

Section II. Foundation for Plan Development

Effective growth management is based on a plan, which designates where different types of new development should go, and determines when those areas should be opened for development. Identification of desirable future growth areas with sufficient land appropriate for development is a central component of the Comprehensive Development Plan. The growth management philosophy of Sioux Falls is to provide developable land when it is needed in amounts sufficient to prevent limited supplies from artificially driving up land costs. It is also important that the timing and location promotes orderly, compact new growth that allows the most cost-effective provision of services.

Sioux Falls 2015 III-1

A. Planning Under TEA-21

In 1991, the Federal Government mandated that Metropolitan Planning Organizations (MPOs) abide by new legislation entitled the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The legislation was reenacted on June 9, 1998, as the Transportation Equity Act for the 21st Century (TEA-21). The MPO operates under Section 134 Metropolitan Planning, Title 23 of the United States Code. Funding is provided under TEA-21.

“It is in the national interest to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and through urbanized areas, while minimizing transportation-related fuel consumption and air pollution.”

23 U.S.C. §134. Metropolitan Planning.

Specifically, TEA-21 states that the metropolitan planning process shall consider transportation projects and strategies that are within seven areas:

- a. Support the **economic vitality** of the United States, the states and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency.
- b. Increase the **safety and security** of the transportation system for motorized and nonmotorized users.
- c. Increase the **accessibility and mobility** options available to people and freight.
- d. Protect and **enhance the environment**, promote energy conservation, and improve **quality of life**.
- e. Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
- f. Promote **efficient** system management and operation.
- g. Emphasize the **preservation** of the existing transportation system.

23 U.S.C. §134. Metropolitan Planning.

Title 23 stipulates that each MPO shall prepare and update periodically a long-range transportation plan. This plan should contain at least the following:

- A. An identification of transportation facilities (including but not necessarily limited to major roadways, transit, and multimodal and intermodal facilities) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions [see Section IV. Existing Transportation System].
- B. A financial plan that demonstrates how the adopted long-range transportation plan can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommends any additional financing strategies for needed projects and programs. The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted long-range transportation plan if reasonable additional resources beyond those identified in the financial plan were available. For the purpose of developing the long-range transportation plan, the MPO and state shall cooperatively develop estimates of funds that will be available to support plan implementation [see Section IX. System Improvement Proposals, Section VII. Economic Feasibility].
- C. Assess capital investment and other measures necessary to—
 - (i) Ensure the preservation of the existing metropolitan transportation system, including requirements for operational improvements, resurfacing, restoration, and rehabilitation of existing and future major roadways, as well as operations, maintenance, modernization, and rehabilitation of existing and future transit facilities [see Section IX. System Improvement Proposals]; and
 - (ii) Make the most efficient use of existing transportation facilities to relieve vehicular congestion and maximize the mobility of people and goods [see Section V. Strategic Planning Process].
- D. Indicate as appropriate proposed transportation enhancement activities [see Section IX. System Improvement Proposals].

23 U.S.C. §134. Metropolitan Planning.

These items are described in more detail under 23 CFR §450.322 *Metropolitan Transportation Planning Process: Transportation Plans.*

A major change, that is often overlooked, is that the “E” in TEA-21 no longer stands for Efficiency, but for Equity. It is with this in mind that the Sioux Falls MPO has updated the Long-Range Plan. In order to build a community-wide intermodal transportation system that integrates new transportation concepts, the MPO must continue to plan in a continuing, cooperative, and comprehensive manner.

B. Metropolitan Transportation Planning Committees

The **Memorandum of Understanding** between the South Dakota Department of Transportation, the City of Sioux Falls, the Sioux Falls Planning Commission, the Lincoln County Commission, the Lincoln County Planning Commission, the Minnehaha County Commission, the Minnehaha County Planning Commission, and the South Eastern Council of Governments was signed in association with this update.

This agreement binds the above entities to perform specific transportation planning-related functions to cooperatively strive to achieve a continuing and comprehensive transportation planning process for the Sioux Falls study area. The current Memorandum of Understanding designates the Urbanized Development Commission (UDC) of the South Eastern Council of Governments as the Sioux Falls MPO. The UDC has the authority to develop the official transportation plan, short-range improvement program, and other transportation planning policies relating to the Sioux Falls study area. The UDC is made up of the following members:

- Mayor of the City of Sioux Falls.
- Four members of the Sioux Falls City Council.
- Three members of the Minnehaha County Commission.
- Three members of the Lincoln County Commission.
- SD Department of Transportation Commission Member.
- Elected representative from the Lincoln County Mayoral Association.
- Mayor of the City of Brandon.
- A nonvoting representative of the Federal Highway Administration.
- A nonmember chairperson selected by the members noted above.

The Memorandum of Understanding defines the Sioux Falls study area as the city of Sioux Falls and the 20 surrounding townships [Map 1]. It also stipulates three “Transportation Policy Boards”: Citizens’ Advisory Committee (CAC), Technical Advisory Committee (TAC), and the previously mentioned Urbanized Development Commission (UDC). Please review the adopted Operations Plan for more information on these boards.

The CAC is the committee that has been established to solicit public input into the planning process. The TAC is the committee comprised of staff from each of the participating units of government as well as representatives of various modes of transportation. The TAC’s role in the process is to advise the UDC on the technical aspects of the products under consideration.

See Map 1 – Metropolitan Transportation Planning Area

The Memorandum of Understanding has been kept current to reflect changes in the process through reorganization or changes in terminology. The current document that the process operates under is in Appendix 1.

C. Management Documentation

The participating entities in the Sioux Falls Area Metropolitan Transportation Planning Process desire to cooperate in a joint effort to attain a transportation planning process in the study area which is comprehensive in scope and continuing in nature. Each entity provides the necessary staff, resources, equipment, and material necessary to collect, analyze, and tabulate data and provide services to develop socially and environmentally responsible long- and short-range transportation plans and programs.

An **Operations Plan** shall be maintained cooperatively by the participating entities of the authorized Memorandum of Understanding to describe the product, roles, and responsibilities for the transportation planning process, and to serve as a continuing planning tool directing transportation projects into the transportation planning process for review.

The **Unified Planning Work Program (UPWP)** shall be prepared cooperatively by the participating entities to outline and indicate estimated costs of the work planned for the upcoming year. The UPWP addresses mass transportation and streets and highways. The UPWP shall, for each participant, identify the cost and staffing requirements estimated to accomplish the work and the proposed funding sources to accomplish the work.

The **Transportation Improvements Program (TIP)** represents a prioritized program of transportation improvements in the following multimodal areas: streets and highways, public transportation, aviation, railroads, bicycles, and pedestrians. The TIP is developed through a series of meetings between state and local transportation officials where the transportation-related needs, concerns, and priorities of each participant are discussed and evaluated. Project-oriented solutions are then developed and initiated into the TIP by the governmental entity having jurisdiction.

D. Sioux Falls 2015

“The capital costs of providing schools, parks, streets, fire, and police protection to service new growth are generally quite comparable regardless of location. The costs of extending utility lines, however, differs more greatly according to location. The cost differential is particularly true for sanitary sewer service. For this reason, the designated growth areas have been examined on the basis of drainage basin boundaries.”

Sioux Falls 2015 III-1

The goals set forth in TEA-21 have decision-makers looking outside of the historic nature of transportation systems and more toward the integration of the needs of a community. One facet of this changing philosophy is the need for all aspects of a community's growth to be considered when evaluating transportation improvements. Planners, engineers, and elected officials must analyze the impacts that improvements may have on the economy, safety, environment, growth patterns, and neighborhood cohesiveness of the community. The MPO must plan for enhancing the livability and sustainability of the community in which we live and work.

City leaders have long recognized the need to plan for all phases of Sioux Falls' growth. The first Sioux Falls comprehensive planning document was completed in 1948 and has periodically been updated. The latest update of the Comprehensive Development Plan was approved in 1996 and entitled **Sioux Falls 2015--A Growth Management Plan** (Sioux Falls 2015).

Both Minnehaha County and Lincoln County have also recently adopted Comprehensive Plans which detail planning issues for the next 20 years. These plans were reviewed and incorporated into the subsequent sections.

The Long-Range Plan takes up many of the themes voiced in Sioux Falls 2015, including growth management, sustainable development, and equity. Sioux Falls 2015 also called for policies that conserve and rehabilitate existing neighborhoods, particularly those representing citizens with low to moderate incomes. Sioux Falls 2015 is also very clear about maintaining the quality of our community through managed, sustainable growth.

In order to balance the two plans, each section within the Long-Range Plan has a related quote from the Sioux Falls 2015 Plan.

E. Public Involvement

The MPO, in working toward addressing the previous goals set forth in Federal law and in order to create a plan that will address the community's values, determined the need for public involvement. In order to get the most citizen input into this process, a public involvement plan was developed and was implemented in two steps.

The first step was completing a comprehensive Market Research and Analysis Project. ETC Institute worked with a citizen-based steering committee and MPO staff to complete the three-phased analysis: Issue Identification, Data Collection, and Analysis/Recommendations. Citizen input included stakeholder interviews, six different focus group discussions, and during August 1999, 800 random phone surveys with residents and 200 mail surveys with employers. The results of the Market Research and Analysis Project are on file with the previously referenced agencies and are used throughout this Long-Range Plan to help direct policy regarding the area's transportation system.

In addition to the Market Research and Analysis Project, the MPO has a formally adopted Public Involvement Program (PIP) that complies with federal regulations. The PIP describes how citizens can become involved in updating the Long-Range Plan and various elements of the transportation planning process, including the Transportation Improvements Plan. Public comments are considered in final preparation of the various transportation products.

The need for public involvement is critical because transportation is much more than driving from point A to point B or paying your fare for a bus ride. Determining transportation needs involves planning and cooperation among government entities and the public. When planning for improvements to meet future needs, it is important to consider future users of the improvements, including citizens that come into the Sioux Falls metropolitan area.

In updating the 2000 Long-Range Plan, the MPO identified the users of the transportation system, educated them on the MPO process and projects, and provided them with opportunities to become involved. The education process began with a discussion on the community's values and desired outcomes in the hopes that the public would be able to support the process in determining projected growth and long-term needs.