

ACTION TRANSMITTAL No. 2013-24

DATE: June 10, 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: Results of the electronic vote to approve TAB comments on four policy areas within Thrive MSP 2040 as revised at the May 15, 2013 TAB meeting.

REQUESTED ACTION: That the TAB review and approve the attached revised comments and recommendations on the four Thrive MSP 2040 policy areas through an electronic vote by June 7, 2013 and forward them to the Metropolitan Council by June 12, 2013.

RECOMMENDED MOTION: That the TAB review and approve the attached revised comments and recommendations on the four Thrive MSP 2040 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 Duinick. 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 forwarded a number of comments and recommendations to the TAB for discussion and approval at their May 15, 2013 meeting. The TAB did discuss the comments and recommendations provided by the task force on May 15 and offered a number of additional comments. Due to the extensive discussion and the June 12 deadline to submit comments to the Council, the TAB voted to direct the task force to incorporate the points made during the meeting and draft a set of revised comments to be sent to the full TAB for an electronic vote and submittal to the Council before the June 12 deadline.

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 initial set of comments and recommendations from the task force were revised by staff and sent to the task force for their review and confirmation that the discussion at the May 15 TAB meeting was properly included. The revised set of comments and recommendations that were approved by the task force are attached.

RESULTS OF THE ELECTRONIC VOTE: The electronic vote was opened on May 31 and closed on June 7. The result of the electronic vote was 16 in favor and 2 against. **The motion to approve the comments failed to pass.** The TAB Bylaws require that to pass a business item through electronic vote, two-thirds majority of the currently appointed TAB members is required. The result of the electronic vote was forwarded to the Metropolitan Council's Thrive MSP 2040 project manager on June 12.

Further, the Bylaws state that the results of the electronic vote will be posted on the Council's website and will be sent to Board members with any related communications. The results of the electronic vote were posted to the TAB's webpage on June 13. Additional comments were provided by two Board members with their vote. Staff transmitted the results of the electronic vote and additional communications to the Board on June 12. Finally, the TAB Bylaws state that the item will be on the Board's agenda the following month for information and any member who voted on the prevailing side may reconsider the motion. Council staff has informed the Board Chair that they have adjusted their timeline and the comments can be revisited at the June 19 TAB meeting.

ROUTING

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

Comments from the TAB Task Force on Thrive MSP 2040 four issues; Revised with comments from the TAB meeting of May 15, 2013
Prepared by Libby Starling and Kevin Roggenbuck, May 31, 2013

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.” Clarify that affordability refers to the transit user, not the cost of running the transit service.
- Suggested using the words “highest and best use” 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

- Define potential growth areas in Thrive and/or the 2040 Transportation Policy Plan for the purpose of planning future transportation system needs.
- Show the comprehensive cost to the public of putting employment in the suburbs where land is cheap and the parking is free.
- Consider regional incentives to encourage businesses to locate near existing infrastructure.

2. Water supply and a thriving region

- Water treatment is a regional system and there is a cost to the public when large employment centers are created in developing areas.

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 polices 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:

- Develop a safe and attractive 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.
- Expand the frequency of transit service in places where residents are already transit users and the infrastructure is in place. Thicken the transit system by adding connections in all directions.

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

- De-concentrate poverty by building affordable housing around the region.
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