

TALKING POINTS

1967 • Council was created to coordinate the planning and development of the seven-county metropolitan area

1975 • Legislature “designated [the Council as the] planning agency for any long-range comprehensive transportation planning” required under federal laws

1994 • MTC, RTB, and MWCC abolished and their duties and responsibilities were transferred to the Council. Council staggered terms changed to terms conterminous with Governor

2012 • Federal legislation required MPOs to consist of local officials, officials of public transportation agencies, and state officials within 2 years after MAP-21 enactment, but statute also states:

Nothing in this subsection shall be construed to interfere with the authority, under any State law in effect on December 18, 1991, of a public agency with multimodal transportation responsibilities—

FHA and FTA have frequently reviewed Council multimodal transportation planning work and not raised questions about Council’s MPO status

Assertions that Council is “not legally in compliance” with federal MPO statute

Council governing body does not include local officials, public transportation agency officials, or state officials, but “grandfather” provision allows Council to continue operating under the state law first enacted in 1975

FHWA and FTA confirmed Council is covered under the grandfather provision and fully aware of Council status (recipient of FFGAs; triennial certifications for compliance)

More than half of TAB members are elected local and county officials; 88% represent counties, cities, and transit/transportation interests

TAB is more than advisory committee; is integral to transportation planning processes under long-existing protocol