

ACTION TRANSMITTAL No. 2013-24

DATE: July 11, 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: Comments on four policy areas within Thrive MSP 2040 prepared by a TAB task force following the June 19, 2013 TAB meeting.

REQUESTED ACTION: That the TAB identifies which of the attached comments and recommendations on the four Thrive MSP 2040 policy areas can be endorsed by the full Board and forwards them to the Council; and also forward individual comments not endorsed by the full TAB.

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 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 3rd 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.

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 because a two-thirds majority of the currently appointed TAB members is required to pass an electronic vote. The result of the electronic vote was forwarded to

the Metropolitan Council's Thrive MSP 2040 project manager and to the full TAB on June 12. Council staff has informed the Board Chair that they have adjusted their timeline and the comments were revisited at the June 19 TAB meeting.

The voted to table action on the Thrive MSP 2040 comments and recommendations due to the extensive discussion and revisions suggested at the June 19 TAB meeting. The task force agreed to reconvene and provide revised comments and recommendations to the Board for their July 17 meeting.

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.

BOARD COMMENTS AND ACTION: Several TAB members said the comments appear biased in favor of the urban area vs. the suburbs or rural areas; the comments include punitive language and should instead use more positive language and the comments should not include "de-concentrating" poverty. A complete listing of the comments is included in the June 19, 2013 meeting minutes.

The Board discussed the comments and voted to table the action to approve until the July 17 TAB meeting. Should the TAB approve the comments then, they can be provided to the Council's Committee of the Whole which meets later that day.

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 meetings of May 15, 2013 and June 19, 2013, and other comments submitted by TAB members

Revised by the TAB Thrive MSP 2040 Task Force on July 8, 2013

Mission, outcomes, principles and goals

- General support for the words and perspectives described by the mission, outcomes, principles and goals of Thrive MSP 2040.
- Suggest revising the fifth goal to include affordability to users (not transit system): “A multi-modal transportation system that safely, reliably and affordably (to users) connects people and freight with destinations in the region and beyond.”
- Suggest revising the third goal to use the words “highest and best use” to describe land use decisions rather than “best use”.
- Include the following as a goal: Strive to achieve equitable access to the transportation system for education, housing and economic opportunities for people of all races, incomes and life stages.

1. Regionally significant economic places

- Define potential growth areas in Thrive MSP 2040 and/or the 2040 Transportation Policy Plan for the purpose of planning future transportation system needs, informed by the current transportation system and assets.
- Analyze the comprehensive public costs and benefits of the location decisions of major employers.
- Consider regional incentives to encourage employers of all sizes to locate near existing or planned infrastructure.
- Consider revising label “regionally significant” places – implies other municipalities are “insignificant”.

2. Water supply and a thriving region

- Emphasize that sewage treatment is a regional system.
- Assess infrastructure (capacity, design, costs, etc...) to assure an adequate and ongoing supply of water to the region.
- Manage stormwater runoff from transportation infrastructure into facilities that recharge the groundwater and prevent environmental pollution.

3. Land use and transit

Common priorities for transit investment:

- The transit system needs to be preserved and existing transit options need to be maintained. The transit system also needs to be expanded within existing service area and to additional destinations to enhance connections with existing and developing employment and economic centers. Focus on connecting road investments and 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, while maintaining regional equity.
- More closely align transportation investment policies with other Met Council policies, such as Livable Communities and Complete Streets.

- Prioritize some corridors for regional transit investment and provide the level of frequency necessary to attract and retain riders.
- Create incentives that encourage people to use transit, car pools or van pools, biking or walking for transportation purposes.
- Ensure that sufficient and reliable local bus service is created and maintained to/from transit stations, without sacrificing existing local bus service to other destinations.
- 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.

Integrate land use decisions and transit investments:

- Develop a safe, reliable and attractive transit system that everyone can and wants to use.
- Encourage or direct other transit corridors to follow the lead of SWLRT where communities are actively changing their land use to align with LRT investment.
- Assist communities in developing and redeveloping compact mixed use transit districts. Encourage the inclusion of affordable housing in such developments.
- Promote transit investments in areas where existing and prospective land use patterns are appropriate. Places that have more potential for TOD should be prioritized for transit expansion.

Adapt communities to accommodate transit, bicycling and walking:

- Improve biking and walking capabilities on urban and suburban streets – for example, adding sidewalks/trails when the streets are reconstructed or repaired.
- Allow sidewalk/trail proposals in the regional solicitation as a means of expanding the pedestrian network.
- Assist to develop better connectivity between cities on local street network and trails.
- Expand bike-sharing and bicycle access to park-and-rides and transit stations, minimizing the need for parking spaces.
- Get better data on bicycle and pedestrian travel patterns.

4. Affordable housing priority, location and need

- Expand affordable housing throughout the region, and transit options between affordable housing and employment centers.

