

# Information Item

2050 Transportation Policy Plan Technical Working Group



Meeting Date: April 13, 2023

## Topic

Transportation Results of Land Use Scenario Planning

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### Background

On November 10, 2022, Council staff provided an overview of the Council's scenario planning work as it relates to transportation planning. On April 13, 2023, staff will build upon this overview and discuss the transportation results of the five regional growth scenarios discussed in the previous meeting. This memo discusses the transportation metrics that are analyzed to evaluate the impacts of each scenario on the region. These metrics include transportation-related greenhouse gas (GHG) emissions, vehicle miles traveled (VMT) per capita, job accessibility by car and transit, and transit market areas. The memo summarizes the findings of the scenario analysis. Staff will present the data that substantiate these findings during the meeting.

The next Regional Development Guide will emphasize crucial issues that cut across policy areas. This memo will discuss how the five regional growth scenarios and their transportation implications affect crucial issues such as climate, equity, and well-being of regional communities. Staff will make a presentation that shows the data that supports these conclusions. A discussion about the results of this analysis will follow the staff presentation.

### Climate Change and Greenhouse Gas Emissions

The Twin Cities region strives to lead on climate mitigation, adaptation, and resilience. Reducing greenhouse gas emissions is an important part of climate mitigation. An analysis of the greenhouse gas emission outcomes of the five regional growth scenarios shows the following:

***Compact growth, which produces less transportation-related greenhouse gas emissions than dispersed growth, addresses the climate better than dispersed growth, regardless of how much the region grows.***

The transportation sector is one of the largest contributors to greenhouse gas emissions. Increases in vehicle miles traveled (VMT) per capita undermine the region's efforts in climate mitigation by raising transportation-related greenhouse emissions. An evaluation of the VMT per capita outcomes of the five regional growth scenarios concludes:

***Compact growth addresses climate concerns better than dispersed growth by producing lower VMT per capita than dispersed growth, regardless of how much the region grows.***

## Travel Options and Choices

Job accessibility is an important part of the well-being and economic vibrancy of the region's communities. The number of jobs accessible to residents by car and transit under different regional growth scenarios indicate that:

***Compact growth produces better access to jobs for drivers and transit riders than dispersed growth, no matter how many jobs are created in the region.***

Analysis of job accessibility results also reveals some findings that pertain to equity. Accessibility to jobs by transit is an important component of equity because many low-income transit riders lack the option to commute to work and run their day-to-day lives by any other means than transit. The job accessibility metrics for drivers versus transit riders show that:

***Dispersed growth reduces job accessibility for all residents (both drivers and transit riders). However, it reduces job accessibility for transit riders much more than for drivers.***

Another factor that is central to the region's well-being is the option to live in a place with many transportation choices. A robust transit system increases the transportation choices and vibrancy of the entire region, especially of its low-income residents who rely on transit. The region is better-off if more of its residents have access to all-day, all-purpose transit service. Results that measure access to all-day, all-purpose transit service suggest that:

***Compact growth is more conducive to potential transit use. In compact growth scenarios, a larger share of the region's population lives in places that can support all-day, all-purpose transit service than in dispersed growth scenarios.***

