

DATE: Thursday, November 14, 2013
TO: Land Use Advisory Committee
FROM: Cole Hiniker, Metropolitan Council – Transportation staff
SUBJECT: Transportation Policy Plan Draft Strategies for *Transportation and Land Use Goal*

Council Transportation staff have been working on an update to the *Transportation Policy Plan* (TPP) concurrently with the *Thrive MSP 2040* staff. There are several primary reasons for this update:

1. *Thrive MSP 2040* updated forecasts and policy discussions
2. Federal requirement to update plan every 4 years (last updated in 2010)
3. New federal law (MAP-21) requiring transportation plans to be performance-based

The TPP takes its policy direction from *Thrive MSP 2040* but provides direction for the more specific implementation pieces relevant to the transportation system. Previous TPPs have acknowledged the important relationship between land use and transportation, specifically the relationship between local comprehensive planning and transportation system planning. The current TPP includes a land use chapter and a number of strategies specific to land use and transportation (see attachment for reference).

The TPP update will introduce several new components that make up the performance-based planning framework, as required by federal law: goals, objectives, and performance measures. Strategies and investment plans will continue to be a part of the plan but adapted to the new framework.

Groups reviewing and drafting materials

Council Transportation staff have been working with two primary groups to review and draft initial materials. A Partner Agency Work Group comprised of staff from cities, counties, transit providers, MnDOT, and other agencies as identified; and a Policymaker Task Force comprised of local and regional policy representatives from the Transportation Advisory Board, Counties Transit Improvement Board, Metropolitan Council, and MnDOT. These groups began meeting in April 2013 and have been assisting Council staff in drafting initial materials for the TPP update. To date, these groups have participated in reviewing draft goals, objectives, performance measures, and strategies.

Strategies for Land Use and Transportation will be discussed by the Policymaker Task Force on November 25. In advance of that meeting, Council staff are seeking comments from members of the Land Use Advisory Committee (LUAC) as another form of feedback in the drafting of these materials. LUAC is a unique forum for local comprehensive planning issues that can be shared with members of the Policymaker Task Force.

Please review the goal, objectives and strategies in the table and share your comments at the November 21 LUAC meeting. Focusing input on the Strategies is the highest priority.

Definitions

General working definitions for components of the performance-based planning framework are as follows:

Goals

Transportation system goals are broad statements of aspiration that describe a desired end state for

the transportation system.

Objectives

Objectives represent outcomes that the region will hope to achieve and that stakeholders believe are achievable within the planning horizon of the Transportation Policy Plan.

Performance Measures and Targets

Performance measures will support the concise analysis of progress toward achieving objectives. Targets represent the desired status for a measure at the end of the target timeframe.

Strategies

Strategies identify one or more specific actors and an intended course of action that demonstrates priorities and general resource allocation to achieve the goals and objectives.

Investment Plan

The investment plan identifies the specific investments the region will pursue in its translation of strategies into resource allocation. The investment plan consists of revenues, costs, timing, and priorities. The investment areas may be general program areas or specific projects.

Table

The table below includes the:

1. Draft Transportation and Land Use Goal
2. Draft Transportation and Land Use Objectives
3. Draft Transportation and Land Use Strategies

Primary Goal Area: Transportation and Land Use

Transportation and land use decisions are aligned to support the regional vision for growth and make the best use of public and private investments.

Objectives:

- A. Focus regional growth in areas that support multimodal travel.
- B. Maintain adequate riverfront and rail-accessible land to meet existing and future demand for freight movement.
- C. Encourage local land use design that integrates transit, walking and biking.
- D. Encourage communities, businesses and aviation interests to work together to limit incompatible land uses that would limit the use of the region's airports.

Reference Number	Modal Area	Proposed Strategy Language	Secondary Goal Areas (if appropriate)
1	Multimodal	Local governments must prepare Comprehensive Plans that conform to the Transportation Policy Plan and should recognize the land use and transportation opportunities and challenges related to Thrive MSP 2040 planning areas.	

		Local governments within the urban area should plan for their projected growth and stage their transportation infrastructure to accommodate the needs of that growth. Local governments in the rural area should plan for transportation systems and land use patterns that are compatible with the region's need for future sewer development and protection of agricultural uses.	
2	Multimodal	Local communities should recognize regional economic centers and identify important local centers in comprehensive plans and plan for increased density and a diversification of uses to maximize the effectiveness of the transportation system and create pedestrian-friendly places.	
3	Multimodal	Local communities will identify opportunities for and adopt guiding land use policies that support future growth in and around transit stations, consistent with regional station typologies, and near high-frequency transit service.	
4	Multimodal	Local communities should lead transit-oriented station-area, small-area, or corridor land-use planning efforts, with the support of the Metropolitan Council and other stakeholders, that address the opportunities and challenges related to creating walkable, bikable, transit-friendly places.	
5	Multimodal	Local communities should, over time, adopt regulatory tools, develop partnerships, and identify resources to support and specifically address the opportunities and challenges of related to creating walkable, bikable, transit-friendly places. The Metropolitan Council will work with local communities on this effort by providing technical assistance and coordinating on the implementation of transit-oriented development.	
6	Bicycle and Pedestrian	Local governments should include bicycle and pedestrian elements in local comprehensive and corridor plans. Local government plans and ordinances should support pedestrian-friendly community design.	
7	Freight	Local governments should adopt comprehensive plans that acknowledge the role of freight in promoting economic activity and include policies emphasizing the identification and improvement of roads best suited for carrying trucks while minimizing impacts such as noise and traffic to sensitive land uses.	
8	Freight	Local governments should balance the needs of industrial, residential and recreational users when planning and implementing land uses along the navigable portions of the Mississippi River system in order to assure sufficient	

		access for existing and future barge transportation needs.	
9	Freight	Local governments should acknowledge the role of railroads in promoting economic activity and identify an adequate supply of land in their comprehensive plans to meet existing and future demand for industrial uses requiring rail access.	
10	Aviation	Local governments, airport sponsors and the Metropolitan Airports Commission should establish Joint Airport/Community Zoning Boards at each of the Metropolitan Airports Commission airports to develop and adopt an airport safety zoning ordinance that addresses the compatibility of land uses surrounding airports.	
11	Aviation	Communities affected by aircraft noise should work with aviation interests on noise abatement and mitigation strategies, and should incorporate the Land Use Compatibility Guidelines for Aircraft Noise (Existing Appendix M) into their local comprehensive plans and ordinances.	
12	Aviation	Local governments should minimize potential general airspace hazards by adopting ordinances to control all proposed structures 200 feet or more above ground level, clustering radio/utility structures that are over 500 feet tall, and prohibiting new structures over 1,000 feet tall unless they are replacements or provide for a function that cannot otherwise be accommodated.	

There are goals, objectives and strategies being developed across five other topics: Transportation System Stewardship, Safety and Security, Economic Competitiveness, Healthy Environment, and Access to Destinations. These will be available for broader stakeholder input in 2014.