

Meeting Notes

2050 TPP Technical Working Group



Meeting Date: February 9, 2023

Time: 1:35 PM

Location: Virtual

Members Present:

- | | | |
|--|--|---|
| <input type="checkbox"/> 7W - Andrew Whitter | <input checked="" type="checkbox"/> Council, Research - Todd Graham | <input checked="" type="checkbox"/> Move Minneapolis - Karl Hedlund, alternate for 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 (Chair) |
| <input type="checkbox"/> Burnsville - Regina Dean | <input checked="" type="checkbox"/> Metro Transit - Steve Mahowald | <input checked="" type="checkbox"/> St. Paul - Bill Dermody |
| <input checked="" type="checkbox"/> Carver Co - Angie Stenson (Vice Chair) | <input checked="" type="checkbox"/> Minneapolis - Jasna Hadzic-Stanek | <input checked="" type="checkbox"/> Stillwater - Tim Gladhill |
| <input checked="" type="checkbox"/> Chanhassen - Charlie Howley | <input checked="" type="checkbox"/> DEED - Ed Hodder | <input type="checkbox"/> Scott Co - Craig Jenson, alternate for Nathan Abney |
| <input type="checkbox"/> Coon Rapids - Tim Himmer | <input type="checkbox"/> MDH - Ellen Pillsbury | <input checked="" type="checkbox"/> Suburban Transit Assoc - Ben Picone |
| <input checked="" type="checkbox"/> Dakota Co - Gina Mitteco | <input checked="" type="checkbox"/> DNR - Nancy Spooner-Walsh | <input checked="" type="checkbox"/> TAB Coordinator - Elaine Koutsoukos |
| <input checked="" type="checkbox"/> FHWA - Josh Pearson | <input checked="" type="checkbox"/> MnDOT Freight - Andrew Andrusko | <input checked="" type="checkbox"/> TAC Chair - Jenifer Hager |
| <input checked="" type="checkbox"/> Hennepin Co - KC Atkins | <input checked="" type="checkbox"/> MnDOT Metro District - Michael Corbett | <input checked="" type="checkbox"/> TC Shared Mobility Collaborative – Will Schroeer |
| <input checked="" type="checkbox"/> Council Community Development - Michael Larson | <input checked="" type="checkbox"/> MnDOT OTSM - Joe Klein | <input checked="" type="checkbox"/> UMN CTS - Kyle Shelton |
| <input checked="" type="checkbox"/> Council MTS - Dave Burns | <input checked="" type="checkbox"/> MnDOT Sustainability - Nissa Tupper | <input checked="" type="checkbox"/> Washington Co - Sara Allen |
| <input checked="" type="checkbox"/> Council, MTS Planning Director - Amy Vennewitz | <input type="checkbox"/> MnDOT Traffic Safety - Derek Leuer | <input checked="" type="checkbox"/> West Saint Paul - Ross Beckwith |
| <input type="checkbox"/> Council, Parks - Emmett Mullin | <input checked="" type="checkbox"/> MPCA - Innocent Eyoh | <input type="checkbox"/> Vacant - Metro Cities Appointee |
| | | <input checked="" type="checkbox"/> = present |

Opening

Chair Scott Mareck, Ramsey County, opened the meeting at 1:36 p.m.

Update on Regional Development Guide Values and Vision

Michael Larson, Community Development, presented working statements of regional values and vision informally endorsed by the Met Council and described how they contribute to setting regional goals.

Chair Mareck reiterated the relationship between the Regional Development Guide and Transportation Policy Plan.

Gina Mitteco, Dakota County, asked how much change this represents over *Thrive MSP 2040*, the current Regional Development Guide, and whether the changes represent wholesale change or tweaks. Michael Larson noted the shared language and terminology in the 2050 plans. Cole Hiniker, MTS Planning, answered that if one compares the draft vision statements to *Thrive MSP 2040* Outcomes, the language is more specific and focused, and some issues like climate change and safety are more explicitly addressed.

Andrew Andrusko, MnDOT Freight, asked how the economy fits into the value statements, noting the mention of stewardship does not specifically address economic growth. Michael Larson answered the vision statement mentioning “strength and inclusiveness of our economy” implies economic growth and that the plan will include content about regional economic competitiveness. Andrew Andrusko said it feels disjointed to discuss economy under a statement about healthiness and welcomeness and it may be wise to consider a separate statement specifically on the economy.

Preview of TPP Goals Review, Engagement and Update Listening Sessions

Cole Hiniker presented materials similar to those at listening sessions, provided an updated schedule of listening sessions, and polled members through a Mentimeter activity. Chair Mareck said he appreciated staff effort to engage these agencies and stakeholders.

Results of the Mentimeter activity are appended to the agenda.

Transportation Needs Assessment

Jonathan Ehrlich, MTS Planning, presented an update on this study, which will now be referenced with a plain-language name: Transportation Needs in Daily Life. Ehrlich said this study is qualitative research to understand why and how residents of the region travel, to understand how the transportation system works for people in their terms.

Steve Mahowald, Metro Transit, asked for clarification how focus groups are being assembled with respect to racial and gender identity and age. Jonathan Ehrlich said focus groups for specific identity groups may increase trust and yield more open responses, and he provided examples where the site or context of a focus group may lead to specific composition of participants.

Will Schroeer, Twin Cities Shared Mobility Collaborative, asked if translation will be provided at any of these focus groups. Jonathan Ehrlich answered yes.

Michael Larson noted the value of hearing stories and asked if there will be a chance to identify stories of business and industry. Jonathan Ehrlich said he agreed on the value of stories, businesses are not a specific focus of this project, and participants may share their experience as business owners. He said the success of this project may lead to additional qualitative studies.

Policy Connections

Bethany Brandt-Sargent, MTS Planning, described a feedback opportunity for the Technical Working Group to review existing policies and provide feedback on gaps, opportunities, and redundancies.

Bill Dermody, Saint Paul, asked for a timeline on providing feedback. Bethany Brandt-Sargent answered a feedback form will be sent over email and responses are requested by March 6, 2023. Cole Hiniker said there will be multiple iterations of policies and actions, so this will not be the only opportunity for review. He requested Technical Working Group members share and coordinate this feedback opportunity within their agency and provide the Met Council one response.

Ed Hodder, Department of Employment and Economic Development, asked if there's an assessment of progress on the 2040 plan. Bethany Brandt-Sargent said the policies and actions described in this activity reflects existing policy and does not contain performance assessment. Cole Hiniker said there will be an upcoming interactive performance tool as part of the Transportation System Performance Evaluation.

Closing

Chair Mareck closed the meeting at 2:36 p.m.

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TPP GOALS MENTIMETER RESULTS

2050 Transportation Policy Plan Technical Working Group, February 9, 2023

Respondent Role

All 30 respondents selected agency/organization staff.

Priorities for the Next Plan

How important are each of the region's goals identified in the 2040 Transportation Policy Plan moving forward?

On a scale of 1 being *not important* to 5 being *very important*, responses averaged:

- Transportation System Stewardship 3.8
- Safety and Security 4.1
- Access to Destinations 3.6
- Competitive Economy 3.1
- Healthy and Equitable Communities 3.8
- Leveraging Transportation Investments to Guide Land Use 3.4

What regional transportation-related goals/priorities are important to your agency/organization in the upcoming decades?

- Ensuring safety improvements do not negatively impact economic development.
- Safety, regional connections, transportation reliability
- Safety as measured in deaths and injuries
- Leveraging transit investments and land use together
- VMT reduction
- Safety, Equity and Land Use
- Stewardship and maintenance of existing transportation system.
- Toward Zero Deaths
- Climate Action
- VMT reduction
- Decarbonization
- xxxx
- Complete and Green Streets
- Expanded region-wide transit system
- Mode shift goals
- Freight system connections and safety
- Maintain system, not expansion
- VMT reduction
- Transportation solutions and policies that are sensitive to land use and development context.
- Reducing VMT and encouraging mode shifts away from single occupancy vehicles
- Support a multimodal system
- Enabling more sustainable land use patterns

- transportation system resiliency - related to climate change
- Non-car options that work.
- intermodal movements and intermodal mode shift
- Equity
- Expansion. Connecting service.
- climate, equity
- Safety
- Reliable and availability
- Equity, resiliency, VMT reduction, safety, safe systems
- Passenger rail network build out
- Consistency between goals/priorities and programmed projects/investments
- Climate change/GHG emissions reduction

- Safety, Equity and Climate Change
- Directing transportation investments to guide land use is key. It will help with all the other goals.
- Health outcomes
- Safety
- Economic Competitiveness, Equity and Climate Resiliency
- Economic Competitiveness, climate resiliency, healthy communities, safety, and equity.
- 1 Leveraging Transportation Investments to Guide Land Use; 2 Access to Destinations; 3 Safety and Security; 4 Healthy and Equitable Communities; 5 Transportation System Stewardship; 6 Competitive Economy

Perceptions of the 2040 Plan

How well do you feel the region's existing plan—the 2040 Transportation Policy Plan—reflects the needs and goals of your agency/organization?

On a scale of 1 being *does not reflect us at all* to 5 being *reflects us very well*, responses averaged 2.4.

What do you need from the region's transportation policy plan to bolster your work moving forward?

- A better process to elevate needed projects not currently specifically identified in TPP, other plans.
- Clear priorities to guide funding decisions when resources are limited
- More defined investment vision tied to performance measures
- Equity
- More focused investment vision tied to performance measures
- acknowledge growth and shifting land use patterns
- Concrete connections between land use and transit investments
- Recognition that people driving may need to move slower to have a safer system for all users
- Clarity on priorities
- More aggressive plan to meet people's transit needs.
- The current transportation policy plan has little freight specific strategies and investments from the Metro Council. To move our work forward we need to better connect the Council's efforts with the state and other regions.
- Less onerous funding support processes.
- Seeing funding actually reflect these priorities and focus areas.
- strong and bold metrics
- We need strong policy to reduce VMT as this will be essential to reducing greenhouse gas emissions from transportation.

- Guidelines on how to balance something ones competing interests.
- Push toward critically looking at our transportation system, recognize shortcomings and taking the tough step of bold goals to get us to climate and safety goals, while undoing past harms to communities
- A better understanding of the needs of growing communities outside the urban core
- utilize existing conditions analysis in policy direction
- Updated priorities and goals to reflect a changed future due to climate change, technology and lasting impacts of the pandemic in transportation usage, traffic patterns, and travel behaviors
- Climate change impacts strategies
- Dont tie funding to equity...rather tie it to actual need LOS and safety
- Vat reduction

Any additional feedback on the region's 2040 Transportation Policy Plan or recommendations for the 2050 plan update?

- The TPP should balance the political directions of all Minnesotans in the region moving forward with a mind for providing opportunities for a variety of lifestyles and administrative perspectives.
- If you have too many goals and strategies, it is hard for priorities to stand out.
- Clear