METROPOLITAN COUNCIL

2050 TPP Goal Chapters Preview

Dynamic & Resilient and Natural Systems Chapters

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Contents

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Purpose of Goal Chapters

Bridge between *Imagine 2050* and the *2050 Transportation Policy Plan*

- Define the *Imagine 2050* goals in transportation context and issues, tell a compelling story with:
  - Data and trends
  - Issues and needs
  - Transportation system role
- Give context for the transportation objectives and performance measures
- Overview the plan's approach to the goal through policies, actions, and investment, but mostly point to topics described in other chapters.
- Policymaker-oriented executive summaries without lists or projects.

Transportation Policy Plan Role

1 Investment Direction

- **Evaluating projects of regional significance** for their role in achieving goals and objectives
- Set policy basis for **prioritizing projects** in Regional Solicitation, MnDOT, and other competitive programs for their contributions to achieving goals and objectives (e.g., prioritizing criteria, funding categories, and project requirements)

2 Comprehensive Planning

- Provide **guidance to local governments** on how to evaluate and plan for a future that addresses the goals and objectives
- Can include required plan elements and optional best practices

3 Informing Practice

- Provide guidance to transportation partners about addressing goals and objectives through projects and operations

Our Region is Dynamic & Resilient

Our region meets the opportunities and challenges faced by our communities and economy including issues of choice, access, and affordability.

Working Objectives

- People and businesses trust that transportation infrastructure and services will withstand and recover quickly from natural and human-caused disruptions.
- People can better meet their daily needs with timely, reliable, direct, and affordable options beyond driving alone.
- People experience more predictable travel times without experiencing excessive delays when traveling on highways.
- People and businesses can rely on predictable and cost-effective movement of freight and goods.

Transportation Resilience Focus

We frame transportation resilience as withstanding natural and human-caused disruptions.

- Natural disruptions are forces of nature occurring without human input, like:
  - Seasonal flooding
  - Typical winter storms
  - Wildlife migration
- Human-caused disruptions are a result of human action, regardless of scale of time, like:
  - Security disruptions (e.g., criminal activity or terrorism)
  - Disruption from negligence (e.g., failure to maintain bridge safety)
  - Extreme weather events and heat resulting from human-caused climate change
  - Non-recurring congestion when related to major incidents

Dynamic Nature of Travel

People lack choices to meet different and evolving travel needs.

- Travel is essential to the economic vitality of the region.
- People depend on transportation to access daily needs.
  - Work, school, housing, healthcare, and socializing
- A competitive variety of options allows people choice to meet their needs, and it attracts people and business to the region.
  - People want to walk and bike more!
- Most will still choose driving in our region.
  - The worst areas of unpredictable highway travel need to be addressed while improving accessibility for all forms of transportation.

Freight and Goods

Businesses rely on predictable delivery of freight and goods to meet those needs.

- Freight is essential for businesses and manufacturers to get supplies and for goods to reach consumers.
  - Consumer delivery preferences require an evolving approach to managing urban freight
- The worst areas of unpredictable highway travel need to be addressed to maintain freight reliability.
- *2050 Land Use Policy Plan* and the *2050 Transportation Policy Plan* can jointly consider actions to address:
  - Industrial land availability and clustering
  - Improvements to first-last mile connection and curb management needs

Renewal, Repair, and Replacement

Most renewal, repair, and replacement projects advance the Our Region is Dynamic & Resilient goal.

Pavement Condition

Preventative work maintains travel time reliability on highways and for freight users

Bridge Reconstruction

Prevents disruption to travel due to restriction, collapse, or flooding and reduces multimodal crossing barriers

Transit Fleet Replacement

Improves reliability of transit service and potentially expands affordable travel options

Connections to Other Goals

Many projects that advance the Dynamic & Resilient goal will naturally advance other goals.

Equitable & Inclusive

Improving transit service increases accessibility for disadvantaged communities

Healthy & Safe

People can choose travel options that increase happiness and reduce their exposure to crashes

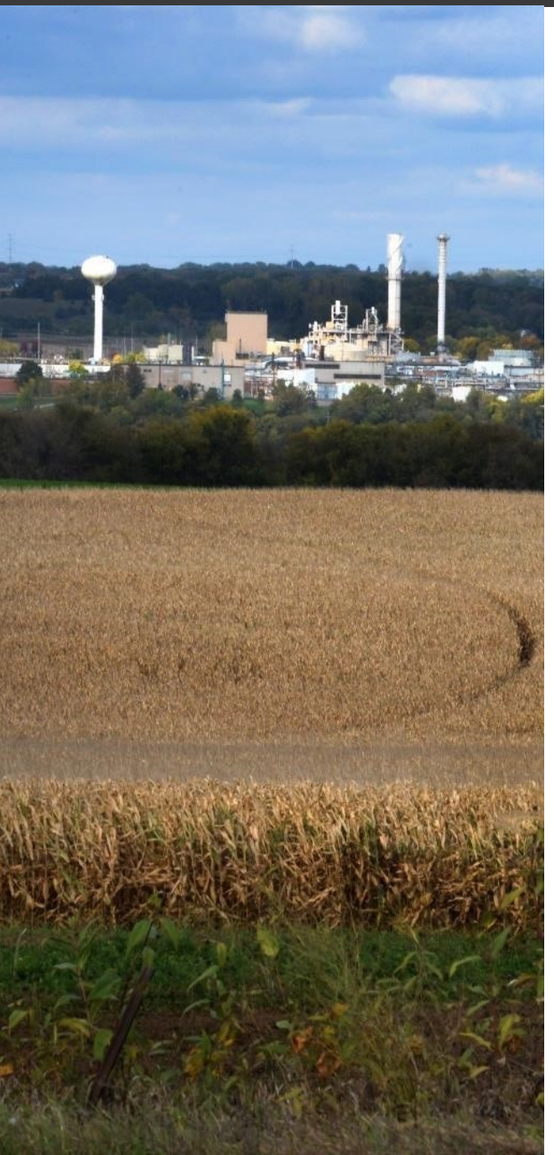
Climate Change

Providing more choice gives opportunity to reduce climate impact of travel

Natural Systems

Stormwater improvements that increase system resilience may lessen discharge impacts on water

Policies & Actions



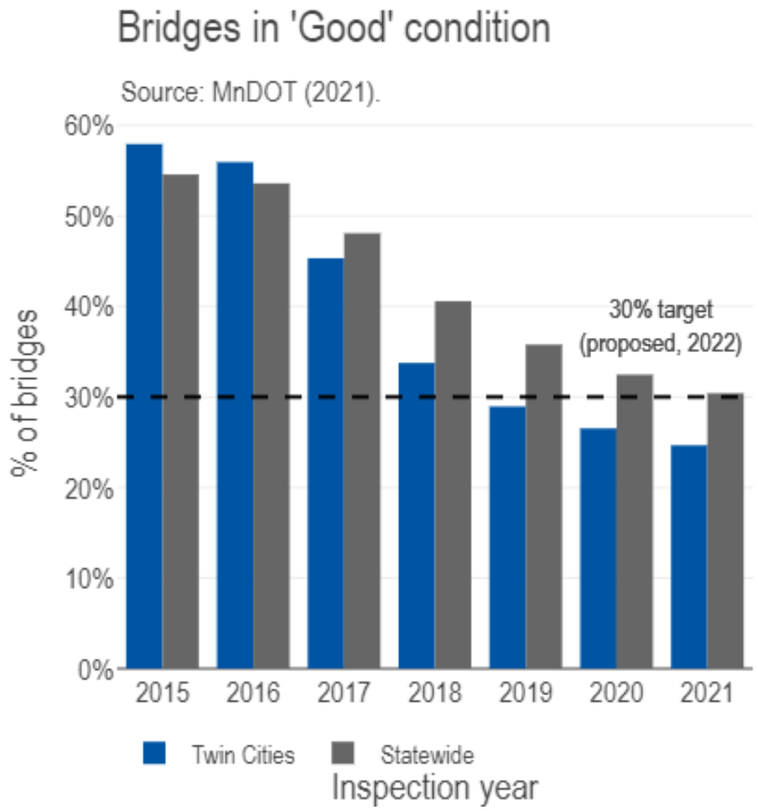
Policies and actions are being developed through three Policy Development Teams and staff inputs.

- Several potential policy areas are emerging from early work:
  - **Travel options,** like network connectivity, barrier removal, and demand management
  - **Travel reliability,** like freight connectivity, operations, and delay
  - **Resilience,** like climate adaptation and asset management
- Actions will likely target:
  - Rewarding projects that advance this goal
  - Prioritizing regionally significant investments
  - Identifying planning studies and ongoing work
- Technical Working Group engagement will continue in Policy Development Workshops tentatively in November

Performance Measurement

This goal will be tracked and evaluated with several performance measures.

- Potential measures may include:
  - Infrastructure condition and vulnerability
  - Measures of access to destinations
  - Measures of delay, timeliness
  - Modal participation
  - Network by level of traffic stress
- Staff are evaluating the relevance and feasibility of potential measures



Discussion

- Does this framing of the issue make sense? What's missing or unclear?
- How would you apply this to goal to policies, actions, and investments?
- How specific should this topic get in directing the Regional Solicitation Evaluation for 2026? Any specific recommendations?
- Any suggestions for the work program?

We Protect & Restore Natural Systems

We protect, integrate, and restore natural systems to protect habitat and ensure a high quality of life for the people of our region.

Working Objective

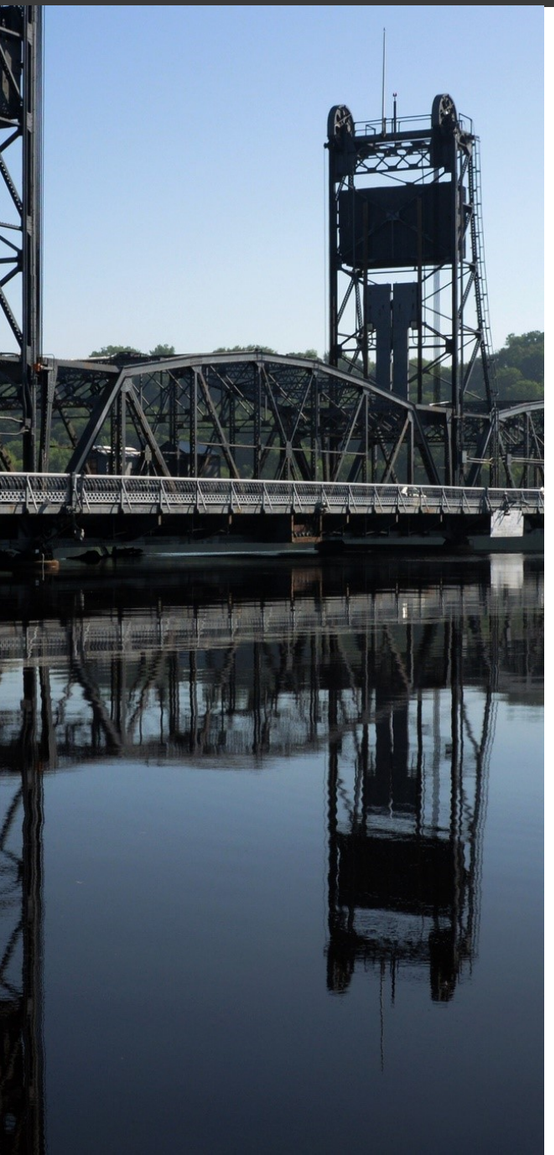
- The region’s transportation system and the people who use it limit their impacts on natural systems (e.g., air, water, vegetation, and habitat quality).

Issue Importance

Transportation uses land throughout the region in ways that impact natural systems.

- Transportation infrastructure fragments natural habitats, which increases vehicle-animal conflicts.
- Pollution from transportation reduces environmental quality.
- Paved infrastructure create impervious surfaces and related runoff.
    - Stormwater picks up oils, debris, and other pollutants.
    - Falling leaves that collect on impervious surfaces can concentrate phosphorous in stormwater discharge if not swept.
    - Salt and deicing solutions raise chloride levels in natural systems.
- Transportation noise can disrupt behavior patterns of animals.

Transportation Policy Plan Role



1 Investment Direction

- **Evaluating projects of regional significance** for their role in protecting and restoring natural systems
- Set policy basis for **rewarding projects** in discretionary grants for improving natural systems and mitigating impacts beyond requirements

2 Comprehensive Planning

- Provide **guidance for local governments** to minimize transportation impacts on natural systems during land development

3 Informing Practice

- Provide guidance for transportation partners about opportunities to **voluntarily improve natural systems** through projects and operations

Policies & Actions

Policies and actions are being developed through a Policy Development Team and staff inputs.

- Two potential policies are emerging from early work:
  - Use transportation rights-of-way to protect and restore natural systems.
  - Prioritize projects which reduce total impervious surface coverage.
- Actions will likely target:
  - Rewarding projects that advance this goal
  - Developing guidance for partners
- Technical Working Group engagement will continue in Policy Development Workshops tentatively in November

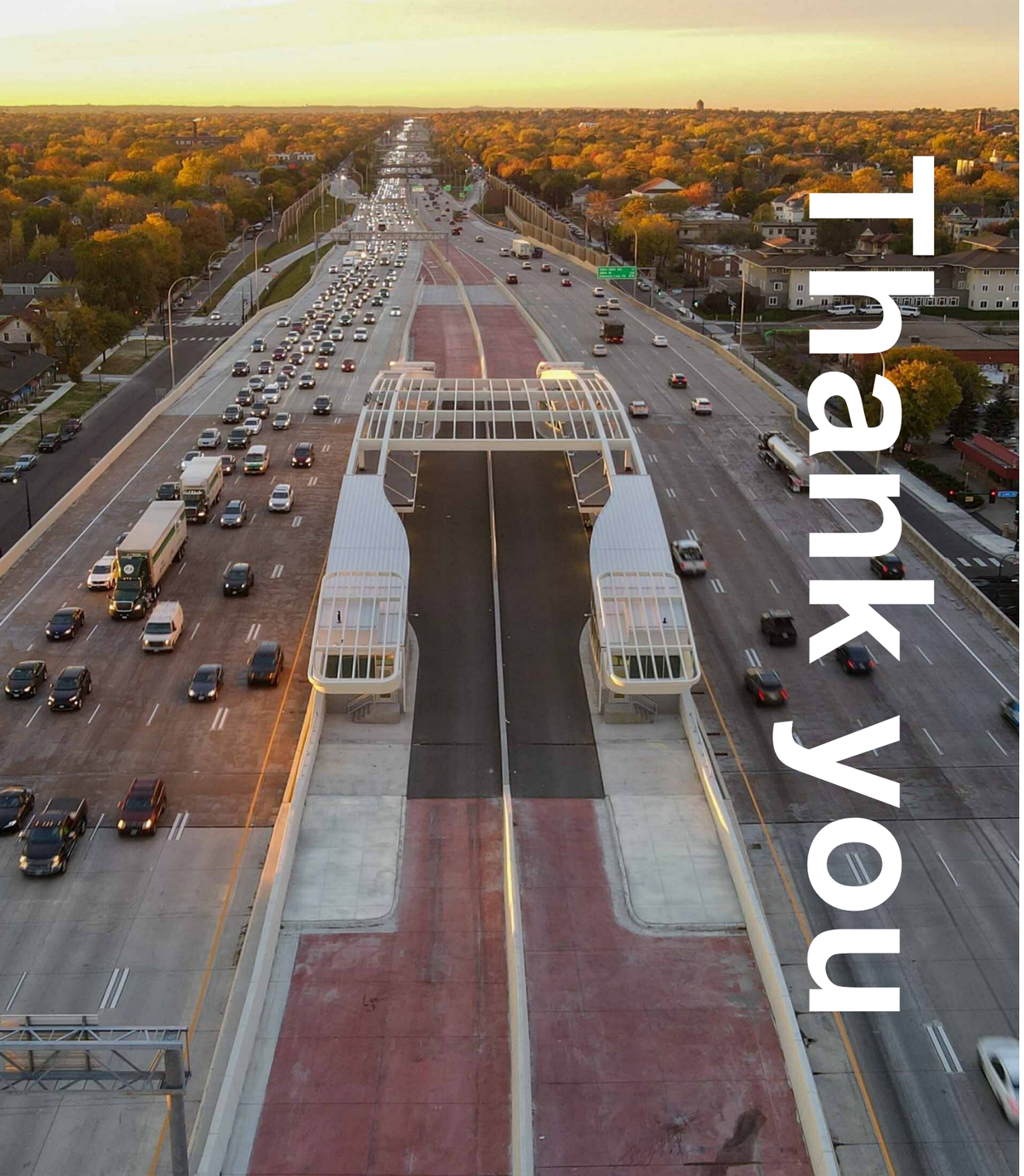
Performance Measurement

Measures likely to include existing air quality and new surface measures.

- Potential measures may include:
  - Impervious surfaces
  - Lane miles without mitigating stormwater treatment or conveyance systems
- Staff are evaluating the relevance and feasibility of potential measures.

Discussion

- Does this framing of the issue make sense? What's missing or unclear?
- How would you apply this to goal to policies, actions, and investments?
- How specific should this topic get in directing the Regional Solicitation Evaluation for 2026? Any specific recommendations?
- Any suggestions for the work program?



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