

Transportation Committee

Meeting date: July 28, 2014

For the Metropolitan Council meeting of August 13, 2014

Subject: Draft 2040 TPP Release for Public Comment

District(s), Member(s): All

Policy/Legal Reference: M.S. 473.399 & 23 CFR 450.104

Staff Prepared/Presented: Arlene McCarthy, Director MTS (651.602.1754); Amy Vennewitz, Deputy Director MTS (651.602.1058); Connie Kozlak, Manager of Planning (651.602.1720)

Division/Department: Transportation / Metropolitan Planning Services (MTS)

Proposed Action

That, for the purposes of holding a public hearing and receiving public comment, the Metropolitan Council:

- Release the Draft 2040 Transportation Policy Plan (TPP) for public review and comment; and
- Authorize a public comment period from August 14, 2014 to October 1, 2014, including a public hearing on September 17, 2014 at 5:00 PM.

Background

Under federal transportation planning law, the Council is required to develop a long range plan that is updated at least every four years. The plan must be multimodal and identify transportation system goals, needs and investment priorities over at least a 20-year period. The plan is required to identify regionally significant transportation investments that will be implemented within the timeframe of the plan and must maintain balance between anticipated project costs and funding. The current 2030 TPP was adopted in November 2010 and approved by the U.S. DOT in February 2011 thereby requiring a new plan update by the end of 2014.

Council transportation planning staff has worked with a Policymaker Task Force and Partner Agency Work Group since April 2013 to develop the Draft 2040 TPP. The draft plan includes a number of changes from the current plan, most significantly including the following:

- Updating the demographic (population, employment and households) and travel forecasts from 2030 to 2040;
- Incorporating outcomes and principles from Thrive MSP 2040;
- Responding to MAP-21 requirements for a performance-based regional plan and identifying regional transportation system goals, objectives and strategies;
- Updating the expected revenues and expenditures to meet the requirements of a fiscally constrained long-range plan;
- Incorporating the results of planning studies that have been completed since 2010 including the Regional Bicycle Master Study;
- Incorporating new language connecting transportation and land use and identifying required densities near transitway stations.

Staff provided the Council with information items on the contents of the plan through a series of Committee of the Whole meetings in February through June 2014. On July 14 the staff presented revisions made to the draft document resulting from recent comments received from TAB and other partner agencies.

Rationale

This Draft 2040 TPP meets the requirements of federal transportation planning laws requiring a long range transportation plan that is updated at least every four years. It also identifies the regionally significant projects expected to be implemented under reasonably expected revenues (fiscally constrained) over the time period of the plan.

Under state law, the Council is required to adopt a regional development guide and systems plans which implement the guide. The Council recently adopted a new regional development guide, Thrive MSP 2040. This Draft 2040 Transportation Policy Plan responds to the new regional direction and outcomes called for in Thrive, and serves as the surface transportation and aviation systems plans required under state law.

Funding

The action does not directly require or involve funding. However, under federal law, regionally significant transportation projects and the expected funding for the projects must be identified in the fiscally constrained long range plan before being included in the region's Transportation Improvement Program (TIP) and moving forward with implementation.

Known Support / Opposition

The Metropolitan Council's Transportation Advisory Board provided comments on the draft 2040 TPP on June 18, 2014 and staff has responded to a number of these comments by incorporating revisions into the draft document. A number of other partner agencies, including the Counties Transit Improvement Board, Washington County Board and staff from the cities and counties, also submitted comments as the draft was being prepared, and revisions responding to these comments have also been included in the draft document.