

Metropolitan Council TOD History and Planning Documents

PAST

- **1995** – Livable Communities Act is passed.
Gives the Council financial tools to implement transit-supportive development patterns
- **January 2004** – 2030 Regional Development Framework is adopted.
The update of the metropolitan development guide is one of the first Council documents to acknowledge the need to coordinate land use and transportation.
- **2004** – METRO Blue Line opens as the first light rail transit (LRT) route in the region.
While there is local and regional support for development near the LRT stations, Minneapolis and developers note the need for clearer policies to define TOD and financial incentives to fund it.
- **2006** – Metropolitan Council's Guide for Transit Oriented Development.
For the first time, provides guidance to developers and local units of government on how to plan for more transit-oriented and walkable communities. Establishes policy guidance for local governments and developers on appropriate transit-supportive development near different types of transit service.
- **January 2009** – Update to 2030 Transportation Policy Plan (2030 TPP) is adopted.
Shifts emphasis from eliminating highway congestion to managing it through roadway improvements along with the provision of housing, employment, and transportation options. Acknowledges that most land uses developed in the 1960s and later are not transit- or pedestrian-supportive, re-emphasizes the need for coordinating land use and transportation investments, especially near transitways, and establishes policy promoting transit and non-motorized travel and supportive land uses and densities.
- **2011** – The Livable Communities TOD grant category (LCA-TOD) is created.
This LCA program gives the Council more opportunity to promote moderate- to high-density development projects within walking distance of a major transit stop. Funded projects typically include a mix of land uses.
- **2011 to 2013** – Corridors of Opportunity Initiative.
Brings together leaders from state, regional, and local government, philanthropy, non-profit, and businesses to accelerate the build out of the region's transitway system while promoting adjacent development that advances economic vitality and benefits people of all incomes and backgrounds.

Timeline continued in next column

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- **February 2012** – The Council adopts the Regional Transitway Guidelines as technical guidance to support the development and operation of transitways
The Regional Transitway Guidelines are based on 2030 TPP policy and are intended to be a companion document to the TOD Handbook in order to better coordinate transit and land-use planning in the region.
- **July 2013** – Council approves the TOD Strategic Action Plan.
Plan includes specific policies, plans, and strategies to advance TOD within the region.
- **November 2013** – The Council adopts first TOD Policy.
- **April 2014** – The Council creates an Office of Transit-Oriented Development within Metro Transit.
Complements the land use planning expertise within The Council and encourages collaboration across the agency and with local partners. Along with Minneapolis and Saint Paul area partners, the TOD Office becomes a primary source for TOD information and expertise in the region.
- **May 2014** – The Council adopts Thrive MSP 2040.
Advances policy support for TOD and an integrated multi-modal transportation system as a means for improving access to opportunities for all.
- **June 2014** – METRO Green Line between downtown Minneapolis and downtown Saint Paul opens as the second LRT in the region.
The Metropolitan Council Livable Communities grants totaled over \$43 million at Green Line stations through 2015.
- **January 2015** – The Council adopts the 2040 TPP.
Advances the policy-direction established by Thrive MSP 2040 and further specifies how it will be incorporated into local comprehensive plans during the decennial update process to be complete by late 2018.
- **2016** – METRO Green Line Extension (Southwest LRT) receives a Medium-High New Starts rating.
Metropolitan Council Livable Communities grants totaled over \$7 million at Green Line Extension stations through 2015.
- **2016** – METRO Blue Line Extension (Bottineau LRT, submits New Starts application to enter engineering.

FUTURE