

Meeting Notes

2050 Transportation Policy Plan (TPP) Advisory Work Group



Meeting Date: March 17, 2023

Time: 10:00 AM

Location: Virtual

Members Present:

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Chair, Deb Barber, Met Council | <input type="checkbox"/> Mitra Jalali, TAB, Saint Paul | <input checked="" type="checkbox"/> Lesley Kandaras, Metro Transit |
| <input checked="" type="checkbox"/> John Pacheco, Met Council | <input checked="" type="checkbox"/> Jim Hovland, TAB, Chair/Edina | <input checked="" type="checkbox"/> David Fenley, alternate for David Dively, MN Council on Disability |
| <input checked="" type="checkbox"/> Debbie Goettel, TAB, Hennepin Co. | <input checked="" type="checkbox"/> Amity Foster, TAB, Transit | <input checked="" type="checkbox"/> Sheila Kauppi, MnDOT |
| <input checked="" type="checkbox"/> Jon Ulrich, TAB, Scott Co. | <input checked="" type="checkbox"/> Peter Dugan, TAB, Dist. H | <input checked="" type="checkbox"/> Todd Biewen, MPCA |
| <input checked="" type="checkbox"/> Stan Karwoski, TAB, Washington Co. | <input checked="" type="checkbox"/> Christopher Geisler, TAB, Dist. E | <input checked="" type="checkbox"/> Luther Wynder, Suburban Transit Assoc. |
| | | <input checked="" type="checkbox"/> = present |

Opening

Chair Deb Barber, Metropolitan Council, opened the meeting at 10:01 AM. Chair Barber mentioned that additional Met Council members will be appointed to the Advisory Work Group in the coming months.

Meeting Recap

Cole Hiniker, MTS Planning, provided an overview of the previous meeting, summarized discussion heard during the meeting, and described what work that feedback will inform.

Transportation & Climate Introduction

Tony Fischer, MTS Planning, presented an overview of climate change topics related to transportation, including a description of climate change impacts in Minnesota, state and national goals, trends in greenhouse gas emissions by sector, mitigation strategies, and related projects and plans.

Commissioner Jonathan Ulrich, Scott County, asked how the electricity demand for electric vehicles will be handled. Tony Fischer answered utility companies are aware of this, planning for electricity need and resiliency, and promoting electric vehicles.

Amity Foster, TAB Transit Representative, asked if there is a way to measure the impact of electric vehicle weight on infrastructure. Tony Fischer said that the Minnesota Department of Transportation (MnDOT) and local public works departments may be better equipped to answer this question, though he said roadways are designed to carry heavy trucks and the weight of electric vehicles is likely not comparable. Andrew Andrusko, MnDOT Freight staff, commented via audience chat that the weight of electric freight vehicles is also a concern. Chair Barber said some older residential buildings lack the electrical capacity to charge electric vehicles. Sheila Kauppi, MnDOT, said that electric and automated vehicles tend to drive in the same spot on the roadway, increasing impact to the lanes they are driving in. She said freight vehicles tend to spread wear over multiple lanes; electric vehicles add complexity to design considerations. Peter Dugan, TAB District H, mentioned increased safety risk from vehicle weight and a study in the United Kingdom on environmental impact of tire wear. Chris Geisler, TAB District E, asked what road design and

engineering elements need to change to accommodate electrification. He mentioned cable median barriers and roadway dimensions as examples. Chair Barber mentioned that the Transportation Policy Plan can identify areas for further study.

Mayor Jim Hovland, Edina/TAB Chair, asked to clarify who issued the actions in the Minnesota Climate Action Framework. Tony Fischer answered that it is a state plan. Mayor Hovland commented on the lag between densification through land use changes with supportive transportation investments, and cited development in Edina and METRO E Line as the example. He also offered comments on the Metropolitan Council's governance structure under discussion in the legislative session, mentioned relationship to current policy issues and transit security, and encouraged discussion with legislators. Chair Barber continued discussion on Metropolitan Council governance models, mentioned previous studies and discussion on the topic, and legislation and services related to transit security.

Todd Biewen, Minnesota Pollution Control Agency (MPCA), acknowledged the complexity of these topics and described opposition of some stakeholders to the Clean Cars Rule, and says he believes electrification is the right direction but there is a lot of legitimate concern about issues, complexity to consider, and viewpoints to respect.

Mayor Hovland returned to Chris Geisler's question on electric vehicle friendly road design and asked how vehicle manufacturing standards and rules apply regarding excessive weight on roads. Sheila Kauppi said she would need more information to answer, but she mentioned vehicle standards and automated vehicle driving patterns. She said that at least for trucks this issue has not been resolved.

Amity Foster said she thinks 20% electric vehicles is a great goal, but she said the objective is not to use electrification as the primary way to address climate change and asked how public transit will be prioritized. She said one of the objectives should be to change how people get around, but she does not know how to turn that into a goal. Chair Barber mentioned work on mobility hubs to create driving connections to the transit system. Cole Hiniker said that a goal responsive to this could be "the region will reduce transportation contributions to greenhouse gas emissions and climate change," and that the presentation examples are more like objective statements.

Commissioner Stan Karwoski, Washington County, said there is a large investment in electrification in the new infrastructure law. He mentioned funds designated to Minnesota for Interstates 35 and 94 for electrification corridors. He said he thinks the 2050 Transportation Policy Plan should acknowledge those corridors and include strategies for developing them and connecting local roads.

Commissioner Karwoski mentioned legislation offered by Representative Betty McCollum to protect and enhance the Mississippi River and the capacity advantage of barges to semi-trucks. He asked how the plan can promote barge traffic to reduce road wear. Chair Barber mentioned the large grain ports in the City of Savage and how goods need to travel by highway to get to ports. Commissioner Karwoski acknowledged the local traffic to ports and said that barges still save on cross-country truck travel.

Update on TPP Goals Peer Review

Cole Hiniker presented initial study findings on review of plans from our region and peer regions.

Chair Barber said on objectives and tools, she likes "provide time competitive multimodal options", and mentioned the challenge she has using transit for return trips from Saint Paul. She also said that resilience has additional economic and workforce lenses to consider. She said she also likes the dashboard example and referenced the *THRIVE* Indicators dashboard that is no longer maintained.

Closing

Cole Hiniker reminded the work group that this is the primary venue for Transportation Policy Plan discussion, but staff welcome input on conversations to elevate to a Met Council or Transportation



Advisory Board meeting. Chair Barber expressed interest in the climate presentation with additional information on the Climate Action Workplan for new members of the Transportation Committee.

The work group closed at 11:24 PM.

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