

# Agenda

2050 Transportation Policy Plan (TPP) Advisory Work Group



**Meeting Date:** December 16, 2022

**Time:** 10:00 AM

**Location:** Virtual

## Joining Instructions

Advisory Work Group members should join via the WebEx panelist information shared in the calendar invite. Audience members should [register to attend](#) as a webinar attendee.

## Topics

1. Introduction  
(Chair Deb Barber, 10:00 – 10:05 AM)
2. Regional Vision, Values, and Goals Update  
(Michael Larson, Community Development, 10:05 – 10:45 AM)
  - Staff will prompt feedback and reflection on a summary of previous Advisory Work Group engagement, in the following areas (see attachment for detail):
    - Value Areas:
      - Do the statements reflect what you as a group have shared previously?
      - Is something missing, or is a key idea not emphasized appropriately?
    - Cross-Cutting Issues:
      - Do the statements reflect what you as a group have shared previously?
      - Do the statements represent the transportation system in a comprehensive and multimodal way? What is missing?
      - Do these statements fully integrate transportation with other issues of regional significance (e.g., housing, natural resources, economy, communities, etc.)?
      - Are certain ideas more important than others?
3. Review of 2040 TPP Policies & Discussion  
(Bethany Brandt-Sargent, MTS Planning, 10:45 AM – 11:05 AM)
4. Transportation Stakeholder Analysis  
(Sara Maaske, Communications, 11:05 AM – 11:35 AM)
5. Vehicle Miles Travelled (VMT) Reduction Mode Shift Study  
(Ashley Asmus, MTS Planning, 11:35 AM – 11:55 AM)
6. Set Standing Meeting Time  
(Jed Hanson, MTS Planning, 11:55 AM – 12:00 PM)
7. Closing  
(Chair Deb Barber)

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## Council Contacts:

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Jed Hanson, Planner, Multimodal Planning, [jed.hanson@metc.state.mn.us](mailto:jed.hanson@metc.state.mn.us)

# Information Item

Transportation Policy Plan Advisory Work Group



Meeting Date: December 16, 2022

## Topic

2050 Regional Development Guide Values, Vision, and Goals

**Policy/Legal Reference:** Minn. Stat. § 473.145  
**Staff Prepared/Presented:** Michael Larson, Planning Analyst, 651-602-1407  
**Division/Department:** Community Development / Regional Planning

### Background

Staff have conducted numerous engagement activities with the Metropolitan Council and various advisory groups to identify shared regional values, components of a regional vision, and potential goals for the 2050 Regional Development Guide. Based on input to date, staff are developing a working document of regional values and vision statements for Council review, discussion, and use for further engagement. A working draft for discussion will be presented to the Council in early January. The development of regional goals based on the regional vision will commence next year and be informed by future stakeholder engagement.

### Regional Values

Values are core beliefs or principles that guide our work. The challenge in identifying shared values is that different people value different things. However, certain themes have emerged that support the cross-cutting issues and the need for effectively working together and with others.

The following value terms are grouped in theme areas:

- Equity, justice, cultural competence, respect, and compassion
- Leadership, collaboration, entrepreneurship, and innovation
- Transparency, effectiveness, and accountability
- Stewardship, sustainability, and resilience

### Significant Cross-Cutting Regional Issues

In consultation with the Council's policy and technical leads, and in reviewing what we have heard through this first phase of engagement and in other planning work, staff had identified four cross cutting issues of regional significance. They are significant policy and programmatic areas that are not the sole responsibility of any one division. They represent potential areas of policy collaboration and identification of shared regional goals. Consequently, they will be reflected throughout the regional vision and our policy plans.

- Equity
- Climate
- Natural Systems
- Public Health, Safety, and Wellbeing

### Regional Vision

Vision is what we want to achieve for the region. State statute empowers the Council to develop a



Metropolitan Council

comprehensive development guide prescribing the orderly and economical development of the metropolitan area. The cross-cutting issues impacts all this work, but the following will be addressed in the proposed vision language. They include aspects of development and characteristics of development. We will “anchor” the vision in the people, communities, and places we love and call home.

#### *Regional Development Issues*

- Growth management
- Housing needs
- Commerce & industry
- Parks and open space
- Water resources
- Other natural resources

#### *Contextual Issues*

- Accessibility and affordability
- Shared economic prosperity
- Welcoming and Inclusive

#### *“Anchoring” Principles*

- People
- Communities
- Places

#### *Regional System Considerations*

- Transportation
- Wastewater
- Regional Parks

### **TPP Advisory Work Group Feedback**

On December 16<sup>th</sup>, we will ask for your feedback and reflection on a compilation of input (on following pages) that we summarized based on engagement with you on June 29<sup>th</sup> and August 26<sup>th</sup>. We use the value groupings and cross-cutting issues to organize this synopsis.

We will ask for your feedback the following:

- Value Areas:
  - Do the statements reflect what you as a group have shared previously?
  - Is something missing, or is a key idea not emphasized appropriately?
- Cross-Cutting Issues:
  - Do the statements reflect what you as a group have shared previously?
  - Do the statements represent the transportation system in a comprehensive and multimodal way? What is missing?
  - Do these statements fully integrate transportation with other issues of regional significance (e.g., housing, natural resources, economy, communities, etc.)?
  - Are certain ideas more important than others?

This further input and discussion will continue to help inform the development of the regional vision and will be shared with the Metropolitan Council.



# Value Areas

## **Equity, justice, cultural competence, respect, and compassion**

*These are related ideas that we heard from the TPP Advisory Work Group:*

- The regional transportation planning process should include leadership roles for BIPOC communities, tribal nations, communities with disabilities, seniors, and those with economic disadvantages.
- Planning for the transportation system should prioritize the removal of barriers to accessibility.
- Transportation programming should prioritize the repair of past harms.
- Transportation planning should mitigate risks of displacement due to market forces.

## **Leadership, collaboration, entrepreneurship, and innovation**

*These are related ideas that we heard from the TPP Advisory Work Group:*

- Transportation planning and design should foster a sense of ownership, stewardship, and community.
- The transportation planning process should reflect the needs of different types of users including those involved in economic supply chains.
- Research and technology should drive innovations in ways that reduce GHG, enhance the efficiency of systems, and increase both accessibility and reliability.
- The transportation planning process should be informed by ongoing community engagement, relationship building, and shared decision making.
- The transportation planning process should be informed by ongoing research into evolving travel behavior and needs.

## **Transparency, effectiveness, and accountability**

*This is an area where additional input from the TPP Advisory Work Group is welcome.*

## **Stewardship, sustainably, and resilience**

*These are related ideas that we heard from the TPP Advisory Work Group:*

- The transportation system should be high quality, low-maintenance, and consider future needs related to our region's communities and economy.
- Transportation planning should be integrated with natural resource planning.

# Cross-Cutting Issues

## Equity

*These are related ideas that we heard from the TPP Advisory Work Group:*

- The transportation system will provide affordable, reliable, and convenient access to destinations throughout the region for those who rely on transit, paratransit, walking, and rolling.
- The regional transportation planning process will include leadership roles for BIPOC communities, tribal nations, communities with disabilities, seniors, and those with economic disadvantages.

## Climate

*These are related ideas that we heard from the TPP Advisory Work Group:*

- High quality transit and non-motorized investments will support shifts from SOV travel.
- The region will invest in technologies and services that reduce GHG and VMT.

## Natural Systems

*These are related ideas that we heard from the TPP Advisory Work Group:*

- Transportation planning and implementation will protect, enhance, and restore natural systems impacted by rights-of-way.
- Winter maintenance of transportation surfaces will minimize the use of salts or other practices that impair water quality.

## Public Health, Safety, and Wellbeing

*These are related ideas that we heard from the TPP Advisory Work Group:*

- The transportation system will support the orderly and economical development of the region, including the needs of freight and industry.
- The transportation system will support access to housing, services, recreation, and other community needs throughout the region.
- Transportation rights-of-way and investments will create opportunities to support multiple modes, increase accessibility, and improve “last mile” connections for communities.
- The transportation system will be safe for its users and patrons.



# 2050 Regional Development Guide

Values, Vision & Goals Update:  
Transportation Policy Plan Advisory Work Group

Michael Larson

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December 16, 2022



# Project Engagement Timeline

## 2022 Q2

- Council
- EAC
- LUAC
- MAWSAC
- TAB
- TPP AWG
- TPP TWG
- RPAG

## 2022 Q4

- Council
- EAC
- MPOSC
- Parks Partners
- TPP AWG

## 2023 Q2

- Continued and coordinated stakeholder outreach
- Working regional goals

## 2022 Q3

- LUAC
- MPOSC
- TPP AWG
- TPP TWG

## 2023 Q1

- Broad stakeholder outreach
- Working values & vision statements
- Drafting regional goals

EAC = Equity Advisory Committee  
LUAC = Land Use Advisory Committee  
MAWSAC = Metro Area Water Supply Advisory Committee

MPOSC = Metro Parks and Open Space Commission  
TAB = Transportation Advisory Board  
TPP = Transportation Policy Plan

TPP AWG = TPP Advisory Working Group  
TPP TWG = TPP Technical Working Group  
RPAG = Regional Planning Advisory Group

# Values

Core beliefs or principles that guide our work

## Will address:

- Equity, justice, cultural competence, respect, and compassion
- Leadership, collaboration, entrepreneurship, and innovation
- Transparency, effectiveness, and accountability
- Stewardship, sustainably, and resilience



# Significant Cross-Cutting Regional Issues



## Equity

Systemic racism and other inequities have embedded lasting social and economic disparities for our region.

## Climate

Climate change presents risks for infrastructure, natural systems, and vulnerable communities.

## Natural Systems

Natural systems are important assets that are at risk, and their benefits are often shared inequitably.

## Public Health, Safety & Wellbeing

People and communities in the region experience risks that may result in illness, injury, or death.

# Vision <sup>(1)</sup>

## What we want to achieve for the region

### Will address:

#### Cross-Cutting Issues

- Equity
- Climate change
- Natural systems
- Public health, safety & wellbeing

#### Regional Development Issues

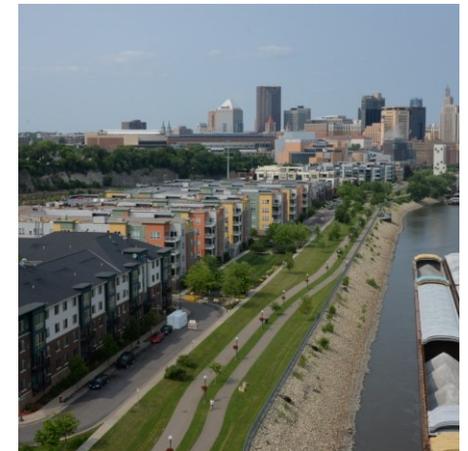
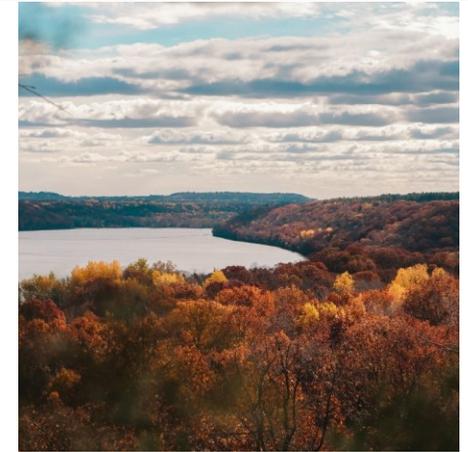
- Growth management
- Housing
- Commerce & industry
- Parks and open space
- Water resources

#### Regional Systems

- Transportation
- Wastewater
- Regional Parks

#### Contextual Issues

- Accessibility and affordability
- Shared economic prosperity
- Welcoming & inclusive



# Vision <sup>(2)</sup>

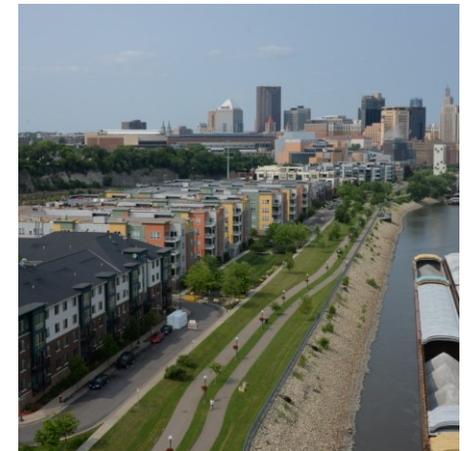
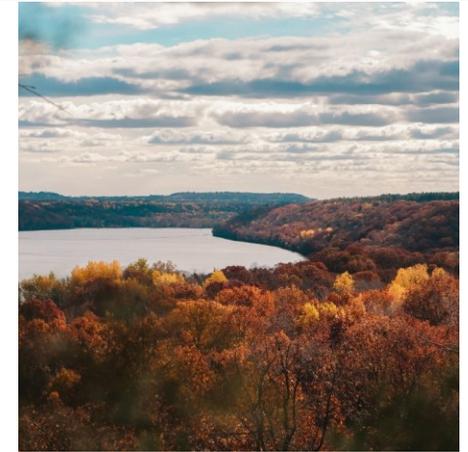
What we want to achieve for the region

## Informed by:

- Values
- Comprehensive plans
- Advisory committee engagement
- Staff engagement
- Scenario planning
- Future stakeholder engagement

## “Anchored” by:

- People
- Communities
- Places



# Next Steps



## Upcoming Engagement

- December 20, 2022: Equity Advisory Committee
- January 4, 2023: Met Council
- February 1, 2023: Met Council



Thank you

**Michael Larson**

Planning Analyst, Community Development  
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# Stakeholder Analysis

2050 Transportation Policy Plan



December 2022

[metro council.org](https://metro council.org)

# Stakeholder / Audience Analysis <sup>(1)</sup>



## Goals

- Understand what audiences to engage
  - When to engage them
  - How to engage them
- Understand how engagement intersects across plans / divisions and the Regional Development Guide

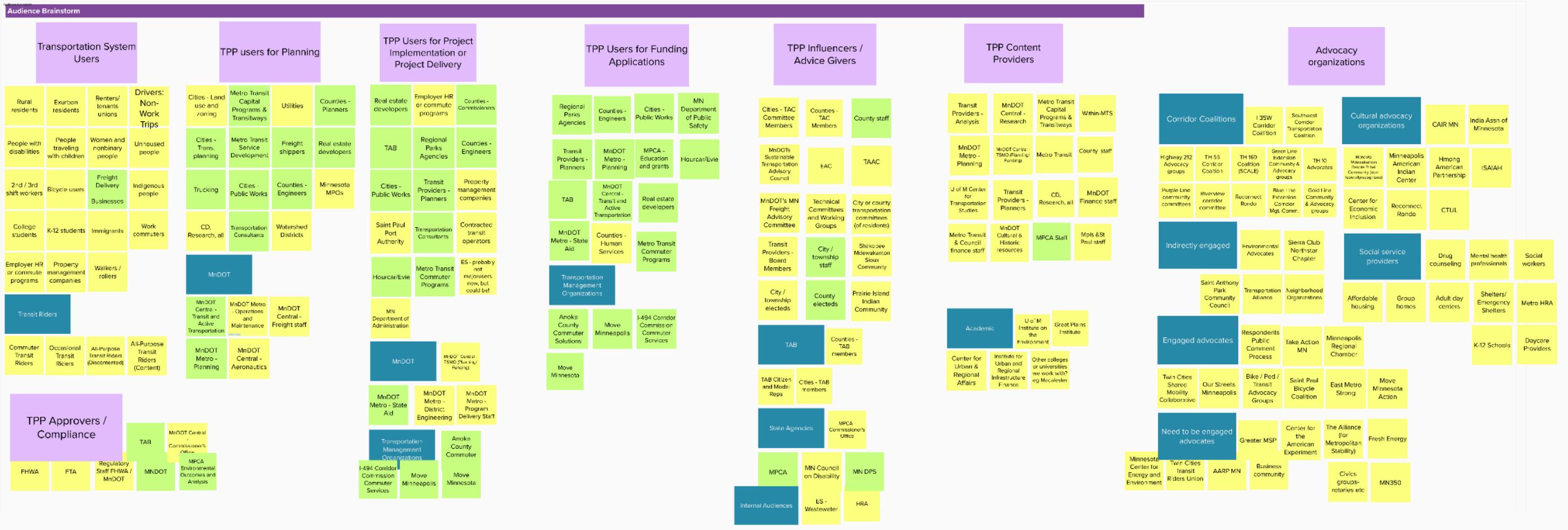
# Stakeholder / Audience Analysis (2)



## What this analysis does

- Defines the people/organizations affected by our work, who have influence or power over it, or have an interest in its successful or unsuccessful conclusion.
- Prioritizes those people/organizations according to the outcomes you hope to achieve and the value we wish to create in the world.
- Categorizes audiences that are crosscutting and those that are specific to a division or program area.

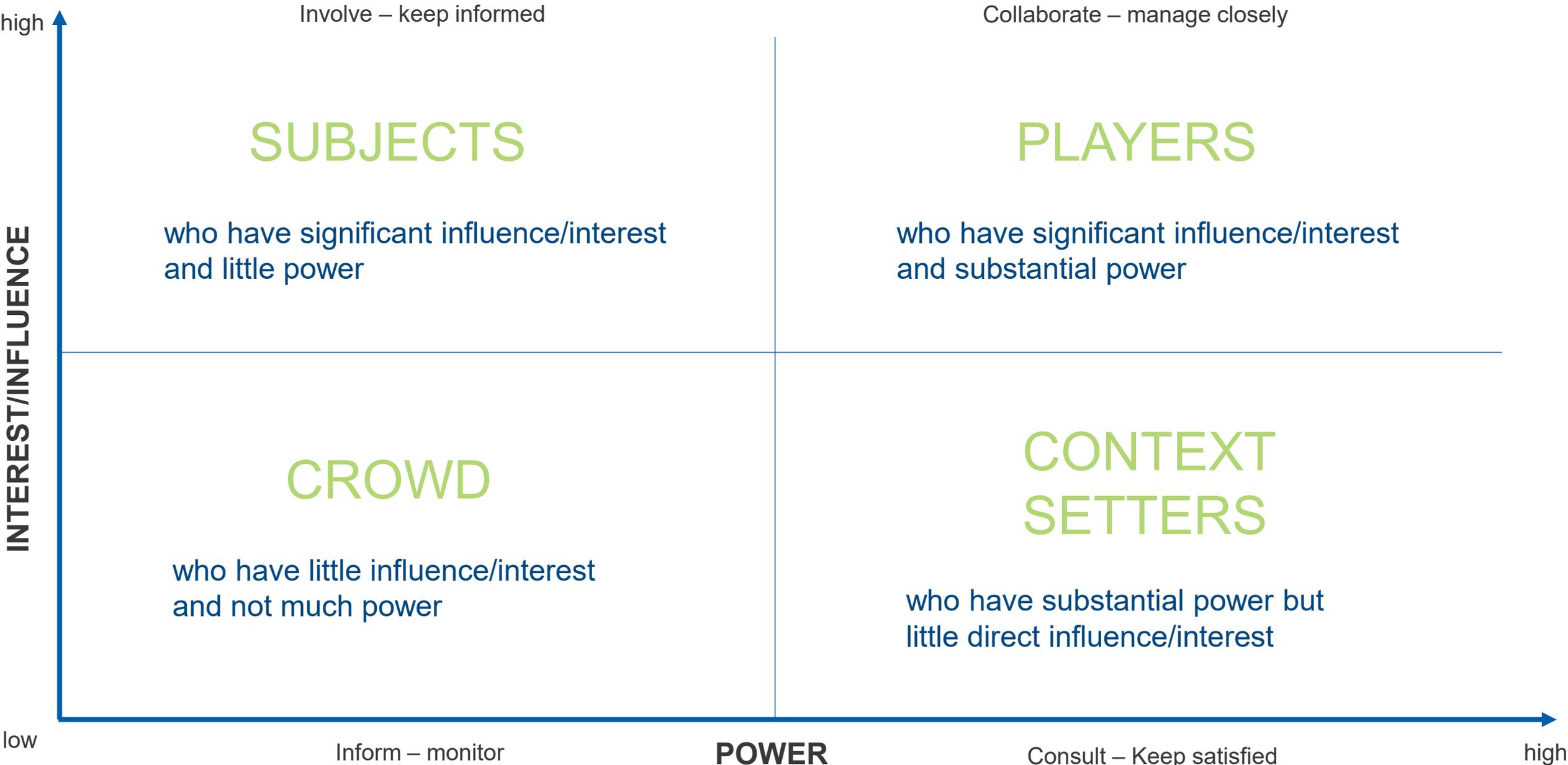
# Brainstorm / categorization



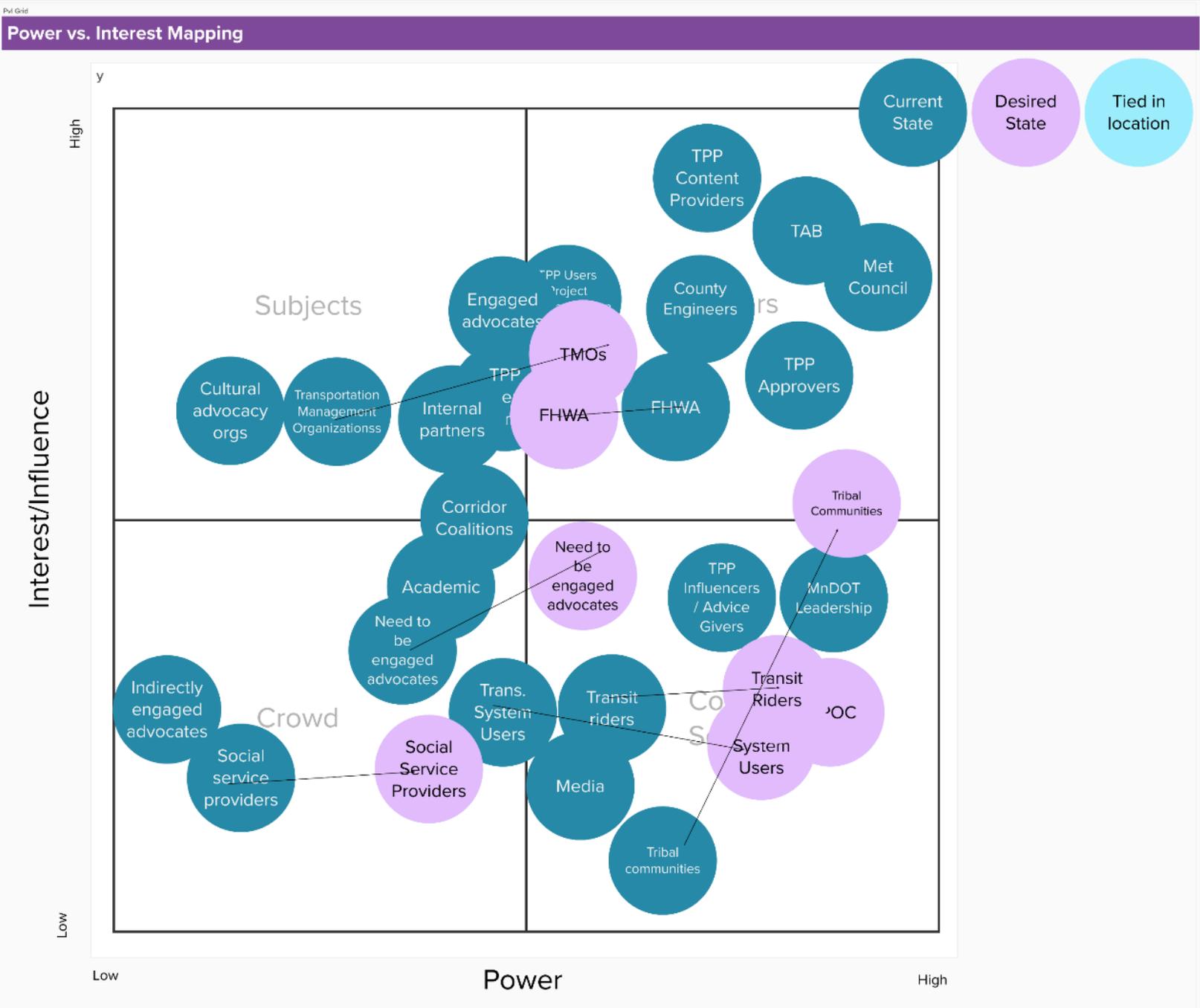
# Categories / Subcategories

Transportation system users	TPP users for planning	TPP users for project implementation or project delivery	TPP influencers / advice givers	TPP users for funding applications
TPP content providers	Advocacy organizations	Corridor coalitions	Cultural advocacy organizations	Social service providers
Indirectly engaged advocates	Engaged advocates	Need to be engaged advocates	Academic	Internal audiences
Transportation Advisory Board	State Agencies	Transportation Management Organizations	MnDOT	Transit riders

# Power vs. Interest / Influence (1)



# Power vs. Interest / Influence (2)





Thank you

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# 2050 TPP Policy Review

Advisory Work Group



December 2022

# Reminder: New Terms and Definitions <sup>(1)</sup>

## Working definitions that may evolve as policy plans content is developed

- Values: **Core beliefs (principles)** that guide how the Council carries out work
- Vision: Overarching description of **what we want to achieve** for the region
- Goals: Broad directional statements that more specifically describe the **desired end states** for the region
- Objectives: For each area of Council responsibility, **achievable results that advance each regional goal**
- Policies: Statement of the Council's **intent and approach to regional issues or topics**, independently and in its roles with partners
- Actions: **Specific strategies or activities** to implement policies and achieve goals



# Reminder: New Terms and Definitions (2)



## Working definitions that may evolve as policy plans content is developed

- Values: Core beliefs (principles) that guide how the Council carries out work
- Vision: Overarching description of **what we want to achieve** for the region
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- Objectives: For each area of Council responsibility, **achievable results that advance each regional goal**
- Policies: **Statement of the Council's intent and approach to regional issues or topics**, independently and in its roles with partners
- Actions: **Specific strategies or activities** to implement policies and achieve goals

**This is new!**

# Policies and Actions Development

## Proposed Approach

### Phase I

- Evaluate existing 2040 TPP for potential policies
- Group them by functional area (e.g., mode or impact)
- Start to delineate the difference between policies and actions

### Phase II

- Incorporate 2050 goals and objectives, begin reorganizing around them
- Identify gaps, opportunities, and redundancy in policies and actions
- Review results of other inputs including scenario planning, stakeholder engagement, and planning studies

### Phase III

- Develop new policies and actions
- Reduce, combine, or eliminate bloated or unnecessary policies and actions
- Further engage on policies and actions as a “draft list,” continuing to refine as 2050 TPP evolves until final adoption

# Existing Policy Examples

Use roadway preservation projects as a catalyst to address other identified safety, mobility, freight, bicycle, and pedestrian needs.

Prioritize and implement the Regional Bicycle Transportation Network alignments and provide connections to local bicycle networks.

Prioritize and implement safety considerations in projects for all modes and users.

# Feedback from TWG Policy Discussions

## Overall Themes

Safety

TDM/  
congestion  
management /  
mode choice

Complete  
streets/  
connecting  
networks

Jurisdictional  
coordination

Shared  
definitions

Equity

Preservation

# Prepping for Phase II



- Staff and Technical Working Group (TWG) have identified existing policies within the TPP
- Staff have completed policy analysis to identify role and implementation
- Throughout the winter, TWG will review existing policies and provide policy gaps and potential new policies along with role and implementation
- The TWG will be challenged to consider:
  - What policies do we need to get better outcomes for the region?
  - Is there a regional role for the policy?
  - What tools would be helpful or used for implementation of policies?

# Contacts

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# Maximum Mode Shift: A VMT Reduction Study

TPP Advisory Work Group



December 16, 2022

Ashley Asmus and Jonathan Ehrlich

[metro council.org](https://metro council.org)

# Study Goal



**Estimate the maximum mode shift possible,  
given existing land use patterns and travel needs.**

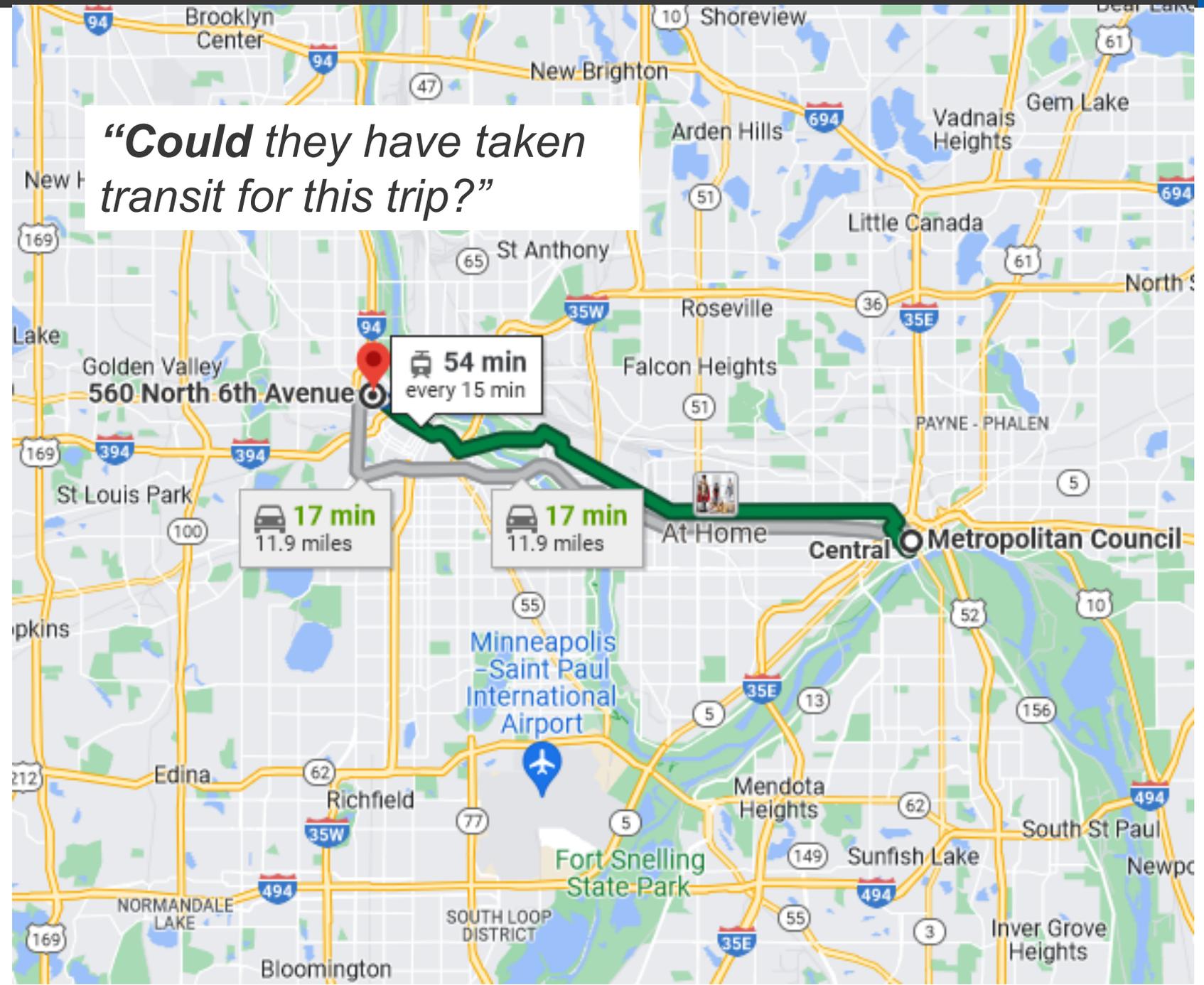
- Help set VMT reduction & mode share targets
- Identify geographies, trip types, demographic groups where mode shift has the greatest potential
- Alternative to forecast models
- Move towards target-based planning

*Project will develop open-source, reproducible tools, allowing the study to be repeated over time.*

# Research Questions (1)

With land use,  
transportation system,  
and travel patterns  
held constant,

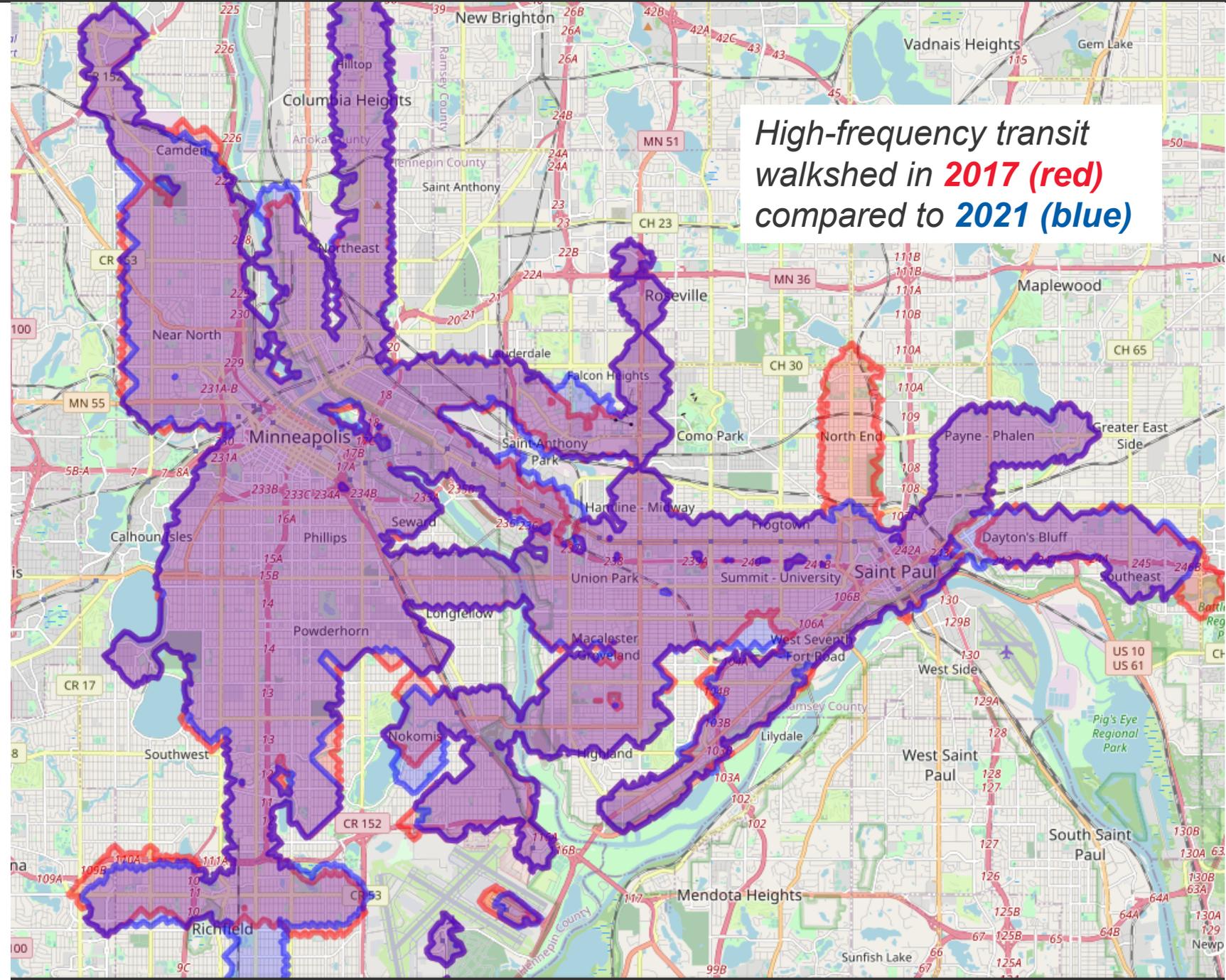
how much travel can  
be shifted away from  
driving towards other,  
less carbon-intensive  
modes?



# Research Questions (2)

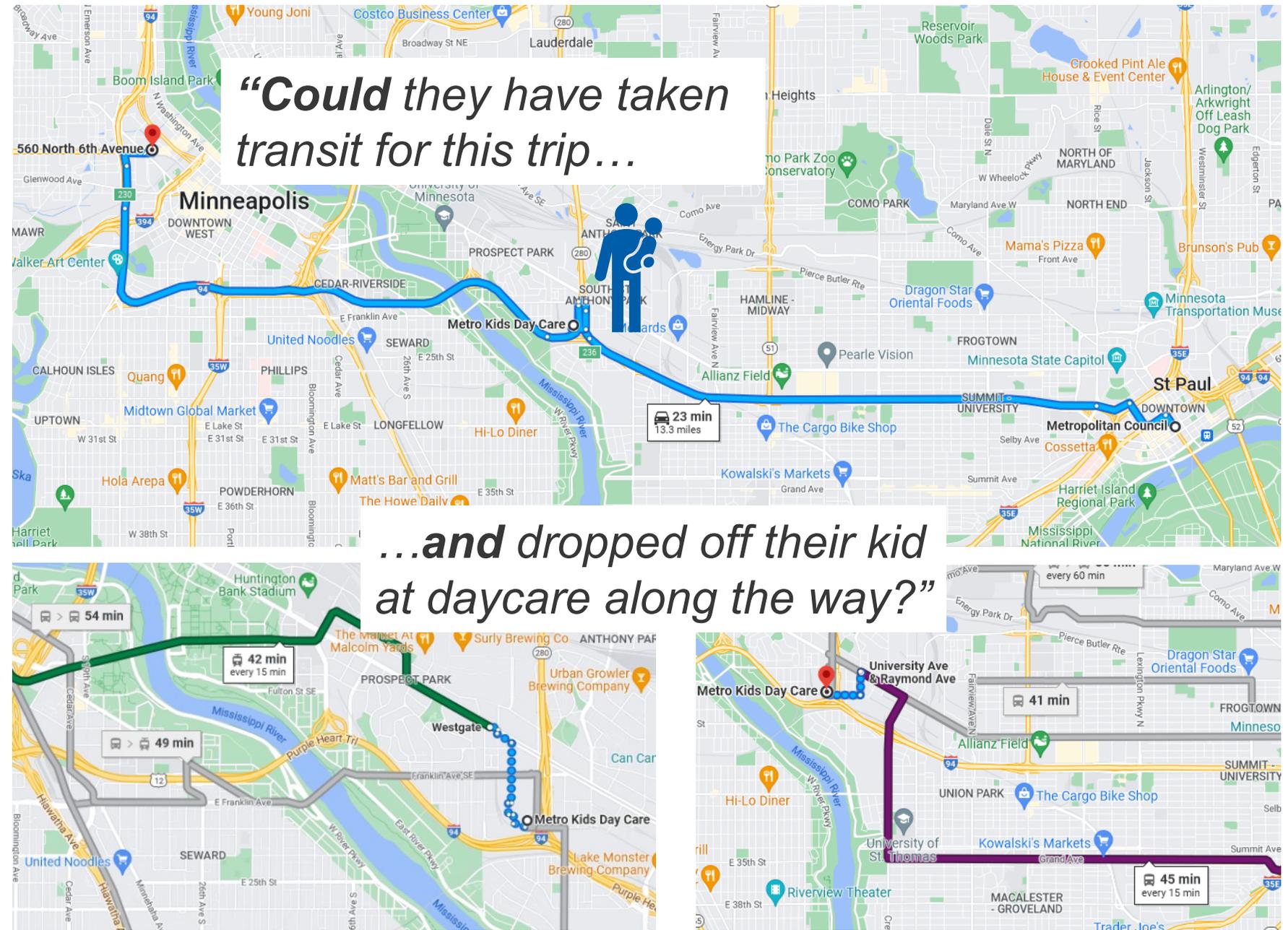
To what extent does the **potential for, or cost of,** mode shift vary across:

- **geography**, e.g. community type, transit market areas, job and activity centers?
- **demographic** groups including age, gender, income, disability status, and race?
- **trip types**, such as errands or commutes?
- **time** (2018-2019 vs. 2020-2021 TBI; future years as they become available)

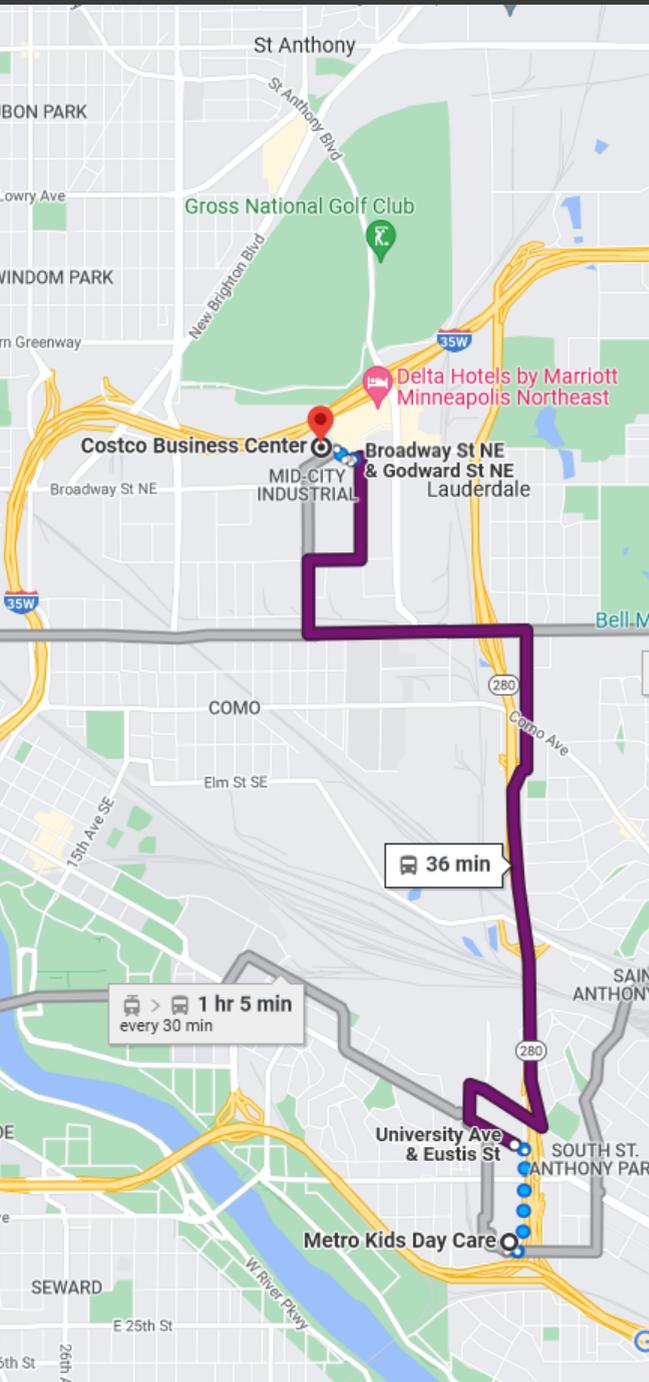


# Research Questions (3)

- How much mode shift potential is lost when travel is evaluated in the context of **related (linked) trips**?
- Which communities or households have **enough time in their day** to shift travel from driving to other modes?
- To what degree would **drastic improvements** to the [bike, walk, transit] system increase **mode shift potential**, if they were made today?



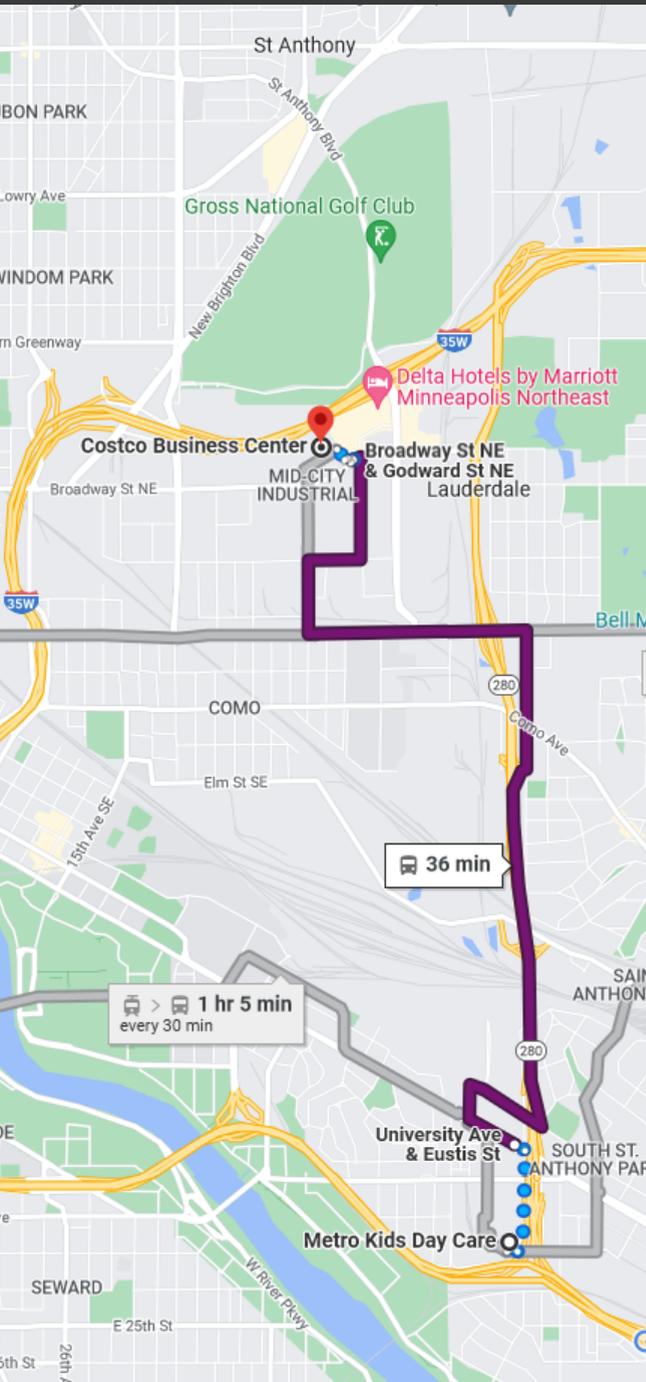
# Project tasks: re-routing trips



**“Could she have made this trip by [transit, walk, bike]?”**

- **All 500,000 + trips** in the Travel Behavior Inventory (2019, 2021) will be routed *as if* they had been made by transit, walking, biking, or driving.
- Transit trips will rely on the transit system *as it existed at the time*
- Re-routing will consider arrival/departure times for certain trips (e.g., work); but exact details are still being discussed within the project team

# Project tasks: evaluating feasibility (1)



## “Would she have been able to make the shift?”

After re-routing trips, we will trim down all *possible* trips to those that were actually *feasible*, given limitations of:

- Time (trade-off between driving and other modes)
- Physical ability (e.g., not counting overly long walk or bike trips)
- Safe infrastructure (e.g, evaluating bike trips by level of traffic stress, walk trips by level of traffic on a road)

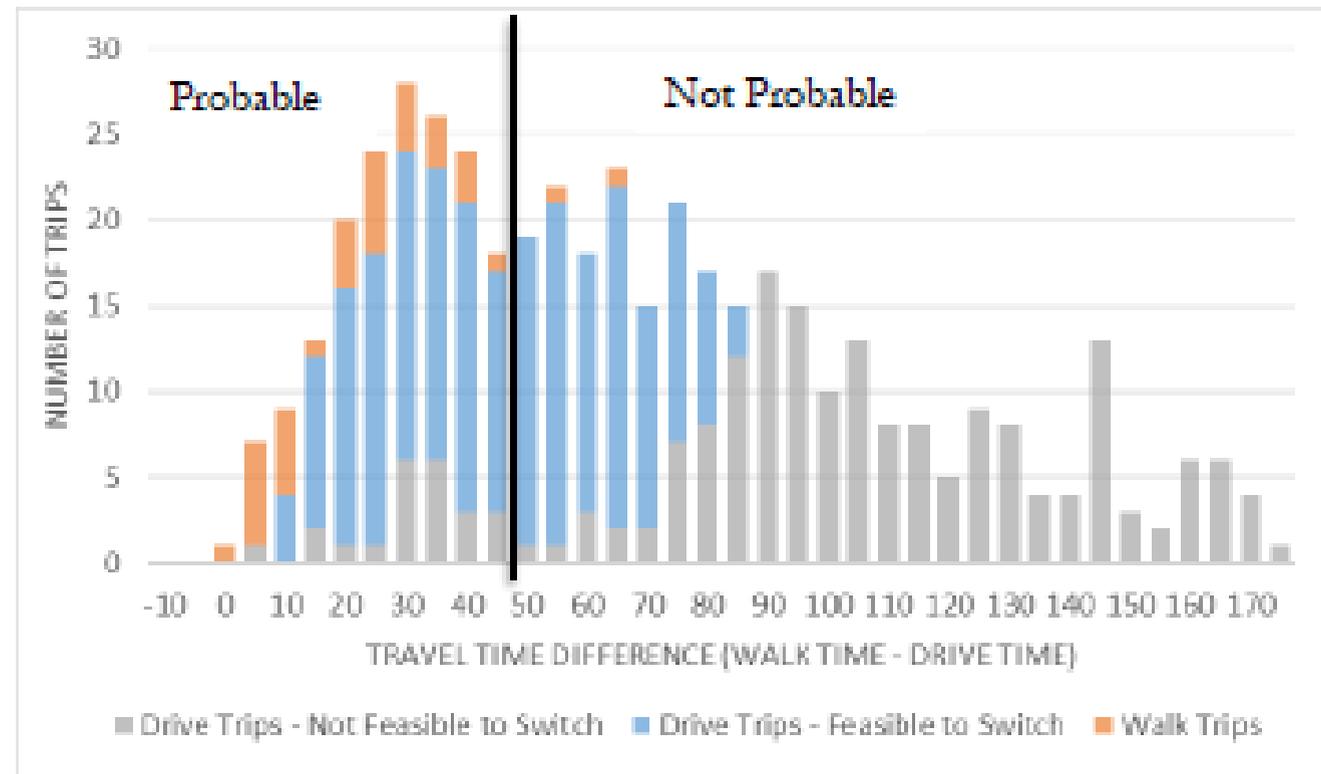
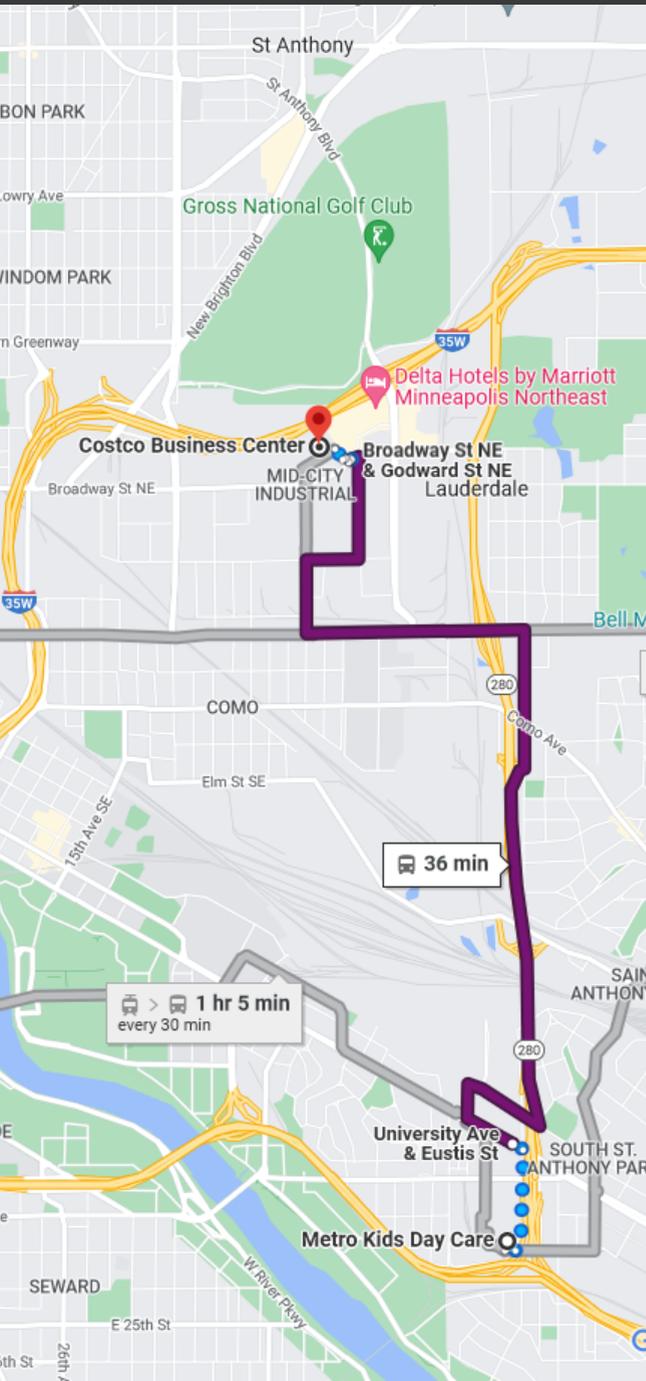
Perfect data are not available for all of these considerations: there is no regional sidewalk inventory, and the regional bike network inventory is out-of-date.

Our estimates of mode shift feasibility will be **coarse, optimistic, and iterative**, laying the foundation for more detailed study, and updating as new data becomes available in future years’ studies.

# Project tasks: evaluating feasibility (2)

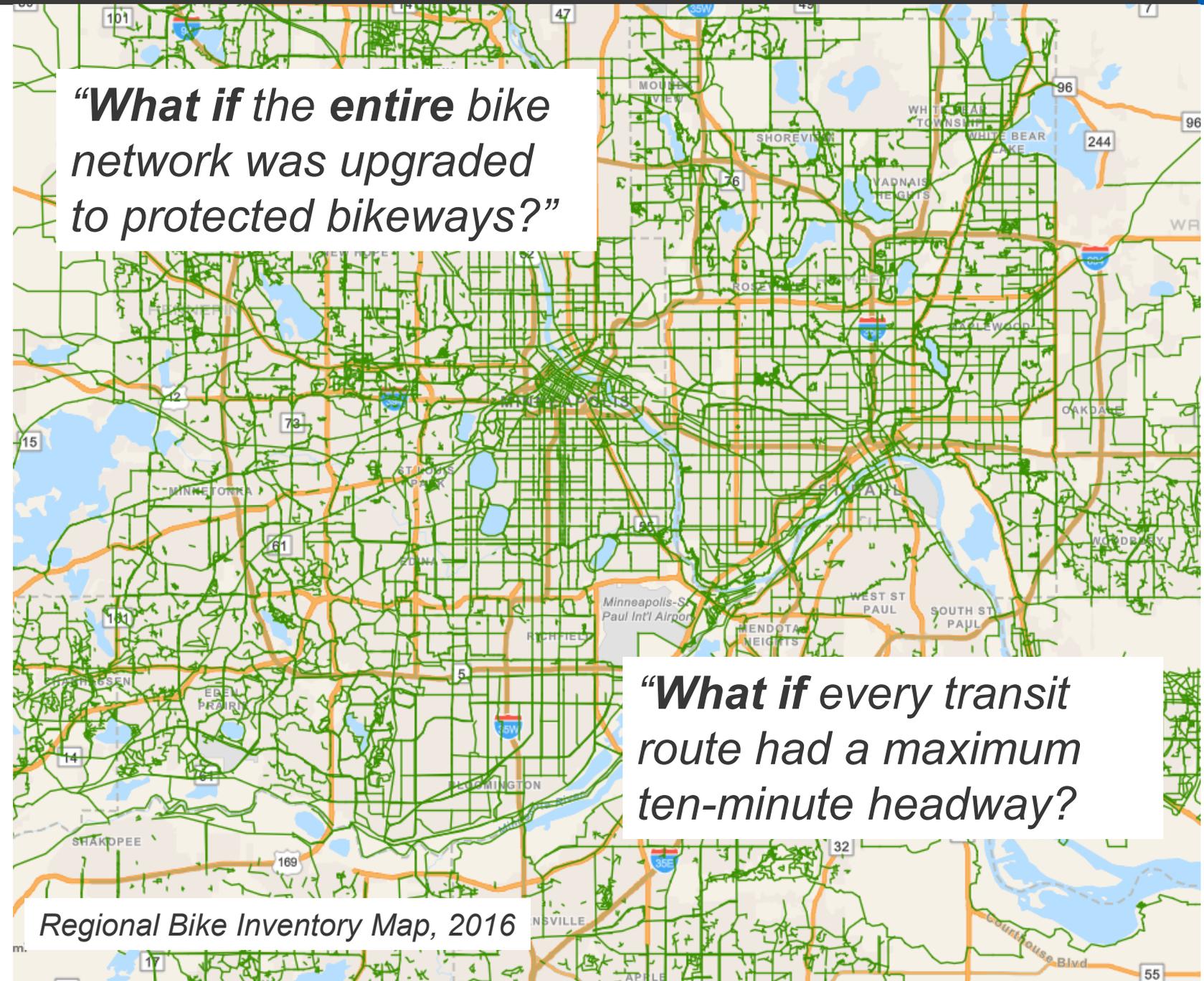
## Using a “5% rule” to determine feasibility

If less than 5% of people are observed doing this in the TBI, it’s probably not a thing people would do



# Project tasks: hypothetical scenarios

- Would **drastic improvements** to the [bike, walk, transit] system increase or decrease mode shift potential, if they were complete today?
- Not a forecast, but exploring some **outer bounds** of the possible
- Region-wide, systematic changes illustrative of big changes, while avoiding cumbersome network coding



# Questions?

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