



# 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

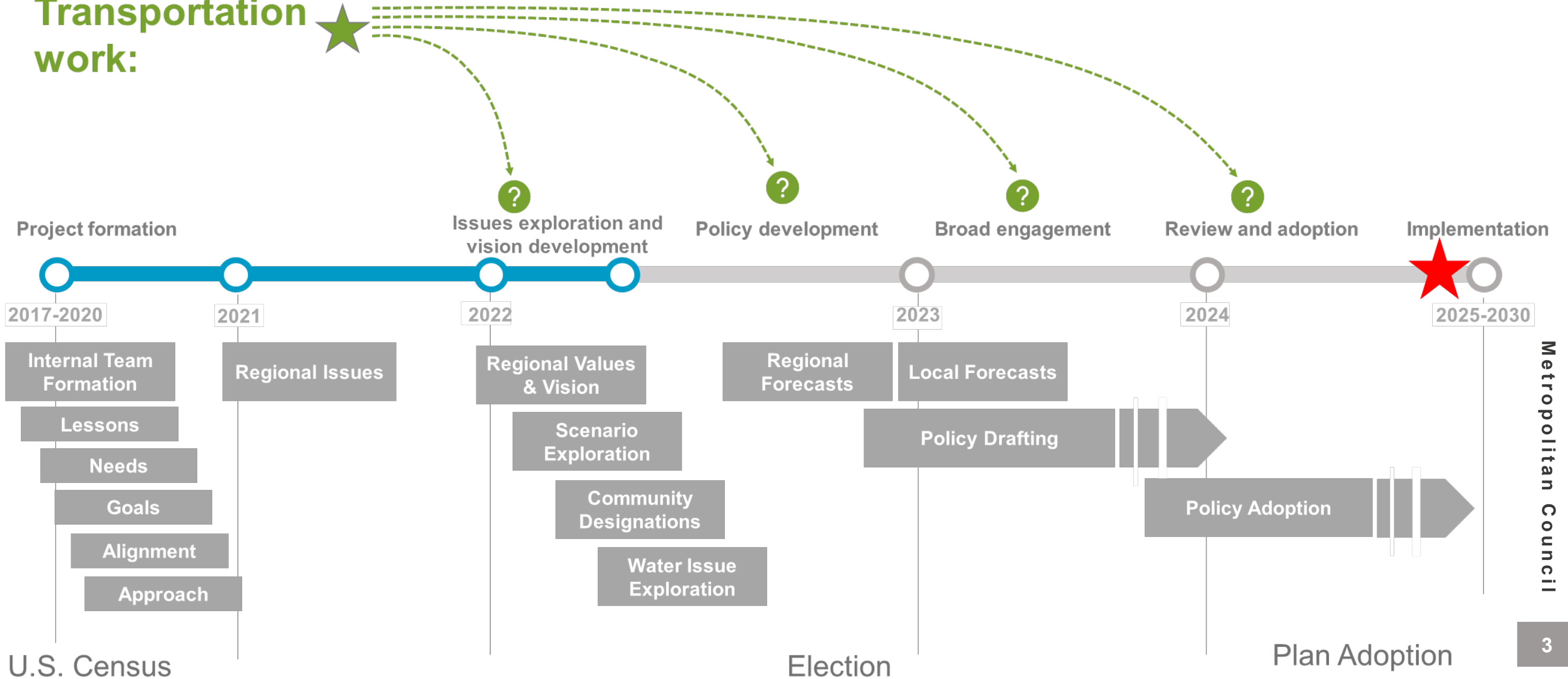
## Add

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

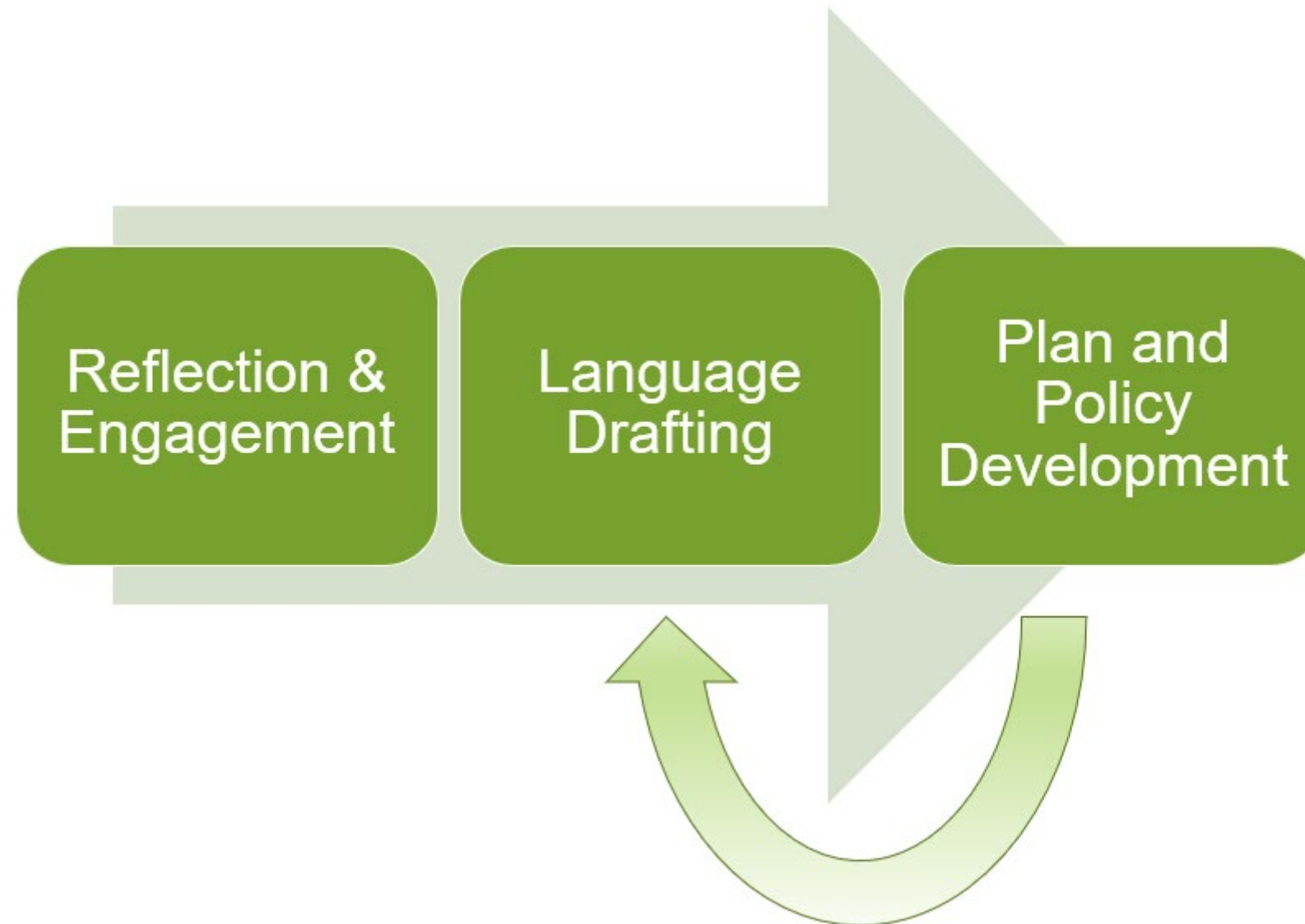
# Path toward 2050 Plan

Regional Development Guide, System Plans, and Policy Plans

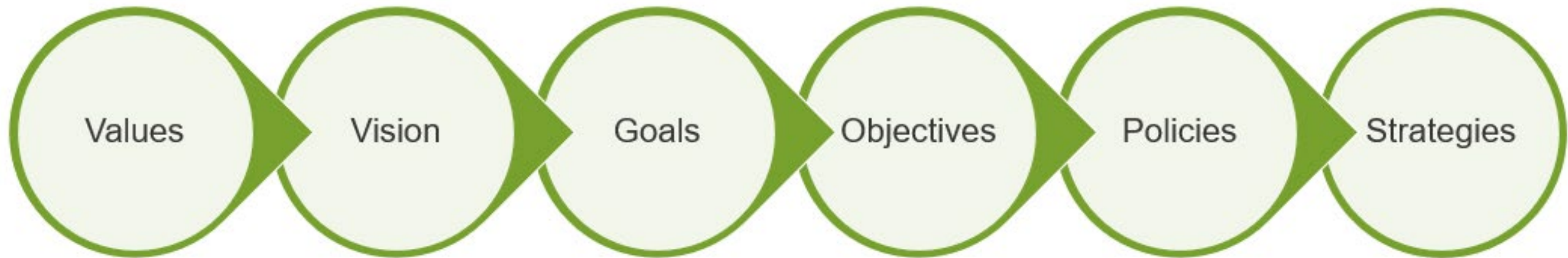
## Transportation work:



# Values, Vision & Goals Process

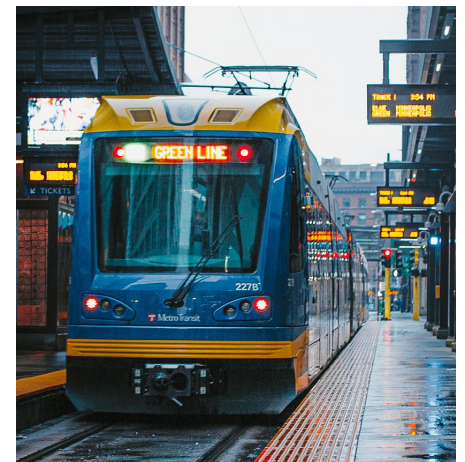
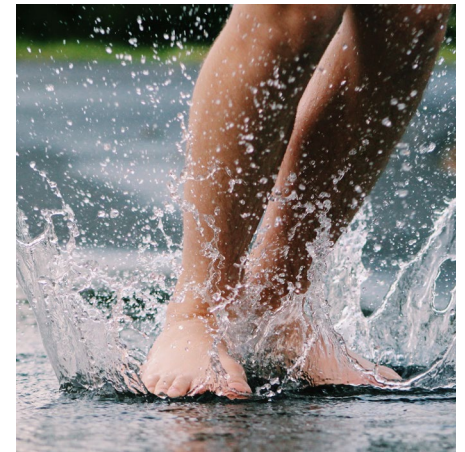
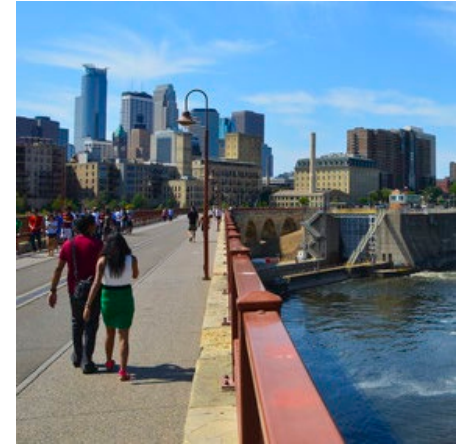


# From Values to Implementation

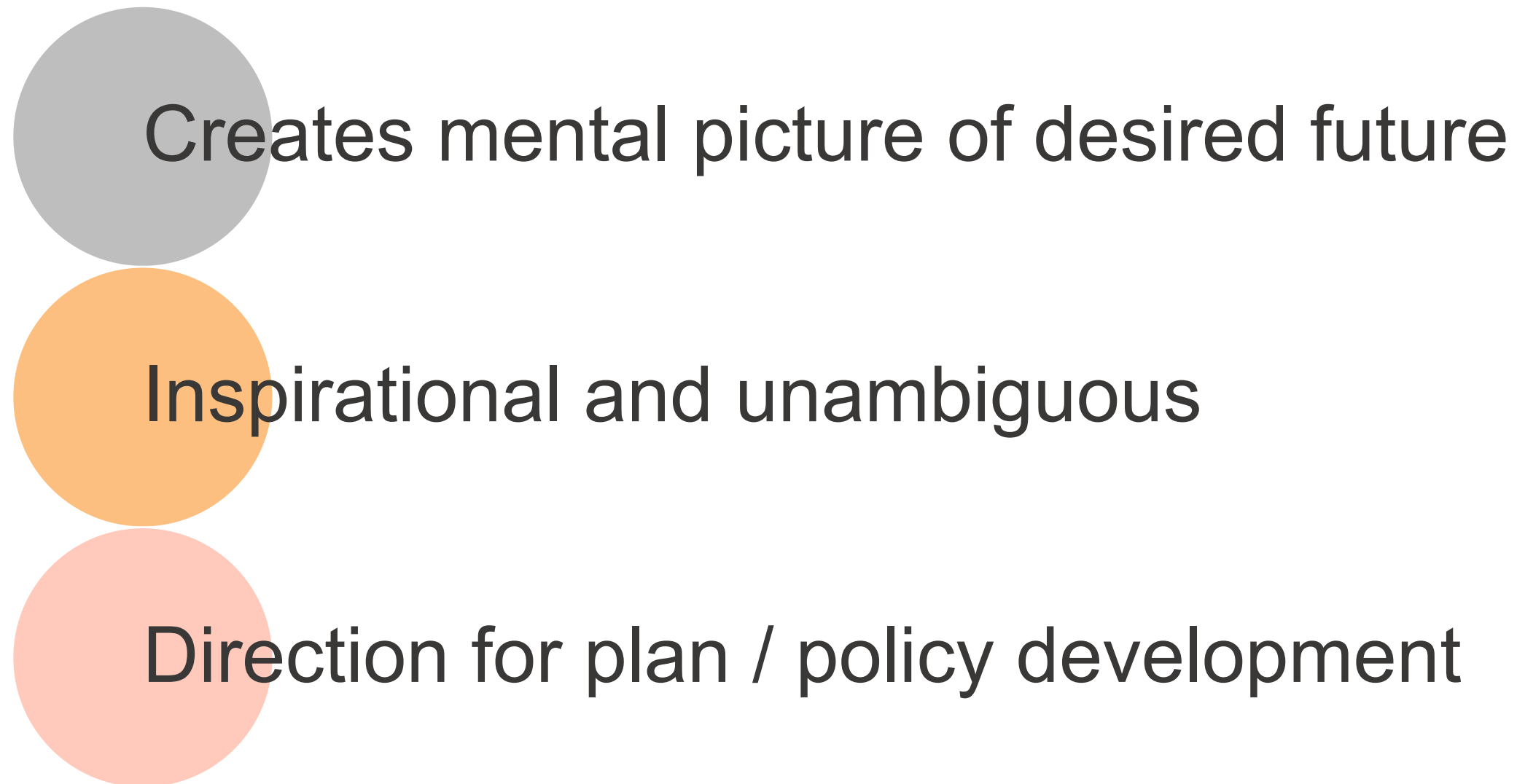


# Exploratory Issues

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



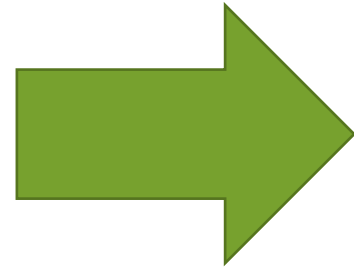
# Vision Qualities





# Thrive Outcomes Lessons Learned

- Stewardship
- Prosperity
- Equity
- Livability
- Sustainability

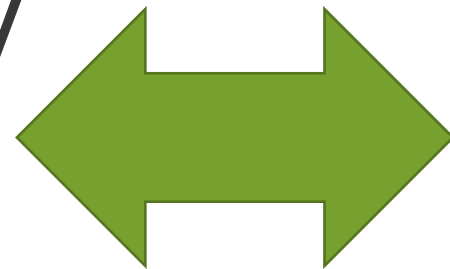


Great ideas, but....

- 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

# Statutory Requirements

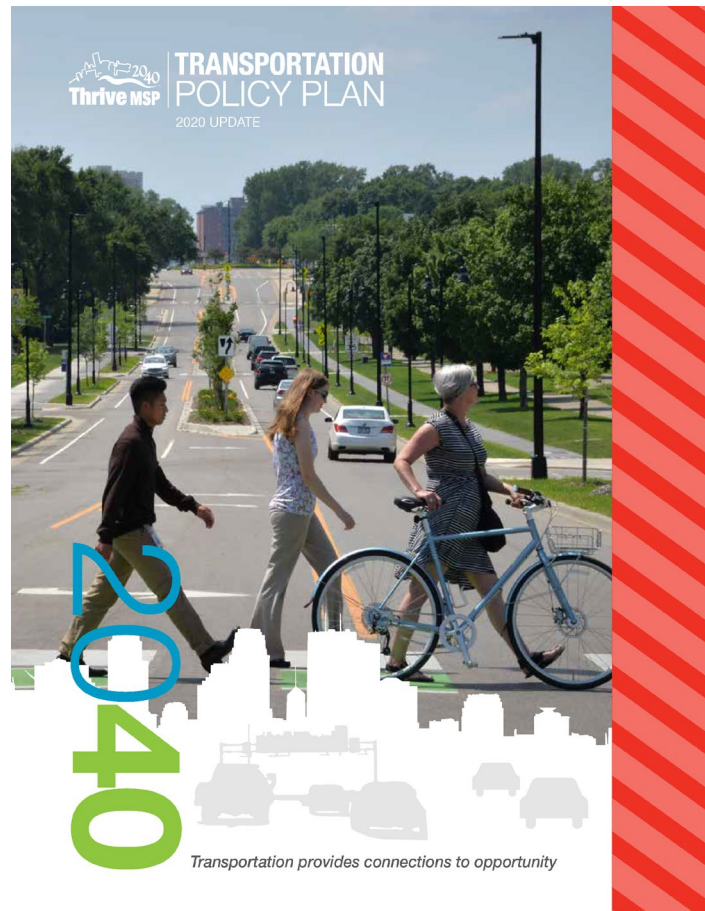
## State

- **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
<b>20-Year Investment</b>	\$0-\$375 million	\$1-\$2 billion	\$2-\$3 billion	\$3-\$5 billion	\$4-\$6 billion
<b>Annual Delay per Capita</b> 📅 = 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
<b>Jobs Accessible to Typical Twin Cities Resident</b> (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
<b>2040 Benefit from Travel Time Savings</b> 💰 = 100 dollars per household	N/A	💰💰 \$200	💰💰💰 \$400	💰💰💰💰 \$600	💰💰💰💰💰 \$800
<b>Freight Bottlenecks Improved</b>	🚚🚚🚚 0%	🚚🚚🚚🚚 39%	🚚🚚🚚🚚🚚 65%	🚚🚚🚚🚚🚚🚚 90%	🚚🚚🚚🚚🚚🚚🚚 95%
<b>Greenhouse Gas Emissions</b>	<b>4 million metric tons per day in 2040</b> (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.)				
<b>Risk of Not Reaching Delay Target</b>	HIGH	HIGH	MODERATE	MODERATE	LOW

# TPP Content/Chapters

## Organizational

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

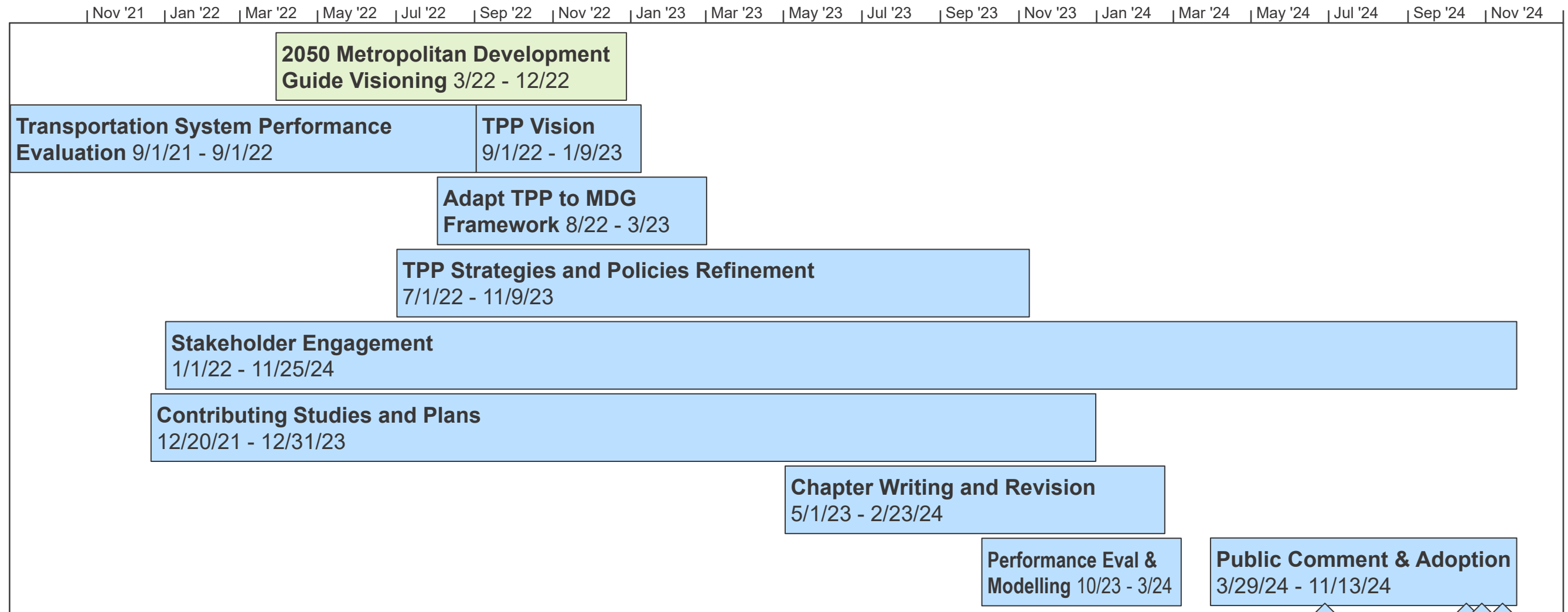
## Investment Plans

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

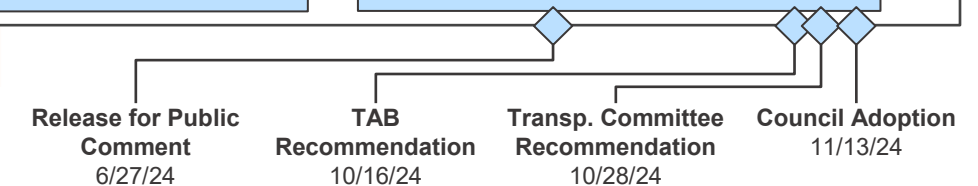
## Cross-Cutting

- Land Use
- Equity and Environmental Justice
- Climate and Environment
- Travel Demand Management
- Safety

# 2050 TPP Schedule



The next 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 to be determined, likely a balance of Council, Transportation Advisory Board, and additional members
- Monthly or every-other month meetings, may increase as content requires



# Additional Technical Membership Working List for Discussion

## Local & Regional

- 7W – Sherburne/Wright
- Additional cities
- Metropolitan Council, Research, Parks, Transportation Planning
- Transportation Management Organization
- Twin Cities Shared Mobility Collaborative

## State

- MN Council on Disability
- Dept. of Employment and Economic Development
- Dept. of Natural Resources
- Dept. of Health
- Dept. of Transportation
  - Freight & Rail Planning
  - Ofc. of Transportation System Management
  - Traffic Safety
  - Sustainability & Public Health

## Research

- University of Minnesota Center for Transportation Studies

# Working Group Responsibilities



- Provide technical expertise on regional planning
- Provide technical perspectives from your agency or similar communities
- Review TPP, chapters, and supporting work products
- Circulate documents within agencies for review and comment prior to policymaker action
  - Agencies should adjust TAC Planning membership as appropriate

# 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

# Contacts

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