

Minutes of the MEETING OF THE COMMITTEE OF THE WHOLE

Wednesday, November 20, 2013

Committee Members Present: Haigh, Commers, Munt, Elkins, Schreiber, Melander, Van Eyll, Chávez, Wulff, Reynoso, Rummel, Rodriguez, Kramer, Cunningham, Brimeyer, Duininck

CALL TO ORDER

A quorum being present, Committee Chair Haigh called the regular meeting of the Council's Committee of the Whole to order at 4:07PM on Wednesday, November 20, 2013.

APPROVAL OF AGENDA AND MINUTES

It was moved by Commers, seconded by Kramer to approve the agenda. **Motion carried.**

It was moved by Kramer, seconded by Rodriguez to approve the minutes of the October 30, 2013 meeting of the Committee of the Whole. **Motion carried.**

THRIVE MSP 2040

Review the outline of Thrive MSP 2040 to be submitted as the Regional Plan for Sustainable Development—Libby Starling and Dan Marckel

Libby and Dan provided a summary of the remaining timeline for Thrive MSP 2040. Thrive is structured around a set of five proposed outcomes (stewardship, prosperity, equity, livability, and sustainability) and three principles (integration, collaboration, and accountability). Libby went over the main points within each outcome and principle. Proto-Thrive, the prototype of Thrive, is the version that will be sent to HUD in December 2013 as a deliverable for the Sustainable Communities Regional Planning Grant. The Fair Housing and Equity Assessment, which is also a requirement of the Sustainable Communities Regional Planning Grant, will be submitted to HUD in March 2014. The Council members were asked to read the Proto-Thrive before the next Committee of the Whole meeting on December 4 when they will discuss the draft. The draft is scheduled to be accepted at the December 11 Council meeting. On December 18, Corridors of Opportunity is scheduled to accept the draft. One question that was raised was whether there will be fiscal notes attached to the expansions noted in Thrive. The answer is no, it is just a planning document.

Update on the 2040 Transportation Policy Plan—Amy Vennewitz and Mark Filipi

Amy and Mark provided an overview of the Transportation Policy Plan. Council member Duininck is Chair of the TPP Task Force. The TPP Task Force includes five Council members (Elkins, Melander, Reynoso, and Wulff), three TAB members, as well as representatives from CTIB and MnDOT. A Transportation Policy Plan workshop is scheduled for December 13. Workshop participants will discuss investment priorities and criteria. The TPP is updated every four years. This update will include MAP-21 changes and Thrive MSP 2040 policy direction. The final plan will be adopted in December 2014. Federal law requires us to use the 3C planning process: cooperative, continuous, and comprehensive. Each TPP builds on the previous iteration. The expected major changes for the 2014 TPP include extending the time horizon from 2030 to 2040, incorporating the Thrive outcomes, principles, and goals, incorporating MAP-21 requirements, updating the fiscally constrained revenue forecasts, including clear fiscally constrained and non-fiscally constrained highway and transit scenarios, and identifying high priority investment factors. The updated Plan will also reflect recent study results from the following: Statewide Multimodal Plan and Highway Investment (MnSHIP); Travel Behavior Inventory (TBI); Regional Bicycle System Master Study; Highway Transitways Corridor Study; Arterial Transitways Corridor Study; Regional Solicitation Evaluation; A-Minor Arterial Study. The Urbanized Area (UZA) was expanded and redefined by the U.S. Census Bureau in Spring 2012 and now includes portions of Wright and Sherburne counties (Elk River, Big Lake Township, Albertville, St. Michael, Otsego, and Hanover). This change will also be reflected in the TPP.

There are three parts of the TPP. Part 1 discusses demographics, the TBI, performance-based planning elements, a summary of investments, as well as issues and challenges. Part 2 discusses finance, transportation and land use, and modal system descriptions and investment plans. Part 3 is technical information and requirements. The issues and challenges that have been identified are: increase in travel, roadway congestion, demand for options, economic competition, transportation impacts on communities, disparities in access to jobs and opportunities, and limited financial resources. The issues and challenges will be discussed in the beginning of the TPP and addressed again at the end. The Transportation Improvement Plan is considered an appendix to the TPP.

One suggestion was to put the TPP through a communications lens. Another suggestion was to use a term other than “non-fiscally constrained.”

ADJOURNMENT

Business completed, the meeting adjourned at 5:42PM.

Emily Getty
Recording Secretary