

Minutes of the

REGULAR MEETING OF THE COMMITTEE OF THE WHOLE

Wednesday, June 4, 2014

Committee Members Present:

Munt, Haigh, Schreiber, Cunningham, Commers, Van Eyll, Rodriguez, Kramer, Rummel, Wulff, Elkins, McCarthy, Chávez, Melander, Duininck

CALL TO ORDER

A quorum being present, Chair Haigh called the regular meeting of the Council's Committee of the Whole to order at 4:04PM on Wednesday, June 4, 2014.

APPROVAL OF AGENDA AND MINUTES

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

It was moved by Van Eyll, seconded by Munt to approve the minutes of the May 21, 2014 regular meeting of the Committee of the Whole. Motion carried.

Information: 2040 Transportation Policy Plan

Amy Vennewitz began with an outline of the TPP, an overview of scheduled discussions and the public comment schedule.

Highway Investment Direction and Plan

Mary Karlsson began by explaining that the Highway Investment Direction and Plan portion of the TPP is made up of four parts: Investment Direction, Current Revenue Scenario investments, Increased Revenue Scenario investments, and an Investment summary. The Federal Highway system requires all roadways to be categorized. The Council is the designator for Principal Arterials, and Mary showed a map illustrating the locations of Principal Arterials (planned and existing) in the region. The Regional Highway System Investment Prioritization Factors is new to the TPP and is very closely related to *Thrive MSP 2040*. The purpose of having an Investment Direction is to clearly communicate the Council's intentions and plans for highway investments. The highway investment categories are: operate and maintain highway assets, program support, rebuild and replace highway assets, safety improvements, bicycle and accessible pedestrian improvements, traffic management technologies, spot mobility improvements, MnPASS, strategic capacity enhancements, and highway access improvements. The current revenue scenario identifies MnDOT state highway investments and provides direction on local roadway investments through Regional Solicitation. It allocates \$11 billion between 2015-2040 and must identify investments in urbanized parts of Wright and Sherburne counties and Houston, WI, which is a new piece. The increased revenue scenario allocates \$8 to \$10 billion and includes a funding amount based on Governor Dayton's Transportation Finance Advisory Committee (TFAC) plus operations and maintenance information from MnDOT. There are some tensions due to limited resources and priorities, mainly with regard to limited funding available.

Freight Investment Direction

Connie Kozlak presented on the Freight Investment Direction portion of the TPP. Kozlak explained that freight is not a transportation mode, but rather a user of modes (trucks on roadways, freight railroads, barges on rivers). MN is the only state in the union that does not allow railroads to police their own property. Freight rail is planned by individual railroads, and there has been a surge in rail traffic on the BNSF, CP due to the Bakken oil fields

in North Dakota. One of the tensions in this portion of the TPP is the limited control/influence over freight modes and investments. Land use adjacent to freight terminals can be a source of tension as well. Mixed use development needs to manage retail and restaurant freight needs with residential expectations.

Bicycle and Pedestrian Investment Direction

Steve Elmer presented on the Bicycle and Pedestrian Investment Direction. He explained that pedestrian planning is integral to planning for other transportation modes because it is a component of other transportation modes. Bicycle planning is a growing need as it becomes a more popular mode. A Regional Bicycle System Study was started in 2013 and completed in 2014, and examined both current and future population density. The Proposed Regional Bicycle Transportation Network (RBTN) is new to the TPP. Elmer included a map of the RBTN proposed corridors. Network development analysis factors include regional job concentrations, other major regional destinations, bicycle travel demand, connecting with transit, future population density, and system equity. The proposed RBTN would serve as the backbone arterial system for regional bicycle transportation and would encourage coordinated planning and implementation. Tensions in this portion of the plan also have to do with limited funding for infrastructure, maintenance, and preservation. There is also a land use/access tension as the A-minor arterials are vital to the local economy but they also are conveniently long and some parallel the major highways, making them ideal for bicycle routes.

Aviation Investment Direction and Plan

Russ Owen provided an overview of the Aviation Investment Direction and Plan, which included a Regional Aviation System Map. The updated TPP Aviation plan has minimal change from the 2010 version. Protection and maintenance of the aviation system is critical for the region's economic competitiveness. Several airport projects have been completed since 2010, including construction of a floodwall at STP. The long term comprehensive plan (LTCP) for the South St. Paul Airport has been updated and will come to the Council for adoption later this summer. The MSP airport's long term comprehensive plan is expected to be updated in the near future. The airline industry is volatile and they make changes accordingly. Current analysis of the region's aviation system has determined that it is the right size and is geographically equitable. One of the tensions in this part of the TPP include noise impacts on the community and citizens, which unfortunately the Council has little control over as the FAA regulates airspace in and around MSP and operational procedures at airports.

ADJOURNMENT

Business completed, the meeting adjourned at 5:49PM.

Emily Getty
Recording Secretary