

ACTION TRANSMITTAL No. 2013-24

DATE: May 9, 2013
TO: Transportation Advisory Board
FROM: TAB Thrive MSP 2040 Task Force
PREPARED BY: Libby Starling, Manager, Regional Policy & Research, Metropolitan Council (651-602-1135)
Kevin Roggenbuck, TAB Coordinator (651-602-1728)
SUBJECT: Thrive MSP 2040
REQUESTED ACTION: That the TAB review and approve the attached comments and recommendations on the four policy areas and forward them to the Metropolitan Council.
RECOMMENDED MOTION: That the TAB review and approve the attached comments and recommendations on the four policy areas and forward them to the Metropolitan Council.

BACKGROUND AND PURPOSE OF ACTION: The Metropolitan Council is seeking comments and feedback on *Thrive MSP 2040*, the region's long range development plan. The Council is seeking comments and recommendations from the TAB and the public. The TAB asked for volunteers to form a task force to review four policy areas:

- Regionally significant economic places
- Water supply
- Land use and transit
- Affordable housing

The task force included Robert Lilligren, Sue Sanger, David Van Hattum, Ethan Fawley and Adam Duininck. Russ Stark had volunteered but was unable to attend the meeting at the scheduled time. Libby Starling and Kevin Roggenbuck provided staff support. The task force met on May 2nd and the attached comments and recommendations are provided for the TAB's consideration.

RELATIONSHIP TO REGIONAL POLICY: The Council is required by state statute to prepare a long range development plan that sets out the regional forecasts for population, households and employment. It provides the regional physical and policy framework, which forms the basis for the type, location, investment priorities, and general implementation and review procedures for metropolitan transportation systems. Thrive MSP 2040 will provide the strategic direction for the policies and investment priorities in the 2040 Transportation Policy Plan.

COMMITTEE COMMENTS AND ACTION: The comments and recommendations from the task force are attached.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
Transportation Advisory Board	Review & Adopt	
Metropolitan Council	Information	

Comments from the TAB Task Force meeting on Friday, May 3 re. Thrive MSP 2040 four issues

Mission, outcomes, principles and goals

- General support for the words and perspectives described by the mission, outcomes, principles and goals.
- Suggested revising the fifth goal to include affordability. “A multi-modal transportation system safely, reliably and affordably connects people and freight with destinations in the region and beyond.”
- Suggested using the word efficient to describe land use decisions rather than “best use”.
- The concept of de-concentrating poverty needs to be part of the goals.

1. Regionally significant economic places

- Would be good to define priority growth areas in Thrive and/or the TPP. Need criteria to define them.
- Show the comprehensive cost to the public of putting employment in the suburbs where land is cheap and the parking is free.
- Challenge businesses to think regionally when locating jobs and not just where the land is cheapest. Regional planners are limited to influencing only the location of housing and population.

2. Water supply and a thriving region

- The group ran out of time to discuss this topic.

3. Land use and transit

Common priorities for transit investment:

- No clear agreement on the question of transit system preservation vs. expansion. Given the region’s limited resources and unmet needs, but it’s not an either/or question. The transit system needs to be preserved and maintain existing transit options, but developing counties may not support the transit system unless it is expanded. Thrive should continue to move more toward preservation and maintenance (not expansion) but with a focus on connecting road investments with transit investments.
- Prioritize transit investments based on return on investment and best utilization of transit resources (including which projects are likely to receive federal funding).
- Transportation investment policies do not seem to be aligned with other policies like livable communities.
- It would be helpful to know which types of transit facilities (bus, LRT, etc...) to prioritize. Be clear on what different types of transit accomplish.
- Set priorities in terms of destinations for transit.
- Focus transit investments in major corridors to provide reliable service to the suburbs because transit is at a competitive disadvantage where there is free parking.
- Create incentives that encourage people to use transit and discourage people driving alone. People are already driving less; what can we do to continue to discourage solo or single-occupant driving.

Integrate land use decisions and transit investments:

- Don't think of transit as something for low-income people. Don't focus access to opportunity just on low-income people – build a transit system that everyone can and wants to use.
- Prioritize some corridors for regional transit investment and provide the level of frequency necessary to attract riders.
- Encourage (or direct) other transit corridors to follow Southwest's lead where communities are actively changing their land use to align with the LRT investment.
- Use transit investment decisions as incentive to compatible zoning and land use decisions.
- Promote suburban transit investments in areas where land use patterns are appropriate. Provide transit to the places that have more potential for TOD.
- Move beyond a hub and spoke transit system. Expand transit in places where residents are already transit users and the infrastructure is in place.

Adapt communities to transit, bicycling and walking:

- Improve biking and walking on urban streets – for example, adding sidewalks -- when the streets are reconstructed or repaired.
- Allow sidewalk proposals in the regional solicitation as a means of expanding the pedestrian network.
- Need better connectivity between cities on local street network – that is correcting the fragmentation in the local street network -- to make biking and walking easier.
- The Council should encourage more connectivity in parts of the region that are currently developing.
- Expand bike-sharing and bicycle access to park-and-rides, saving the need for parking spaces.
- Get better data on how bicycle and pedestrian travel.

4. Affordable housing priority, location and need

- The group ran out of time to discuss this topic.