

Meeting Notes

2050 TPP Technical Working Group



Meeting Date: July 14, 2022

Time: 1:35 PM

Location: Virtual

Members Present:

- | | | |
|--|--|---|
| <input checked="" type="checkbox"/> 7W - Andrew Whitter | <input checked="" type="checkbox"/> Council, Parks - Todd Graham | <input checked="" type="checkbox"/> Move Minneapolis - Tiffany Orth |
| <input checked="" type="checkbox"/> Anoka Co - Jack Forslund | <input type="checkbox"/> Metropolitan Airports Commission - Bridget Rief | <input checked="" type="checkbox"/> Ramsey Co - Scott Mareck |
| <input checked="" type="checkbox"/> Burnsville - Regina Dean | <input checked="" type="checkbox"/> Metro Transit - Steve Mahowald | <input checked="" type="checkbox"/> Roseville - Marc Culver |
| <input checked="" type="checkbox"/> Carver Co - Angie Stenson | <input checked="" type="checkbox"/> Minneapolis - Jasna Hadzic-Stanek | <input checked="" type="checkbox"/> St. Paul - Bill Dermody |
| <input type="checkbox"/> Centerville - Mark Statz | <input checked="" type="checkbox"/> DEED - Ed Hodder | <input checked="" type="checkbox"/> Stillwater - Tim Gladhill |
| <input type="checkbox"/> Chanhassen - Charlie Howley | <input checked="" type="checkbox"/> MDH - Allyssa Stevenson, alternate for Ellen Pillsbury | <input checked="" type="checkbox"/> Scott Co - Nathan Abney |
| <input checked="" type="checkbox"/> Coon Rapids - Tim Himmer | <input checked="" type="checkbox"/> DNR - Nancy Spooner-Mueller | <input checked="" type="checkbox"/> Suburban Transit Assoc - Ben Picone |
| <input checked="" type="checkbox"/> Dakota Co - Gina Mitteco | <input checked="" type="checkbox"/> MnDOT Freight - Andrew Andrusko | <input checked="" type="checkbox"/> TAB Coordinator - Elaine Koutsoukos |
| <input type="checkbox"/> FHWA - Andrew Emanuele | <input checked="" type="checkbox"/> MnDOT Metro District - Michael Corbett | <input checked="" type="checkbox"/> TAC Chair - Jon Solberg |
| <input checked="" type="checkbox"/> Hennepin Co - Jason Gottfried, alternate for KC Atkins | <input checked="" type="checkbox"/> MnDOT OTSM - Hally Turner | <input type="checkbox"/> TC Shared Mobility Collaborative – Will Schroerer |
| <input checked="" type="checkbox"/> Council Community Development - Michael Larson | <input checked="" type="checkbox"/> MnDOT Sustainability - Nissa Tupper | <input checked="" type="checkbox"/> UMN CTS - Kyle Shelton |
| <input checked="" type="checkbox"/> Council MTS - Dave Burns | <input checked="" type="checkbox"/> MnDOT Traffic Safety - Derek Leuer | <input checked="" type="checkbox"/> Washington Co - Emily Jorgensen (Chair) |
| <input checked="" type="checkbox"/> Council, MTS Planning Director - Amy Vennewitz | <input checked="" type="checkbox"/> MPCA - Innocent Eyoh | <input checked="" type="checkbox"/> = present |
| <input checked="" type="checkbox"/> Council, Parks - Emmett Mullin | | |

Opening

Chair Jorgensen opened the meeting at 1:35 p.m. Chair Jorgensen noted she will be stepping down as chair after this meeting due to a new role at Washington County. Scott Mareck, Ramsey County, will be the working group chair going forward.

Summary of TPP Advisory Work Group Discussion

Michael Larson, Community Development, provided a brief summary of the first meeting of the 2050 TPP Advisory Work Group and discussion. Key findings are available in the discussion report for the June 29, 2022 meeting of that group.

2050 Regional Planning Structure and Terminology

Cole Hiniker, Metropolitan Transportation Services, provided an overview of the shared structure and terminology for the 2050 Regional Development Guide and associated system plans, including the 2050 TPP. Values, vision, and goals are part of the 2050 Regional Development Guide's content, while objectives, policies, and actions are part of the 2050 TPP's content. Policies are an addition to the 2050 TPP structure that were not in the 2040 TPP's structure. The effort to develop policies and actions are a phased, year-long effort and presents an opportunity to streamline plan content. Examples of mapping 2040 TPP content onto the 2050 TPP structure were presented.

Chair Jorgensen stated defining interchangeable terms is helpful.

Scott Mareck, Ramsey County, stated support for narrowing strategies and that the number of existing strategies in the 2040 TPP was untenable and hard to manage. The focus will help have a more outcome-based plan tied to the Regional Solicitation and regional investments.

Cole Hiniker stated this presentation will be a helpful reference over plan development. Chair Jorgensen reminded members the slides will be available on the Sharepoint site.

Statewide Multimodal Transportation Plan

Hally Turner, Minnesota Department of Transportation (MnDOT), presented on the Statewide Multimodal Transportation Plan (SMTP). The draft plan is with the Governor for review and will be released shortly for public comment, with plan adoption anticipated by the end of this year. Significant changes in equity, climate, and health topics were described, including the draft vehicle miles travelled (VMT) performance measure and target. The SMTP is implemented through MnDOT's workplan, long-range modal and system plans, and metropolitan planning organization coordination.

Brad Utecht, MnDOT, briefly presented on the Minnesota State Highway Investment Plan and associated engagement, including an online budget engagement tool.

Small Group Discussion on SMTP

The working group broke into small groups to discuss two prompts. These notes describe key themes that emerged from the discussions. The statements below do not represent group consensus, but rather clear themes that emerged from individual or multiple participants.

Where is it important for the TPP to align with state policy on transportation?

- **Asset preservation and management** should be coordinated to avoid unintended consequences.
- **Climate change and resilience** should be considered in the TPP similarly to SMTP.
- **Electrification** work should be coordinated.
- **Engagement and communications** strategies should be aligned. Performance measures should be aligned to allow direct comparisons and clearly communicated to the public. Tribal consultation, coordination, and collaboration could be improved in the TPP towards the approach in SMTP.
- **Equity** is better embedded into the SMTP, and the TPP needs a more explicit approach. The TPP has found success through implemented equity measures in the Regional Solicitation, though the SMTP has specific actions that could serve as a model for the TPP. The TPP needs to embed equity into its objectives and strategies. The TPP should identify investments for harm mitigation.
- **Pricing strategies** are an opportunity for greater coordination (e.g., incentives for electric vehicles, road damage excise taxes for heavy vehicles, EZ-Pass and travel behavior).
- **Safe system approach** should be jointly adopted and coordinated.

Where are metro circumstances unique enough to differ from the SMTP?

- **Accessibility, congestion management, and mobility goals** are unique in the metro and require a specific approach in the TPP.
- **Climate resiliency and vulnerability** may require a specific approach due to age and space constraints, such as the limited rights-of-way to address flooding on I-35W.
- **Freight and supply chain** needs are unique enough in the metro for a different approach in the TPP (e.g., roadway capacity, modal selection, parking, availability of industrial land).
- **Pavement stewardship** may need a different performance measurement approach in the metro, and its quality has multimodal impacts (e.g., quality of ride for cycling).
- **Performance measures** on climate, safety, and equity should have clearer tie to implementation.
- **Regional planning** provides an opportunity to think beyond transportation. The Met Council's role with planning multiple systems creates a regional opportunity to address the intersections of housing, economy, jobs, quality of life, and equity.



- **Security** of the transportation right-of-way and transit system may require policy direction in the TPP.
- **Transit and active transportation** are more heavily dealt with by the TPP, and more plan attention to these topics is justified (e.g., transit-oriented development, density needed for delivering service, transit as a congestion management tool, land use policies). Bicycle and pedestrian investments are not just part of road projects and the TPP should go further than the SMTP's approach. Higher bicycle and pedestrian crashes in the metro elevate this issue in the TPP.
- **VMT and greenhouse gas (GHG)** performance targets should at least align, but metro circumstances may warrant more stringent targets. The Met Council's land use authorities may create opportunities to encourage patterns that reduce VMT and GHG emissions. The Regional Solicitation is a tool for near-term advancement of these goals. Several discussion groups noted there is greater capacity and/or opportunity for travel demand management (TDM) in the metro area. The capacity and strategic approach for VMT and GHG reduction through TDM differs by community type and user group (e.g., personal travel, freight) and may need a tiered approach. Behavioral change and impacts of investments will differ throughout the region.

Closing

Chair Jorgensen closed the meeting at 2:59 p.m.

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