



## TAB ACTIVE TRANSPORTATION WORKING GROUP

### Meeting #9 Notes

October 24th, 2024

Virtual Meeting - Microsoft Teams Meeting

Working Group Membership

- **Glen Johnson (Chair & TAB Citizen Rep)**
  - **Brian Martinson (Vice Chair & TAB NonMotorized Rep)**
  - **James Hovland (TAB Chair)**
  - Hwa Jeong Kim (TAB, St. Paul)
  - Mary Liz Holberg (TAB, Dakota Co)
  - **Peter Dugan (TAB Citizen Rep)**
  - **Amity Foster (TAB Transit Rep)**
  - Aurin Chowdhury (TAB, Minneapolis)
  - Mark Steffenson (TAB, Maple Grove)
  - Julie Jeppson (TAB, Anoka Co)
  - Alexander Ask (TAB, Non-Motorized Rep Alternate)
  - Jeni Hager (TAC Chair)
  - Brian Issacson (TAC Vice Chair)
  - Michael Thompson (TAC F&P Chair)
  - Marc Briese (State-Aid AT Rep)
  - Aaron Tag (TAC F&P, MnDOT)
  - **Craig Jenson (Bike-Ped WG Co-Chair)**
  - Jordan Kocak (Bike-Ped WG Co-Chair)
1. **Meeting 8 Recap and Agenda Overview:** Chair Johnson welcomed the group and gave an overview of the agenda. The main goal of today's meeting is for the workgroup to be presented with and discuss several informational items that will set the stage for future decision-making. Chair Johnson reported that TAB approved the recommendations set forth by the AT workgroup on the application criteria for the pilot program. The group is now moving into long-term planning on how to expend future funds appropriated by state legislation. The group will also hear from MnDOT on new 2023 and 2024 legislation that requires GHG and VMT to be mitigated from highways and potential implications for active transportation. Joe Widing provided an overview of past funding to set the stage for what the group's priorities are for these funds, in addition to an overview of MnDOT's Active Transportation Program.
  2. **MnDOT Target Setting and Greenhouse Gas Mitigation:** Anna Pierce gave an overview of the Next Generation Energy Act and MnDOT's efforts to reduce carbon emissions from the transportation sector.

Discussion: Jim Hovland brought up a question on where alternative fuels for heavy fuels fit into the levers for carbon reduction that Anna had presented. Anna pointed to drive trains and EVs as potential places those could fit in.

Vice Chair Martinson brought up a comparison between the opportunities he has for getting around (in Minneapolis) vs his sister in Blaine. His sister has to drive everywhere, and he suggested that if there was greater land use density in those places that would support more active transportation choices. He hopes that MnDOT is not just looking at transportation as being reactive to land use,

but instead can drive transportation choice through planned transportation investments. He also brought up socio-economic disadvantages, for example, people who don't have cars. He suggested that those who have multiple transportation options and supportive land use have the choice and ability to travel in low carbon modes. Anna mentioned that MnDOT is taking a context sensitive approach to carbon reduction. For some places there may not be an option to walk or bike, but some other means of carbon reduction may be possible. We need to combine many different levers to achieve deep impact.

Next Chris Berrens provided an overview of the assessment process for evaluating projects that have an emissions and VMT impact.

Chair Johnson asked about how best to keep up behind the scenes and track minutes for the meetings of the TAC. Chair Johnson asked if MnDOT could send meeting minutes to keep the group informed.

Chris mentioned that there are several targeted key questions that could be very relevant to the active transportation workgroup that they could be keying in on. Chair Johnson mentioned that the presentation at TAB will have several questions.

Chair Johnson asked about how funds will be spent on mitigation. Chris Berrens talked about the concept of additionality and how we need to make sure that mitigation funds are new and not already programmed. Several states are wrestling with these questions. How we evaluate and work in concert with other transportation investments is a key question.

Anna clarified that the MnDOT presentation at the upcoming TAB meeting will only focus on target setting and not on the impact mitigation.

Joe Kosluchar asked about how projects will be evaluated once on the TIP every five years. Chris said its better to think about the process from a regional perspective—and evaluating if each region is going to be in compliance with reduction targets that have been set.

Chair Johnson wrapped up the discussion and noted that materials will be sent out.

3. **Informational Item:** Joe provided an overview of next steps and set the stage for the key decisions the group has to make and the timeline for them. The group will discuss fund priorities and values to guide future decisions before moving into the first recommendations from the group dealing with project and applicant eligibility.
4. **Next Steps:** The group's next meeting and final 2024 meeting has been set for December 3<sup>rd</sup>. There will be no meeting in November.