

Information Item

2050 Transportation Policy Plan Technical Working Group



Meeting date: July 13, 2023

Topic

Draft 2050 Transportation Policy Plan Objectives

District(s), member(s):	All
Policy/legal reference:	Minn. Stat. 473.146, 23 U.S.C. § 134, and 49 U.S.C. § 5303
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Background

The process for updating the 2050 Regional Development Guide and system plans has an integrated approach with shared terminology and plan structure. A working group of Metropolitan Council system plan leads proposed changes that divide the former working regional vision statements into a vision narrative and draft goal statements shared across system plans.

Concurrently, *2050 Transportation Policy Plan* staff have been working on objectives for the regional transportation system. Staff have prepared draft statements, conducted stakeholder and community engagement, and made adjustments and changes in reaction to engagement as well as the work occurring on the 2050 Regional Development Guide. The engagement occurred in two phases, listening sessions in February and March 2023 and surveys and workshops in June 2023. A summary of the engagement is under development and should be complete by the end of July.

This memo describes the adjustments and proposed changes to *2050 Transportation Policy Plan* objectives in response to these efforts.

Regional Vision & Goals

The vision statements informally endorsed at the Committee of the Whole this winter have shifted to the goal level, and a replacement summary statement is now the draft vision. A fifth goal, *Our Region is Dynamic and Resilient*, was added to address a range of feedback on the Regional Development Guide and system plans in response to important topics that were missing from the original four vision statements.

The following draft vision and goals are as recently presented to the Committee of the Whole, though staff have already begun drafting changes in response to Councilmember feedback.

Regional Vision

Staff are proposing the development of a brief and overarching vision statement based on the original four vision statements. The vision statement is meant to include a clear connection to the cross-cutting regional issues, reflect the endorsed values, include areas of Council responsibility, and consider themes from stakeholder engagement. For example, two alternatives have been presented to date:

“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.”

Regional Goals

Staff have proposed the following set of five regional goals at the June 21 Committee of the Whole. These statements have been clarified and adjusted with feedback from system plan leaders, informed by public and policymaker engagement in the course of their system plan development.

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.

2050 Transportation Policy Plan Objectives

2050 Transportation Policy Plan (TPP) staff developed a set of potential goal/objective statements for engagement in May 2023. After engagement, staff worked internally to refine the list of statements in response to feedback and in reaction to the 2050 Regional Development Guide direction on shared goals. Because the 2050 Transportation Policy Plan objectives are intended to be S.M.A.R.T. objectives (specific, measurable, achievable, relevant, timely), some edits were made to statements that were originally goals.

Proposed 2050 TPP Objectives

There are currently fourteen (14) draft objectives, organized by primary 2050 Regional Development Guide goal connection. The objectives are marked with key changes in underline, followed by summary of changes and the original statement shared in the second engagement phase with stakeholders.

Our Region is Equitable and Inclusive

- **Historically disadvantaged communities are better connected to jobs, education, and other opportunities through transportation investments.**
 - No change.
- **Disparate impacts, harms, and injustices to Black people, Indigenous people, and people of color are repaired and eliminated.**



- Grammatical correction.
- Original statement: Disparities, 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.**
 - This statement is new in response to feedback from the Transportation Accessibility Advisory Committee and other engagement efforts.

Our Communities are Healthy and Safe

- **People do not die or face life-changing injuries on all forms of transportation.**
 - No change.
- **People feel safer, more comfortable, and more welcome on all forms of transportation.**
 - Change to relative language.
 - Original statement: People feel safe, comfortable, and 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).**
 - Expand to clarify this statement applies to past, current, and future action.
 - Original statement: Regional investments mitigate 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.**
 - Change to relative language.
 - People are 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.**
 - No change.

Our Region is Dynamic and Resilient

- **People and businesses trust transportation infrastructure and services will withstand and recover quickly from natural and human-caused disruptions.**
 - Changes were made to center the user and expand the range of events covered.
 - Original statement: Transportation infrastructure withstands and recovers quickly from climate, natural, and security disruptions.
- **People can better meet their daily needs using affordable travel options beyond driving alone with fewer barriers.**
 - This change merged two related statements, moved the affordability concept from another statement, and simplified language.
 - Original statements:
 - People can meet their daily needs with travel options beyond driving alone.
 - Few barriers stand between people and their destinations when using travel options beyond driving alone.
 - People have timely, reliable, and affordable driving, transit, walking, and biking options for reaching their destinations.



- **People have timelier and more predictable travel times to reach their destinations when driving, taking transit, walking, rolling, and biking.**
 - Original statement: People have timely, reliable, and affordable driving, transit, walking, and biking options for reaching their destinations.
- **People and businesses can rely on time- and cost-effective movement of freight and goods.**
 - No change.

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.**
 - No change.

We Protect and Restore Natural Systems

- **Natural systems are protected and restored along with transportation investments (e.g., air, water, vegetation, and habitat quality).**
 - No change.

Objectives Not Proposed to Advance

The following objectives are not proposed to advance due to limited or divergent support through engagement, conflicts with other statements, lack of measurability, or through addressing them as a matter of policy.

Resilience

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

The listed statement was not strongly supported in engagement as an 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.

Repair, Replace & Modernize

- Infrastructure in poor condition is repaired and replaced.
- Existing transportation is modernized to serve current and emerging travel needs.

The listed statements reflect a major investment category, but outcomes desired through these investments are described in the other objectives. The community-based feedback solicited in engagement indicated preference to not just maintain infrastructure that is there, but to make it work better for today's issues. The *2050 Transportation Policy Plan* will still have policies in place to support these investments.

Competitive Economy

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

The listed statement was not strongly supported for use in transportation investments. A competitive regional economy is an important outcome, but it is the result of investing well to achieve other objectives. Economic measures are very difficult to use in transportation investment decision making. These statements were too open to interpretation to invest in ways that are in conflict with other objectives.



Land Use & Growth

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

The listed statements were not strongly supported for use in transportation investments. In the Goals & Objectives engagement, priorities were very different based on location in the region. This feedback will be shared with land use policy staff in Community Development.



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