



2050 Metropolitan Development Guide & TPP Overview



May 2022

Optimizing Regional Planning

Project Overview

2050 plans for the region and all the systems

Lessons from past plans

Regional issues and lots of uncertainties

All policy areas and system plans updated together

Greater focus on coordinating what we can do with our roles to affect regional issues



Goals

Continue

- Big ideas (like stewardship, prosperity, equity, livability, sustainability in Thrive)
- Address pressing regional issues

Increase

- Consistency between policy areas
- Coherency to partners
- Detail on how big ideas will be implemented

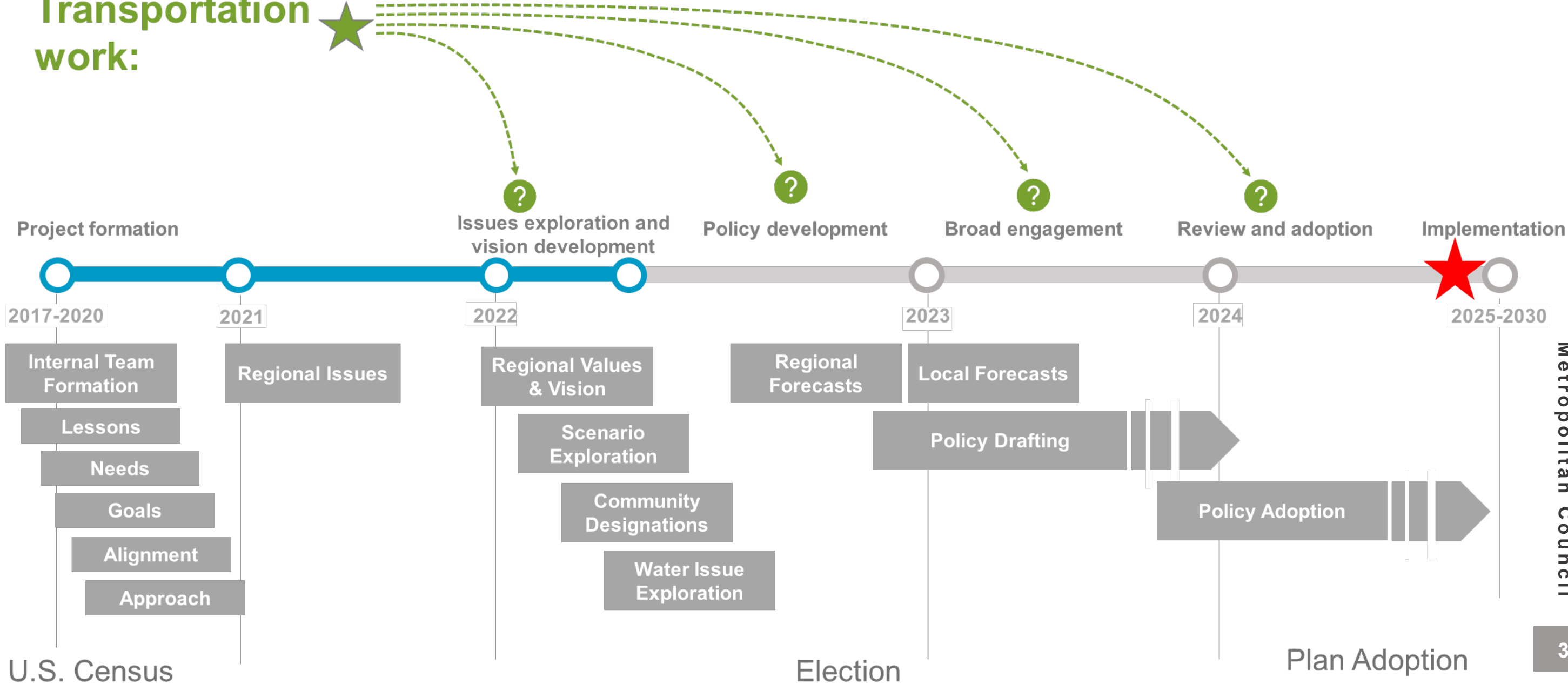
Add

- Shared regional values, vision and goals
- Consistent vocabulary and structure
- Shared development timeline

Path toward 2050 Plan

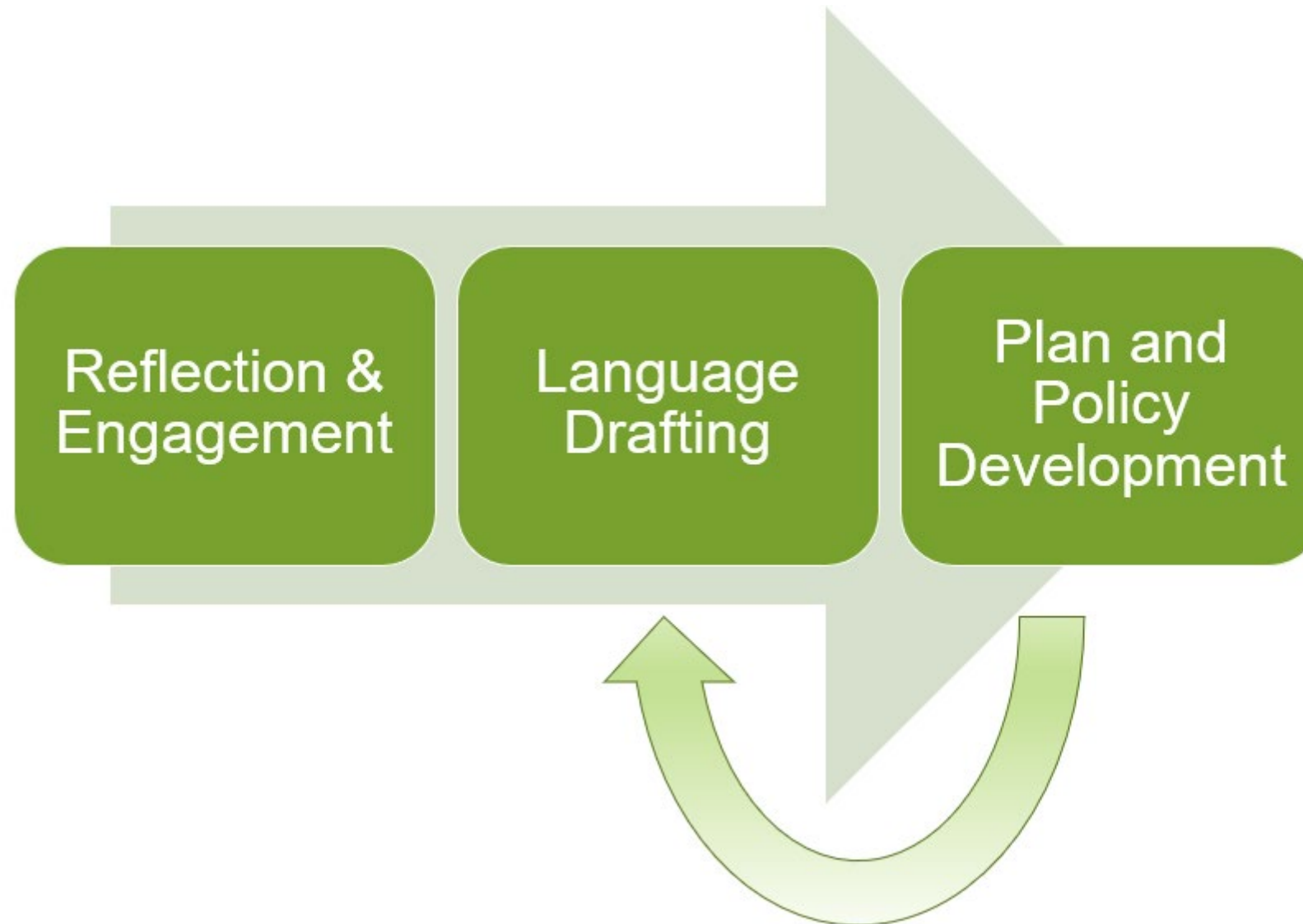
Regional Development Guide, System Plans, and Policy Plans

Transportation work:

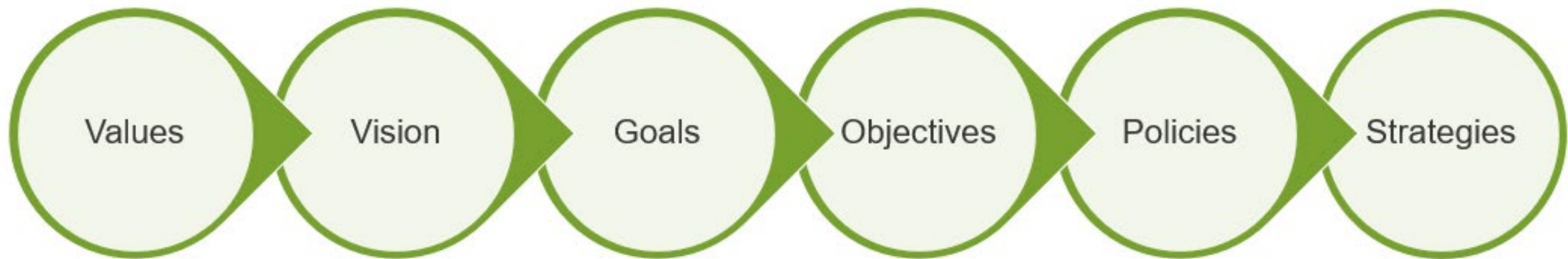


Metropolitan Council

Values, Vision & Goals Process

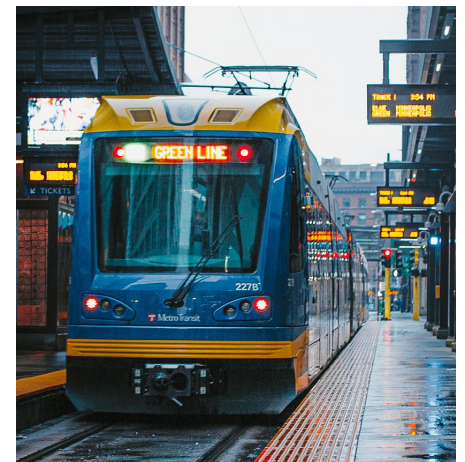
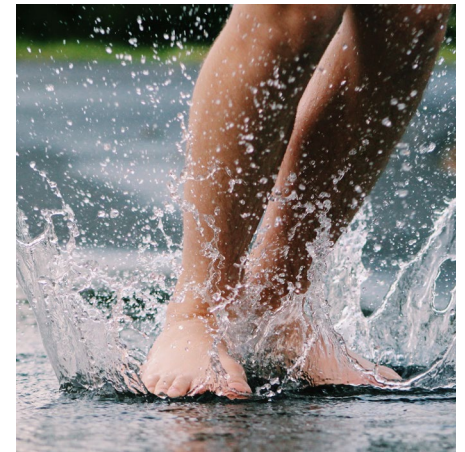
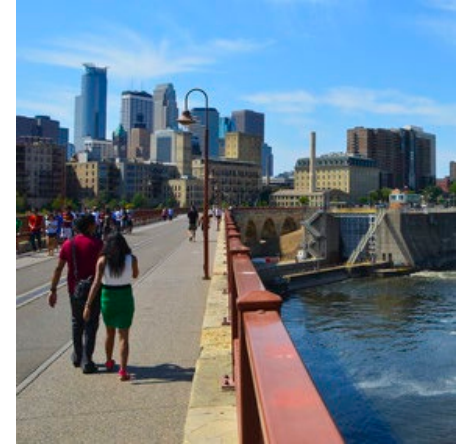


From Values to Implementation

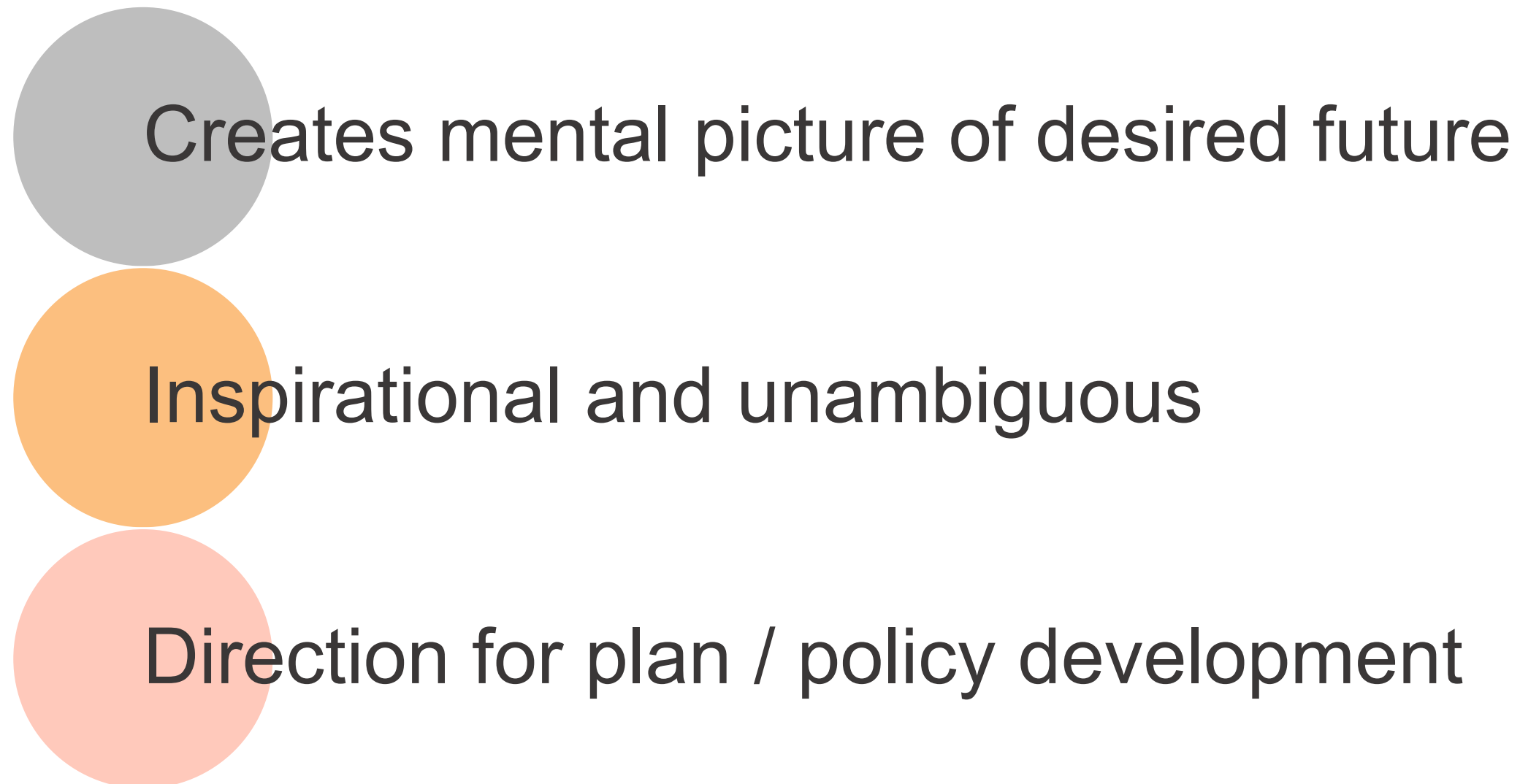


Exploratory Issues

- Affordability
- Climate
- Equity
- Infrastructure
- Pandemic Recovery
- Public Health
- Resiliency
- Shared Prosperity
- Stewardship
- Welcoming and Safe Communities

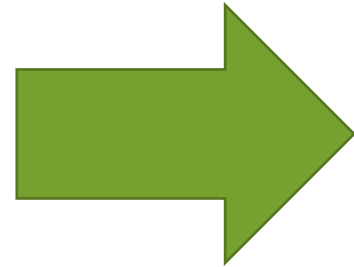


Vision Qualities



Thrive Outcomes Lessons Learned

- Stewardship
- Prosperity
- Equity
- Livability
- Sustainability

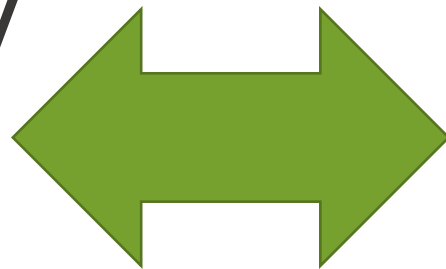


Great ideas, but....

- More like principles or values
- Lots of context and reflection
- Lack of clarity, implementation direction
- Competing priorities / tradeoffs not addressed

Thrive Outcomes vs. TPP Goals

- Stewardship
- Prosperity
- Equity
- Livability
- Sustainability



- Transportation System Stewardship
- Safety & Security
- Access to Destinations
- Competitive Economy
- Healthy and Equitable Communities
- Leveraging Transportation Investments to Guide Land Use



Questions

**Questions on the 2050 Vision
and Metropolitan Development
Guide?**



2050 Transportation Policy Plan



Statutory Requirements

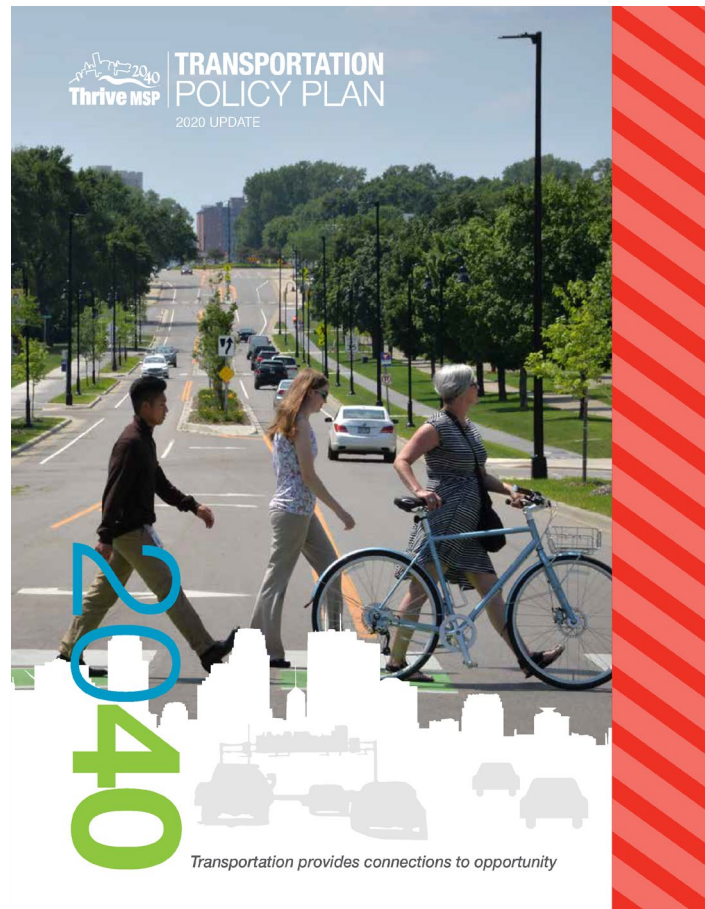
State

- **Minn. Stat. 473.145** requires a development guide for the metro area, which recognizes impacts on the transportation system
- **Minn. Stat. 473.146** requires adoption of system plans, including a transportation policy plan and a transportation chapter in the development guide

Federal

- **23 U.S.C. § 134** and **49 U.S.C. § 5303** require development of performance-driven, outcome-based long-range transportation plans
- These plans must be updated every 5 years or more frequently

Planning Cycle



Studies to Inform Policy Development

Example Completed

- Mobility Hub Planning Guide
- Highway Mobility Study

Example Ongoing

- Safety Study
- TDM Study
- Equity Evaluation of Transportation Investments
- Transportation and Climate Change Multimodal Measures

2050 Transportation Policy Plan

- Policies
- Investments
- Performance
- Modelling

Highway Mobility Study Example

2040 Investment Scenarios & Outcomes Identified

Identified

- New measure for Highway Mobility (Annual Delay per Capita)
- 20-year investment need
- Potential outcomes of 20-year investment

Will be considered in

- MnSHIP
- TPP Highway Investment Direction and Plan
- TPP Performance outcomes

Scenario	Implement Planned Investments	Extend Current Investment	Manage Decline in Regional Mobility	Sustain Regional Mobility	Improve Regional Mobility
20-Year Investment	\$0-\$375 million	\$1-\$2 billion	\$2-\$3 billion	\$3-\$5 billion	\$4-\$6 billion
Annual Delay per Capita 📅 = An 8 hour workday -- = Delay per capita in 2018	🕒 56 hours 📅📅📅📅 📅📅 14 hours more than 2018	🕒 52 hours 📅📅📅📅 📅📅 10 hours more than 2018	🕒 48 hours 📅📅📅 📅📅 6 hours more than 2018	🕒 44 hours 📅📅📅 📅📅 2 hours more than 2018	🕒 40 hours 📅📅 📅 2 hours less than 2018
Jobs Accessible to Typical Twin Cities Resident (within 30 minute drive during AM peak) 👤 = 200,000 jobs accessible	👤 740k jobs 👤👤👤 Same as 2018	👤 820k jobs 👤👤👤 80k jobs more than 2018	👤 860k jobs 👤👤👤 120k jobs more than 2018	👤 900k jobs 👤👤👤 160k jobs more than 2018	👤 920k jobs 👤👤👤 180k jobs more than 2018
2040 Benefit from Travel Time Savings 💰 = 100 dollars per household	N/A	💰💰 \$200	💰💰💰 \$400	💰💰💰💰 \$600	💰💰💰💰💰 \$800
Freight Bottlenecks Improved	🚛🚛🚛🚛 0%	🚛🚛🚛🚛 39%	🚛🚛🚛🚛 65%	🚛🚛🚛🚛 90%	🚛🚛🚛🚛 95%
Greenhouse Gas Emissions	4 million metric tons per day in 2040 (Substantial decreases in greenhouse gas emissions through year 2040 are projected based on vehicle efficiency improvements; the overall magnitude of regional emissions in 2040 are not greatly influenced by these highway mobility investment scenarios, but further study is needed.)				
Risk of Not Reaching Delay Target	HIGH	HIGH	MODERATE	MODERATE	LOW

TPP Content/Chapters

Organizational

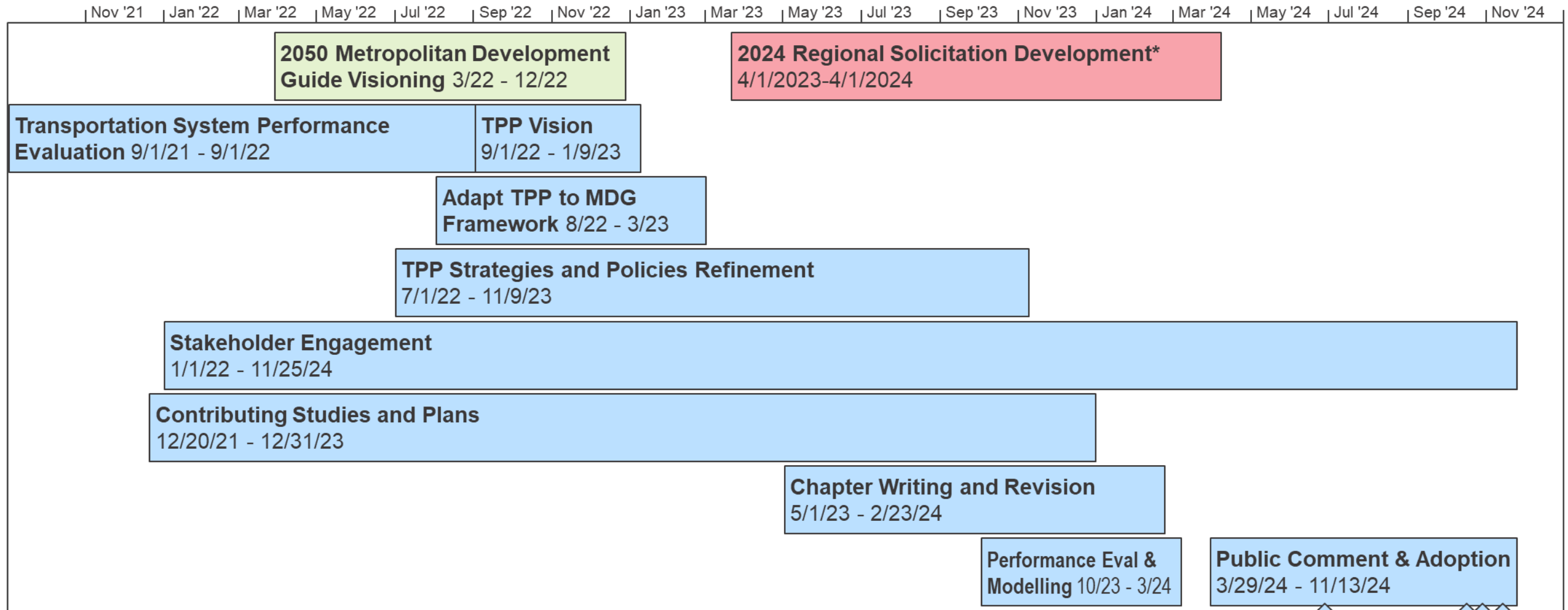
- Overview
- Vision
- Strategies
- Finance
- Work Program
- Project List

Investment Plans

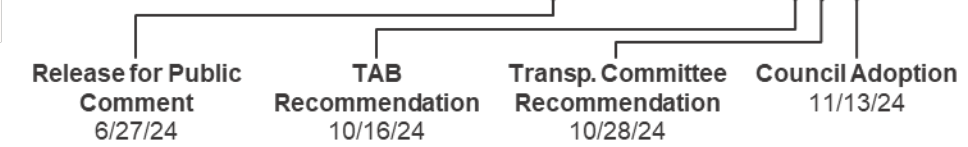
- Highway
- Transit
- Bicycle & Pedestrian
- Freight
- Aviation

- Land Use
- Equity and Environmental Justice
- Performance Outcomes
- Climate and Environment (*tentative*)
- Travel Demand Management (*tentative*)
- Safety (*tentative*)
- Cross-Cutting

2050 TPP Schedule



*The next major Regional Solicitation update is scheduled for 2025 or 2026 and will not overlap the TPP schedule.



Stakeholder Engagement

Technical Working Group

- Membership is TAC Planning organizations, TAC chair, plus needed additions
- Monthly meetings follow regular TAC Planning, beginning May 2022
- TAC Planning shortened, focused on actions or as needed info items
- Meeting frequency may increase as content requires, likely Fall 2023 and later
- Also engage with other TAC Working Groups for specialized expertise

Policymaker Working Group

- Membership will include TAB, Met Council, transit providers
- Every-other month meetings, may increase as content requires, beginning in June 2022

Policymaking Working Group Responsibilities



- Provide policy guidance to Council staff on 2050 TPP content
- Give direction on issues to discuss at Technical Working Group
- Identify issues that should be brought to TAB for further discussion
- Be prepared to engage on regional planning discussions in an in-depth way

Policymaker Working Group

TAB Members (12):

- 3 Counties
 - 1 of Ramsey or Hennepin counties
 - 1 of Carver, Scott, or Dakota counties
 - 1 of Anoka or Washington counties
- 3 Cities
 - 1 of Minneapolis or St. Paul
 - 1 of a non-urban center city
 - Chair Hovland representing Edina
- 3 citizen or modal representatives
- MnDOT, MPCA, Met Council

Representative	Volunteers/Members
Ramsey or Hennepin	(vacant)
Carver, Scott, Dakota	Jon Ulrich
Anoka, Washington	Stan Karwoski
Minneapolis, St. Paul	(vacant)
TAB Chair	Jim Hovland
Other City	(vacant)
Citizen or Modal Reps	Mathews Hollinshead, Peter Dugan, (vacant)
Met Council	Deb Barber
MnDOT	Mike Barnes
MPCA	Craig McDonnell

Further Engagement

Local

- Additional engagement on-top of technical and policymaker working groups
- Considering a workshop format spread throughout the region

Advocacy/Issue-Specific

- Considering the format of a regular meeting of key advocacy groups or issue-specific groups
- Address topics of shared concern early

Public

- Timeline and format to be determined pending changes to the Transportation Public Participation Plan

Expected Work in 2022

- Potential workshop session on scenario planning
- Discuss the 2050 regional vision
- Consider how to adapt existing strategies to new plan structure, including policies

Potential Topics

Transportation Issues to Address in the 2050 TPP Update

- Transportation response to climate change mitigation and adaptation, including electric vehicles
- The impacts of the COVID-19 pandemic on travel behavior and land use and how investment plans should adapt accordingly
- Need to identify and address the causes of growing safety and security issues on transportation system
- Address how congestion management fits within the TPP's policy framework relative to other priorities
- Update or add funding direction for new or expanded IIJA federal programs, including those in the Regional Solicitation

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