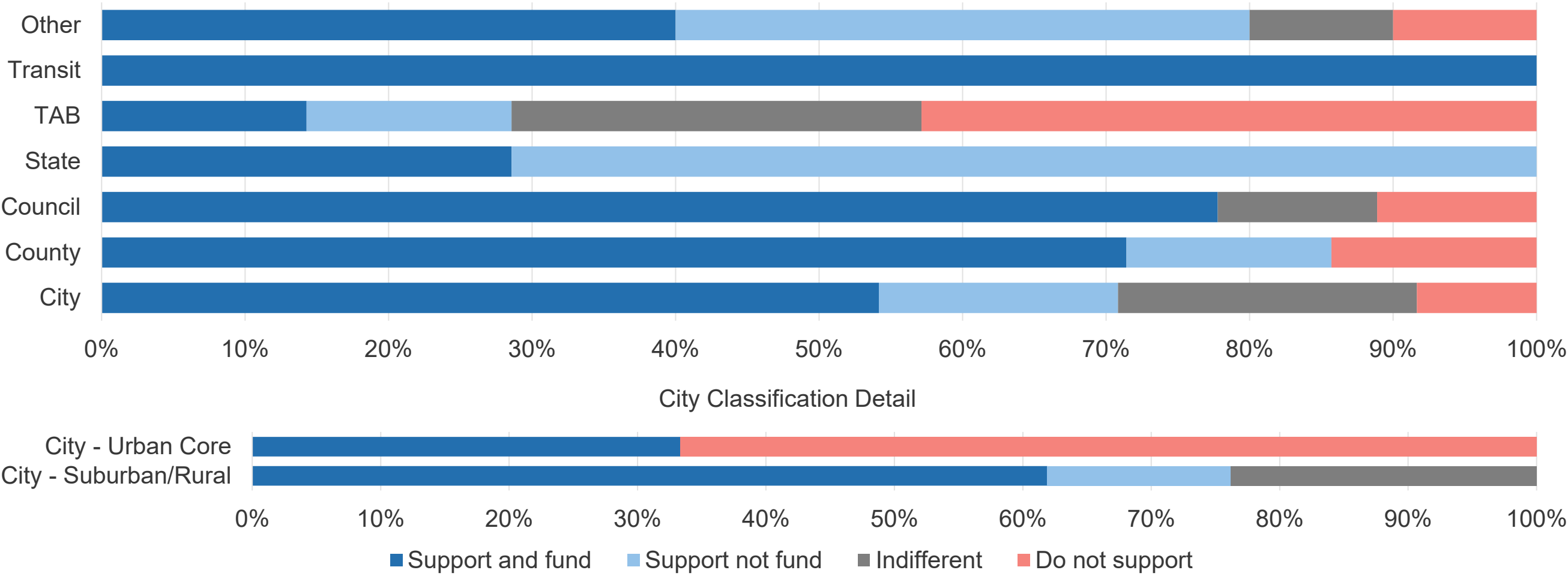
Examples of Variability of Responses (1)

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.



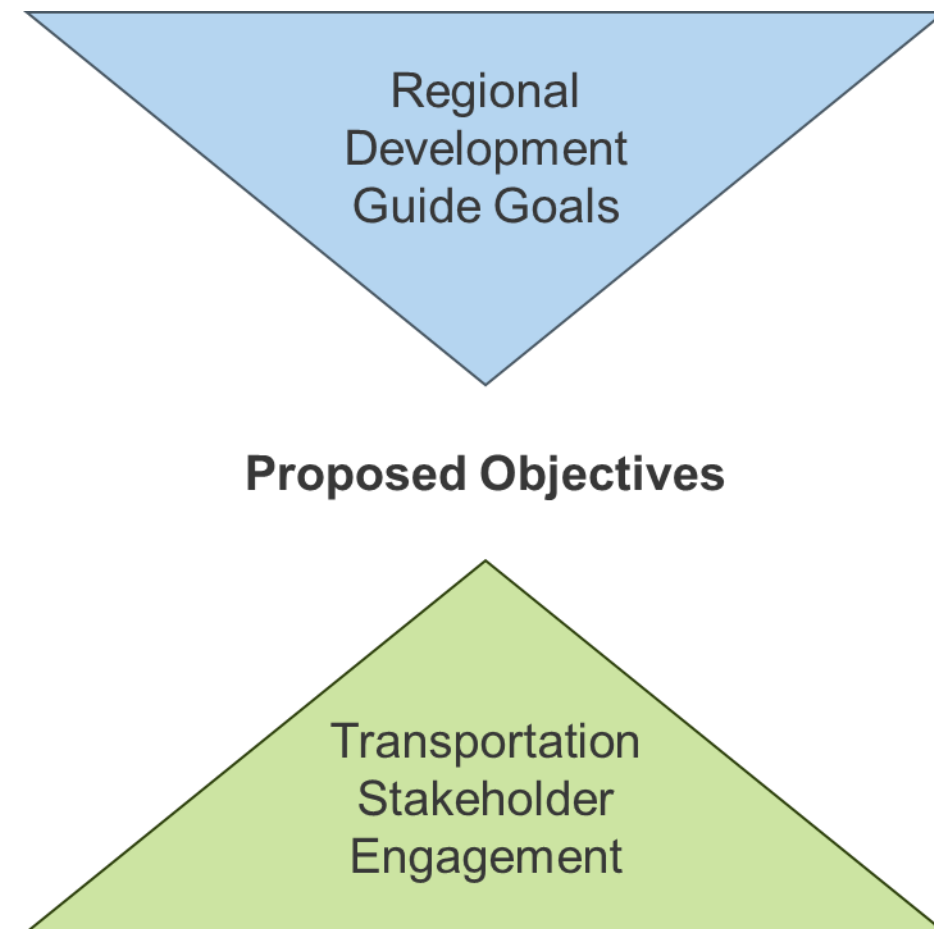
2050 TPP Proposed Objectives



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).

Technical Working Group Feedback



Our Region is Dynamic & Resilient

- Conflict between improving travel time for driving vs. other modes. Difficult to improve attractiveness of other modes when expanding highway capacity. No mode should have a competitive disadvantage.
- Focus on travel time and predictability over speed is correct approach.

We Lead on Addressing Climate Change

- Concern that we are not saying enough, need additional objectives. Could be interpreted as undervaluing the issue.
- Could include more focus on VMT reduction, adaptation, and clean fuels/electrification.
- VMT reduction should not include freight, but could talk separately about sustainable supply chain.

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

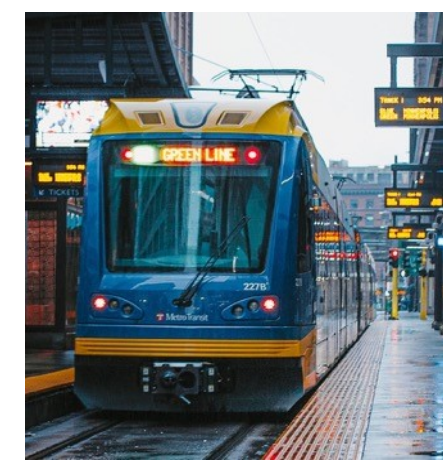
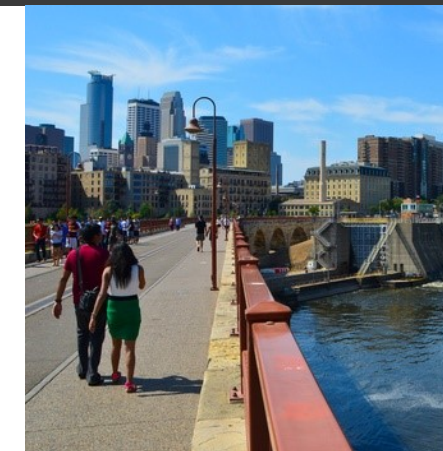
- **Repair, Replace & Modernize:** Infrastructure in poor condition is repaired and replaced.
- **Repair, Replace & Modernize:** Existing transportation is modernized to serve current and emerging travel needs.

Reasons for not Advancing

- Repair and replace 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?



Repair, Replace, and Modernization

Investment Type	Examples objectives for why do we do it?
Reconstructing/ repaving roads	<ul style="list-style-type: none"> • People feel safer, more comfortable, and more welcome on all forms of transportation. • People and businesses can rely on time- and cost-effective movement of freight and goods.
Rehabilitating/ replacing bridges	<ul style="list-style-type: none"> • People do not die or face life-changing injuries on all forms of transportation. • People and businesses trust transportation infrastructure and services will withstand and recover quickly from natural and human-caused disruptions.
Replacing transit fleet	<ul style="list-style-type: none"> • People feel safer, more comfortable, and more welcome on all forms of transportation. • People have timelier and more predictable travel times to reach their destinations when driving, taking transit, walking, rolling, and biking.
Replace/ maintain roadside infrastructure	<ul style="list-style-type: none"> • Regional investments mitigate and avoid harms to people caused by nearby transportation infrastructure and use (e.g., air quality, noise). • Natural systems are protected and restored along with transportation investments (e.g., air, water, vegetation, and habitat quality).

We repair infrastructure because we want it to be safe, reliable, comfortable, environmentally friendly

Objectives Not Proposed to Advance (2)

Competitive Economy

Objectives

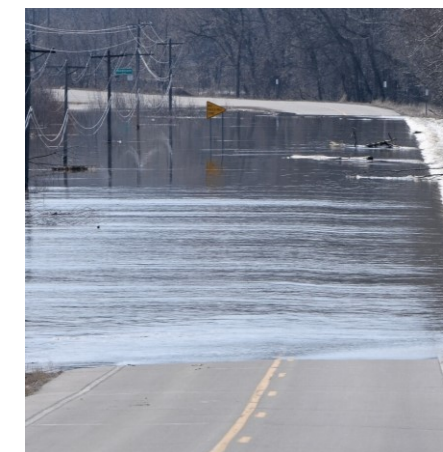
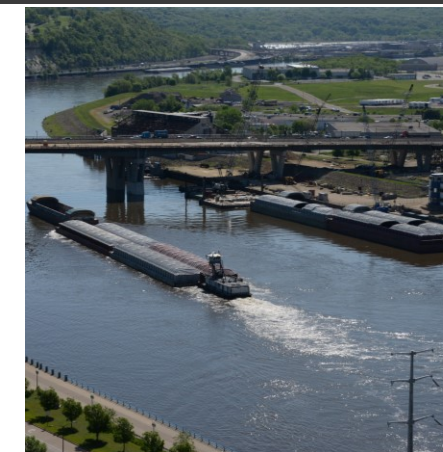
- **Competitive Economy:** Our region attracts and retains people and businesses with nationally and internationally competitive driving, freight, transit, walking, rolling, and biking options.

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 strong economy that are not covered in the other objectives?



Objectives Not Proposed to Advance (3)

Land Use & Growth

Objectives

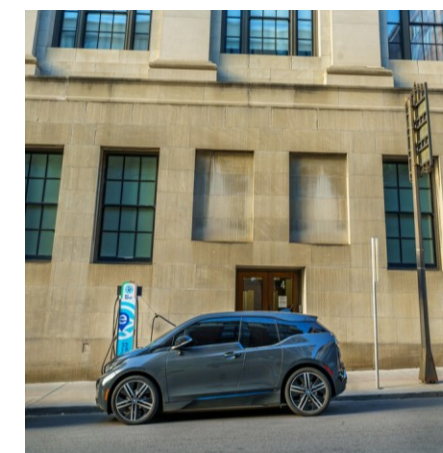
- **Land Use & Growth:** Transportation investments help the region grow in a way that best supports the regional vision.
- **Land Use & Growth:** Areas with highest population, job, and household growth receive priority for transportation investments that address their growing needs.
- **Land Use & 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 to other objectives?



Objectives Not Proposed to Advance (4)

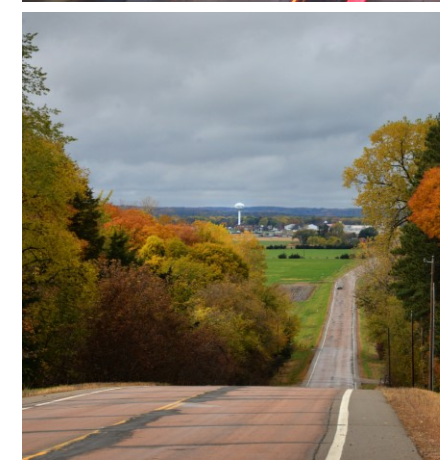
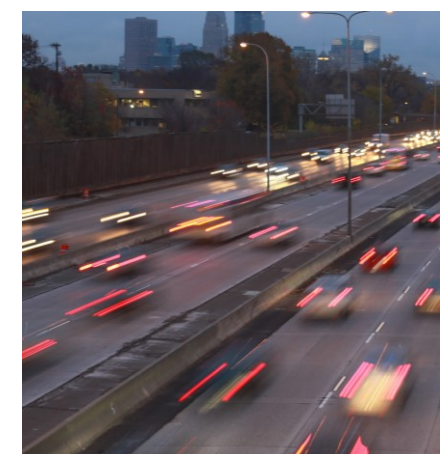
Resilience

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 and public health and safety.



Technical Working Group Feedback (2)



Repair, Replace, and Modernization

- Need more time to review, coordinate internally before providing feedback.
- Concerning at first, but explanation makes sense.
- Need to see policies to understand full implications.

Competitive Economy

- Could be interpreted as saying the economy is not important.
- To some stakeholders, economy connection is their only or primary connection to the plan.

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



Thank you

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