Topics

1. Welcome, Introductions, and Group Purpose (Chair Emily Jorgensen)

   - Chair Jorgensen opened the meeting and briefly stated the role of members in this group.

2. Regional Vision (Michael Larson)

   - Presentation covered:
     - Regional development guide purpose, requirements, terminology, and relationship to system policy plans and local comprehensive plans
     - Purpose and qualities of vision statements
     - Exploratory issues to generate discussion

   - Bill Dermody cautioned the regional vision ultimately must come from people in the region and elected representatives.

   - Scott Marek noted a disconnect between the present plan and implementation through the Regional Solicitation, stated a need to focus a presently broad vision on a few key issues, and stated need for conversations on how to make measurable progress.

3. Introduction to the Transportation Policy Plan (Cole Hiniker and Jed Hanson)
• Presentation covered:
  – TPP purpose, structure, state and federal requirements, relationship to other plans, and role in day-to-day planning work
  – Technical working group responsibilities, relationship to Council decisionmakers or other working groups, anticipated work for the next two years, and meeting format
  – Potential topics to address in the 2050 TPP

• Todd Graham noted need to consider the appropriate level of policy detail versus focus in the plan.

• Michael Larson stated that while vision and values are high level, detail remains welcome to carry forward.

4. Small Group Discussions on Regional Vision and Transportation Issues (MTS Planning Staff)

• Vision, Values, and Goals: Breakout rooms were prompted to think about what these terms mean for the region and their community, and what achievement of these items looks like.

  – Equity – Mentioned in all breakout groups, some discussions included:
    • Regional disparities and achievement gaps – particularly by race
    • Shared prosperity
    • Variation in infrastructure condition by jurisdiction/neighborhood
    • Creating generational equity – setting up future generations for success
    • Equity of transportation choices/options
    • Equity of investment policies
    • Equity of safety work
    • Engagement quality and humility
    • Land acknowledgement
    • Centering equity in pollution- and emissions-related decisions
    • The relationship between transportation and health
    • Access to opportunity
    • Distribution and destination of transit service (e.g., downtown, suburban job centers)

  – Safety – Mentioned in all breakout groups, some discussions included:
    • Complete streets
    • Safe systems approach
    • Freight safety
    • Equitable distribution of safety actions and application of safety approaches
    • Transit security
    • Perception of safety

  – Environment – Mentioned in all breakout groups, some discussions included:
    • Sustainability and benefits/impacts trade-offs on livability
    • Climate adaptation and resiliency, especially regarding flooding and severe events
    • Climate mitigation
    • Greenhouse gas measurement and implementation of mitigation strategies
    • Accountability of surface and aviation system contributions to climate change
- Shared cultural valuation of land, water, and ecosystems
- Water quality
- Vehicle electrification and related infrastructure

- Access and Mobility – All groups identified providing access to destinations and/or improving mobility as important, often relative to improving or creating multimodal options, improving access without driving, overcoming connectivity barriers, and maintaining/improving regional economic competitiveness.

- COVID-19 – Some groups discussed travel behavior and needs changes since onset of the COVID-19 pandemic. The vision for transportation may need to adjust relative to telework; modal system needs, trip purpose, and right-of-way needs may change/have changed.

- Engagement, Transparency, and Accountability
  - One group mentioned importance of the vision being embraced by people and elected officials.
  - One group noted need to explain how large projects are decided.
  - Two groups brought up intentionality and quality of engagement in decisionmaking – one regarding youth in climate and another on equity.

- Discussion on land use and related transportation investment choices differed among groups. This topic may need work to identify shared values.
  - One room mentioned how transportation investments influence sustainability of land use and growth.
  - One room mentioned need to serve a variety of community types, including growing areas, sharing concern the TPP may have an urban focus.
  - One room engaged on a discussion of urban form, location of mixed-use nodes, and travel to downtowns, between suburbs, and virtually.

- Discussions in a few rooms questioned the definition and purpose of the terms “balance” and “stewardship.” Does balance define a distribution of funds by county, include equity considerations, and address balance between modes? Does stewardship also include doing the right thing and addressing impacts?

- Transportation: Breakout rooms were prompted to identify current or emerging issues that need to be addressed, and identify which need most attention.
  - COVID-19 – Hybrid work has changed downtowns and growth patterns – what does the future look like for downtowns and travel behavior?
  - Safety – All groups discussed desire to improve safety culture. Transit security and perceptive safety need resolution.
  - Affordable housing and gentrification – three groups mentioned growth and change may price existing residents or other uses out of neighborhoods.
  - Electrification – Several electrification issues were raised, including impact on fuel tax revenue, siting charging infrastructure on public and private land, residential charging, future use of fuel stations.
  - Transportation finance is not keeping pace with system needs, particularly for pedestrian and bicycle infrastructure and aging asset management needs. Two groups noted electrification impacts fuel tax revenue.
Freight – one group discussed need to preserve land for freight and industrial uses, noting competing housing development pressures. Three groups mentioned pressures from delivery volume – how is public right-of-way allocated? How are oversized and overweight vehicles handled?

TPP goals do not incorporate health – there is a need to coordinate with MPCA and MDH.

Climate mitigation strategies – work to support mode shift, promote telework, reduce VMT.

Other topics mentioned in less detail/frequency: emissions and delay reductions, investment equity, requiring transit-oriented development near transit investment, and multimodal access to destinations.

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