



2050 TPP Objectives Update

2050 Transportation Policy Plan (TPP) Technical Working Group



August 2023

Agenda for Discussion



Objectives Updates and Discussion Guides

1. Full list of updated working objectives attachment provided; no discussion planned
2. Substantial updates; discussion planned
 - Our Region is Dynamic and Resilient
 - We Lead on Addressing Climate Change
3. Follow-up; discussion planned
 - Repair and Replace

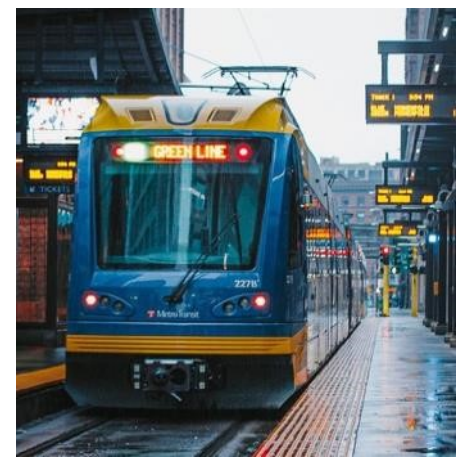
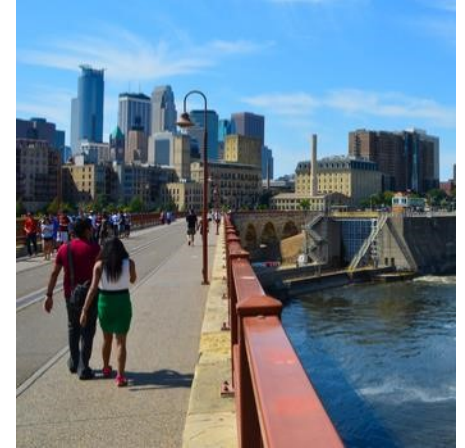
Overview of Hand-out

Objectives Hand-out

- Minor edits to the writing style and consistency for most objectives
- Some changes to structure of sentences while keeping the same intent
- Two new objectives added

July Broad Feedback

- Overall strong support for initial proposal
- People-first language is preferred
- Land use-transportation relationship is still important, needs to be addressed somewhere
- Some feedback on the goal language needs to be discussed more broadly across the Council



Discussion #1 – Dynamic and Resilient

Our Region is Dynamic & Resilient

- People can better meet their daily needs with reliable, direct, and affordable options beyond driving alone ~~using affordable travel options beyond driving alone with fewer barriers.~~
- People ~~have~~ experience more predictable travel times without experiencing excessive delays ~~timelier and more predictable travel times to reach their destinations driving, taking transit, walking, rolling, and biking~~ when traveling in vehicles.

- **What we heard**
 - Conflict between expanding “options” and improving travel times for driving
- **Intent of changes**
 - First objective addresses major elements of non-SOV modes and telework that influence attractiveness and demand
 - Second objective focused on predictability (or reliability) and excessive delays only
- **Questions**
 - Does this strike the right balance?
 - Are there elements of either objective that still seem missing?



Discussion #2 – Climate Change

We Lead on Addressing Climate Change

- The region's transportation system minimizes its contribution to climate change, ~~from transportation, supporting or exceeding state goals for reducing greenhouse gas emissions.~~
- By 2035, 100% of new, light-duty vehicles registered are zero emissions, and 65% of all light-duty vehicles registered are zero emissions.
- By 2050, the region reduces vehicle miles traveled by 20% per capita below 2019 levels.
- **What we heard**
 - Not saying enough about this important issue.
 - Specificity could be helpful here.
- **Intent of changes**
 - First objective still encompasses all possible approaches.
 - Second and third objectives highlight major investment focuses.
 - Numbers reflect statewide planning.
- **Questions**
 - Are these the right focus areas?
 - Are these the right numbers?
 - Should VMT reduction be more or less aggressive than statewide targets?



Revisiting Repair, Replace, and Modernize

Repair, Replace & Modernize not included in objectives

Objectives considered:

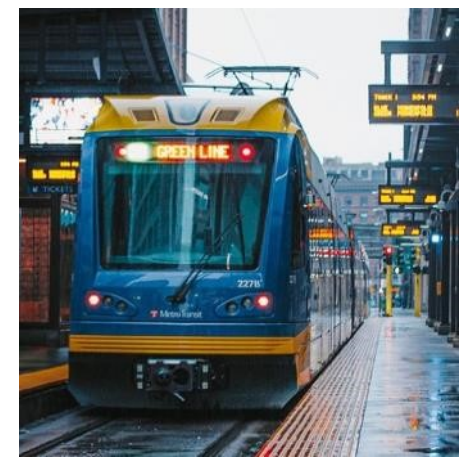
- **Repair, Replace & Modernize:** Infrastructure in poor condition is repaired and replaced.
- **Repair, Replace & Modernize:** Existing transportation is modernized to serve current and emerging travel needs.

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).

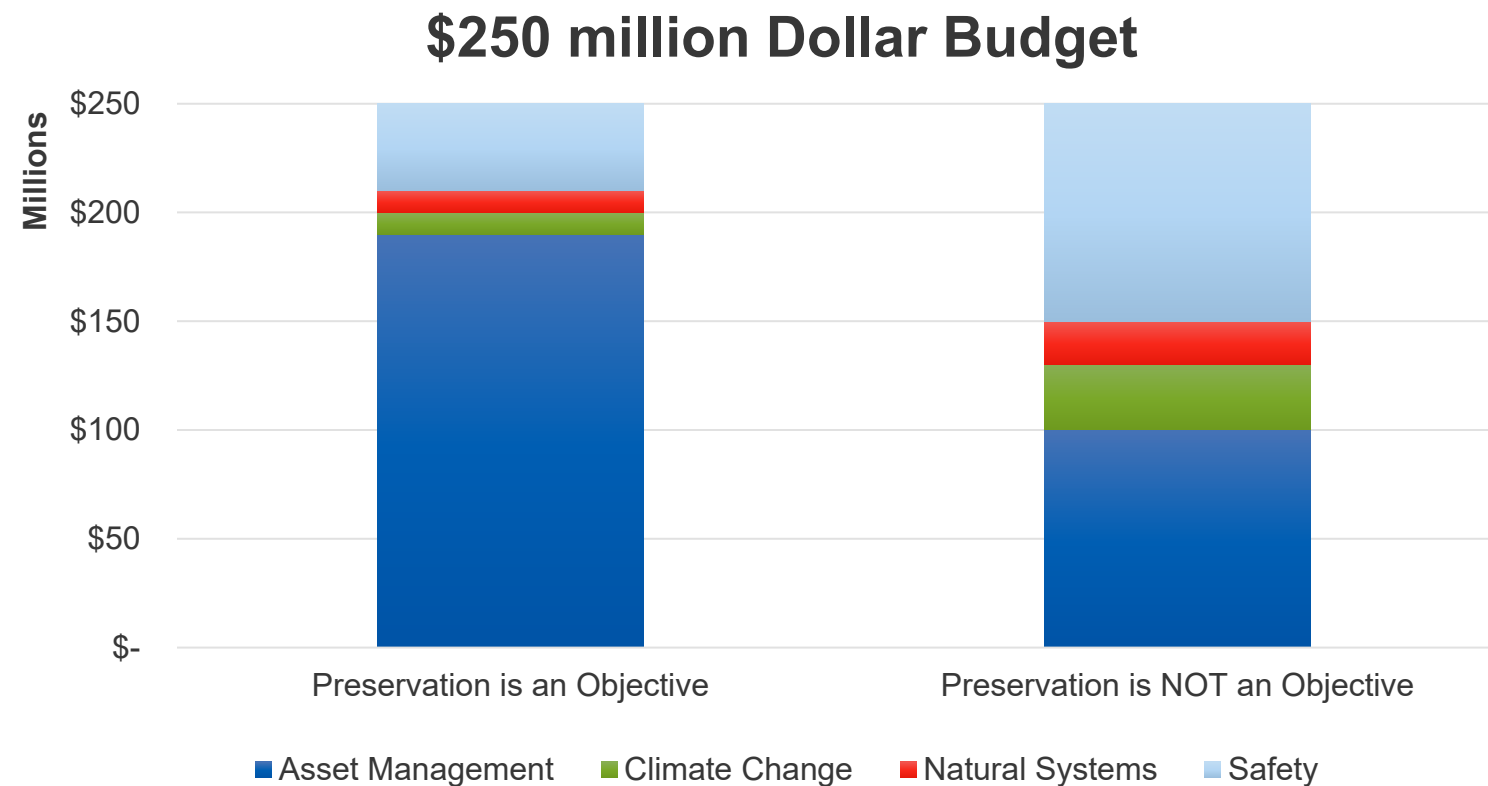
We repair infrastructure because we want it to be safe, reliable, comfortable, environmentally friendly

Repair, Replace, and Modernization (2)

How policies might reflect this approach

“Asset management is an important focus of the transportation system. When assets are being managed, priority should be given to projects that can advance as many transportation goals and objectives as possible.”

“Modernization of transportation facilities should prioritize advancing 2050 TPP goals and objectives.”



Next Steps



Keep advancing drafts

Near Term

- Presentation to Advisory Work Group 8/17
- Presentations to TAC and TAB in September
- Continued engagement through other channels with community and equity stakeholders
- Continue work on policy development and performance measurement

Long Term

- Consider alignment across Council plans in early 2024
- Ongoing feedback loop through policy and performance measurement work



Thank You

Cole Hiniker

Senior Manager, Multimodal Planning

Cole.Hiniker@metc.state.mn.us

