

Meeting Notes

2050 Transportation Policy Plan (TPP) Advisory Work Group



Meeting Date: December 16, 2022

Time: 10:00 AM

Location: Virtual

Members Present:

- | | | |
|---|--|--|
| <ul style="list-style-type: none"><input checked="" type="checkbox"/> Chair, Deb Barber, Met Council<input type="checkbox"/> John Pacheco, Met Council<input checked="" type="checkbox"/> Francisco Gonzalez, Met Council<input checked="" type="checkbox"/> Kevin Anderson, alternate for Debbie Goettel, TAB, Hennepin Co.<input checked="" type="checkbox"/> Jon Ulrich, TAB, Scott Co.<input checked="" type="checkbox"/> Stan Karwoski, TAB, Washington Co. | <ul style="list-style-type: none"><input checked="" type="checkbox"/> Elliot Payne, Minneapolis, alternate for Mitra Jalali, TAB, Saint Paul<input checked="" type="checkbox"/> Jim Hovland, TAB, Chair/Edina<input type="checkbox"/> Julie Jeppson, TAB, Blaine<input checked="" type="checkbox"/> Amity Foster, TAB, Transit<input type="checkbox"/> Peter Dugan, TAB, Dist. H<input checked="" type="checkbox"/> Christopher Geisler, TAB, Dist. E | <ul style="list-style-type: none"><input checked="" type="checkbox"/> Lesley Kandaras, alternate for Wes Kooistra, Metro Transit<input checked="" type="checkbox"/> David Fenley, alternate for David Dively, MN Council on Disability<input checked="" type="checkbox"/> Sheila Kauppi, alternate for Michael Barnes, MnDOT<input type="checkbox"/> Todd Biewen, MPCA<input checked="" type="checkbox"/> Luther Wynder, Suburban Transit Assoc. |
|---|--|--|
- = present

Opening

Chair Deb Barber, Metropolitan Council, opened the meeting at 10:01 AM.

Regional Values, Vision, and Goals Update

Michael Larson, Community Development – Local Planning Assistance, provided an update on development of the regional vision, values, and goals. He described upcoming work for the Met Council to develop working values and vision statements to form the basis of shared goals. He described common themes to date from multiple engagement venues that are informing that work.

Chair Barber noted the addition of Public Health, Safety, and Wellbeing being identified as a cross-cutting issue after feedback from Met Council members.

Councilmember Elliot Payne, Minneapolis, said he supports the equity piece and supports addition of justice to the framing. He said justice has less of a negative framing and more of an active and engaged framing. He provided links to the [draft Minneapolis transportation equity framework](#) and information on [mobility justice from Untokening](#).

Commissioner Jon Ulrich, Scott County, said he cannot think of a time in his 22-years on the Transportation Advisory Board where it took action that was inequitable, lacked equity, or embedded racism. He said he would like those instances to be pointed out along the way, and he said most of the examples given are 50-60 years old like redlining. He mentions inequity in lending with different rates for homes and mobile homes.

Commissioner Stan Karwoski, Washington County, said he agrees with Commissioner Ulrich and asked for obvious examples of inequitable actions. He said he supports a more measurable approach to equity.

Chris Geisler, TAB District E, said that power delivery is an important issue for decarbonizing transportation and promoting equity for apartment residents. He said transportation infrastructure needs to also include the connecting elements beyond roads, buses, and trails.

Chair Deb Barber said the connectivity of these issues are important to consider, and raised the example of environmental justice considerations of increasing transit service with diesel buses.

Amity Foster, TAB Transit Modal Representative, said it is important to acknowledge and address past harms of systemic racism. She said transit is one of those area where the most impact can be made. She cited the example of the campaign to add stops to the Green Line and the potential for leaving stops out to create inequities.

Luther Wynder, Minnesota Valley Transit Authority, said it is important to keep the system inclusive for all areas of the region and specifically mentioned for suburban communities. Chair Barber agreed with this statement and provided examples of needing the plan to work for different community types.

Commissioner Kevin Anderson, Hennepin County, said there should be early engagement with developing communities to show them the value of developing in a way that can support future transit. He also mentioned the Blue Line extension is an example where equity investment could improve, noting the tradeoff between high-needs and high-value-add.

Chair Barber mentioned the intentional efforts to ensure community type and geographic representation on the TPP Advisory Work Group.

Councilmember Payne said that while redlining has been banned, the historical harms are still present through baked in decisions. He cited the location of Interstate 35W and the impracticality of moving the highway, so future investments continue harming the same communities. Referencing the mobility justice resource, he mentioned how housing affordability may push some people to suburban areas and the need to serve their trips.

Council Member Francisco J. Gonzalez, Metropolitan Council, provided a link to a historical overview of the [impact of transportation infrastructure in the development of Minnesota](#).

Chris Geisler said it is important to keep in mind the difference between perceived lack of resources and true economic disparities.

Michael Larson stated appreciation for the linked resources, shared stories, and discussion of linked issues.

Chair Barber asked members to review the agenda materials and provide additional feedback. On the topic of transparency, effectiveness, and accountability, she voiced support for acknowledging metrics may or may not be effective at their purpose and the plan should show openness to revising as needed.

Chris Geisler said he would like qualitative measures to describe how they will directly address issues, rather than simply secondary or tertiary effects, and to clearly state when a project does not address a goal area.

Elliot Payne said measures should be focused on reaching outcomes that are centered on peoples' needs. He said he supports an outcome-key results framework. Chair Barber agreed with this statement.

Chair Barber also mentioned the importance of quality community engagement.

Commissioner Ulrich asked if retrospective analyses are being done about the effect of projects, citing examples of light rail projects and gentrification or the pollution impacts of bus service. Chair Barber mentioned the paired anti-displacement project with the Blue Line Extension.

Sheila Kauppi, Minnesota Department of Transportation, said it is important to reflect on what did and did not work. She said projects and planning take time from start to finish, and community needs and feedback may change over time. Chair Barber acknowledged that engagement does not consistently happen after construction.

Luther Wynder asked if the University of Minnesota's Center for Urban and Regional Affairs were involved in drafting this work.



Review of 2040 TPP Policies

Bethany Brandt-Sargent, MTS Planning, provided an update on technical staff review of existing policies in the 2040 TPP, summarized engagement themes, and described upcoming work on policy development.

Commissioner Ulrich said there is an equity issue in safety between the urban core and suburban areas. Bethany Brandt-Sargent mentioned the wrap-up of the Pedestrian Safety Action Plan and the upcoming Regional Safety Action Plan will aid policy development in this area.

Chris Geisler said the issue of snow clearance for walkers, bikers, and transit riders is important for system quality and year-round usability. He asked if we are investing the same in maintenance as for roads, and Amity Foster said via chat we are not. Cole Hiniker said there is not a regional sidewalk inventory and mentioned need to understand if cities are tracking sidewalk clearance.

Transportation Stakeholder Analysis

Sara Maaske, Communications, presented an audience analysis of transportation stakeholders in regional planning processes.

Elliot Payne said movement on the power and interest grid could be facilitated through awareness of ways people can influence outcomes. Sara Maaske said this is a tool for staff to consider how to receive meaningful input.

Amity Foster said that influence and interest can vary by group. Sara Maaske said the analysis labels the axis with both influence and interest to reflect that staff analysis considered audience placement in both ways.

Chair Barber asked how this will be used. Sara Maaske answered it informs the next steps of plan engagement, prompting questions on plan education, schedule, and location. Amity Foster said this may be useful in values development. Chair Barber said she supports front-loading engagement. Cole Hiniker said there is a consultant contracted for engagement on the TPP Goals and Objectives that is focused on the upper right quadrant of the analysis, but there is a supplemental contract to engage additional audiences and the audience analysis is informing that work.

Chris Geisler asked how different audiences at different positions on the grid get connected to one another and share influence. Sara Maaske answered that engagement on the plan is a shared responsibility of all, referencing everyone attending the meeting. Chair Barber said that the Met Council is open to meeting stakeholders and having conversations as desired.

Vehicle Miles Travelled (VMT) Reduction Mode Shift Study

Ashley Asmus, MTS Planning, presented on the upcoming VMT Reduction Mode Shift Study.

Chris Geisler asked if the underlying data sources are open source. Ashley Ausmus answered yes.

Councilmember Payne said the mental model for driving is often the fastest route to minimize pain, but commuting by bicycle adds time or riding the bus gives time to work. Amity Foster added that her walks to the bus are part of her exercise. They were both asking how these benefits fit into the survey. Ashley Asmus answered that these types of questions have not been considered yet in the study, but that feeling or emotional benefits are not captured well in the Travel Behavior Inventory. She mentioned a possible connection work by Dr. Yingling Fan at the University of Minnesota on happiness in transportation.

Chris Geisler said he would be interested in what adding Wi-Fi to transit vehicles did to ridership. He said his drive to work is 45 minutes, while transit or biking are 2 hours, which is time away from family. He said the benefits trade off may differ outside of the urban core, and he mentioned chained stops on commutes like childcare and groceries. Chair Barber agreed



with Chris Geisler's comments, and said she can get to Met Council meetings via an MVTA bus easily with time, but the return trip is not available.

Luther Wynder said it may be a challenge to predict travel behavior for riders further out, particularly with limited service frequency. He said he was interested in hearing this presentation at MVTA or the Suburban Transit Association. Cole Hiniker noted that this study has been presented to the Transit Planning Working Group and it will return to that group as the study progresses. He said to remember that this study is focused on identifying strategies to shift existing driving trips.

Mayor Jim Hovland, TAB Chair, asked if this is based on live subjects or existing data. Ashley Asmus answered it is based on the Travel Behavior Inventory survey. Mayor Hovland asked how the data can determine who will shift modes. Ashley said the project is focused on identifying potential, but this could be addressed in a future study. Cole Hiniker said there is a Regional Travel Demand Management study underway, but this study presented today will help target work.

Chris Geisler asked why full electronic mode shift is not being considered, noting the amount of miles travelled are saved with this meeting being virtual and his household's reduction in mileage from commuting.

Commissioner Karwoski said if some people are telecommuting they might not need a car or could buy-in to an auto co-op. He asked if staff would ride routes themselves including transfers and directly collect data rather than through surveys. He mentioned work done with East Metro Strong to reroute buses.

Chair Barber left the meeting.

Closing

Jed Hanson, MTS Planning, noted to members that staff would be sending a recurring meeting for the third Fridays, 10:00am – 12:00 pm, and asked members to confirm attendance or work with staff to arrange membership or alternate changes.

The work group closed at 3:02 PM.

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