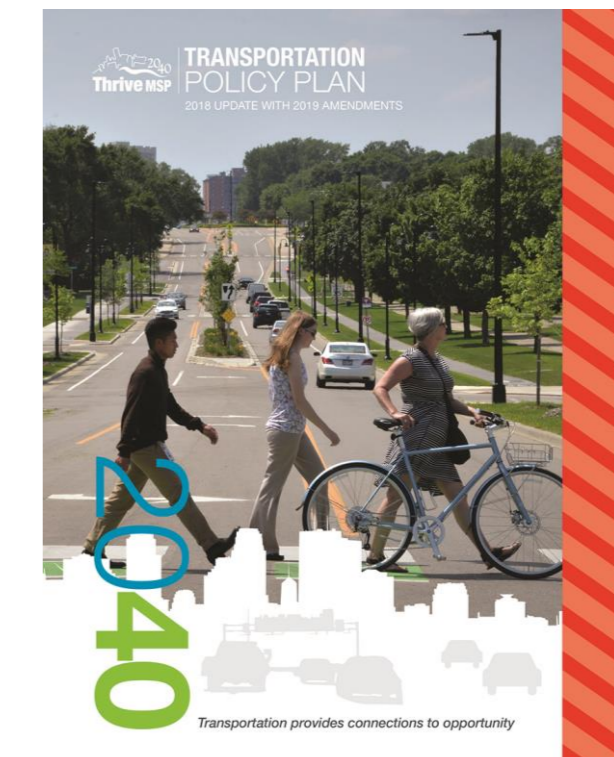
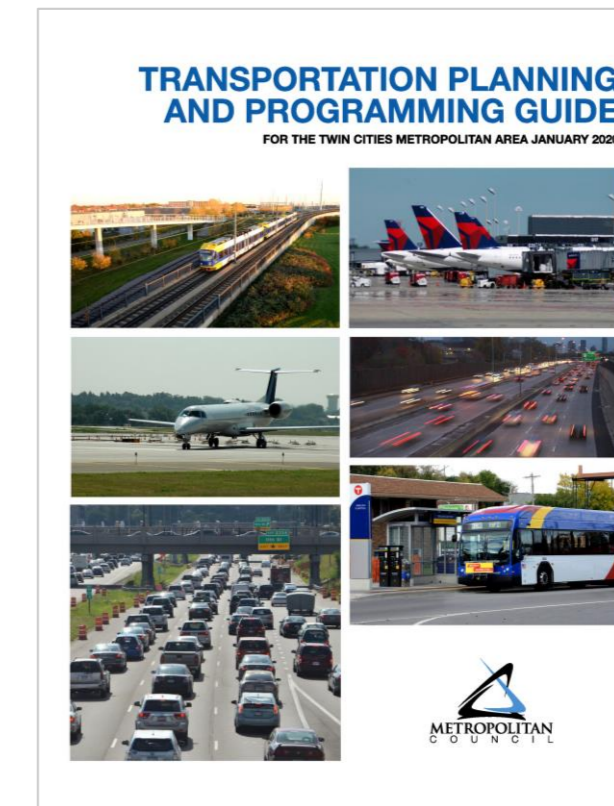
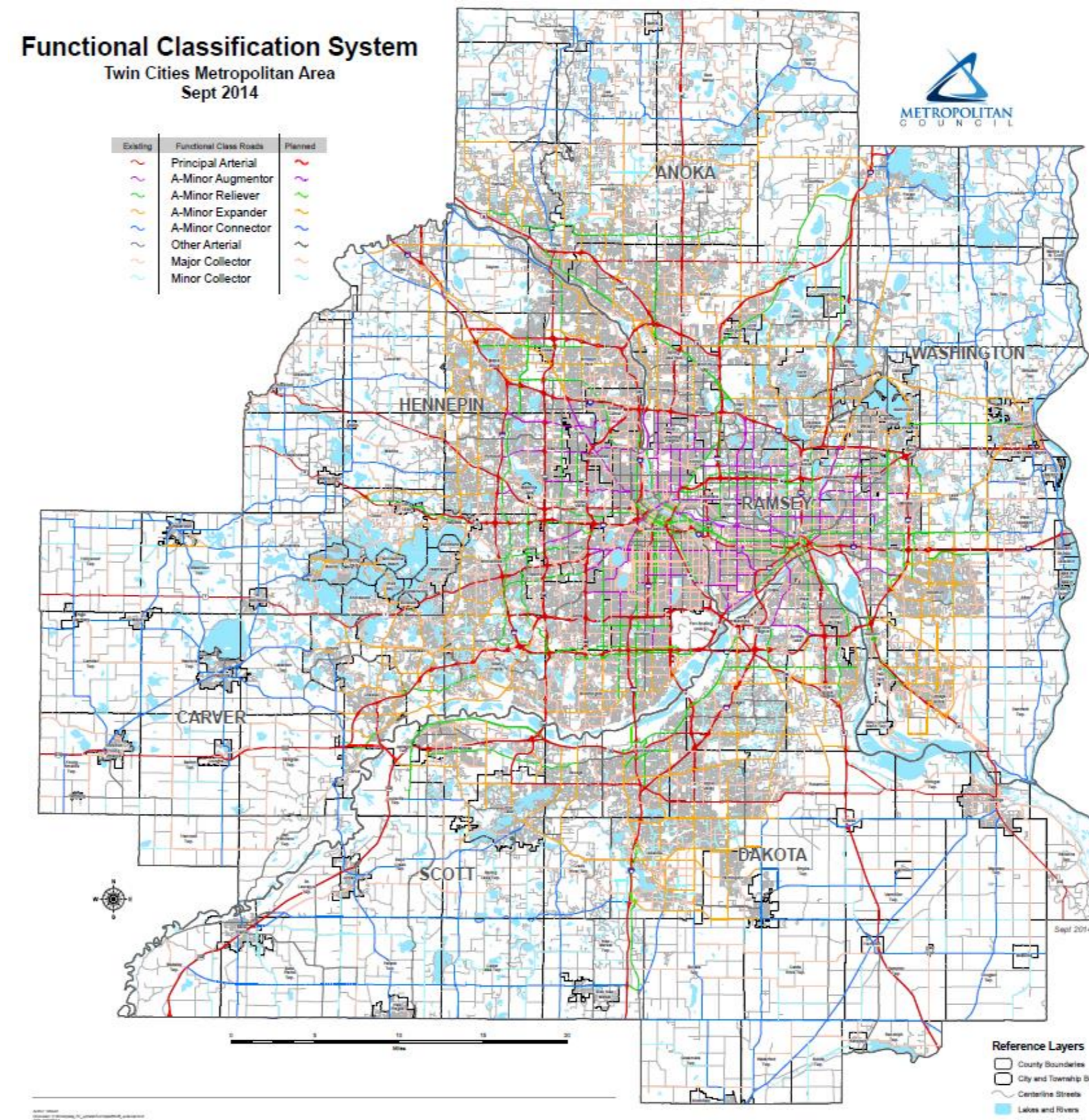




METROPOLITAN
C O U N C I L

Metropolitan Council Role as the Metropolitan Planning Organization



Governor's Blue Ribbon Commission

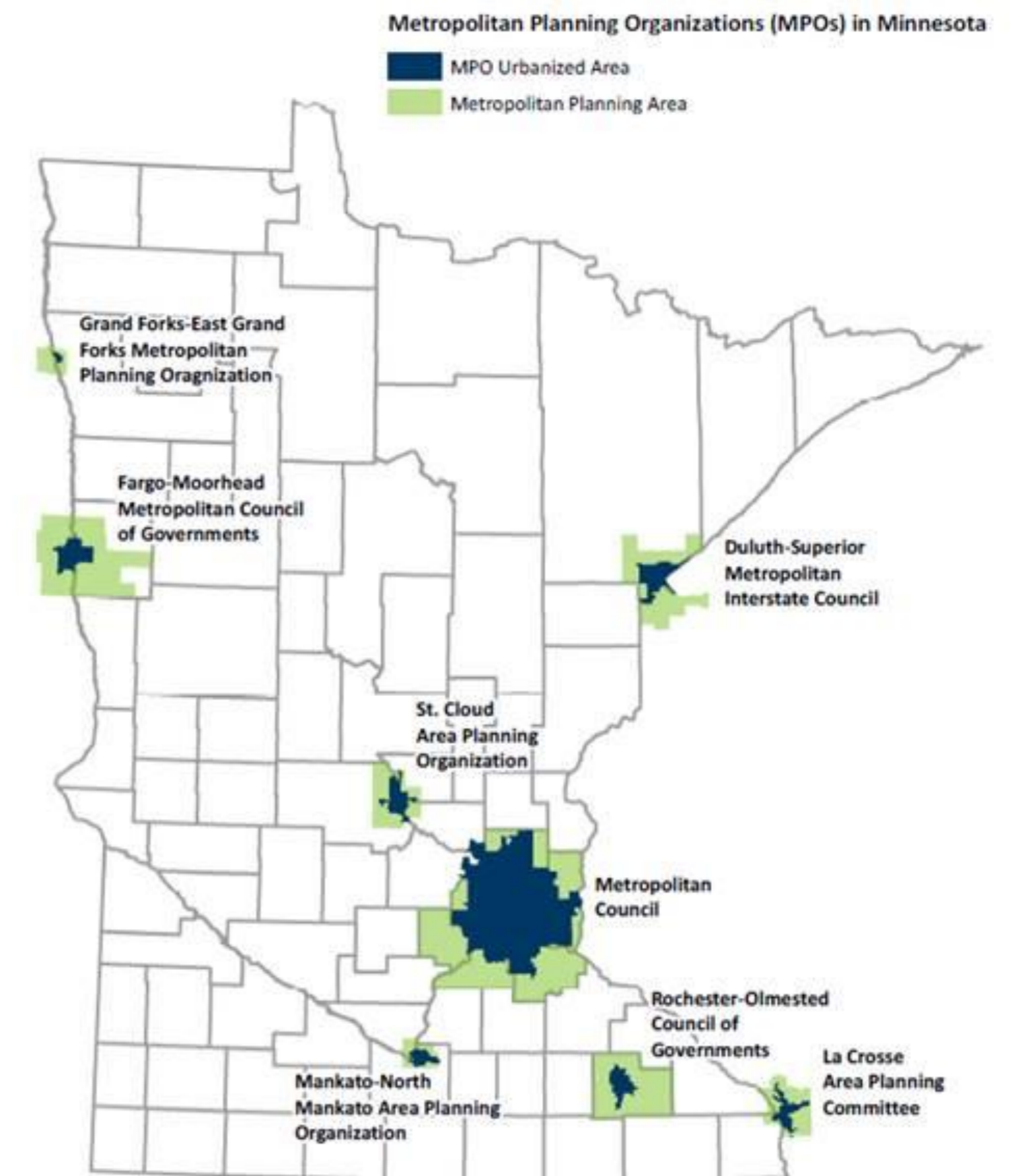
MPO and Transportation planning requirements in both State and Federal law

- Federal Law and Rules
 - Metropolitan Transportation Planning 23 USC §134
 - Rules Part CFR 450
- State Law – MN Land Planning Act MS 473.146:

Subd. 4. **Transportation planning.** (a) The Metropolitan Council is the designated planning agency for any long-range comprehensive transportation planning required by section 134 of the Federal Highway Act of 1962, Section 4 of Urban Mass Transportation Act of 1964 and Section 112 of Federal Aid Highway Act of 1973 and other federal transportation laws. The council shall assure administration and coordination of transportation planning with appropriate state, regional and other agencies, counties, and municipalities.

What is a Metropolitan Planning Organization?






- Metropolitan Planning Organizations (MPO) must exist within all urbanized areas > 50,000 population
- About 400 MPOs across the country, 8 in Minnesota
- Urbanized areas with population > 200,000 serve as Transportation Management Areas (TMA)
- **TMA**s allocate federal transportation funds and approve all federal funds spending in **MPO** area
- Council is the only Minnesota TMA
- 17th largest MPO by population nationally

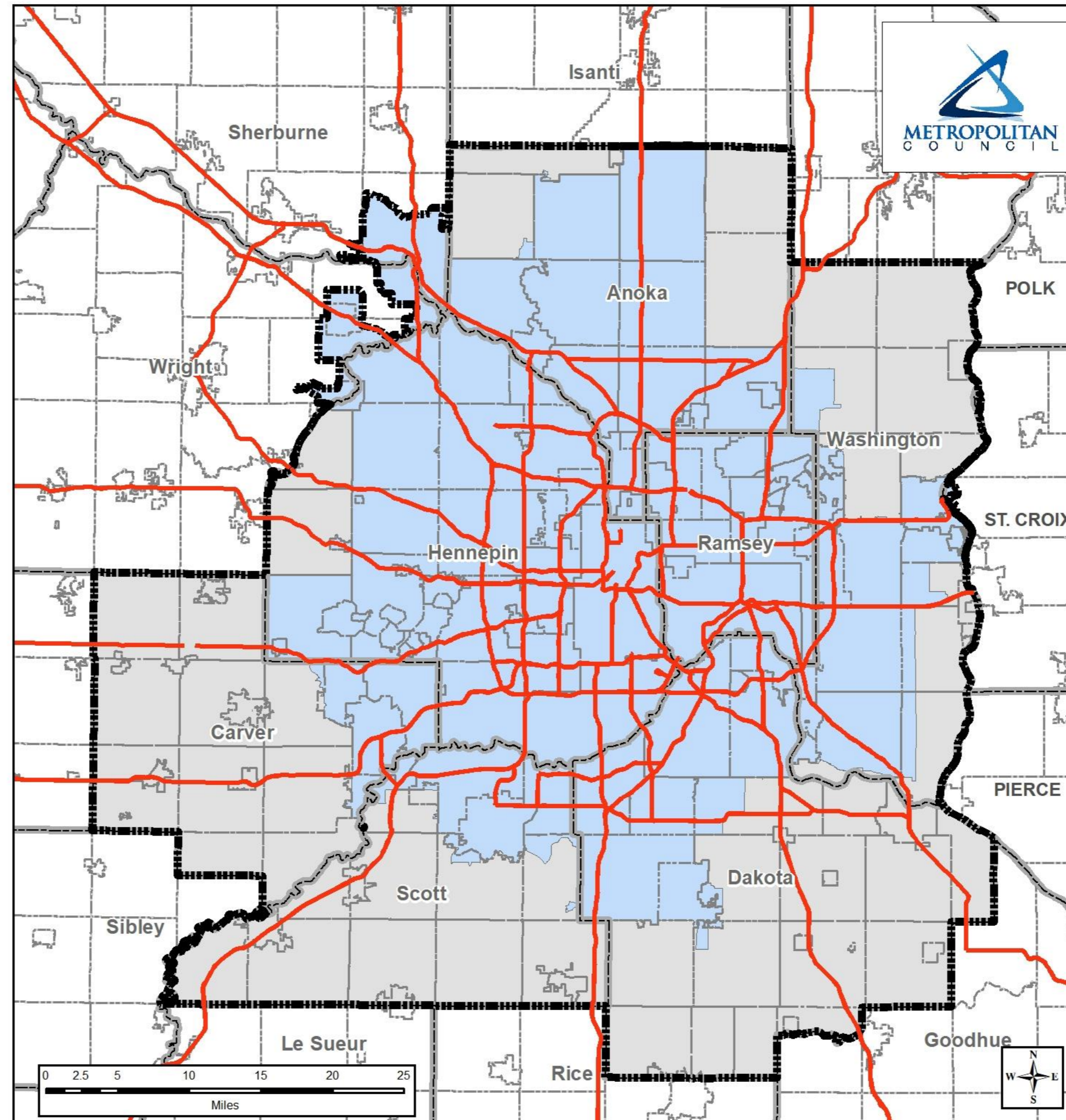


	<u>Metropolitan Planning Organization</u>	<u>State</u>	<u>Major City</u>	<u>Area (Sq. Miles)</u>	<u>2010 Census Population</u>
1	Southern California Association of Governments (SCAG)	CA	Los Angeles	38,649	18,051,203
2	New York Metropolitan Transportation Council (NYMTC)	NY	New York	2,726	12,367,508
3	Chicago Metropolitan Agency for Planning (CMAP)	IL	Chicago	4,133	8,454,538
4	Metropolitan Transportation Commission (MTC)	CA	Oakland	7,485	7,150,828
5	North Jersey Transportation Planning Authority (NJTPA)	NJ	Newark	4,410	6,579,801
6	North Central Texas COG (NCTCOG)	TX	Arlington	9,448	6,417,630
7	Houston-Galveston Area Council (H-GAC)	TX	Houston	8,466	5,892,002
8	Delaware Valley Regional Planning Commission (DVRPC)	PA	Philadelphia	3,811	5,626,318
9	National Capital Region Transportation Planning Board (TPB)	DC	Washington	3,555	5,068,737
10	Atlanta Regional Commission (ARC)	GA	Atlanta	4,550	4,818,052
11	Southeast Michigan COG (SEMCOG)	MI	Detroit	4,608	4,703,593
12	Maricopa Association of Governments (MAG)	AZ	Phoenix	10,659	4,055,281
13	Puerto Rico Metropolitan Planning Organization	PR		3,397	3,725,789
14	Puget Sound Regional Council (PSRC)	WA	Seattle	6,384	3,690,866
15	San Diego Association of Governments (SANDAG)	CA	San Diego	4,260	3,095,271
16	Boston Region MPO	MA	Boston	1,380	3,087,844
17	Metropolitan Council	MN	Minneapolis	2,970	2,849,557
18	Denver Regional COG (DRCOG)	CO	Denver	3,605	2,827,082
19	Baltimore Regional Transportation Board (BRTB)	MD	Baltimore	2,400	2,684,661
20	Southwestern Pennsylvania Commission (SPC)	PA	Pittsburgh	7,110	2,574,953
21	East-West Gateway Council of Government (EWGCOG)	MO	St. Louis	4,586	2,571,327
22	Miami-Dade MPO	FL	Miami	2,020	2,569,420

MPO Area Boundary

Metropolitan Planning Organization Area

-  National Highway System
-  City and Township Boundaries
-  Urbanized Area
-  Metropolitan Planning Area
-  Non-Urbanized Area



MPO Area Boundary

- After each census, federal government defines “urbanized areas” (UZA) based upon population density and contiguous development
- The Metropolitan Planning Area (MPA) is the area of MPO jurisdiction for planning and programming of federal transportation funds
 - Each MPO defines/selects boundaries for its metropolitan planning area
 - MPA must include the area federally defined as Urbanized (UZA)
 - MPA must include areas projected to become urbanized within next 20 years
 - MPA boundary may extend beyond areas expected to become urbanized
- Council boundaries set as 7 counties which includes urbanized areas, areas expected to urbanize and rural areas
- After 2010 census, portions of Wright and Sherburne area (Albertville, St. Michael, Hanover, Elk River, Otsego, Big Lake township) and Houlton WI defined as urbanized and required to be added to MPO

3-C Planning Process

Backbone of federal law is the requirement for a 3C Planning Process:

- Cooperative –Include local governments, federal and state agencies, transportation providers, public
- Comprehensive – All surface transportation modes
 - Highways, transit, bicycle, pedestrian, freight
 - State law added airport planning to Council responsibilities; not an MPO requirement
- Continuing – On-going, evolving, evaluative planning process

Core MPO Responsibilities

- Establish a setting for effective decision-making
- Identify and evaluate transportation improvement options
- Prepare and maintain a Metropolitan Transportation Plan (MTP)
- Develop a Transportation Improvement Program (TIP)
- Identify performance measure targets and monitor whether implemented projects are achieving targets
- Involve the public
- MPOs in air quality non-attainment and maintenance areas must demonstrate air quality conformity
- Large MPOs must implement a Congestion Management Process

Our regional partners

- Council and its Transportation Committee
- Transportation Advisory Board and its Technical Committees
- Minnesota Department of Transportation
- Counties, Cities, Townships
- Tribal governments
- State and federal agencies (DNR, Pollution Control, Public Safety)
- Metro Transit and Suburban Transit Providers
- Metropolitan Airports Commission (MAC)
- Public participation

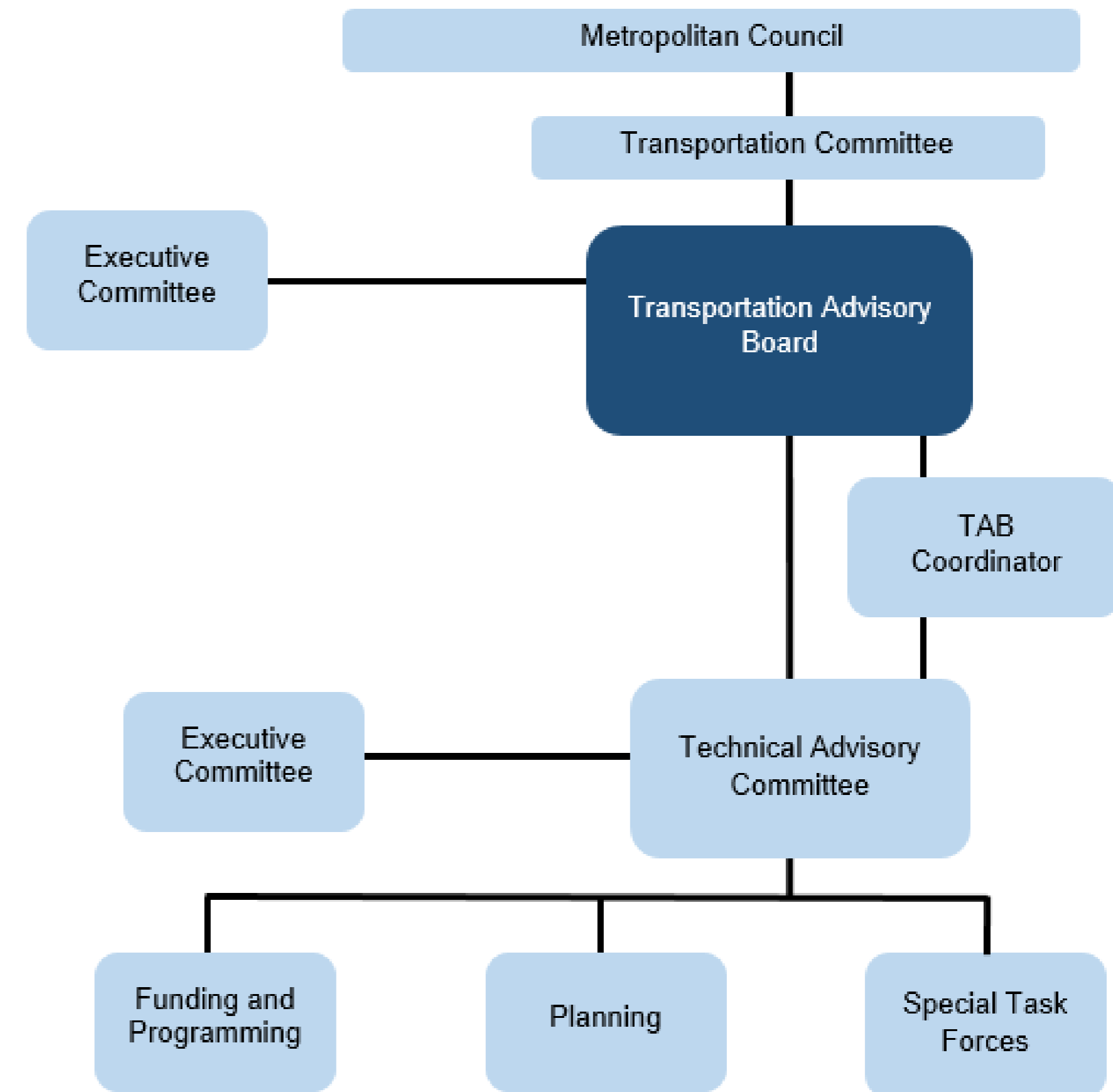
Transportation Advisory Board

- State law establishes an advisory body, Transportation Advisory Board (TAB), comprised of 34 members:
 - Elected officials: 7 county, 10 city, 1 Suburban Transit Provider
 - Agency representatives (4): MnDOT, MAC, MPCA, Council
 - Citizens appointed by Council (8)
 - Modal representatives (4): 1 freight, 2 transit, 1 bicycle/pedestrian
- Local elected officials participate in selecting and approving federally-funded projects through Regional Solicitation and TIP
- TAB recommends program of projects for federal funding, Council concurs/denies program
- Provides comment and review of planning products

TAB Structure

MnDOT Participation:

- MnDOT Metro District Engineer
- Freight Rep Designated by MnDOT
- MnDOT staff also on technical sub-committees



Technical Advisory Committee (TAC)

- Advises the Transportation Advisory Board
- Includes staff from each of the 7 counties, 12 cities, 11 agencies, and one from Wright/Sherburne area
- Provides technical support in development of Regional Solicitation application criteria, measures and scoring
- Provides recommendations on project scope changes
- Provides technical review and recommendations on multimodal planning products

Metropolitan Council serves as the MPO for the Twin Cities region

- Designated as the MPO in 1973 by Governor Wendell Andersen, MS 473.146
- 1991 federal ISTEA Act which included MPO membership requirements “grand-fathered in” non-conforming MPOs
- Status as the MPO reaffirmed by USDOT on four occasions, Jan. 2011, Aug. 2015, Feb. 2016, Aug. 2018
- Federal certification reviews of planning process completed every four years (upcoming Dec. 2020, last review & certification 2016)



Additional Background On Slides 16 - 25

MPO Redesignation

23 USC 134 (d)

A metropolitan planning organization may be redesignated by agreement between the Governor and units of general purpose local government that together represent at least 75 percent of the existing planning area population (including the largest incorporated city (based on population) as determined by the Bureau of the Census) as appropriate to carry out this section.

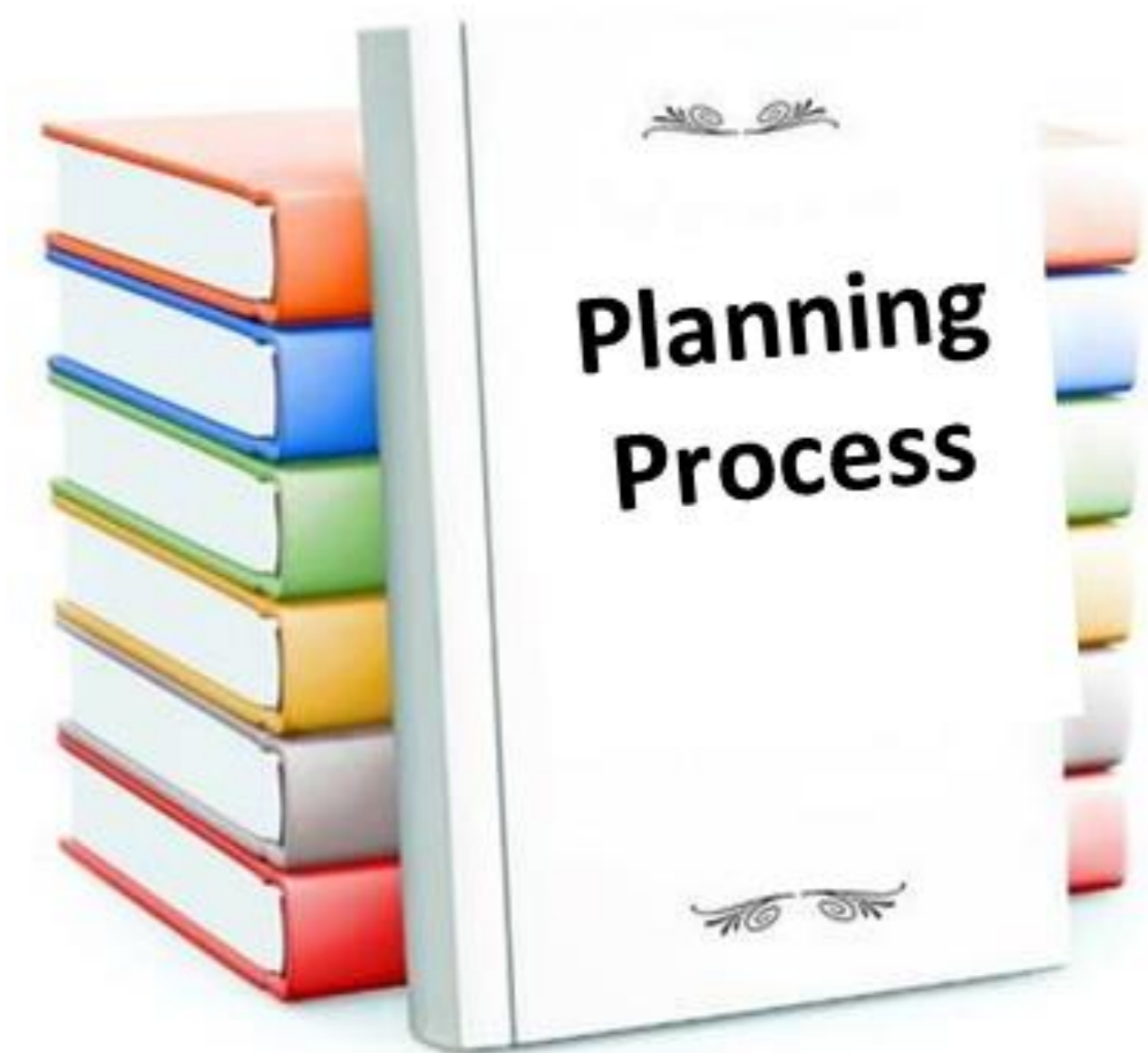
- Upon a redesignation, the MPO Membership must include:
 - (A) local elected officials;
 - (B) officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation; and
 - (C) appropriate State officials.

MPOs and Federal Funding

- MPOs annually receive federal Consolidated Planning Grant funds through MnDOT to fund on-going staff and operations
 - About \$4.1 M annually for Met Council MPO functions, Council matches minimum 20% (\$1.1 M), typically provides overmatch for planning activities and major studies
- Federal law specifies that urban areas receive a sub-allocation of 55% of a state's Surface Transportation Block Grant (STBG) allocation based on their relative share of the total State 2010 Census population
 - Allocated approximately \$60M in STBG funds annually for Regional Solicitation
- CMAQ funds allocated to states for non-attainment and maintenance areas
 - Allocated approximately \$32 M in CMAQ funds annually for Regional Solicitation

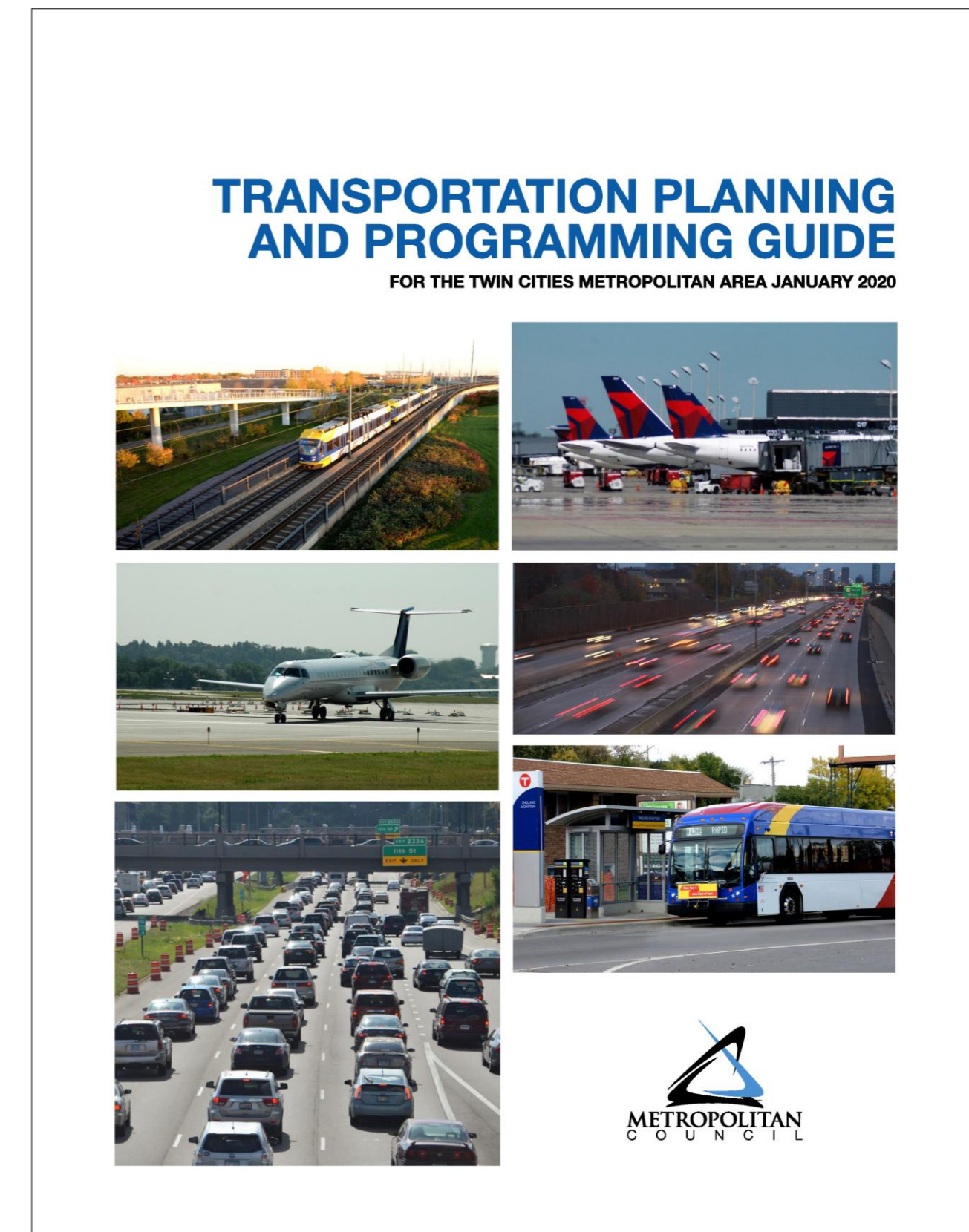
Overall transportation planning process

- Identifies transportation needs, goals, strategies, and investment priorities within the region
- Decides how limited funding is allocated
- Establishes framework for future transportation system
- Identifies major investments
- Leads to project development
- Provides public input opportunities



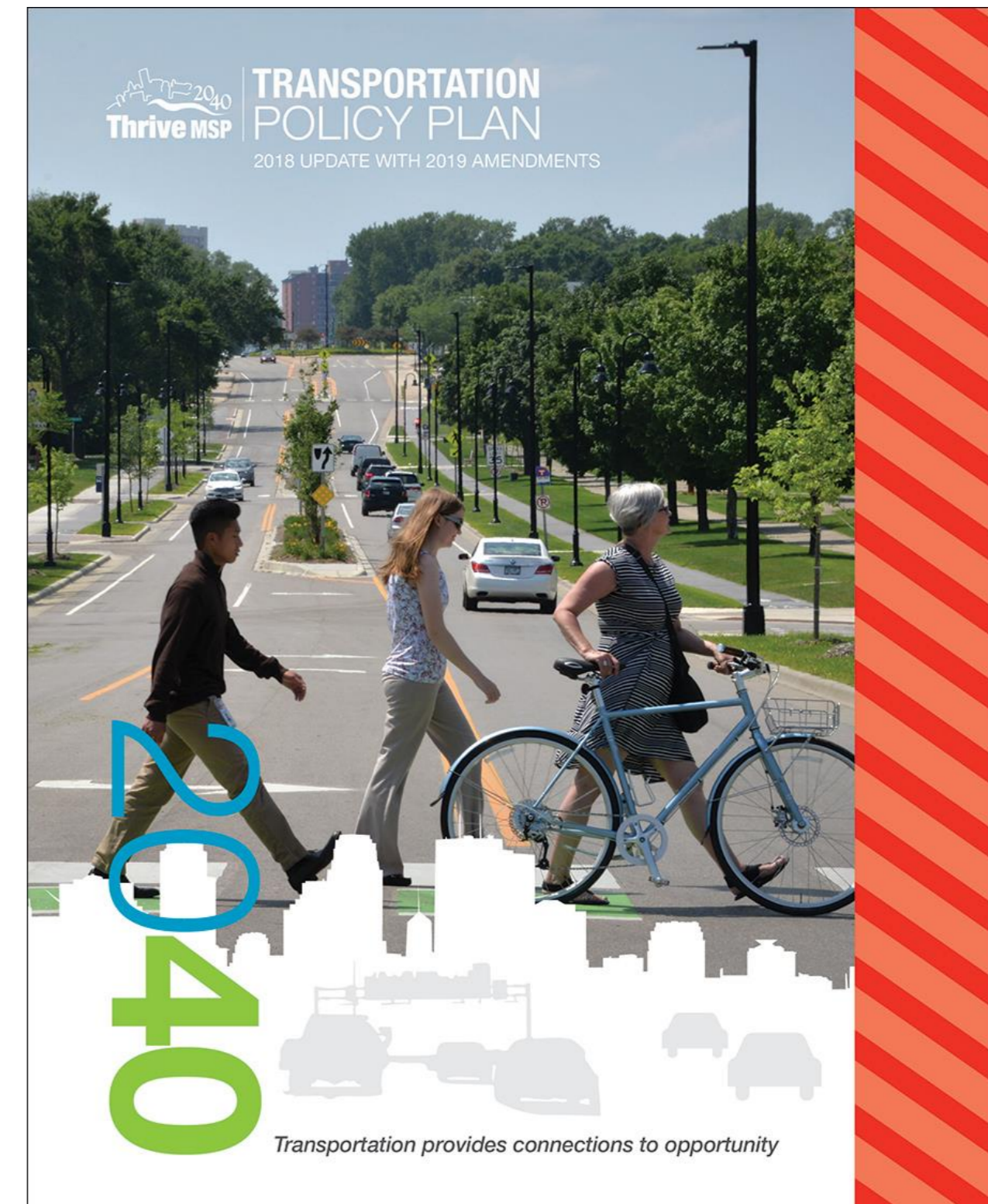
Our Region's Planning Process

- Adopted MOU between Council and MnDOT (updated every 4 years)
- Process described and identified in the regional Planning and Programming Guide, last updated Jan. 2020
- 2014 MOU with Wright and Sherburne counties



Federally Required Planning Products

- Transportation Policy Plan (TPP)
 - Long-range 20-year system and investment plan
 - Now on 5-year required update schedule
- Transportation Improvement Program (TIP)
 - Short-range, 4-year program of federally funded projects
 - Must be incorporated with no changes into MnDOT STIP
- Unified Planning Work Program (UPWP)
 - Annual work plan of planning activities
- Public Participation Plan
 - Specifies how planning partners and public will be provided opportunities for involvement



Transportation Policy Plan

Covers all modes:

Highway | Transit | Bicycle | Pedestrian | Aviation | Freight



TPP focus level

- Plan provides strategic investment direction, performance outcomes and major investments for the regional transportation systems:
 - Principal arterial highways (freeways and expressways primarily MnDOT)
 - Minor arterial highways (MnDOT, county and city owned)
 - Rail and bus transitways
 - Bus system design guidelines (not specific routes)
 - Metropolitan Airports (state law only)
- Minimum 20-year analysis of expected revenues and expenditures
- Must identify and include all regionally significant projects
- Regionally significant project =
 - Any capacity addition on a Principal arterial
 - A capacity addition >1 mile on Minor arterials
 - All rail and bus transitways on exclusive right of way
 - Arterial Bus Rapid Transit lines

Regional Investments Identification

System level Investment studies

- MnPASS studies
- Principal Arterial Intersection Conversion study
 - Metro Highway Truck Corridors study
 - Highway Transitways Corridor study
 - Arterial BRT Study

Investment studies lead to corridor studies

- I-494 MnPASS
- B Line ABRT study
- Highway 169 MnPASS & bus rapid transit study

Studies lead to regional projects in TPP

- Competitive processes prioritize and fund projects from regional studies

Council Project Reviews and Approvals

- Regionally significant projects identified in Transportation Policy Plan (federal law)
- All federally funded projects and regionally significant projects in the TIP (federal law)
- Participate, review and comment on environmental reviews and documents (federal and state law)
- Controlled Access Facility approval for expansion projects on freeways (state law)
- Local comprehensive plans and amendments review for conformity with regional transportation system (state law)
- Interchange Approval Process for new or modified interchanges (federal and state rules and processes)