

TRANSPORTATION ADVISORY BOARD

Metropolitan Council, 390 Robert Street North, Saint Paul, Minnesota 55101

NOTICE OF A MEETING
of the
PLANNING COMMITTEE
Thursday, July 13, 2017
1:00 PM – Metropolitan Council, Room LLA
390 Robert Street N, Saint Paul, MN

AGENDA

- 1) Call to Order
- 2) Adoption of Agenda
- 3) Approval of the Minutes from the June 2017 Meeting
- 4) Action Items
 1. 2017-18: 2018 UPWP (Katie White)
 2. 2017-19: MAC – Crystal Airport Long Term Comp Plan (Russ Owen)
- 5) Info Items
 1. TPP Update – Highways and Freight (Steve Peterson, Tony Fischer)
 2. Bike Barriers Study (Steve Elmer)
 3. Transit Onboard Survey Results (Jonathan Ehrlich)
- 6) Other Business
- 7) Adjournment

Full Meeting Packet

TRANSPORTATION ADVISORY BOARD
Metropolitan Council
390 N. Robert St., St. Paul, Minnesota 55101-1805

Notes of a Meeting of the
TAC-PLANNING COMMITTEE
June 8, 2017

MEMBERS PRESENT: Holly Anderson, Jack Byers, Michael Corbett, Bill Dermody, Innocent Eyoh, Jack Forslund, Jean Keely, Michael Larson, Steve Mahowald, Dan McCormick, Jason Pieper, Kevin Roggenbuck, Hally Turner, Katie White, Rachel Wiken

OTHERS PRESENT: Andrew Emanuele (FHWA), Joe Barbeau, Nick Thompson, Carl Ohrn, Amy Vennewitz, Mark Filipi, Tony Fischer, Steve Peterson, Cole Hiniker, Steve Elmer, Heidi Schallberg

1. Call to Order

2. Adoption of the Agenda

The agenda was amended to change presentation order. Dermody moved, White seconded. Motion passed unanimously.

3. Approval of the Minutes from the May 2017 meetings

McCormick moved, White seconded. Minutes were approved unanimously.

4. Info Items

1. TMA Certification Review – Katie White & Andrew Emanuele (FHWA)

Katie White introduced Andrew Emanuele from FHWA. He presented on the Transportation Management Area (TMA) review, which is a joint review by the FHWA and FTA of the planning process for Metropolitan Planning Organizations (MPOs). Only MPOs over 200,000 people are reviewed, the Twin Cities was the only Minnesota MPO to undergo TMA review.

The review consisted of a three-month desk review of all Met Council MPO planning documents (UPWP, TIP, TPP, etc), an onsite visit, and a final report. The onsite visit included a public meeting.

The final report included three areas – commendations (noteworthy practice), recommendation (could be improved) and corrective action (failure to meet fed requirement). There were four commendations, 14 recommendations, and 0 corrective actions in the Met Council's review.

The inclusion of Equity as criteria in the TIP was mentioned as a special commendation.

White and Emanuele discussed several recommendations at length. Improving the MOU and clarifying the Met Council's structure, elevating the UPWP, enhancing the Public Participation Plan (PPP), and improving the Congestion Management Plan (CMP) to fully comply with federal regulations.

After responding to the report, FHWA and the Met Council agree to an action plan for handling the recommendations. After the review, the Met Council's transportation planning process is certified.

2018 TRANSPORTATION UNIFIED PLANNING WORK PROGRAM FOR THE TWIN CITIES METROPOLITAN AREA

This document was prepared in part by a grant from the US DOT



July 2017

Metropolitan Council

390 Robert Street, St. Paul, Minnesota 55101

Metropolitan Council Members

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Katie Rodriguez	District 1
Lona Schreiber	District 2
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ACRONYMS

3-C - Continuing, Comprehensive, Cooperative
AA – Alternatives Analysis
ADA – Americans with Disabilities Act
AMPO – Association of Metropolitan Planning Organizations
APP – Aviation Policy Plan
ATM – Active Traffic Management
ATP – Area Transportation Partnership
BRT – Bus Rapid Transit
CAA – Clean Air Act
CAD – Clean Air Dialog
CAM – Clean Air Minnesota
CIMS – Corridor Investment Management Strategy
CIP – Capital Improvement Plan
CMP – Congestion Management Process
CPG – Consolidated Planning Grant
CSAH – County State Aid Highway
CTIB – Counties Transit Improvement Board
CTS – Center for Transportation Studies
DBE – Disadvantaged Business Enterprise
EA – Environmental Assessment
EAW – Environmental Assessment Worksheet
EIS – Environmental Impact Statement
EPA – Environmental Protection Agency
FAA – Federal Aviation Administration
FHWA – Federal Highway Administration
FTA – Federal Transit Administration
HOT – High Occupancy Toll
HOV – High Occupancy Vehicle
ISTEA – Intermodal Surface Transportation Efficiency Act
ITS – Intelligent Transportation System
JARC – Job Access Reverse Commute
LRT – Light Rail Transit
LTCP – Long-term Comprehensive Plan
MAC – Metropolitan Airports Commission
MAP-21 - Moving Ahead for Progress in the 21st Century
MHSIS – Metropolitan Highway System Investment Study
MnDOT – Minnesota Department of Transportation
MNIAQTPC – Minnesota Interagency Air Quality and Transportation Planning Committee
MPCA – Minnesota Pollution Control Agency
MPO – Metropolitan Planning Organization
MTS – Metropolitan Transportation Services
NEPA – National Environmental Policy Act
NHS – National Highway System
RTMC – Regional Traffic Management Center
SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users
SAM – Safety and Mobility
SIP – State Implementation Plan
SPR – State Planning and Research
STIP – State Transportation Improvement Plan
STP – Surface Transportation Program
TAAC – Transportation Accessibility Advisory Committee
TAB – Transportation Advisory Board
TAC – Technical Advisory Committee
TBI – Travel Behavior Inventory
TED – Transportation and Economic Development
TH – Trunk Highway
TIP – Transportation Improvement Plan
TOD – Transit Oriented Development
UPWP – Unified Planning Work Program

I. INTRODUCTION TO THE UNIFIED PLANNING WORK PROGRAM

A. Introduction

The Unified Planning Work Program (UPWP) is a description and documentation of proposed transportation and transportation-related planning activities in the Twin Cities metropolitan area for 2018. The Metropolitan Council jurisdiction includes seven counties (see map on next page). In addition, the 2010 Census identified developed areas of Wright and Sherburne counties (primarily along the I-94 and U.S. Highway 10 corridors) to be included in the urbanized area (UZA) for transportation planning purposes, though these areas are not otherwise a part of the Metropolitan Council's jurisdiction. For more information on how the UPWP is used in the context of the activities of the Metropolitan Council, please reference the [2012 Transportation Planning and Programming Guide](#).

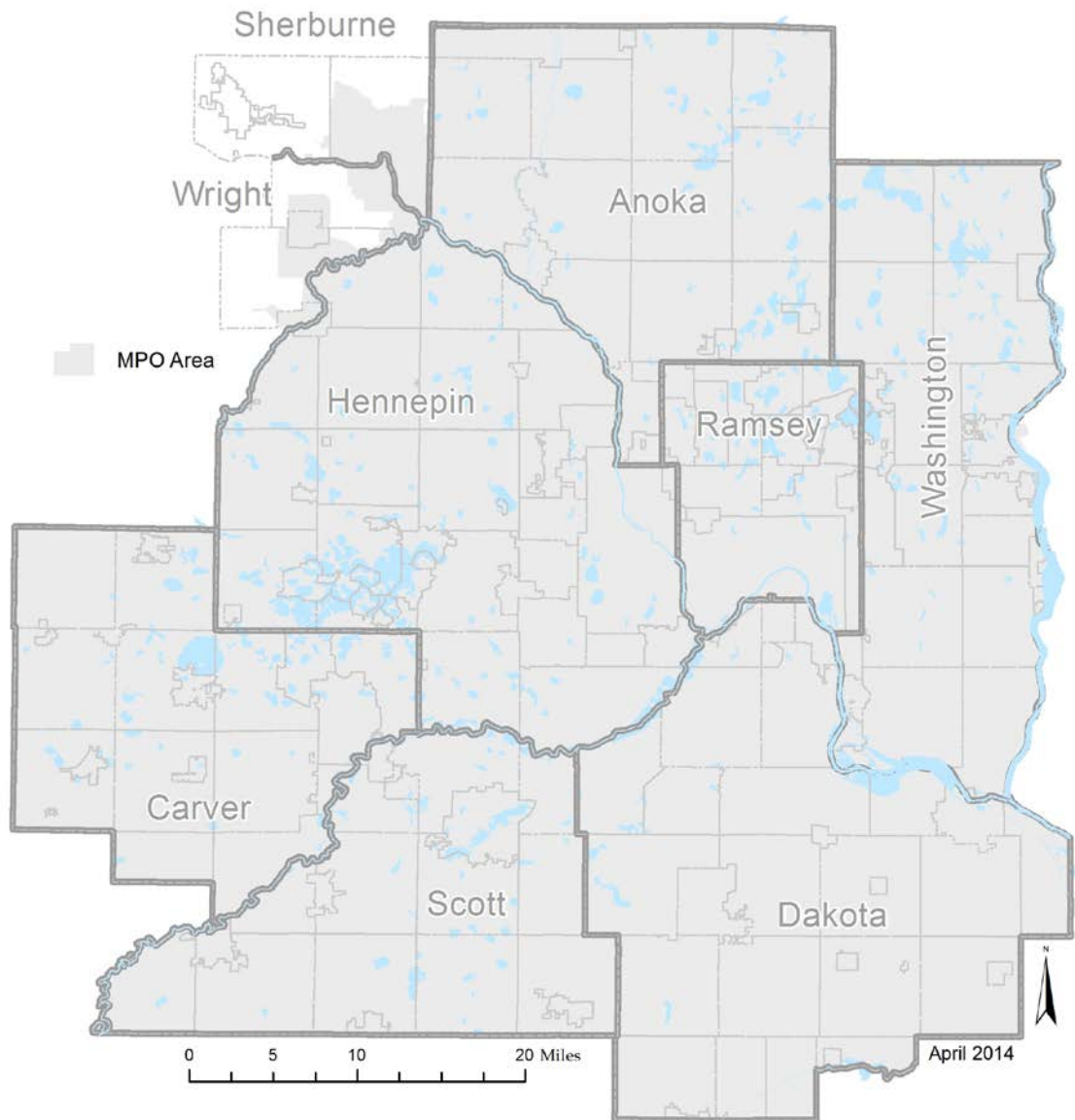
The participants in the UPWP include four agencies: the Metropolitan Council, the Minnesota Department of Transportation (MnDOT), Minnesota Pollution Control Agency (MPCA), and the Metropolitan Airports Commission (MAC). (See Appendix B for roles and responsibilities of the participants.) Since the 2018 UPWP also serves as the Metropolitan Council's application for US DOT transportation planning funds, the projects with Metropolitan Council participation are demonstrated with staff hours and consultant costs to detail how \$4 million of federal planning money will be spent, along with 20 percent local match. The activities of the other agencies are shown in narrative form only.

Many of the tasks are required by state or federal law, and are ongoing, including the TAC/TAB committee process, or repeat on an annual or biennial cycle, such as the preparation of the TIP and the regional solicitation. The Council's *2040 Transportation Policy Plan* was adopted in January 2015. This long range transportation plan complements the region's overall development plan, the *Thrive MSP 2040*, which is mandated by state law and was updated in 2014. Much of the Council's work in 2018 will be implementation of the principles of *Thrive MSP 2040* and the *2040 Transportation Policy Plan*, and work will conclude on the 2018 update of the TPP. The UPWP projects have been reviewed for consistency with the existing Transportation Policy Plan.

Some studies that were begun in earlier years will continue into 2018, including implementation of performance based planning, as required by MAP-21, and many corridor/AA/DEIS studies.

The Metropolitan Council is committed to a proactive, effective public participation process, and will use a variety of internal and external strategies including newsletters, telephone comment lines, e-mail, website, on-line forum, media relations, social media, community meetings, public hearings, and public information campaigns, in carrying out all of the work program activities. An updated public participation process will be adopted in 2017 after considerable review and feedback from FHWA and MnDOT.

Metropolitan Council Jurisdiction



U:\UPWP\upwp_2014map.mxd 5/13/2014

B. Organization of the UPWP

The individual work activities and projects are divided into five major activities. They are:

- Planning and Programming Process
- Comprehensive and Surface Transportation Planning
- Research and Travel Forecasting
- Operations and Management
- Aviation Transportation Planning

A comparison of the federal planning factors that apply to each element of the Unified Planning Work Program is located in Appendix D.

C. Planning Emphasis Areas

The USDOT issued guidance in March 2015 requesting regional transportation planning to place special attention on Planning Emphasis Areas. Various work tasks in the following sections address these areas. A summary of each is below.

1. Models of Regional Planning Cooperation

The Metropolitan Council will continue to use the 3-C process to work with regional and statewide partners in the development of plans and policies. The Metropolitan Council works in coordination with the agencies listed above, as well as the departments of MnDOT's Central Office, MnDOT's Metro District, and MnDOT's District 3 through the Region 7W ATP process. There are no other MPOs within the Twin Cities urbanized area.

2. Access to Essential Services

The Metropolitan Council has provided direction through *Thrive MSP 2040* to work on issues of equity, which include access to jobs and essential services. This goes beyond the environmental justice executive order 12898 requirements that have traditionally been used as a baseline. For more information on the background and intent of this direction, see Task B-8.

The Metropolitan Council will also continue to advance the goals of the Americans with Disabilities Act through its work on a Pedestrian Safety and Crash Analysis, as described in Task B-8.

3. Transition to Performance-Based Planning and Programming

The Metropolitan Council has continued to advance performance based planning since MAP-21 became law. The *2040 Transportation Policy Plan* will be updated and adopted in 2018 and will include information relevant to the most recent rulemaking available. An MOU with MnDOT will be signed to formalize the cooperative process for performance based planning.

D. Related Studies

In some years there are transportation studies underway in the region that are not included in the UPWP since there are no federal transportation funds expended on the study, or federally funded transportation staff of the Metropolitan Council are not involved to a significant level. No major transportation studies are expected to be conducted in 2018 that are not mentioned in this UPWP.

E. Explanation of Fund Allocation, Indirect Costs and Local Contributions

1. Allocation of Federal Funds

Since 2002 the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) funds have come to the Metropolitan Council in the form of a "Consolidated Planning Grant" (CPG) which recognizes the intermodal nature of urban transportation and allows flexibility in planning for issues that frequently result in multimodal solutions. These CPG funds are not used for aviation planning, which is conducted almost entirely with local (nonfederal) dollars. The exception to this would be periodic special studies funded by Federal Aviation Administration (FAA) grants, which may occur in 2018 pending funding availability. This is also true for the Right-of-way Acquisition Funds (RALF) program, which is funded with local dollars but is included in Task D-4 in order to fully describe the work undertaken by Council planning staff. These activities are included in the 2018 UPWP to illustrate the full work completed by the Metropolitan Council; however the money spent on these activities is excluded from federal funding as shown in the budget table.

2. Statement of Metropolitan Council Regarding Audits as required by OMB Circular A-133, "Audits of States, Local Governments, and Non-Profit Organizations." U.S. DOT requires that the following statements be included in the UPWP:

Arrangements have been made for the required financial and compliance audit and the audit will be made within the prescribed audit reporting cycle. Failure to furnish an acceptable audit as determined by the cognizant federal audit agency may be a basis for denial and/or refunding of federal funds. (FHPM Vol. 1, Chap. 9, Sec. 1, Subsec. 1, #6)

3. Metropolitan Council Cost Allocation Plan

Indirect costs budgeted in the Unified Planning Work Program for the Metropolitan Council activities were developed in accordance with the Metropolitan Council's cost allocation plan. The cost allocation plan is in accordance with the provision of 2 CFR 200. The Metropolitan Council's cognizant agency is the U.S. Department of Transportation, Federal Transit Administration. The Metropolitan Council annually submits a cost allocation plan.

4. Local Support

The local match shown with the activity descriptions in the following sections refer to dollar contributions of the Metropolitan Council to provide a 20% local match the federal CPG grant. The UPWP budget does not include the contributions made by counties, cities and other agencies that regularly participate in the 3-C process through the TAB and TAC advisory committees. Staff, elected officials and citizen members of the TAB and TAC committees number more than 150 persons, most of whom meet monthly in regular committee working sessions. Such representatives put in additional hours dealing with written material prepared for their review and response. It is impossible to accurately calculate the hundreds of thousands of local dollars thus contributed to state and federal project planning for the region. The participation of such persons has been freely given by their respective employers as their contribution to local-regional cooperation. Because these local contributions of time and consultation help to advance federal and state funded highway and transit projects, it is appropriate to acknowledge this further contribution to the 3-C process for the region.

F. Carryover Policy

In a November 19, 2014, memo ("Carryover policy for Unprogrammed PL and 5303 Funds – Amended"), MnDOT transmitted the adopted policy for all MPOs to document their expectations for funds that are not budgeted in the UPWP year. As of mid-2017 MnDOT is beginning to explore a revised carryover policy.

In years that the Council doesn't spend the full balance of available federal funds, carryover funds accumulate. Previously this money had been held in reserve in order to fund the Council's largest project, the Travel Behavior Inventory (TBI). In 2016 the Council conducted a study of how best to re-organize the TBI into an ongoing program of data collection activities instead of conducting it only once every ten years (as described in Activity C of the 2018 UPWP). This balance is currently \$1.8 million and is likely to increase after the 2016 audit by an amount under \$100,000. The resolution included in the approval of this 2018 UPWP allocates \$1 million of this money for initiating the new TBI data collection program with spending to occur through 2022. This project will get under contract in 2017 with most of the work occurring in 2018.

The local match required to meet the carryover funds will be readily available since the Council has dedicated revenue sources from year to year from local taxes and MVST revenues. The Council is committed to overmatching the 20% requirement in order to best meet planning needs in 2018. The Council anticipates there will be sufficient funds to cover the local match in whichever year the UPWP funds are budgeted.

G. Work Continuing Beyond 2018

The Metropolitan Council anticipates that several work items listed in 2018 will continue into 2019, the largest of these being the Travel Behavior Inventory (TBI). The 2018 Update to the 2040 Transportation Policy Plan will include a Work Program with likely studies to be completed over the next four year period. At the time of this writing, the 2018 Update is currently under developed and a full list of projects continuing into 2019 is not available.

The procurement process can last several months and unforeseen circumstances may affect the project timelines once the projects are underway.

II. WORK ACTIVITIES

A. PLANNING AND PROGRAMMING PROCESS

TASK A-1 PLANNING PROGRAM SUPPORT AND ADMINISTRATION

PURPOSE: To provide planning and administrative support to the metropolitan transportation planning process of the Council, MnDOT, and others pursuant to state and federal statutes and regulations. The process is required under federal law to certify the region for continued federal transportation funding.

ACTIVITIES: The transportation planning process provides a forum for regional decision making and produces plans and programs for all transportation modes. Process participants are the Metropolitan Council, the Minnesota Pollution Control Agency (MPCA), the Minnesota Department of Transportation (MnDOT), the Metropolitan Airports Commission (MAC), local units of government, transit providers and residents. The Transportation Advisory Board (TAB) and its Technical Advisory Committee (TAC) are the main forums where the various transportation agencies and interests participate in regional transportation discussions, as well as transportation plan preparation and implementation. The Transportation Advisory Board usually meets monthly on the 3rd Wednesday at 12:30 p.m. and TAC on the first Wednesday at 9:00 a.m. For specific information of the TAB, TAC, or Transportation Committee meetings, go to www.metrocouncil.org/Council-Meetings/Committees. Details on roles and responsibilities are further spelled out in the [Transportation Planning and Programming Guide](#).

Agency staffs are in daily contact on issues, actions proposed by their own agencies, and on upcoming agendas. Key facilitators for coordination are the TAC subcommittee chairs who carry out formal and informal coordination. The responsibilities of the TAB Coordinator, who staffs the Transportation Advisory Board (TAB), are part of this activity. The coordinator advises the TAB chair on the Board's agenda and follows through on Board decisions, prepares background materials, and monitors the transportation planning process. The Metropolitan Council provides staff support and technical input to TAC committees and other special technical advisory committees and task forces. Staff also provides necessary assistance to the TAB Coordinator.

Council staff will prepare the 2019 UPWP in cooperation with MnDOT, MPCA, and MAC. Other products prepared by the Metropolitan Council and MnDOT under this activity include state or federally mandated reports such as Title VI, project approvals and quarterly UPWP progress reports. Staff will attend the quarterly statewide MPO Directors meetings and the annual Minnesota MPO conference.

RELATIONSHIP TO PREVIOUS WORK: In 2017 agency staff participated in meetings of TAC, TAB and their subcommittees, as well as work on the other routine products and activities noted above.

RELATIONSHIP TO OTHER AGENCY WORK: MnDOT is involved in the planning process as an ongoing participant. MnDOT staff provides technical input, serves as committee members on several TAB and TAC committees, and is in frequent contact with Council staff regarding many issues. MnDOT plays a major role in administering and managing the federal planning funds that finance a majority of the planning work done by the Council. MnDOT staff also provides guidance to ensure that federal planning requirements are met. The MPCA staff participates in the ongoing interagency coordination activities to administer the Clean Air Act and the FAST Act by participating in the review of the TPP, TIP and the UPWP; participating in the work of the TAB and TAC; serves as committee members on TAB and TAC committees; by providing needed technical assistance; and categorizing projects for air quality conformity purposes.

PRODUCTS

Committee Agendas, Minutes, Reports
 Submittal of Functional Classification Changes
 Audited 2016 (Consolidated Planning Grant) Fund Statements
 Annual Update of Title VI and DBE Goals
 2019 Unified Planning Work Program
 UPWP Progress Reports to MnDOT
 UPWP Midyear Meeting
 TMA Certification Quarterly Reports

COMPLETION DATES

Ongoing
 Ongoing
 April
 July
 September
 Quarterly
 Q2
 January, April, July, October

TASK A-2 TIP DEVELOPMENT AND MANAGEMENT

PURPOSE: Federal law requires preparation and approval of the four-year Transportation Improvement Program (TIP), including projects selected through the regional solicitation process.

APPROACH: In 2018 a 2019-2022 TIP will be prepared, beginning in March to allow time for air quality conformity analysis and stakeholder input prior to adoption in the third quarter. The TIP also fulfills the FTA requirement for a Program of Projects (POP). The TIP will be recommended for adoption by the Technical Advisory Committee (TAC) to the TAB, adopted by the Transportation Advisory Board (TAB), and approved by the Metropolitan Council. Any TIP amendments received during the year are processed in a similar manner. In 2018, an annual listing of obligated projects will be published showing projects with federal funds obligated in the previous year. The TIP itself includes a list of projects authorized in the previous fiscal year, in compliance with federal law.

Staff will work with agencies requesting assistance with exchanging federal funds between projects. Following removing federal funds from a project, staff will monitor the project to assure that it is developed per the work scope in the Regional Solicitation application.

In 2018, the TAB is scheduled to select projects from the regional solicitation to be funded with federal funds in 2022 and 2023, contingent upon available federal funding.

The 2018 air quality planning activities related to this task will focus on the regional process for conformity determination of the 2019-2022 TIP (see Task B-10 for more information). The latest EPA regional air quality model will be used.

RELATIONSHIP TO PREVIOUS WORK: The 2019-2022 TIP preparation will build on the 2018-2021 TIP.

RELATIONSHIP TO OTHER AGENCY WORK: MnDOT staff works cooperatively with Council staff and TAB/TAC to develop revenue assumptions. Staff from the Metropolitan Council, Minnesota Department of Transportation, Minnesota Pollution Control Agency, TAC and TAB representatives were involved in the 2014/2015 TAB Regional Solicitation Design Process and the more recent 2016 Regional Solicitation. MnDOT coordinates and monitors TIP data for all federally funded projects, and MnDOT Trunk Highway projects. MnDOT has a significant role in the development of the TIP providing at least one full time position devoted to the coordination and management of data and fiscal analysis of the document. In addition, MnDOT staff plays an active role in the development and presentation of amendment requests at the TAC Funding and Programming Committee. MnDOT also administers STIP amendments, as needed. MPCA will continue to attend committee meetings of TAC and TAB, assist in TIP development reviews, evaluate projects for federal funding, and participate in project selection and air quality conformity analysis.

PRODUCTS

Prepare Draft 2019-2022 TIP

COMPLETION DATES

March

Adopt TIP Incl. Certification of 3-C Process, Major Projects Completed/Obligated in Previous Year, and an Air Quality Conformity Analysis	September
Annual Listing of Obligated Projects	December
Process TIP amendments	As needed
TIP Annual Report	October
Federal Funds Exchange	As needed

TASK A-3 REGIONAL SOLICITATION

PURPOSE: The Regional Solicitation for federal transportation project funding is part of the Metropolitan Council’s federally-required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. The funding program and related rules and requirements are established by the USDOT and administered locally through collaboration with the FHWA, FTA, and MnDOT. Projects are selected for funding as part of two federal programs: Surface Transportation Block Grant Program and Congestion Mitigation and Air Quality Improvement.

ACTIVITIES: A Regional Solicitation for federal funds will be released in spring 2018 for 2022-2023 STBGP and CMAQ funds, with final project selection in late 2018 or early 2019. Projects selected will be programmed for inclusion in the 2019-2022 TIP, for approval in fall 2018. A Regional Solicitation Project Evaluation will be prepared to review the performance of completed projects.

RELATIONSHIP TO PREVIOUS WORK: A Regional Solicitation Evaluation Study was concluded in 2014, and solicitations were released in late 2014 for STP, CMAQ, and TAP projects for 2017-2019 and in mid-2015 for TDM projects for 2015-2017 using the revised criteria. A new regional solicitation was released in 2016 with projects selected in early 2017. A Regional Solicitation Project Evaluation was prepared to review and revise the measures for the 2018 Solicitation. Staff created a summary of the final products of previously funded projects and an online mapping tool showing the funded projects.

PRODUCTS

2018 Regional Solicitation Project Selection
 Regional Solicitation Project Showcase
 Regional Solicitation Project Summaries
 Regional Solicitation Project Evaluation

COMPLETION DATES

2018/2019
 2018
 2018
 2018

TASK A-4 RESPOND TO REVISIONS IN FEDERAL TRANSPORTATION LAW

PURPOSE: Respond to revised funding levels and policy direction in the FAST Act federal transportation law concerning funding eligibility and roles and responsibilities of MPOs, which affect how MnDOT, the Council, and TAC/TAB function in the future.

ACTIVITIES: Council staff will continue to work with MnDOT, TAC/TAB and the Council on interpreting and implementing any changes resulting from the FAST Act, as well as reviewing and responding to any new proposed legislation to replace the FAST Act.

RELATIONSHIP TO PREVIOUS WORK: Council staff has worked with MnDOT, federal agencies, and organizations such as AMPO on an ongoing basis to analyze changes in federal transportation law and in subsequent draft guidance produced by US DOT.

PRODUCTS

Revise Policies/Procedures

COMPLETION DATES

As needed

TASK A-5 TRANSPORTATION FINANCE

PURPOSE: To research and implement funding options to implement the Transportation Policy Plan and to provide financial oversight for transportation planning activities.

ACTIVITIES: Funding constraints placed on the TPP and the TIP are more demanding on the planning process than ever. Council transportation staff will undertake programming and budgeting activities. Staff will work with MnDOT and policy makers to identify funding needs and potential funding scenarios to implement the increased revenue scenario of the *2040 TPP*.

Staff will continue to collaborate with the Counties Transportation Improvement Board (CTIB), coordinating with counties and regional rail authorities for transit planning, visioning, and financing. CTIB administers a local sales tax collected in five of the region's counties to help fund a network of interconnected transitways.

RELATIONSHIP TO PREVIOUS WORK: The Council prepares an operating budget and 6-year transit CIP annually.

RELATIONSHIP TO OTHER AGENCY WORK: The Council is the lead agency. Council staff works with the transit operating agencies and suburban transit providers on transit capital planning. MnDOT works in cooperation with the Council on alternative roadway financing such as HOT lanes and congestion pricing.

PRODUCTS

Analysis of Transportation Funding
Selection of Projects for Regional Transit Capital Funding
Unified Operating Budget
Unified Capital Budget

COMPLETION DATES

Ongoing
December
December
December

B. COMPREHENSIVE AND SURFACE TRANSPORTATION PLANNING

TASK B-1 LAND USE AND GENERAL TRANSPORTATION PLANNING

PURPOSE: To ensure implementation of the Council's long-range *2040 Transportation Policy Plan* and *Thrive MSP 2040*, both chapters in its overall metropolitan development guide, and to begin the update for the next *Transportation Policy Plan*.

APPROACH: The Metropolitan Council adopted the *2040 Transportation Policy Plan* in January 2015. This is the first TPP since the passage of MAP-21 and is the first plan for the region to incorporate a performance-based evaluation. Implementation of the *2040 TPP* will be conducted by the Council and its partners, including TAC/TAB. The Council has begun outreach and engagement activities for the 2018 update to the *2040 TPP*, as well as developing content for the update. Transportation planning staff implementation activities in 2018 will include:

- Participate in interdepartmental implementation teams for *Thrive MSP 2040*. Conduct additional work in equity analysis, such as examining safety outcomes and studying transportation expenditures, including preservation and maintenance spending, for potential disparities by race and income. More information can be found in Task B-9. Work being done by the two Thrive implementation teams is covered under Task B-5 for freight economic competitiveness, such as preparing an inventory of available rail and river accessible land for economic development, and under Task B-10 for climate and sustainability. Transportation planning staff works with other Council staff to ensure transportation policy is considered in ongoing planning and grant activities of other departments, such as parks, natural resources, and the Livable Communities grant program.
- Staff will continue to work with other Council staff in the preparation of guidance such as *PlanIt* that directs the Comprehensive Plan updates to be submitted by local governments by December 2018. Optional Preliminary Plan Reviews by staff will be offered as a resource to local governments in early 2018.
- Staff will continue to review Comprehensive Plan Amendments and environmental documents when submitted by cities, counties, and agencies.
- Staff will continue to work with University of Minnesota researchers on Center for Transportation Studies (CTS) and Humphrey School of Public Affairs activities in transportation research.
- Transportation planning staff will continue to work with other Council staff on transit-oriented development policy and guidance activities.
- Council staff participates in a regional TOD working group made up of multiple jurisdictions, agencies, and nonprofits, and assisted by other staff at the Council.
- Release a draft 2018 update to the *2040 TPP* for public comment in early 2018 and adopt the final plan by autumn 2018.

The Council will provide opportunities to the public for participation in the planning process through the Council website, open houses, public hearings, resident advisory committees, and other means listed in the citizen participation process in the Public Participation Plan (pending adoption of an updated plan in mid-2017).

RELATIONSHIP TO PREVIOUS WORK: The regional development guide, known as *Thrive MSP 2040*, was adopted in May 2014; the *2040 Transportation Policy Plan* was updated in January 2015. The long-range transportation plan must be updated every four years to meet federal requirements; the development guide is typically updated every 10 years. A March 13, 2015 letter to MnDOT Commissioner Charlie Zelle from FHWA set the first quarter of 2019 as the date for adopting the next TPP. Transportation staff reviews updates and amendments to local comprehensive plans, which must be prepared by local units of government under state law, to ensure consistency of local comprehensive plans with regional land use and transportation plans.

RELATIONSHIP TO OTHER AGENCY WORK: MnDOT serves as the lead agency for Intelligent Transportation Systems (ITS) activities in Minnesota, including the Regional ITS architecture; Council staff continues to participate in MnDOT ITS activities. Council staff will contribute efforts

to the University of Minnesota Transitways Impacts Research Program and participate in research on Traffic, Parking, and Travel Behavior Impacts; Land Use Impacts; and Economic and Business Impacts.

PRODUCTS	COMPLETION DATES
Reviews of Local Comprehensive Plans, EAs, and EIS's (including amendments)	As Needed
Participate in Various Team Activities (Including Local Planning Handbook, Livable Communities, Referrals, and Sector Reps)	As Appropriate
Review of Livable Communities Grants	Semi-annually
Participate in ITS and CTS Activities	Ongoing
TOD Policy and Guidance Activities	Ongoing
TPP Engagement Activities	2018
Gold Line Station Area Planning	2019
Blue Line Extension Station Area Planning	2019

TASK B-2 PERFORMANCE-BASED PLANNING AND MEASUREMENT

PURPOSE: Respond to federal requirements that MPOs use a performance-based approach and develop performance measures for their long range transportation plan. To develop, maintain, and disseminate information on the performance of the Twin Cities transportation system to inform policy decisions and funding allocations and to comply with state law. To evaluate the application of transit service planning guidelines and performance standards, achieving a regional consensus on equity and service priorities in the allocation of transit resources, and instituting service changes.

ACTIVITIES: Council staff will work with MnDOT, county, and city staff to incorporate recommended performance measures in the next TPP.

In 2008 state legislation was updated to require the Council to conduct a comprehensive evaluation of the transportation system every four years in the year prior to the revision of the Transportation Policy Plan. It also requires that on the intervening two years, the Council conduct an evaluation of the transit system. Collection of data for this evaluation allows the Council to maintain a wide variety of current data on an on-going basis, which is used for other planning activities as well as presented for informational purposes through a wide variety of venues. The system developed measures and benchmarks that assess sustainability and livability relating to transportation as well as identifying and benchmarking additional performance measures for use in the Council's and MnDOT's on-going planning and programming activities in preparation for anticipated changes in federal transportation funding reauthorization legislation.

RELATIONSHIP TO PREVIOUS WORK: The Metropolitan Council adopted the *2040 Transportation Policy Plan* in January 2015. This is the first TPP since the passage of MAP-21 and is the first performance-based plan for the region. The performance measures in the adopted TPP are placeholders. The performance management work described here is looking to build off of previous efforts and solidify and adopt performance measures for the next TPP.

In 1997, 2001, 2005, 2013, and 2016 the Council conducted transportation performance audits, and in 1999, 2003, 2007, 2009, and 2016 transit evaluations.

This element also represents a continuation of transit planning and implementation formerly conducted by the Metropolitan Council, Regional Transit Board, and Metropolitan Transit Commission and other providers. This work also includes participation in evaluation efforts associated with the operations divisions of the Metropolitan Council, which may not be directly funded through the CPG.

RELATIONSHIP TO OTHER AGENCY WORK: MnDOT and the Metropolitan Council will work closely to develop performance measures and targets for the state and regional highway system that follow federal guidelines and align with MnSHIP and the TPP.

PRODUCTS

Refine Performance Measures for Future TPP Updates

COMPLETION DATES

Ongoing

TASK B-3 CONGESTION MANAGEMENT PROCESS

PURPOSE: Federal law requires MPOs with populations of 200,000 or greater to prepare, adopt, and maintain a congestion management process.

ACTIVITIES: The Metropolitan Council will continue to monitor and evaluate the RTMC activities and active traffic management applications.

RELATIONSHIP TO PREVIOUS WORK: The Metropolitan Council had its quadrennial Transportation Management Area Certification Review in November 2016 which highlighted the importance of a comprehensive Congestion Management Process. A peer exchange was hosted by the Council and FHWA in May 2017. The Council is committing to create a regional stakeholder group which will provide guidance on how best to implement the CMP across the Council's activities. MnDOT and the Metropolitan Council prepared a Congestion Management Planning Study Phase I in 2007 which was used to help establish the policy basis for the CMP in the TPP. Phase II was developed following adoption of the 2009 TPP revision. MnDOT completed CMP III in 2012. The *2040 TPP* includes a CMP that incorporates performance-based planning elements, which will be updated by the first quarter of 2018.

RELATIONSHIP TO OTHER AGENCY WORK: MnDOT was instrumental in the development of the 1997 Congestion Management System and will continue to provide the Council congestion mapping based on ongoing data collection done by the Regional Traffic Management Center, project design, and evaluation data. MnDOT Metro District will cooperatively work with the Council to determine any revisions necessary based on federal law and FHWA Guidance. Also MnDOT will provide funding for this effort. TAC/TAB assistance is anticipated in this task through standing committees or possibly a special task force.

PRODUCTS

Monitor Congestion Management Activity (RTMC)
Evaluation of Active Traffic Management (ATM) Applications
CMSP IV

COMPLETION DATES

Ongoing
Ongoing
2017

TASK B-4 CORRIDOR STUDIES

PURPOSE: To participate in major corridor studies to ensure implementation of the regional transportation and development policies of the Council.

ACTIVITIES: Metropolitan Council, regional rail authorities, and MnDOT staffs participate on corridor study management teams, advisory committees, and task forces for many trunk highway and transit corridors. The scale of each corridor study will be consistent with the investment priorities identified in the TPP and MnDOT's Highway Investment Plan (MnSHIP). For instance, some studies may focus primarily on access management and operational activities, while other corridors will be considered for additional investments, such as managed lanes and strategic capacity enhancements. Metropolitan Council is the lead agency for design, engineering, and submitting funding applications for light rail transit (LRT) in the Southwest and Bottineau Transitways. Council planning staff also provides input on transit corridor studies and station-area land use planning lead by other agencies, primarily the county regional railroad authorities. For

each corridor study, the lead agency assumes responsibility for public participation, which typically includes newsletters, meetings, open houses, special outreach to affected businesses and communities and websites. Studies will consider environmental justice impacts at a corridor level. Staff will also provide data and modeling information to municipalities and agencies upon request to support ongoing planning and environmental studies. This may include travel forecasts or review of forecasts prepared by others. Specific corridor studies known in June 2016 are included in the product list. The Council is the local joint lead agency on the Gateway (Gold Line) Draft Environmental Impact Statement with the Washington County Regional Railroad Authority. The DEIS is evaluating bus rapid transit alternatives that would run on a dedicated guideway between downtown St Paul and Woodbury. The DEIS is scheduled for completion in early 2017.

RELATIONSHIP TO PREVIOUS WORK: This is part of the ongoing effort to implement regional plans at the corridor level. Most corridor studies take several years and may progress from feasibility studies to alternative analysis, environmental documentation/preliminary engineering, and land use planning. Council planning staff is typically involved through many early stages and may continue until final design and construction of a project, while staff from other agencies such as MnDOT may transition from planning to other departments after preliminary engineering begins. Council transportation planning staff involvement in transit corridors like Green Line Extension and Blue Line Extension is minimal once a project office is opened to begin implementation, although land use coordination may continue.

RELATIONSHIP TO OTHER AGENCY WORK: MnDOT is usually the lead agency for highway corridors. MnDOT has developed a planning prioritization process to help in the identification and prioritization of Metro District studies and projects. MnDOT is also leading an analysis of MnPASS options along I-494 and TH 62 and combined highway and transit option on TH 169, which the Council follows and participates in. For many transit corridors, the regional railroad authorities are the lead agencies for feasibility, AA or environmental studies, although responsibility is usually transferred to the implementing agency when project development or design commences. The cities of Minneapolis and Saint Paul are exploring modern streetcar systems and have completed system studies leading to specific corridors. The City of Minneapolis is moving forward on a specific recommendation of streetcar in the Nicollet-Central corridor and Council staff is assisting on early environmental work. Council staff participates in station land use planning activities lead by counties or cities along transit corridors (e.g., a Southwest LRT Community Works project has been formed by Hennepin County; and Council leadership and staff are participating in a Steering Committee and Technical Implementation Committee, in addition to leading a Southwest LRT Management Committee). MnDOT also works on transit studies, especially where the corridor utilizes a MnDOT highway, such as Cedar Avenue/Highway 77 or I-35W BRT; or commuter rail projects, where MnDOT has responsibilities under state law. MPCA staff will provide input regarding the applicability of FAST Act and CAA air quality requirements, and state noise rules during environmental document development by reviewing and commenting on proposed highway and transit construction and/or reconstruction projects. The majority of corridor study costs are typically incurred by the lead agency for both staff and consultant work and are reflected in their own agency budget.

PRODUCTS

COMPLETION DATES

Rush Line Pre-Project Development Study and Environmental Work	2019
Gateway (I-94 East) Corridor DEIS	2017
Riverview Pre-Project Development Study	2017
Nicollet/Central Avenue Corridor Post-EA	Ongoing
Red Rock Monitoring	Ongoing
I-94 Between the Downtowns Project	2019
TH 169 Mobility Study	2018
Highspeed Rail between the Twin Cities and Milwaukee EIS	Ongoing
Highway 252 Conversion Study	2018

TASK B-5 HIGHWAY SYSTEM PLANNING

PURPOSE: To work with agency partners to plan a regional highway system that is consistent with the goals and objectives in the 2040 Transportation Policy Plan.

ACTIVITIES: Council staff will work with agency partners on a number of highway issues including the following:

- Staff will continue to co-lead a project with MnDOT to examine non-freeway principal arterials. It will assess the feasibility and priorities for intersection conversions into interchanges and other grade-separation solutions.
- Staff will continue to work with MnDOT on alternative roadway financing issues including the I-35E Value Pricing grant project and other MnPASS and dynamic shoulder pricing projects. Consistent policy and design decisions are needed as the region implements more managed lane MnPASS projects.
- Staff will begin work on identifying and prioritizing strategic capacity expansion projects for the Increased Revenue Scenario of the next TPP.
- Staff will begin discussion on the feasibility and potential need for a regional approach to managing the non-freeway arterial roadway system.
- Staff will continue to examine the feasibility of “superstreets” for the region.
- Staff will continue to evaluate requests for additional interchanges as submitted.
- Staff will review and approve changes to controlled access highways, as required by state law.
- Staff will continue to work closely with MnDOT to provide metro area perspective on a number of statewide studies and plans, such as updates of the Capital Highway Investment Plan (CHIP) Asset Management Plan.

RELATIONSHIP TO PREVIOUS WORK: Metropolitan Council staff have worked closely with MnDOT and other agency partners to further plan the regional highway system. Some of these efforts include updates of the Congestion Management and Safety Plan and MnPASS studies. The A-Minor Arterial System Evaluation also assessed the past performance of this functional class of roadway and made recommendations to improve it in the future.

RELATIONSHIP TO OTHER AGENCY WORK: Metropolitan Council staff will devote a significant amount of time to supporting MnDOT’s Rethinking I-94 Project. This is a large project requiring input and feedback from all partner agencies. Staff will be provided to assist in the technical contract as well as in substantial engagement activities throughout the duration of the study.

PRODUCTS

Various Managed Lane Implementation Studies
Review Highway Interchange Additions
Review Controlled Access Highway Revisions
TH 36 Corridor Study
Strategic Capacity Expansion Study
Spending on the Regional Highway System

COMPLETION DATES

Ongoing
As Needed
As Needed
2018
2019
2018

TASK B-6 FREIGHT PLANNING

PURPOSE: To continue to develop an integrated regional freight planning program for the Twin Cities Metropolitan Area, to be implemented by MnDOT, Metropolitan Council, and our partners in the public and private sectors.

ACTIVITIES: The Twin Cities Metropolitan Area is the hub of many freight transportation supply chains in the Upper Midwest not only for goods produced and consumed here, but for freight moving through the region to other areas. Freight issues include highway and rail traffic congestion, conflicts between freight rail and passenger rail, aging infrastructure, local land use

conflicts and community acceptance. Freight planners will continue to work on teams implementing the economic competitiveness aspects of *Thrive MSP 2040*.

The Metropolitan Council will continue ongoing work activities in 2018 to:

- Identify and support integration of freight considerations into land use and transportation planning activities of the Council, including implementation of *Thrive MSP 2040*, updates to the regional solicitation, and technical assistance to local government on freight planning as they prepare their 2018 comprehensive plan updates.
- Participate in freight transportation planning at MnDOT including efforts underway to implement new freight planning provisions of federal law.
- Participate in Minnesota Freight Advisory Committee (MFAC) and its Executive Committee and draw on the expertise and contributions of members of the MFAC as needed for metro area transportation planning.
- Coordinate freight data collection and analysis with partner organizations.

RELATIONSHIP TO PREVIOUS WORK: In 2011-2013 the Metropolitan Council worked with MnDOT (Metro District and the Office of Freight and Commercial Vehicle Operations) to prepare a Twin Cities Metropolitan Area Regional Freight Study to identify freight-related trends and issues and to develop solutions for the high priority freight issues. The summary report of this study was used in preparing the *2040 Transportation Policy Plan*, and other study reports, posted on the MnDOT website, will continue to be used as needed to coordinate freight planning in the region. In 2014-15 staff participated in MnDOT's update of the state freight plan. In 2016 the Council completed the Regional Truck Freight Corridor Study to identify which highways are most important for trucks.

RELATIONSHIP TO OTHER AGENCY WORK: MnDOT includes an Office of Freight and Commercial Vehicle operations that conducts freight planning statewide and oversees the Minnesota Freight Advisory Committee (MFAC). This office informs and works closely with Metropolitan Council staff on metro area freight planning activities.

PRODUCTS

Metro Freight Initiative Implementation

COMPLETION DATES

Ongoing

TASK B-7 TRANSIT PLANNING

PURPOSE: To conduct the mid- and long-range regional transit studies, policy, planning, and implementation activities. To develop short-range implementation plans to carry out regional transit policy and ensure, through a comprehensive and coordinated review process, that proposed development plans or implementation programs are consistent with the Council's *2040 Transportation Policy Plan* and other transportation policy documents. To participate in regional transportation projects to ensure that transit alternatives are adequately addressed and considered.

ACTIVITIES: Activities in this category include short-, mid- and long-range transit planning and implementation conducted by the Council's MTS planning staff which is not related to a specific corridor.

- Council staff coordinate with Metro Transit staff, other transit operators, and local communities on specific studies of transit policy issues and assist with the implementation of completed studies, when applicable.
- Council staff will continue to participate with MnDOT and transit operators in the multi-agency Team Transit, which has been identifying and expediting bus-related road improvements to improve the multimodal capability of the region's highways for almost 30 years.

- Council staff will provide technical assistance to communities on development and implementation of transit and travel demand management (TDM) elements of comprehensive plan amendments, pedestrian and bicycle friendly land use coordination, transit-oriented development and other transit-related activities as appropriate. Council will also coordinate with TDM implementers on the relationship between their activities and regional long-range planning efforts.
- The Council is leading policy efforts that will inform future updates of the Transit Investment Direction in the *2040 TPP*. One effort is to further define possible criteria for setting regional transitway priorities. This will build off the performance-based planning framework in the *2040 TPP* and provide a direct linkage between performance measures and potential system investments. Another effort will be studying the possible policy implications of the introduction of modern streetcar into the transitway system. This effort is looking at peer regions and key questions surrounding the funding and expansion of streetcar system, which is being explored and has been recommended by some local partners for consideration in the 2040 TPP update. Additional efforts will analyze regional transit demand for non-regular route transit services, which may include services such as dial-a-ride, employer shuttles, and van programs.
- The Council is working with Metro Transit to evaluate potential updates to the 2030 Park-and-Ride Plan and implementation guidelines around bus stops. These efforts will guide regional and local implementation of transit projects when they are being funded or designed.
- The Council works with all regional transit providers to update the Regional Service Improvement Plan, a document that informs potential investments in the expansion of the transit system. This is updated every two years with a call for project ideas and the involvement of all public transit providers.

RELATIONSHIP TO PREVIOUS WORK: This activity implements several activities of past years, such as the *2040 Transportation Policy Plan*, the Highway Transitway Corridor Study, the Arterial Transitway Corridor Study, and other ongoing policy or system analyses. LRT, BRT, and commuter rail feasibility studies are related to this activity but fall under Task B-3, “Corridor Studies.”

RELATIONSHIP TO OTHER AGENCY WORK: The Council works closely with the county regional railroad authorities on corridor-specific work to ensure consistency with system planning and development. Any efforts to address policies related to regional transit investments require the Council to coordinate with cities, counties, and transit providers that may be leading specific efforts or be affected by policies through land use planning or implementation activities. MnDOT, Met Council, Metro Transit, other transit providers, and local governments work jointly on the Team Transit effort that provides planning and coordination on bus shoulder lanes, park-and-ride lots, and HOV by-pass lanes on the Trunk Highway system, as well as the mitigation of highway construction impacts. With the dissolution of the Counties Transit Improvement Board it is expected that counties will provide their own sales tax revenues to some transit projects, with which the Council will coordinate. The Transportation Advisory Board to the Metropolitan Council continues to invest in the federally-funded regional travel demand management program, which includes implementation efforts for the promotion of transportation alternatives such as transit, bicycling, and walking.

PRODUCTS

Project Review and Referral Memoranda Related to Transit
 Development of Bus Shoulder Lanes and Other Transit-Supportive Measures in
 Conjunction with the Regional Highway System
 Further Defining the Process for Setting Transitway Priorities
 Update of Regional Service Improvement Plan
 Modern Streetcar Policy Study
 Last Mile Employer Transit Connections Study

COMPLETION DATES

As Needed
 Ongoing
 2018
 Ongoing
 Ongoing
 2018

TASK B-8 BICYCLE AND PEDESTRIAN PLANNING

PURPOSE: To participate in bicycle and pedestrian planning in the region and provide technical assistance and coordination to other government units.

ACTIVITIES: The Council's *2040 TPP* supports and encourages bicycle and pedestrian planning and staff provides regional coordination and technical assistance. The *2040 TPP* established a Regional Bicycle Transportation Network (RBTN), with prioritized regional bicycle corridors and general alignments. The defined RBTN corridors are intended to serve as the backbone arterial system for biking in the region and to encourage planning and implementation of this regional network by cities, counties, parks agencies, and the state. Refinement and implementation of the RBTN is ongoing and corridor refinements and specific alignment designations will continue in 2018. Closely related to this effort will be the forthcoming Regional Bicycle Barriers Study intended to highlight deficiencies in crossing opportunities along physical regional barriers and to identify locations with high potential for barrier crossing project development.

Metropolitan Council staff is developing a new tool for updating the regional bicycle system inventory. Metropolitan Council staff will be collaborating with local agencies to update and maintain the regional bicycle system inventory map. The new mapping tool will allow local agencies to upload their local bike plan networks to a regional map database. This regional database will be managed by Council staff and then made exportable to agencies and the general public via the Metro GIS datafinder.

In 2017 staff will continue purchasing automated bicycle and pedestrian count equipment for use in collecting count data for regional planning. MnDOT has been leading the development of automated bicycle and pedestrian count data collection in the state, and Council staff participate in MnDOT's Bicycle and Pedestrian Count Task Force. A regional count program pilot will enable staff to collect data for locations appropriate for regional planning uses, such as (but not limited to) identifying usage trends, determining exposure for safety analyses, and model calibration.

RELATIONSHIP TO PREVIOUS WORK: The Regional Bicycle System Study was completed in 2014 to develop a more complete understanding of how the region's on-street bikeways and off-street trails interface and how the on and off-road systems work together to serve regional transportation trips by bicycle. The study culminated with a proposed RBTEN, which was later incorporated into the *2040 TPP*. In 2017 a Regional Bicycle Barriers Study was complete to analyze major gaps in the regional bicycle network.

RELATIONSHIP TO OTHER AGENCY WORK: MnDOT's bicycle and pedestrian staff works cooperatively with the Council by providing data and technical information, participating on the TAC Funding and Programming Subcommittee, and providing technical assistance and technical training for local governments on ADA and other elements of bike and pedestrian design, planning and operations. Minneapolis and Hennepin and Ramsey counties have formal bicycle and pedestrian advisory committees which include Council and MnDOT staff. Metropolitan Council staff continues to participate on MnDOT's State Non-Motorized Transportation Advisory Committee. The Council is represented on Minneapolis' Pedestrian Advisory Committee.

MnDOT and the Minnesota Department of Health (MDH) began a Statewide Pedestrian Plan in 2014. Council staff continues to work with MnDOT and MDH staff to provide input from the region's perspective to the statewide plan and serves on the Project Advisory Committee.

PRODUCTS

Compile Regional Bicycle System Inventory/Public via Metro GIS
Regional Bicycle Transportation Network implementation
Bicycle and Pedestrian Count Program
Pedestrian Safety and Crash Analysis

COMPLETION DATES

Ongoing
Ongoing
Ongoing
2017

TASK B-9 ENVIRONMENTAL JUSTICE AND EQUITY

PURPOSE: An important consideration for the *2040 Transportation Policy Plan* is its impact on all populations in the region, particularly those who have been historically underrepresented in regional planning efforts, including communities of color, low-income residents, people with disabilities, and people with limited English proficiency. This UPWP adheres to federal requirements for environmental justice and further responds to additional aspirations for equity set forth in *Thrive MSP 2040*. Equity connects all residents to opportunity and creates viable transportation options for people of all races, ethnicities, incomes, and abilities so that all communities share the opportunities and challenges of growth and change.

During 2018 cooperative activities will continue with the counties and other social service providers on transportation assistance to clients. Although the JARC program was not included in the FAST Act, efforts will continue to disburse JARC funds granted to the region in previous years.

ACTIVITIES: Council staff participates in the Equity Implementation Team and the departmental Equity Change Team within the Metropolitan Council. The Metropolitan Council has also hired a full time staff member in the Communications department who focuses on transportation issues in order to effectively engage the public, including traditionally underrepresented communities, in transportation planning efforts. Title VI and DBE activities are referenced under Task A-1 and transportation services for people with disabilities can be found under Task D-2. This section is intended to highlight work that goes beyond minimum federal requirements for environmental justice.

RELATIONSHIP TO PREVIOUS WORK: The Council has operated in accordance with executive order 12898 since the order was issued. In 2015 the TAB and Council members participated in a workshop to provide a common understanding of equity and its application to regional transportation policy and making policy-driven investments. Council staff has participated in the Council's Equity Implementation Team and the Metropolitan Transportation Services Equity Change Team since 2015.

RELATIONSHIP TO OTHER AGENCY WORK: The Council is a recognized leader in the area of outreach and engagement after the construction and launch of the Green Line transitway. Staff is approached by other agencies to learn best practices and to build capacity at all levels. As part of the I-94 corridor study between the downtowns, Metropolitan Council staff will work with MnDOT project leaders to enhance the engagement activities for users of and residents near the corridor.

PRODUCTS

Equity Analysis Study
Access to Jobs Implementation

COMPLETION DATES

2017
Ongoing

TASK B-10 AIR QUALITY AND CLIMATE CHANGE PLANNING

PURPOSE: To implement long-term air quality planning required by federal law including the integration of congestion management, transportation, land use, and air quality planning with the requirements of the Clean Air Act (CAA).

ACTIVITIES: During 2018, the Council, MnDOT and the MPCA will continue the regional and state air quality planning and coordination activities with through the interagency air quality and transportation committees and work groups formed to address the CAA conformity requirements.

- Council staff will organize and work with the Minnesota Interagency Air Quality and Transportation Committee (MNIAQTPC) to consult on air quality issues and State Implementation Plan (SIP) updates as necessary.
- Air conformity analysis will be carried out for the 2019-2022 TIP.
- The roles and responsibilities of the interagency committee and work groups are defined in the interagency consultation procedures developed collaboratively.
- MPCA and the Council will continue to participate in the activities of Clean Air Minnesota (CAM), a public-private partnership that works to achieve measurable, voluntary emissions reductions.
- The MNIAQTPC will continue to implement the EPA approved Limited Maintenance Plan for carbon monoxide. If the area were to enter nonattainment with either the current or future National Ambient Air Quality Standards, the MNIAQTPC will assist in developing possible control strategies to reduce ambient concentrations of the pollutant of concern.
- The Council will work with the MNIAQTPC to transition the planning process under expected air quality attainment status in 2018-2019.
- The Council will continue to collaborate on inter-agency efforts to address climate change. The Council will provide technical assistance to local governments in quantifying and reducing greenhouse gas emissions.
- The Council working with MPCA will develop effective strategies to address the greenhouse gas emissions reduction goals of the 2007 Next Generation Energy Act and integrate them into the transportation planning process.
- The Council will continue to work on internal climate change and sustainability initiatives.
- The Council will create a CMAQ plan to evaluate the effectiveness of regional activities, pending the release of the requirements for the CMAQ plan from the USDOT.

A regional component of a proactive strategy to avoid a nonattainment designation by reducing the formation of ozone and fine particulate matter needs, to be prepared and coordinated with the regional planning and implementation processes. The strategy must be prepared in partnership with the MPCA, MnDOT, Council and other stakeholders. Modeling work underway by the MPCA on the regional ozone and fine particulate matter issue will provide direction on appropriate and the most effective control measures to reduce precursor emissions from transportation sources. If the area is designated nonattainment, the Council and MnDOT will assist the MPCA in developing appropriate control measures for inclusion in the SIP. The increases in air toxics in the region as studied by the MPCA also remain a concern. The Federal Highway Administration and EPA have developed guidance for addressing mobile sources air toxics in environmental review process for transportation projects.

In 2018, the MPCA and Environmental Initiative will continue to facilitate a conversation among leaders in the business, government and nonprofit sectors to seek new opportunities for voluntary emissions reduction, lay groundwork for future collaboration to improve air quality in Minnesota, and prepare for potential nonattainment designations. In 2013 a work group named “Minnesota Clean Air Dialogue” (CAD) was formed and tasked with identifying the most efficient and effective ways to meet or exceed potential new federal standards through a process of collective problem solving and consensus decision-making. The Work group members included among others, the MPCA, MnDOT, Council, and assisted by additional technical experts, developed and came to consensus on a set of complementary initiatives to voluntarily reduce emissions associated with ozone and fine particle pollution. The MPCA and its contractor Environmental Initiative are now working to coordinate the next phase of this effort, called Clean Air Minnesota, which aims to bring together partners across multiple sectors to proactively develop, fund, and implement some of the projects that were recommended by CAD. Over the past several years, the Environmental Quality Board has been leading a Work Group with Partner Agencies including: the MPCA, the Council, MnDOT, Commerce, DNR, Agriculture and Health called “The Climate Solutions and Economic Opportunity.” The work group is evaluating policy options from across Minnesota’s major economic sectors for their potential to grow our economy and to reduce greenhouse gases

that contribute to climate change. The Council also has an on-going Climate Change and Environmental Sustainability work group that focuses on internal activities at the Council to reduce the carbon footprint of the agency as a whole. Many of the initiatives coordinated by this group also impact and benefit the cities and other agencies of the region through activities such as urban forestry, solar gardens, and energy management.

RELATIONSHIP TO PREVIOUS WORK: The Council annually prepares a conformity determination of the TIP, and as needed for regionally significant amendments and prepared the most recent conformity determination of the *2040 Transportation Policy Plan* and 2018-2020 TIP in 2016. The Council signed the Transportation Conformity SIP, which lays out interagency roles and responsibilities in conformity determination in 2014- this was approved by USEPA in 2015

RELATIONSHIP TO OTHER AGENCY WORK: The MPCA, Council, and MnDOT will play key roles in the development of a regional response strategy to reduce increases in the formation of greenhouse gases, ozone and PM 2.5. The Council staff will provide assistance in travel demand and air emissions modeling. Council planning staff also works with other council divisions on this effort, such as Metro Transit staff to increase transit and carpool usage, and Environmental Services staff, who monitor air pollution from waste water treatment plants.

PRODUCTS

SIP Revision for Minnesota
 Implement SIP Limited Maintenance Plan
 PM2.5/Ozone Emissions Reduction Strategies Effort
 Environmental Initiatives Clean Air Minnesota Work Group
 Minnesota Climate Solutions and Economic Opportunities (CSEO)
 Next Steps
 Conformity Analysis of 2018-2021 TIP
 Conformity Analysis of regionally significant TIP and TPP amendments

COMPLETION DATES

As needed
 Ongoing
 Ongoing
 Ongoing
 Ongoing
 April
 As needed

C. RESEARCH AND TRAVEL FORECASTING

TASK C-1 TRAVEL FORECASTING AND TECHNICAL SUPPORT

PURPOSE: To support Council staff in other divisions who provide data and technical products to transportation planning division.

ACTIVITIES: Metropolitan Council transportation planning staff relies on the support of staff in other divisions of the Council, including GIS, Research, and Community Development. Research staff provides land use and socio-economic data and forecasts for use in the regional travel model and other analyses. GIS division maintains the regional geographic database.

RELATIONSHIP TO PREVIOUS WORK: This is an ongoing effort to provide data and technical products to support a variety of transportation activities.

RELATIONSHIP WITH OTHER AGENCY WORK: The Council’s research division works with the Census Bureau and State Demographer. The Council’s GIS division works with the Metro GIS, regional geographic information systems initiative serving the seven-county Minneapolis-St. Paul metropolitan area, to provide a regional forum to promote and facilitate widespread sharing of geospatial data. The Council and MnDOT share GIS, data, and modeling information when possible.

PRODUCTS

GIS Database

COMPLETION DATES

Ongoing

TASK C-2 URBAN TRAVEL RESEARCH AND FORECASTING

PURPOSE: To maintain and apply the travel forecast models to support planning for the orderly development and operation of transportation facilities. To maintain socio-economic, travel and traffic data, and to monitor, revise and update travel forecasts to 2040 and beyond. To provide the projections of traffic demand, greenhouse gas and air pollutant emissions and allied data needed to evaluate regional transportation investment alternatives. To continue a program of travel and employment data research such as the Travel Behavior Inventory. This work coordinates travel behavior data with population and economic data and forms the factual basis for forecasting models.

ACTIVITIES: The Metropolitan Council and MnDOT will continue joint efforts in developing and implementing data collection programs to support transportation behavior analysis and forecast model development. In 2010-2015, the decennial Travel Behavior Inventory (TBI) was conducted and disseminated. In 2015, the Council performed the TBI program evaluation, looking at the uses of new technology, new survey methods, and the practice of the composition and timing of travel surveys. In 2017, the Council began implementing a new TBI program for the next decade, which will include more frequent household travel surveys using new technologies and methods, third party data purchases, and other ancillary data collection. In 2016 the Council performed its quinquennial transit on board survey to provide data to update forecast models following several major transit service changes. The Council will continue to analyze and distribute on-board survey data, as well as begin to plan for the next survey. In 2017, the Council initiated the 2018 TBI household travel survey. Data collection for the household travel survey will occur in 2018 and analysis and distribution will continue into 2019. Planning for the 2020 household travel survey will begin in late 2018. The Council will continue to perform and support research on regional travel based on the TBI. The TBI data will be used to update the Regional Travel Demand Forecast Model. In 2015, the Council completed development of an activity-based model based on the 2010 TBI. Refinement, testing, application, and release of the new model will continue through 2018. Development and refinement of base highway, transit, freight, and pedestrian/bicycle networks will continue. The Council will continue to perform additional data collection as needed to support model development and improvement. The Council will work with MnDOT to explore integrating dynamic traffic assignment into the forecast model. The Council will continue to investigate additional model improvements such as more detailed bicycle/pedestrian forecasting. The Council will take advice from and potentially collaborate with peer agencies locally and nationally in understanding the need for and implementing model improvements. The Council will cooperate with research into regional travel forecasting conducted at the University of Minnesota or other research institutions as appropriate. The Council will work with a local Travel Forecasting Technical Committee to plan for and oversee the TBI program and modeling and forecasting needs. The Council will also provide technical assistance and satisfy data requests from other agencies, local units of government and consultants for regional studies, emissions inventories, comprehensive plans, corridor studies, or project planning. It is anticipated that the Council will experience an increase in requests for data and technical assistance as new corridor studies and comprehensive plan updates are initiated. The Council will continue to provide technical assistance and review of major highway and transit corridor and project forecasting. Council forecast staff also reviews the reasonableness of forecasts in local plans, environmental documents, etc. that are transmitted to the Council. Staff will continue to review and analyze information from federal data sources such as the Census Transportation Planning Package, the American Community Survey, the National Household Travel Survey, and other data sources. Staff will work with MnDOT and other potential local partners to coordinate assessment and purchasing of third-party transportation data where appropriate.

RELATIONSHIP TO PREVIOUS WORK: Travel demand forecasting is an ongoing activity of the Council and region since 1967.

RELATIONSHIP TO OTHER AGENCY WORK: The Council is the lead agency. MnDOT and the Council have a Memo of Understanding on forecasting responsibilities. MnDOT will continue to collaborate with the Council regarding any revisions to the regional model. Also, Metro District and/or its consultants will provide project level, and system level forecasts to support development of Trunk Highway projects, as well as the planning activities of the district. MnDOT will also involve the Council in Metro District’s review and approval of travel demand forecasts developed by consultants for Trunk Highway projects. The Council will partner with MnDOT and local jurisdictions in acquiring data on speed and congestion for the non-freeway arterial and collector system.

PRODUCTS

Distribute Travel Forecast Model and Provide Needed Training and Documentation
 Provide Traffic Forecasts in Support of Council and MnDOT Studies
 Provide Technical Assistance, Support, and Review for Traffic Forecasts performed by regional partners
 Continued Model Development and Enhancement
 TBI Survey Reports, Data Distribution and Data Analysis
 Other Data Collection
 TIP Forecast (for Use in Air Quality Conformity Finding)
 TPP Forecast (for Use in Conformity Finding and Scenario Analysis)

COMPLETION DATES

As Needed
 As Needed
 As Needed
 Ongoing
 Ongoing
 As Needed
 April and as needed
 As Needed

TASK C-3 TRAFFIC MONITORING AND EVALUATION

PURPOSE: The purpose of this program is to provide appropriate traffic data as needed to determine annual average daily traffic (AADT) on trunk highways and state aid highways and indicate travel trends and patterns. Data is also used for analysis of transportation caused air pollution and noise.

ACTIVITIES: MnDOT, working through the Office of Transportation Data Analysis, the State Aid for Local Transportation Division, Traffic Management Center and District Traffic Engineer in the Metro District, has established a cooperative counting program with the counties and municipalities. This cooperative program was undertaken for efficiency, convenience and to prevent duplication of vehicle counts, and is part of the overall statewide traffic monitoring program. Special counts will be taken as the need is identified. This work provides a database for identifying trends, and evaluating system performance.

RELATIONSHIP TO PREVIOUS WORK: Traffic counting is conducted in the seven-county metropolitan area on a 2 year cycle for all Trunk Highways, County Roads, County State Aid Highways (CSAH), and a few Municipal State Aid Streets (MSAS). Most MSAS’s are counted on a 4 year cycle. There are about 9000 sites where traffic counts are collected. MnDOT’s Metro District personnel conduct the counts on almost all of the 1000 Trunk Highway locations. Metro county field staff collects data on all 2850 County and CSAH locations, and municipal field staff collects data on the remaining 5150 MSAS locations. Traffic volumes representing Annual Average Daily Traffic (AADT) are shown on traffic volume maps available online in pdf format. These maps cover the seven-county metropolitan area and include individual municipal maps showing the volumes on the Trunk Highway, County, and MSAS systems. All of these AADT estimates including Heavy Commercial AADT (HCADT) estimates are available through the interactive basemap or by using the GIS shape file product. More information about the program

as well as all of the available data is located on the web:
http://www.dot.state.mn.us/traffic/data/html/volume_program.html

RELATIONSHIP TO OTHER AGENCY WORK: There is no Metropolitan Council time or funding in this activity although it is essential to the 3C process. MnDOT will continue to provide vehicle count data to the region. This work provides a database for identifying trends and evaluating system performance. This data is used by Metropolitan Council to calibrate the regional travel demand forecast model, and by many implementing agencies for STP applications on the criteria for “traffic volumes served.”

PRODUCTS

Seven-county Metro Area Traffic Volume Maps (2015 volumes)
Seven-county Metro Area Flow Map (2015 volumes)

COMPLETION DATES

July
September

D. OPERATIONS AND MANAGEMENT

TASK D-1 TRANSIT IMPLEMENTATION & EVALUATION

PURPOSE: To evaluate the application of transit service planning guidelines and performance standards, achieving a regional consensus on equity and service priorities in the allocation of transit resources, and instituting service changes.

ACTIVITIES: Review and develop service and capital plans to assure consistency with the Transportation Policy Plan; selection of capital projects, monitoring of system performance and financial status, and other activities to ensure coordination and review between the activities of the Metropolitan Council and its operating entities. Apply service-planning guidelines to determine service areas and types best suited for various areas of the region. Apply performance standards to existing services to determine which services are performing well and which are not. This includes the development of an annual Route Analysis that evaluates all routes in the regional transit system against regional performance standards. The routes that are not performing well should be the focus of restructuring or elimination. Formulate proposed service changes (enhancement, restructure, or reduction) to take to the community for their reaction and input prior to final implementation.

RELATIONSHIP TO PREVIOUS WORK: The Council has routinely supported the planning of transit implementation and evaluation of those activities. The Council works closely with transit providers and partners to accomplish this work.

RELATIONSHIP TO OTHER AGENCY WORK: The Council is the lead agency.

PRODUCTS

Monitor provider performance and financial status
Transit Implementation assistance and activities

COMPLETION DATES

Ongoing
Ongoing

TASK D-2 TRANSPORTATION PLANNING FOR PEOPLE WITH DISABILITIES

PURPOSE: To formulate plans for the coordination of specialized transportation services in compliance with the Americans with Disabilities Act (ADA) throughout the Metropolitan Area. To conduct public policy research, identify policy issues and recommend policy actions for regional specialized transportation services. To ensure public participation of this community in the transit planning process.

ACTIVITIES: Coordinate the specialized transportation services throughout the Region including Metro Mobility, other ADA transit services and community based paratransit services. Participate with review of MnDOT 5310 capital funding requests for paratransit vehicles. Provide staff support to the Transportation Accessibility Advisory Committee (TAAC). Cooperative activities will continue with the counties and other social service providers on transportation assistance to clients.

The Council will continue to study the likely increase in demand for Metro Mobility services. The Human Services Coordination Plan will begin the updating process in 2016 with assistance from Metropolitan Transportation Services Operations division and will conclude in 2017.

RELATIONSHIP TO PREVIOUS WORK: These work activities are a continuation of past responsibilities carried out by regional government, including the Public Transit/Human Services Coordination Plan. The Human Services Coordination Plan was last updated in 2013.

RELATIONSHIP TO OTHER AGENCY WORK: The Council is the lead agency.

PRODUCTS

Coordination of Regional Specialized Transportation Services
Coordinate TAAC Meetings
Human Services Coordination Plan

COMPLETION DATES

Ongoing
Monthly
2018

TASK D-3 RIGHT OF WAY ACQUISITION LOAN FUND

PURPOSE: To administer the Right of Way Acquisition Loan Fund (RALF)

ACTIVITIES: In 1982 the Minnesota legislature established a revolving loan fund program to acquire undeveloped property located within an officially-mapped metropolitan highway right-of-way that is threatened by development. Council staff are responsible for administering this program. This work is not federally funded. This includes reviewing RALF loan applications and processing loan repayments. Staff also consults with interested cities to determine the eligibility of specific parcels for RALF loans. The Council has the ability to levy property tax for the RALF program. Each year, the Council decides whether a levy is necessary to support the program. In addition, the Council is required to report on the status of the RALF program each year. This activity is not eligible for federal planning funding but is included here to fully illustrate the work of the Council's planning department. This work is funded locally.

RELATIONSHIP TO PREVIOUS WORK: In 2014 the Council concluded an assessment of the program which showed long-term savings occurred because development of the land and its appreciated costs have been preempted. Some eligibility modifications were made at that time. Over the last 20 years loans have been made to acquire right of way parcels for TH 10, TH 52, TH 169, TH 212, TH 610, I-494, I-694, I-35W and I-35.

RELATIONSHIP TO OTHER AGENCY WORK: Met Council staff works with MnDOT to determine which parcels are needed for future state highway expansions. Staff also coordinates with MnDOT to process RALF repayments and transfer ownership from the Council to MnDOT for highway construction.

E. AVIATION TRANSPORTATION PLANNING

TASK E-1 AVIATION TRANSPORTATION PLANNING

PURPOSE: To maintain the long-term viability of the regional aviation system by ensuring compatible land use planning, development, system efficiency, and project effectiveness. To develop and implement long-range regional aviation policy, monitor and periodically review and update the TPP (which now includes the APP). To also ensure aviation plan consistency with current and anticipated technical, economic and political conditions. Provide for review and coordination of aviation planning activities among agencies and municipalities.

ACTIVITIES: This activity will continue an aviation system planning program including an aviation database, identification of needs, and evaluation of system performance. Coordination activities continue with MnDOT Aeronautics, Metropolitan Airports Commission (MAC), other airport sponsors, communities, and users on the various metro aviation activities. Other activities include reviews/approvals of individual airport long-term comprehensive plans (LTCPs) and LTCP amendments, airport project environmental evaluations, airport annual capital improvement programs, and land use (noise, safety, and infrastructure) compatibility planning. This task also includes ongoing reviews of the aviation elements of local comprehensive plans and comprehensive plan amendments. Continued coordination will occur on review of projects to implement the MSP 2030 Long-Term Comprehensive Plan. Special efforts will be made in 2018 to assist local governments in updating aviation elements of their comprehensive plans due in 2018.

RELATIONSHIP TO PREVIOUS WORK: This work is a continuance of legislatively directed responsibility for the Council to develop and update a regional transportation systems plan which includes aviation. The *2040 Transportation Policy Plan* was completed in 2015 with the major work effort to incorporate new information from the 2030 System Plan Technical Update, updates of all seven reliever airport LTCPs, and the ten-year updates of all metro communities and county comprehensive plans.

RELATIONSHIP TO OTHER AGENCY WORK: The Council is the lead agency on metro airport system planning and works closely with Metropolitan Airports Commission, who owns and operates most of the region’s public airports and MnDOT Office of Aeronautics for statewide air system planning and airport project funding. Other cities and agencies participate in planning activities through the Council’s TAC/TAB process.

PRODUCTS

- Coordination Activities (including implementation of joint airport ordinances)
- Potential System Plan (pending FAA Grant)
- Review MAC’s Capital Improvement Program
- Review of Local Plan Amendments and EAs
- Plan Updates/Amendments for general aviation
- LTCP for Reliever Airports

COMPLETION DATES

- Ongoing
- As needed/2018
- January
- As needed
- Ongoing
- 2018

III. APPENDICES

A. 2018 UNIFIED PLANNING WORK PROGRAM BUDGET

Task	Task Title	Staff Weeks 2018	Salary Cost	Consultant Cost	Overhead & Expenses	Total Cost	UPWP Federal	Local Met C	Local MAC	Other Federal	Total	Percent Local
A	Planning and Programming Process	314	\$687,651	\$10,000	\$1,092,152	\$1,789,802	\$1,344,558	\$445,244			\$1,789,802	25%
B	Comprehensive & Land Transp PI	612	\$1,238,256	\$420,000	\$889,767	\$2,548,023	\$2,038,418	\$509,605			\$2,548,023	20%
C	Research & Travel Forecasting	155	\$337,703	\$285,500	\$225,350	\$848,553	\$678,842	\$169,711			\$848,553	20%
D	Operations and Management	156	\$379,757	\$0	\$226,803	\$606,560	\$485,248	\$121,312			\$606,560	20%
Federal Funding		1,237	\$2,643,366	\$715,500	\$2,434,072	\$5,792,938	\$4,547,066	\$1,245,872	\$0	\$0	\$5,792,938	22%
E	Aviation Transportation Planning	56	\$112,607	\$0	\$81,417	\$194,024	\$0	\$87,624	\$106,400	\$0	\$194,024	100%
D-4	RALF	9	\$17,445	\$0	\$13,085	\$30,530	\$0	\$30,530	\$0	\$0	\$30,530	100%
Non-federal Funding		65	\$130,053	\$0	\$94,501	\$224,554	\$0	\$118,154	\$106,400	\$550,000	\$224,554	100%
Total UPWP		1,302	\$2,773,419	\$715,500	\$2,528,573	\$6,017,492	\$4,547,066	\$1,364,026	\$106,400	\$550,000	\$6,017,492	100%
Task	Task Title	Staff Weeks 2018	Salary Cost	Consultant Cost	Overhead & Expenses	Total Cost	UPWP Federal	Local Met C	Local MAC	Other Federal	Total	Percent Local
B/C	Travel Behavior Inventory (TBI) Study			\$800,000		\$800,000				\$800,000	\$800,000	0%
Council Funding		-	-	\$800,000	-	\$800,000	\$0	\$0	\$0	\$800,000	\$800,000	100%
Total Transportation Planning/Administration		1,302	\$2,773,419	\$1,515,500	\$2,528,573	\$6,817,492	\$4,547,066	\$1,364,026	\$106,400	\$1,350,000	\$6,817,492	100%

2018 UPWP Program Budget -- Salary Portion

UPWP Category	Project Title	Federal Funding Amount	Local Funding Amount	Total Funding Amount
A	Planning and Programming Process			\$687,650.51
A-1	Planning Program Support and Administration	\$254,116.96	\$63,529.24	\$317,646.20
A-2	TIP Development and Management	\$49,510.84	\$12,377.71	\$61,888.55
A-3	Regional Solicitation	\$55,012.04	\$13,753.01	\$68,765.05
A-4	Respond to Revisions in Federal Transportation Law	\$16,503.61	\$4,125.90	\$20,629.52
A-5	Transportation Finance	\$110,024.08	\$27,506.02	\$137,530.10
B				\$1,238,255.58
B-1	Land Use and General Transportation Planning	\$346,711.56	\$86,677.89	\$433,389.45
B-2	Performance-Based Planning and Measurement	\$19,812.09	\$4,953.02	\$24,765.11
B-3	Congestion Management Process	\$178,308.80	\$44,577.20	\$222,886.00
B-4	Corridor Studies	\$178,308.80	\$44,577.20	\$222,886.00
B-5	Highway System Planning	\$19,812.09	\$4,953.02	\$24,765.11
B-6	Freight Planning	\$39,624.18	\$9,906.04	\$49,530.22
B-7	Transit Planning	\$99,060.45	\$24,765.11	\$123,825.56
B-8	Bicycle and Pedestrian Planning	\$69,342.31	\$17,335.58	\$86,677.89
B-9	Environmental Justice and Equity	\$19,812.09	\$4,953.02	\$24,765.11
B-10	Air Quality and Climate Change Planning	\$19,812.09	\$4,953.02	\$24,765.11
C	Research and Travel Forecasting			\$337,703.25
C-1	Travel Forecasting and Technical Support	\$159,395.93	\$39,848.98	\$199,244.92
C-2	Urban Travel Research and Forecasting	\$102,661.79	\$25,665.45	\$128,327.24
C-3	Traffic Monitoring and Evaluation	\$8,104.88	\$2,026.22	\$10,131.10
D	Operations and Management			\$379,756.73
D-1	Transit Implementation & Evaluation	\$86,422.16	\$21,605.54	\$108,027.70
D-2	Transportation Planning for People with Disabilities	\$115,810.61	\$28,952.65	\$144,763.27
D-3	Right of Way Acquisition Loan Fund		\$17,445.43	\$17,445.43
E	Aviation Transportation Planning			\$112,607.30
E-1	Aviation Transportation Planning		\$112,607.30	\$112,607.30

B. ROLES AND RESPONSIBILITIES OF PARTICIPANTS

OVERVIEW OF THE ON-GOING 3-C PLANNING PROCESS BY THE MPO

As the Metropolitan Planning Organization for the Twin Cities area, the Council is the lead agency responsible for administering and coordinating the activities of participants carrying out the required tasks of the transportation planning process.

Participants in the transportation planning process include the Metropolitan Council; the Minnesota Department of Transportation (MnDOT); the Minnesota Pollution Control Agency (MPCA); the Metropolitan Airports Commission (MAC); transit operators; counties and municipalities; local officials; private citizens; and U.S. Department of Transportation (U.S. DOT).

Transportation agency staff from the agencies, counties and municipalities are involved in the policy-making process through the Technical Advisory Committee (TAC), which advises the Transportation Advisory Board. Other subcommittees and task forces of the TAC deal with specific transportation issues. Refer to Figure 2 in the Transportation Planning and Programming Guide, adopted June 2012, (<http://www.metrocouncil.org/Transportation/Publications-And-Resources/TransportationPlanningGuide-pdf.aspx>) for a flow-chart that delineates transportation committees of the TAB and TAC involved in the 3-C (continuing, comprehensive, cooperative) transportation planning process.

Detailed information about the roles and responsibilities of agencies and local units of government in the transportation planning process are included in the Transportation Planning and Programming Guide. The Guide also includes information on adopted planning documents and web links for the documents.

C. FEDERAL FACTORS CONSIDERED BY PROGRAM ELEMENT

On August 10, 2005, Congress signed in law PL 109-50, the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users, which is referred to as SAFETEA-LU. This law required, under Section 6001 (h), that plans and programs address the eight elements listed below. These same elements were retained in MAP-21, Section 1201 – 134 (h)(1).

- 1) In general. – The metropolitan transportation planning process for a metropolitan area under this section shall provide for consideration of projects and strategies that will –
 - A. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
 - B. Increase the safety of the transportation system for motorized and nonmotorized users;
 - C. Increase the security of the transportation system for motorized and nonmotorized users;
 - D. Increase the accessibility and mobility of people and for freight;
 - E. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
 - F. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
 - G. Promote efficient system management and operation;
 - H. Emphasize the preservation of the existing transportation system;
 - I. Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
 - J. Enhance travel and tourism.

The factors that apply to each element of the Unified Planning Work Program are listed below.

FEDERAL FACTORS	A	B	C	D	E	F	G	H	I	J
Planning and Programming Process	X	X	X	X	X	X	X	X		
Comprehensive and Surface Transportation Planning	X	X	X	X	X	X	X	X	X	X
Research and Travel Forecasting	X	X	X	X	X	X	X	X	X	X
Operations and Management	X	X	X	X	X	X	X	X	X	
Aviation Transportation Planning	X	X	X	X	X	X	X	X	X	X



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ACTION TRANSMITTAL 2017-18

DATE: July 10, 2017
TO: TAC Planning Committee
PREPARED BY: Katie White, Senior Planner , 651-602-1716
SUBJECT: 2018 Unified Planning Work Program (UPWP)
REQUESTED ACTION: Request that the Transportation Advisory Board adopt the draft 2018 Unified Planning Work Program and recommend adoption to the Metropolitan Council.
RECOMMENDED MOTION: Recommend adoption of the 2018 Unified Planning Work Program (UPWP) for the Twin Cities Metropolitan Area.

BACKGROUND AND PURPOSE OF ACTION: The Unified Planning Work Program (UPWP) serves as the Council's application for USDOT transportation planning funds. The UPWP is prepared annually and describes metropolitan-area transportation planning activities being undertaken by four agencies. Participants in the UPWP include the Metropolitan Council, the Minnesota Department of Transportation, Minnesota Pollution Control Agency, and the Metropolitan Airports Commission.

The UPWP includes activities required by federal regulation that address planning priorities of the metropolitan area. The document identifies budgeted expenditures, funding sources, and allocation of staff resources for transportation planning activities of many participants. Projects with Metropolitan Council participation are detailed with staff hours and consultant costs that detail how the estimated \$4 million of federal planning money will be spent, along with a 20 percent local match.

Many of the tasks are required by state or federal law and are ongoing, including the TAC/TAB committee process and corridor studies, or they repeat on an annual or biennial cycle, such as the preparation of the TIP and the regional solicitation.

As the UPWP goes through the review process there may be changes from one committee to the next as edits are incorporated at the request of the committee, or as new budgeting information is made available by the Metropolitan Council.

RELATIONSHIP TO REGIONAL POLICY: The UPWP is a federally required description and documentation of proposed transportation and transportation-related planning activities in the metropolitan area.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Adopt	

2. TPP Update – Transit Investment Direction and Plan Intro and Discussion – Cole Hiniker

Cole Hiniker presented an overview of the current transit system and the current policy direction heading into the TPP update process.

Hiniker started with a recap of the current transit system and recent developments. Highlights: ridership has grown by 20% since 2005; LRT and ABRT systems are helping grow riders; high frequency routes, which have a smaller investment than larger transitways, are also growing riders quickly. Development along transitways has added housing and jobs with good transit access, coordination of land use and planning along transit routes to promote pedestrian friendly environments.

Hiniker then discussed where the transit system is going – the policy directions in the current TPP. He discussed the Thrive goals at length, highlighting stewardship and safety. He then talked about funding, and how it is a complicated part of the planning process to expand and modernize the system. Details on maintaining and expanding the system can be found on the slides linked from the agenda.

The last section of the presentation highlighted changes expected for this TPP update.

- Counties Transportation Improvement Board is dissolving. The sales tax structure and percentages will change, possibly allowing for more projects to be funded.
- Metro GOLD Line alignment and costs have changed since Lake Elmo rejected the project. Alignment now runs south into Woodbury.
- Other changes in cost and schedule to METRO expansion.
- Corridor Study updates, including LPA recommendations for W. Broadway, Rush Line and Riverview
- ABRT funding discussion
- New work plan items

Jack Byers commented that the presentation started with goal of growing ridership and then moved to talking about safety of system and stewardship. He felt the ridership goal should not be first item mentioned, when safety and stewardship have a much higher priority.

Michael Larsen commented that it's important when discussing land use to include realistic development goals for communities on how to grow transit. There needs to be clarity on what is needed for transit development to happen.

Katie White asked the committee to consider what was presented and bring back suggestions and questions. In coming months, other modes will be presented in similar manner. Committee feedback is requested as vital input for the writing process.

3. Regional Bike/Ped Policy Planning Update – Steve Elmer

Steve Elmer gave a brief, mostly informal update on several bike studies and policy direction. He will return to committee in future months to formally present on the bike barriers study and the TPP Bike/Ped chapter.

6. Other Business

none

7. Adjournment

adjourn at 3:04 pm

ACTION TRANSMITTAL – 2017-19

DATE: July 13, 2017

TO: Technical Advisory Committee – Planning

PREPARED BY: Russ Owen, Senior Planner, MTS/Aviation, 602-1724
Amy Vennewitz, Dep. Director of Finance and Planning, 602-1058

SUBJECT: Final Draft Crystal Airport 2035 Long Term Comprehensive Plan (LTCP) Review

REQUESTED ACTION: State statute requires the MAC to submit a determination of conformance of the Final Draft Crystal Airport 2035 Long Term Comprehensive Plan with Council systems and consistency with Council policy.

RECOMMENDED MOTION: That TAC Planning recommend to TAC that the Final Draft Crystal Airport 2035 LTCP has a multi-city impact as well as conforms to the Council systems and is consistent with Council policies.

BACKGROUND AND PURPOSE OF ACTION: Under MS 473.165 and MS 473.611 the Council reviews the individual Long Term Comprehensive Plan (LTCP) for each airport owned and operated by the Metropolitan Airports Commission (MAC). The Crystal Airport 2035 LTCP replaces the 2008 plan and moves the planning horizon to 2035. The MAC has adopted a preferred development alternative for the Crystal Airport that retains its system role as a Minor general aviation facility, which is consistent with the Transportation Policy Plan.

RELATIONSHIP TO REGIONAL POLICY: Under the aviation planning process and TPP policy, airport LTCP's are to be periodically updated. MAC plans are to be consistent with all components of the metropolitan development guide. LTCP's are used as a basic input to the Council's update of the regional aviation system plan and in reviewing community comprehensive plans.

STAFF ANALYSIS: The Crystal Airport is located in Hennepin County, approximately seven miles northwest of downtown Minneapolis. The Crystal Airport is located primarily in the city of Crystal, with small portions of airport property overlapping into the City of Brooklyn Park and the city of Brooklyn Center (Attachment 1). Crystal Airport is the closest MAC airport to downtown Minneapolis.

The Crystal Airport is classified as a Minor Airport in the regional aviation system. The airport's primary role in the airport system is to attract general aviation traffic

away from Minneapolis-St. Paul International Airport (MSP) to relieve congestion, which helps reduce operating costs and promotes sustainability. Crystal airport accommodates personal, recreational and some business aviation users within Hennepin County and the northwestern portion of the metropolitan area. The plan states that the airport will continue its current role in the system, and the aircraft type that the plan is designed for is not changing. There are currently four runways at Crystal Airport, three paved runways, and one turf runway. The previous LTCP recommended that MAC “right size” the airport, which included decommissioning two of the four runways. This LTCP focuses on refining the preferred alternative from the previous LTCP. The primary runway (14L/32R) is 3,267 feet long. Based on FAA guidance, along with airplane operational manuals, the recommend primary runway length should be 3,300-3,900 feet. The crosswind runway is 2,499 feet, and can accommodate the lower crosswind capable light single-engine aircraft used for personal, recreational and flight training activities. In developing the alternatives for the 2035 LTCP, MAC carried over some of the improvements recommended in the 2025 LTCP which have yet to be completed.

The Original Preferred Alternative (Attachment 2)

- Carry-over items from the 2025 LTCP
 - Decommission existing Runways 14R/32L and 06R/24L (Turf) to reduce airfield complexity and increase safety.
 - Convert existing Runway 14R/32L into a full length parallel taxiway and add taxiway lights
 - Preserve areas for future hangar development
- Refinements included in the draft 2035 LTCP Preferred Alternative
 - Convert existing paved blast pads on Runway 14L/32R to stopways, including edge lighting and additional runway safety area.
 - Expand fixed base operator (FBO) apron
 - Reconfigure the taxiways
 - Pursue the establishment of a new non-precision instrument approach to the Runway 32 end.

After multiple community meetings and comments from stakeholders, MAC evaluated adjustments to the original preferred alternative and developed a refined concept as follows:

- Primary Runway length: Convert portions of the paved blast pads on primary Runway 14L/32R to useable runway for a published length of 3,750 feet, with declared distances in effect.
 - Move the end of the primary runway approximately 115 feet to the northwest along its centerline to locate all of the Runway Protection Zone (RPZ) at the southeast end of Runway 32R on the MAC property.
- Turf Runway: Retain a portion of the existing turf runway and operate it in a manner that will reduce runway crossing points, and airfield complexity.

- Taxiway configuration changes: The Air Traffic Control Tower and operations staff made recommendations to make the airfield more efficient and to further simplify geometry.

2035 LTCP Final Preferred Alternative Summary (Attachment 3):

The 2035 LTCP Final Preferred Alternative for improvements at Crystal Airport includes the following items:

- Items from the 2025 LTCP Preferred Alternative
 - Decommission existing Runway 14R-32L to reduce airfield complexity and increase safety;
 - Convert existing Runway 14R-32L into a full-length parallel taxiway and add taxiway lights;
 - Preserve areas for future hangar development should demand arise;
 - Identify parcels for possible conversion to non-aeronautical revenue generating land uses.
- Refinements included in the 2035 LTCP Preferred Alternative
 - Update the runway designation to Utility and use small aircraft design standards to reduce RPZ dimensions;
 - Convert portions of the paved blast pads on primary Runway 14L-32R to extend useable runway for a published length of 3,750 feet with declared distances in effect, and extend taxiways to new runway ends;
 - Shift the primary runway approximately 115 feet to the northwest along its centerline to locate all of the RPZ for Runway 32R on MAC property, improving land use compatibility over the existing condition;
 - Retain a portion of the existing turf runway and operate it in a manner that will reduce runway crossing points, airfield complexity, and incursion potential while preserving turf operational capabilities at a metropolitan area airport;
 - Taxiway configuration changes;
 - Expand the FBO apron;
 - Pursue the establishment of a new non-precision instrument approach to the Runway 32 end, if feasible.

Advantages of this preferred alternative include:

- Primary Runway 14L/32R is extended to 3,750' consistent with FAA runway length guidelines
- All Runway RPZ's will be on airport property and comply with FAA compatibility criteria
- Runway 6/24 alignment retains optimal wind coverage
- Turf Runway will still be usable,
- Taxiway and runway incursion spots are all but eliminated.

- Existing airport operational footprint is maintained with no additional property acquisition
- Current Minor Airport classification does not change

Disadvantages of this preferred alternative include:

- Taxiway extension add pavement to maintain
- Operational impacts during construction
- May require obstacle (tree) removals
- Runway extensions move departing aircraft closer to the airport boundary, possibly increasing ground noise for neighborhoods closest to the airport boundary

The refined preferred alternative is responsive to the most prominent stakeholder concerns while still meeting the stated planning goals to: 1) better align airfield infrastructure to match existing and forecasted activity levels; 2) preserve and, if possible, improve operational capabilities for the current family of aircraft using the facility; and 3) enhance safety by simplifying the airfield movement area configuration.

This plan will also give the surrounding communities assurance of the airport’s future footprint for comprehensive community planning. MAC staff will continue discussions with the city of Crystal about non-aeronautical revenue-generating opportunities on airport property, and will work with the surrounding communities to ensure proper zoning exists.

COMMITTEE COMMENTS AND ACTION:

ROUTING		
TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Determine	

Figure ES-1: Existing Airport Layout

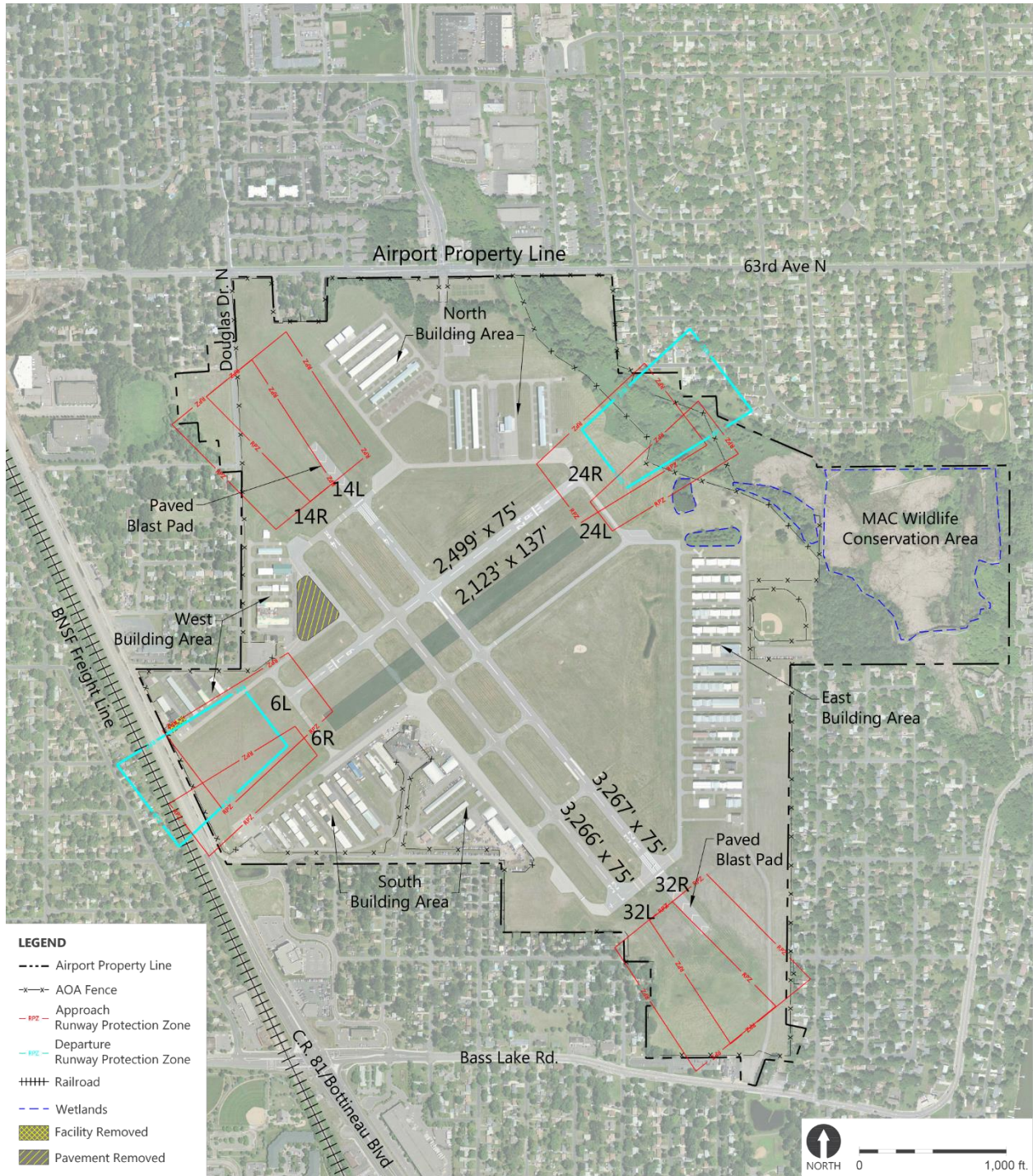


Figure ES-3: 2035 LTCP Original Preferred Alternative

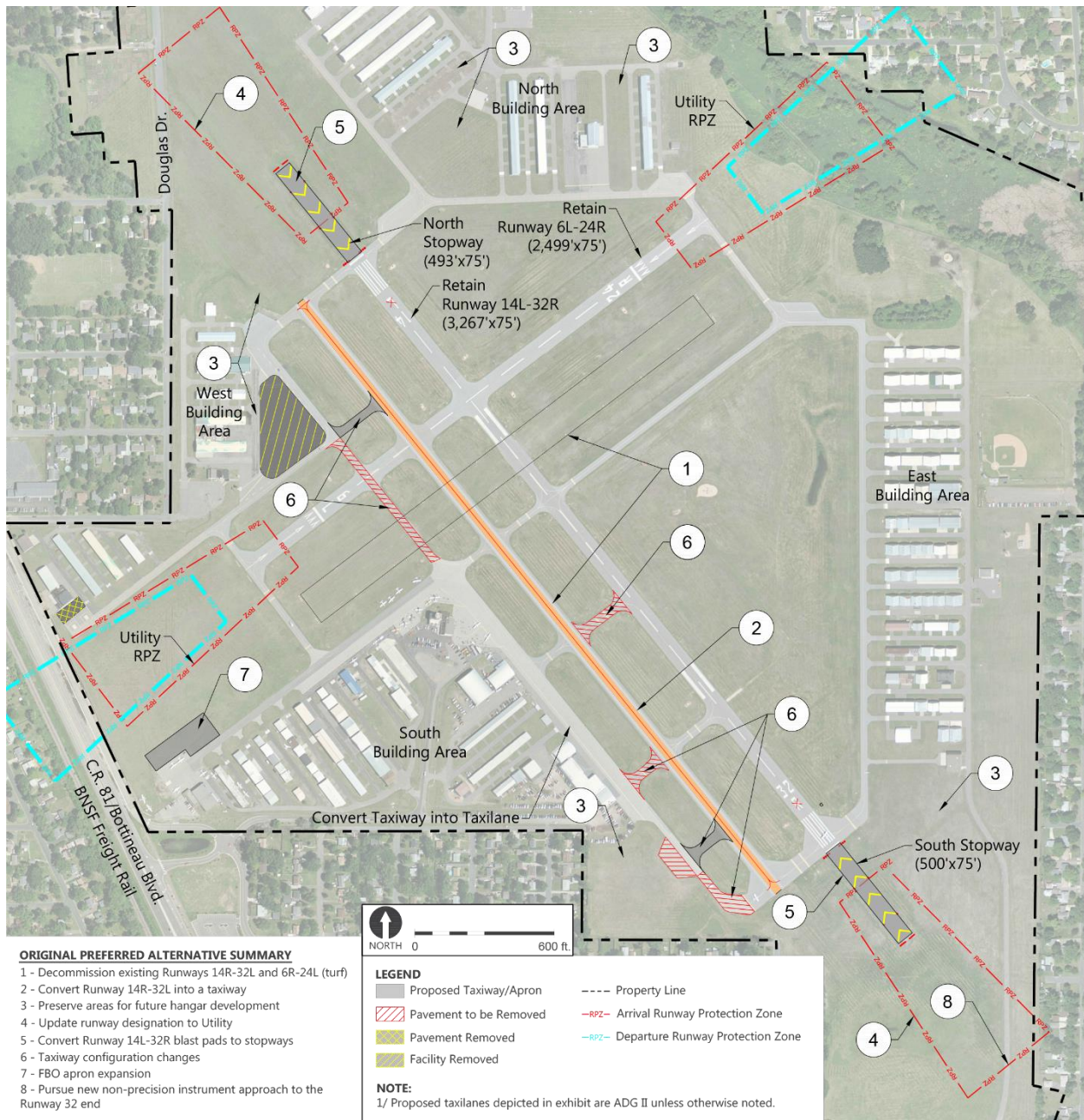


Figure ES-4: 2035 LTCP Final Preferred Alternative

