

Minutes of the

MEETING OF THE COMMITTEE OF THE WHOLE

Wednesday, August 2, 2017

Committee Members Present:

Melander, Kramer, Letofsky, Tchourumoff, Commers, Rodriguez, Rummel, Chávez, Cunningham, Munt

CALL TO ORDER

A quorum being present, Chair Tchourumoff called the regular meeting of the Council's Committee of the Whole to order at 4:03 on Wednesday, August 2, 2017.

APPROVAL OF AGENDA AND MINUTES

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

It was moved by Cunningham, seconded by Kramer to approve the minutes of the July 19, 2017 regular meeting of the Committee of the Whole. Motion carried.

INFORMATION

Transportation Policy Plan

Nick Thompson introduced today's topic: an overview of the Transportation Policy Plan, with an emphasis on the highway portion. The final *2040 TPP Update* will be presented to the Transportation Committee and the full Council for adoption in July 2018. The TPP is the long-range transportation plan for the Twin Cities region. It is part of the federal 3C (cooperative, continuous, comprehensive) planning process and includes multiple modes (highways, transit, bikes, pedestrians, freight, aviation). The TPP is required under state and federal law, and is prepared by the Met Council in coordination with the Transportation Advisory Board (TAB), the Minnesota Department of Transportation (MnDOT), and the Metropolitan Airports Commission (MAC). The largest focus of the plan under federal law is to identify expected regionally significant transportation investments, and to demonstrate that these planned investments can reasonably be assumed to be affordable under the plans' financial assumptions. In this plan, this is known as the current revenue scenario, but is often referred to as the fiscally constrained scenario. Federal law allows for providing a vision for how an increased level of transportation revenue might be spent, referred to as the increased revenue scenario in this plan, but the programs or projects identified in the increased revenue scenario are not considered part of the approved plan. If new revenue is realized, the projects must be amended into the plan.

The TPP identifies specific transportation goals, performance measures, and strategies or actions for how our region will accomplish goals and outcomes. The TPP also identifies a general transportation investment direction or policy that will help move us towards the regional outcomes. The Regional Solicitation, which TAB creates, is part of this overall framework. The Solicitation sets criteria and measures for selecting projects that are consistent with Thrive and the TPP, and that will also move the region towards accomplishing the TPP goals and regional outcomes.

Steve Peterson presented on the highway investment and direction. The region has a mature principal arterial system and investments are needed to operate, maintain, and rebuild the aging system. Increase in use will continue as the region continues to grow in population and economic activity.

One of the major developments of the last TPP was a performance-based planning framework with goals and objectives. Some of the key goals are transportation system stewardship, safety and security, access to destinations,

and competitive economy. The highway-related objectives are, respectively, efficiently preserve and maintain the system, operate efficiently and cost-effectively, improve safety and security, more travel options, increase reliability and predictability, and improve multimodal access to job concentrations and invest in multimodal to attract and retain business and residents.

Cole Hiniker presented on transit investment and direction. Recent trends have shown an increased demand for transit, with ridership increasing about 20% over the last decade. Sustained growth is dependent on investing in an attractive system. The TPP and much of the detailed planning work is about return on investment and trying to maximize ridership relative to the dollars invested. One of the tools used to broadly quantify transit demand is the Transit Market Areas. The Market Areas were developed with factors that contribute to transit demand and they represent actual expectations for transit ridership return regardless of the quantity of service. Another element is that transit needs local community help to be successful, and it can be costly to provide service that people will not use unless the surrounding environment is transit friendly (or pedestrian friendly). A significant portion of the TPP is dedicated to discussing the issue of land use and transit planning coordination.

ADJOURNMENT

Business completed, the meeting adjourned at 6:12PM.

Emily Getty
Recording Secretary