

2020 TRANSPORTATION UNIFIED PLANNING WORK PROGRAM FOR THE TWIN CITIES METROPOLITAN AREA

DRAFT



July 2019

Metropolitan Council

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ACRONYMS

3-C - Continuing, Comprehensive, Cooperative
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
CAM – Clean Air Minnesota
CIP – Capital Improvement Plan
CMP – Congestion Management Process
CPG – Consolidated Planning Grant
CSAH – County State Aid Highway
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
FAST Act – Fixing America’s Surface Transportation Act
FHWA – Federal Highway Administration
FTA – Federal Transit Administration
HSIP – Highway Safety Improvement Program
HOT – High Occupancy Toll
HOV – High Occupancy Vehicle
ITS – Intelligent Transportation System
LRT – Light Rail Transit
MAC – Metropolitan Airports Commission
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 Transportation Management Center
SIP – State Implementation Plan
SPR – State Planning and Research
STIP – State Transportation Improvement Plan
STPBG – Surface Transportation Program Block Grant
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
TMA – Transportation Management Area
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 2020. The Metropolitan Council jurisdiction includes seven counties (see map on page 2). In addition, the 2010 Census identified the developed areas of Wright and Sherburne counties (primarily along the I-94 and U.S. Highway 10 corridors) and a small portion of Houlton, Wisconsin 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](#).

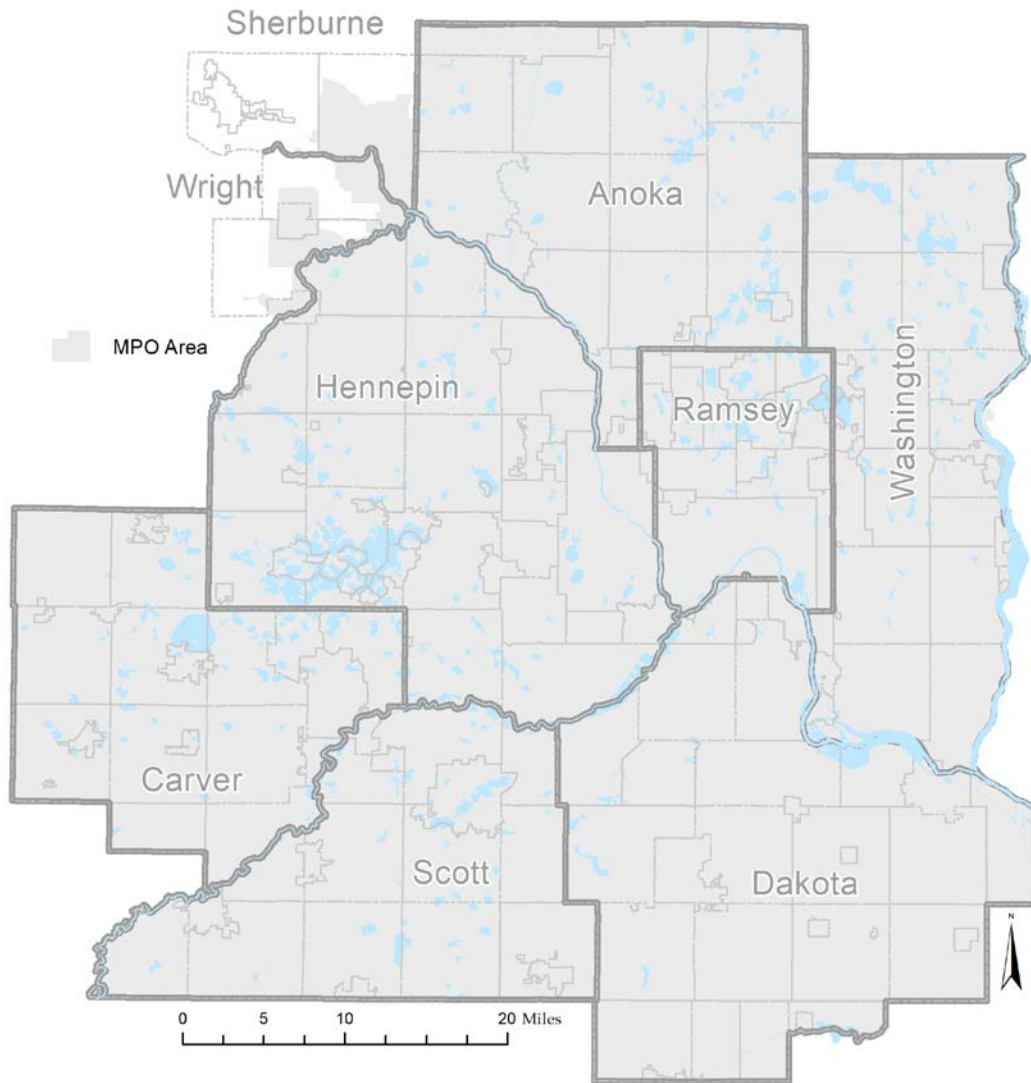
The participants in the UPWP include four agencies: the Metropolitan Council, the Minnesota Department of Transportation (MnDOT), the Minnesota Pollution Control Agency (MPCA), and the Metropolitan Airports Commission (MAC). (See section D within this document for roles and responsibilities of the participants.) Since the 2020 UPWP also serves as the Metropolitan Council's application for USDOT transportation planning funds, the projects with Metropolitan Council participation are demonstrated with staff hours and consultant costs to detail how the federal planning money will be spent. All federal transportation planning funds require at least a 20 percent local match, which is also detailed in this document.

Many of the tasks are required by state or federal law, and are continuous and ongoing. Such activities include the TAC/TAB committee process and the creation of the annual Transportation Improvement Plan (TIP). The Council's [2040 Transportation Policy Plan](#) (TPP) was adopted in October 2018. This long-range transportation plan complements the region's overall development plan, [Thrive MSP 2040](#), which is mandated by state law and was updated in 2014.

Many of the projects in this UPWP have been reviewed for consistency and stem from the goals and objectives articulated within the *2040 Transportation Policy Plan* and are listed in the Work Program chapter of the TPP as future planning studies.. Other projects listed have emerged as priorities from stakeholders as the *TPP Update* has been developed over the past year and a half. The *TPP Update* has been informed by enthusiastic feedback and input from local agency partners, which has in turn provided direction to the Council on the most pressing issues to be studied. The cycle of project feedback and inclusion from TPP to UPWP is part of the continuous process of regional transportation planning.

The Metropolitan Council is committed to a proactive, effective public participation process, and uses a variety of internal and external strategies, including newsletters, telephone comment lines, e-mail, information posted on the Council's website, an on-line forum, media relations, social media, community meetings, public hearings, and public information campaigns. These public participation strategies help keep the public and interested stakeholders informed as the Council carries out the programmed work program activities. An updated *Transportation Public Participation Plan* was adopted in 2017 after two public comment periods and considerable review

and feedback from the Federal Highway Administration (FHWA) and MnDOT.



B. Organization of the UPWP

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

1. Planning and Programming Process
2. Modal System Planning
3. Long Range System Planning
4. Travel Forecasting and Model Development
5. Short Range Planning and Performance Monitoring
6. Non-CPG (Locally Funded) Planning Activities

Work activities, their products, and their relationship with the work of other agencies is detailed in Section II.

C. 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 2020 that are not mentioned in this UPWP. Council staff will continue to work with local partners on work impacting the region.

D. Status of Metropolitan Council Planning Documents

The following table lists the most recent status (as of July 2019) of the Transportation Policy Plan, the Transportation Improvement Program, and other key planning documents.

Document	Action/Date
<i>Thrive MSP 2040</i>	Adopted May 2014
2040 Transportation Policy Plan	Adopted October 2018
2019-2022 Transportation Improvement Plan	Adopted November 2018
Aviation Policy Plan (included in TPP)	Adopted October 2018
Transportation Public Participation Plan	Adopted May 2017
Congestion Management Process Plan	Plan Adoption 2019; process on-going

E. 2019 Accomplishments

Major activities completed in 2019 include¹:

- Prepared and adopted Transportation Policy Plan amendments/administrative modifications (3)
- Conducted Connected and Autonomous Vehicle workshops with MnDOT (4)
- Developed new Congestion Management Process Plan
- Completed County Arterial Preservation Study
- 2020 Unified Planning Work Program adopted
- Adopted 2020-2023 Transportation Improvement Program
- Completed Regional Solicitation Before-and-After Study
- Four Principal Arterial Functional Classification Changes were approved
- Approved federally required performance measures
- Approved changes to the Scope Change Policy and Federal Funds Reallocation Policy
- TIP Amendments: 18 approved by TAB and Council from January to July
 - 11 of the 18 TIP Amendments were streamlined
 - Two of the TIP Amendments were regionally significant

¹ Some accomplishments anticipated to be completed in 3rd and 4th quarters of 2019.

- Five scope changes were approved as of July 2019
- Seven projects were re-programmed in the TIP through Program Year Extension or Program Year shifting
- Led various Regional Solicitation workgroups to improve application
- Adopted 2020 Regional Solicitation Application package for 2024 and 2025
- Conducted Twin Cities Mobility Study
- Updated Title VI and DBE Goals
- Co-led (with MnDOT Metro District) Freeway System Interchange Study
- Provided assistance on Transportation Corridor Studies: I-494 – Rethinking I-94, Minneapolis Airport to Highway 169 Project, Highway 252/I-94 Environmental Review, I-35W North Gateway, Highway 65 safety and mobility corridor study, Ramsey Gateway Project (US 10/169), TH 36 and Manning Avenue Interchange Study, I-694/494/94 System Interchange Planning Study, Highway 169 Elk River Freeway Study

F. Roles and Responsibilities of Participants

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, including Metro Transit; the Minnesota Department of Transportation (MnDOT); the Minnesota Pollution Control Agency (MPCA); the Metropolitan Airports Commission (MAC); transit operators; counties and municipalities; tribal nations; local officials; residents of the region; and the 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 (TAB). Other subcommittees and task forces of the TAC deal with specific transportation issues. Refer to Figure 2 in the [Transportation Planning and Programming Guide](#) for a flow-chart that delineates transportation committees of the TAB and TAC involved in the 3-C (continuing, comprehensive, cooperative) transportation planning process.

G. Work Continuing Beyond 2020

The 2040 TPP was updated in October of 2018. The update includes a Work Program with studies to be completed over the next four years. Many of these studies will require consultant assistance and will begin prior to 2020 or sometime during 2020 in order to be completed prior to the next update of the TPP. In most instances these are major studies that require two to three years to complete and thus carry through into subsequent UPWPs. Specifically, the Travel Behavior household survey work began in 2018 and will continue into 2020 and beyond with related work tasks. Other consultant work began prior to 2020 and carrying into subsequent years includes the Transit Service Allocation Study; Interchange System Study and model update work.

II. WORK ACTIVITIES

This section of the 2020 UPWP identifies the Council's work activities for the year, including a description of the purpose of the work, the activities that will be performed, and the products that will be produced as result of the activity. There are six major work activities, identified previously, in which projects are categorized. Also included in this section is a table with the cumulative staff time, consultant costs, estimated expenditures, and total cost for the projects within the activity area. The tables identify staff time by the number of weeks in which staff will spend on a particular activity. Staff weeks are considered to be 40 hours of work.

A. PLANNING AND PROGRAMMING PROCESS

The Tasks and Activities in this section support the management of the MPO functions including the work of the Council and Transportation Advisory Board, creation of the annual Transportation Improvement Program, UPWP and the Regional Solicitation for federal funds.

TASK A-1 PLANNING PROGRAM PROCESS SUPPORT

PURPOSE: To provide planning and administrative support to the metropolitan transportation planning process of the Council, Transportation Advisory Board, TAB's Technical Advisory Committee 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:

- Provide a forum and input process for regional transportation decision making and review of 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.
- Draft Action Items and move necessary actions through the regional transportation planning process, with recommendation actions by the Transportation Advisory Board (TAB) and its Technical Advisory Committee (TAC), followed when necessary by action from the Council Transportation Committee and full Council.
- Provide training opportunities and information items and presentations for new Council, TAB and TAC members due to membership changes.
- 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](#).
- Provide general support, background and information on the upcoming meetings and related decision-making to the Council members, TAB members and other regional policy makers as needed.
- Prepare the 2021 UPWP in cooperation with MnDOT, FHWA, MPCA, and MAC
- Attend the quarterly statewide MPO Directors meetings and the annual Minnesota MPO workshop.

PRODUCTS

TAB, TAC, Council Committee Agendas, Minutes, Reports
Updates to TAB and TAC Bylaws and Policies
Training/background sessions for TAB and Council members
Submittal of Functional Classification Changes
Audited 2019 (Consolidated Planning Grant) Fund Statements
Annual Update of Title VI and DBE Goals
2021 Unified Planning Work Program
UPWP Progress Reports to MnDOT
UPWP Midyear Monitoring Meeting

COMPLETION DATES

Monthly
As needed
As needed
As needed
April
July
September
Quarterly
Q2

RELATIONSHIP TO OTHER AGENCIES' 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 administers the federal planning funds that finance a majority of the planning work done by the Council and provides guidance to ensure that federal planning requirements are met.

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.

TASK A-2 TIP DEVELOPMENT AND MANAGEMENT

PURPOSE: Federal law requires preparation and approval of the four-year Transportation Improvement Program (TIP) including the spending of all federal funds. The Council and MnDOT prepare a TIP each year for review and approval by TAB and the Council.

ACTIVITIES:

- Prepare the Draft 2021-2024 TIP.
- Facilitate and host a public comment and review process for the draft TIP.
- Incorporate comments and revise 2021-2024 TIP; final adoption
- Review and process requests for TIP amendments.
- Prepare the Annual Listing of Obligated Projects showing projects with federal funds obligated in the previous fiscal year (2020).

PRODUCTS

Draft 2021-2024 TIP
 TIP Public Comment Process
 Final 2021-2024 TIP
 Annual Listing of Obligated Projects
 TIP amendments

COMPLETION DATES

June
 July
 September
 December
 On-going (as needed)

RELATIONSHIP TO OTHER AGENCIES' WORK:

- MnDOT staff works cooperatively with Council staff and TAB/TAC to develop revenue assumptions and a program of projects for approval.
- MnDOT coordinates and monitors TIP data for all federally funded projects, along with MnDOT Trunk Highway projects.
- MnDOT also processes the STIP and administers STIP amendments to reflect the TIP and TIP amendments, respectively.
- MPCA participates in air quality conformity analysis.

TASK A-3 REGIONAL SOLICITATION

PURPOSE: The Regional Solicitation for federal transportation project funding selects projects as part of two federal programs: Surface Transportation Block Grant Program (STBGP) and Congestion Mitigation and Air Quality Improvement (CMAQ).

ACTIVITIES:

- Release Regional Solicitation in first quarter 2020 for 2024 and 2025 federal funds.

- Develop potential funding scenarios across the modal application categories for review by TAC and TAB.
- Select Regional Solicitation projects in fourth quarter 2020 for program years 2024 and 2025.
- Showcase project successes of completed projects funded through the Regional Solicitation, including before-and-after photography and video of funded projects.
- Update online mapping tool and database of past funded projects.
- Review the performance of completed projects through an internal before-and-after study.

PRODUCTS

COMPLETION DATES

2020 Regional Solicitation Project Selection	Q4 2020
Regional Solicitation Project Showcase	2020
Regional Solicitation Project Before-and-After Analysis	2020-2021
Update Online Mapping tool of Funded Projects	Q2 2020

RELATIONSHIP TO OTHER AGENCIES' WORK:

- State and local partners are involved with the creation of the Solicitation criteria, the scoring of projects, and the selection of a final program of projects.
- The Solicitation awards projects to state, county, and transit agency project applicants.
- MnDOT works cooperatively with Council staff to ensure that projects are developed on time and as applied for. Those unable to do so are subject to the Council's Program Year and Scope Change Policies.
- The Council works closely with MnDOT on the development and approval of the Highway Safety Improvement Program (HSIP) solicitation.

Work Activity A	2020 Budget
ACTIVITY STAFF WEEKS:	325
TOTAL ESTIMATED EXPENDITURES:	\$1,782,423
SOURCES OF FUNDS:	
FEDERAL: (CPG)	\$1,182,330
LOCAL: Met Council	\$600,093
TOTAL	\$1,782,423

B. Modal System Planning

Metropolitan Council staff work closely with MnDOT and regional partners to plan and invest in all modes of transportation within the regional transportation system. The tasks and activities within this section are meant to further refine the investment philosophy and direction for each mode and identify modal system investment priorities for the region.

TASK B-1 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. This includes leading and participating in regional studies that inform highway investment decisions.

ACTIVITIES:

- Council staff will lead system studies and contribute to corridor studies or statewide efforts led by partner agencies.
- Participate in MnDOT's update of their State Highway Investment Plan (MnSHIP).

- Contribute to MnDOT’s metro area functional classification review and update Appendix D (functional classification) of the TPP.
- Implement recently completed studies such as the Principal Arterial Intersection Conversion Study, County Arterial Preservation Study, MnPASS System Study 3, and Congestion Management Safety Plan 4.
- Help to prioritize bridge replacements based, in part, on other identified needs on the bridge besides its condition.
- Participate in the development of MnDOT’s Capital Highway Investment Plan (CHIP).
- Track approved highway performance measures.
- Assist with Highway Safety Improvement Program (HSIP) project selection.
- Initiate a consultant study to analyze the mobility needs in the Twin Cities against selected congestion performance measures to help inform the next update to the Minnesota State Highway Investment Plan (MnSHIP).
- Initiate a consultant study to Identify the highest priority two-to-four-lane expansion corridors on the principal and minor arterial systems and explore best practices for road diets as part of a roadway right-sizing study.
- Complete the Freeway System Interchange Study, a consultant-led study worked on in conjunction with MnDOT’s Metro District.

PRODUCTS

Highway Interchange Approvals (as outlined in Appendix F of TPP)
 Highway Controlled Access Approvals
 Freeway System Interchange Study
 Mobility Needs Analysis Consultant Led Study
 Roadway Right-Sizing Consultant Study

COMPLETION DATES

As Needed
 As Needed
 2020
 2021
 2021

RELATIONSHIP TO OTHER AGENCIES’ WORK:

- The Council works closely with MnDOT partners in both the Central Office and Metro District to coordinate planning activities for roadways across the region. These MnDOT offices lead planning studies from the statewide level through a corridor or interchange level and the Council engages where appropriate.
- The Council works closely with local partners, commonly the counties but also including the areas in region 7W and the Shakopee Mdewakanton Sioux Community, on roadway needs connecting to and running through these jurisdictions.

TASK B-2 FREIGHT PLANNING

PURPOSE: To continue an integrated regional freight planning program for the Twin Cities Metropolitan Area that is implemented by MnDOT, Metropolitan Council, and public and private sector transportation partners.

ACTIVITIES:

- Represent the Council on the Minnesota Freight Advisory Committee (MFAC) and its Executive Committee
- Support MnDOT and the University of Minnesota, Center for Transportation Studies in planning the Annual Freight & Logistics Symposium program.
- Coordinate with MnDOT on regional and state freight policy directives and Metro Freight Initiative strategies implementation.
- In collaboration with MnDOT, explore possible performance measures and related data needs for monitoring performance of regional freight corridors in long-range transportation plans.

- Provide assistance to the Council's Thrive Economic Competitiveness Implementation Team.
- Provide technical assistance to MnDOT in freight project programming and selection processes.
- Support integration of freight needs in land use and transportation planning work of the Council, including updates to Regional Solicitation scoring criteria and technical assistance to local agencies, as needed.

PRODUCTS

Metro Freight Initiative implementation
 Thrive MSP 2040 economic competitiveness initiatives
 Integration and refinement of freight scoring criteria in the Regional Solicitation

COMPLETION DATES

Ongoing
 Ongoing
 Q3 2020

RELATIONSHIP TO OTHER AGENCIES' WORK:

- Metropolitan Council staff work closely with MnDOT's Office of Freight and Commercial Vehicle Operations on regional and statewide freight planning efforts, including collaborating in planning MFAC meetings and events, coordination in regional and state policy directives and technical review/assistance in state freight project solicitation process.
 Council staff work closely with counties and key cities in developing Regional Truck Freight Corridors which are used in the state freight project funding solicitations, the Regional Solicitation and in the development of regional truck data collection framework and performance measures.

TASK B-3 TRANSIT PLANNING

PURPOSE: To work with partners to plan a regional transit system that is consistent with the goals and objectives in the *2040 Transportation Policy Plan (TPP)* and policies in Thrive MSP 2040. To conduct the short-, mid- and long-range regional transit studies, policy, and planning activities that inform transit corridor and transit system implementation activities for the whole region.

ACTIVITIES:

- Continue regional studies and policy developments started in 2019 to guide the implementation of the regional transit system including:
 - o Wrap-up consultant tasks on Bus Service Allocation Study and address study recommendations through regional policy updates and initiatives.
 - o Continue to participate in and support the work of Metro Transit's multipurpose Network Next initiative and address any outcomes of the initiative that affect regional policies or plans.
 - o Continue work on TPP Appendix G refinements to address outcomes of ongoing transit planning studies, analysis, and policy coordination with regional transit providers.
- Lead or partner on regional planning studies, as needed, that provide essential information on investment opportunities and priorities for the regional transit system.
- Develop technical planning resources and planning guidance to help implementation of regional plans by transit agencies and other implementing partners.
- Provide technical expertise on transit planning and regional policy perspectives for coordination with other planning efforts, including other modal efforts and local community planning.

PRODUCTS

Bus Service Allocation Consultant Study
Metro Transit Network Next Initiative and Implementation
Transportation Policy Plan Appendix G Refinements

COMPLETION DATES

2020
2021
2020

RELATIONSHIP TO OTHER AGENCIES' WORK:

- The Council works closely with regional transit providers that plan and implement local transit improvements to coordinate the evaluation and planning of the regional transit system.
- The Council works closely on various committees with local governments (primarily counties or county regional railroad authorities) on corridor-specific work to ensure consistency with regional system planning and development. This includes coordination with cities, counties, and transit providers that may be leading specific efforts or be affected by plans through their own land use planning or implementation activities. Metropolitan Transportation Services (MTS) planning staff generally serve as technical liaisons to corridor efforts after a locally preferred alternative has been identified and adopted into the Transportation Policy Plan. Metro Transit staff generally take a more prominent implementation role at this stage. More information on partner-agency-led studies can be found in Task B5.
- MnDOT, the Council, Metro Transit, other transit providers, and local governments work jointly on various ad-hoc committees to coordinate the planning and implementation of the regional transit system (e.g. Team Transit for transit advantages and Regional Solicitation review subcommittees).

TASK B-4 BICYCLE AND PEDESTRIAN PLANNING

PURPOSE: Participate in bicycle and pedestrian planning in the region and provide technical assistance to and coordination with transportation agency partners. Collaborate with agencies on regional, sub-regional or transportation corridor studies, as needed and when relevant to forwarding Council goals, objectives and planned outcomes.

ACTIVITIES:

- Coordinate with and provide technical assistance to state and local agencies on bicycle/pedestrian planning issues, studies, and initiatives.
- Regional Bicycle Transportation Network (RBTN) planning/implementation and updates:
 - o Reviewing and processing requests for changes and additions and following-up with transportation agencies as needed.
 - o Initiate a consultant study to develop guidelines for the implementation of a range of bicycle facility treatments on Regional Bicycle Transportation Network alignments, and a set of criteria for the spacing and placement of RBTN corridors/alignments across varying community types (e.g., urban core, urban, suburban, rural).
- Participate on and coordinate with key bicycle and pedestrian planning committees, as appropriate; these have included standing and ad-hoc committees such as:
 - o MnDOT Bicycle and Pedestrian Data Task Force
 - o Minneapolis Pedestrian Advisory Committee
 - o Minneapolis Bicycle Advisory Committee
- Provide technical assistance on Regional Solicitation scoring committees for bicycle and pedestrian project grant applications.
- Coordinate with Council Regional Parks staff in identifying and implementing methods & means to improve collaboration with local agencies in planning regional bikeways and regional trails.

- Coordinate with local agencies to formalize process for semi-annual updates to the Regional Bicycle System Inventory update; work to establish common regional system attributes to enhance bicycle planning and collaboration at all levels.
- Participate on study advisory committees or panels (e.g., Technical Advisory Panel for MnDOT research project on pedestrian crossings)
- Develop a scope of work and initiate a consultant study to analyze regional Pedestrian Safety and Crashes in the metro area.

PRODUCTS

COMPLETION DATES

Regional Bicycle System Inventory update process	2020
Regional Bicycle Transportation Network (RBTN) planning/implementation	Ongoing
RBTN Facility Treatments & Spacing Consultant Scope of Work	2020 1 st - 2 nd Quarter
RBTN Facility Treatments & Spacing Consultant Study	2020-2021
Bicycle and Pedestrian Data Development	Ongoing
Pedestrian Safety and Crash Consultant Study	2021

RELATIONSHIP TO OTHER AGENCIES' WORK:

- Coordination, review and advise on state and local bicycle and pedestrian plans and plan updates to ensure consistency with Council transportation policies, to incorporate regional studies into partner agency project development and/or funding processes, and to facilitate incorporation of regional planned networks and systems. Partner agency planning processes that have been reviewed and/or collaborated on with respect to Council transportation policies and regional studies/network plans have included:
 - o MnDOT Statewide Bicycle System Plan
 - o MnDOT Metro District Bicycle Plan
 - o Minnesota GO
 - o MnDOT Statewide Pedestrian Plan
 - o Regional Trail Master Plans
- Collaborate and advise on bike and pedestrian transportation policies by sharing best practices and regional policy perspectives through the following groups and committees:
 - o Bicycle-Pedestrian Peer Discussion Group
 - o TAC/TAB
 - o County Boards/Commissions and City Councils, as appropriate
 - o Council's Land Use and Transportation Accessibility Advisory Committees

TASK B-5 CORRIDOR STUDIES AND WORK LED BY PARTNER AGENCIES

PURPOSE: To participate in major corridor studies to ensure implementation of the regional transportation and development policies outlined in the 2040 TPP and Thrive MSP 2040.

ACTIVITIES:

- Participate in transitway studies or transit area studies that evaluate and/or prioritize transit improvements for recommended implementation, typical on a corridor or sub-regional level for the following:
 - o Ford Site Redevelopment Area transit study.
- Participate in ongoing work for transitway corridor development including environmental review, engineering, station-area planning, and other implementation-related planning work for the following corridors:
 - o Green Line Extension
 - o Blue Line Extension
 - o Orange Line
 - o Gold Line
 - o Red Line Future Stages

- Rush Line Dedicated Bus Rapid Transit
- Riverview Modern Streetcar
- Nicollet-Central Modern Streetcar
- Participate in highway corridor studies and interchange work that guide investments to improve mobility and safety for all users:
 - MnDOT's Rethinking I-94 Study
 - MnDOT's Highway 65 Planning and Environmental Linkages (PEL) Study
 - City of Ramsey's Highway 10 Study
 - MnDOT's I-94 from I-494 to Highway 101 Study
 - Hennepin County's Highway 252/I-94 Study
 - MnDOT's I-35W Gateway Study (Ramsey County Road C to Mississippi River)
 - MnDOT's I-94/I-494/I-694 System Interchange Study
 - Washington County Highway 36/Manning Avenue Study
 - MnDOT's Highway 13 Corridor Study
 - Carver County's Highway 5 Corridor Study
- Participate in corridor studies for intercity passenger rail including environmental review, engineering, and other implementation-related planning work for the following corridors:
 - Twin Cities to Milwaukee-Chicago Passenger Rail Service Improvements
 - Northern Lights Express Passenger Rail

PRODUCTS

Gold Line Station Area Planning
 Blue Line Extension Station Area Planning

COMPLETION DATES

2020
 2020

RELATIONSHIP TO OTHER AGENCIES' WORK:

- MnDOT is usually the lead agency for state highway corridors. MnDOT has developed a planning prioritization process to help in the identification and prioritization of Metro District studies and projects.
- For transit corridors, the regional railroad authorities are often the lead agencies for feasibility, alternatives analysis or environmental studies, although responsibility is usually transferred to the implementing agency when project development or engineering commences. The cities of Minneapolis and Saint Paul, Metro Transit, and MnDOT have also led a limited number of corridor and subsystem transit studies in the past. MnDOT typically leads when transit analyses are coordinated as part of a highway corridor study.
- Local governments collaborate on transit corridors work by coordinating with or leading land use planning efforts. These efforts are often station- or corridor-specific where a county or transit agency is leading the transportation project but the authority for land use implementation falls on cities.

Work Activity B	2020 Budget
ACTIVITY STAFF WEEKS:	374
Freeway System Interchange Study	2
Roadway Rightsizing Study	6
Mobility Needs Analysis Study	6
Bus Service Allocation Study	2
RBTN Bikeway Facility/Spacing Study	4
Pedestrian Safety Analysis Study	6
Best Practices/Peer Regions Research	4
CONSULTANT:	\$680,000
Freeway System Interchange Study	\$0 in 2020
Roadway Rightsizing Study	\$175,000
Mobility Needs Analysis Study.	\$225,000

Bus Service Allocation Study	\$80,000
RBTN Bikeway Facility/Spacing Study	\$30,0000
Pedestrian Safety Analysis Study	\$150,000
Best Practices/Peer Regions Research	\$20,000
TOTAL ESTIMATED EXPENDITURES:	\$2,670,538
SOURCES OF FUNDS:	
FEDERAL: (CPG)	\$1,771,441
LOCAL: Metropolitan Council	\$899,097

C. Long Range System Planning

This work relates to planning policies, studies and federal and state requirements for regional transportation planning that cross all modes including preparing and implementing the region’s long-range plan, land use planning activities, equity and environmental justice planning, environmental and air quality planning activities and transportation finance.

TASK C-1 TRANSPORTATION POLICY PLAN

PURPOSE: To coordinate with MnDOT and other partners on TPP investment changes and as necessary, move amendments through a public review and participation and adoption process; incorporate any necessary administrative modifications to the TPP; and ensure implementation of the Council’s long-range *2040 Transportation Policy Plan* goals and investment direction.

ACTIVITIES:

- Review changes in revenue allocation and proposed projects and scope for major highway and transitway projects to prepare and process TPP amendments.
- Host public participation and comment and review processes for TPP amendments as needed.
- Incorporate administrative modifications to the TPP as needed due to federal, state or regional policy initiatives and changes.
- Make presentations and work with regional partners to communicate the TPP investment goals and direction and relationship to proposed regional investments.
- In 2020 the priority for this task will focus on implementing the policies from the *2018 TPP Update* and working on studies for future incorporation into the next revision of the TPP.

PRODUCTS

TPP Amendments
 TPP Administrative Modifications
 Continuing TPP Engagement Activities

COMPLETION DATES

As needed
 As needed
 On-going

RELATIONSHIP TO OTHER AGENCIES’ WORK:

- The *2018 TPP Update* was created with significant input from local and regional partners. Collaboration with counties and MnDOT on roadway revenue and spending and transit providers on transit investment will continue to identify and prepare any necessary TPP amendments and prepare for future updates.
- Major regional investments by MnDOT and counties in the highway system and by transit providers in the transit system must be articulated in the TPP and shared through a public process. TPP amendments and modifications are made in cooperation with, and with participation by, all the region’s transportation planning partners.

TASK C-2 LAND USE PLANNING

PURPOSE: To ensure land use planning and development activities are supported by and consistent with the Council's *Thrive MSP 2040*, the region's metropolitan development guide, and the Transportation Policy Plan.

ACTIVITIES:

- Ongoing review of the transportation components of comprehensive plans, comprehensive plan amendments, and environmental review documents for major developments.
- Participate in the review and scoring of Livable Communities grant program applications and other funding opportunities that support development and have a transportation relationship.
- Ongoing analysis of the relationship between land use and development patterns and regional travel, as needed, to support transportation planning and policy development and implementation.
- Participate in early Optimizing Regional Planning work to integrate transportation planning in the next Metropolitan Development Guide. Includes participation at the Co-sponsor Team, Integration Team, and Exploration team levels. 2020 products will feature topical green papers and technical white papers to document early explorations that lead to formal policy development. MTS staff will likely serve a lead role in aspects of transportation policy development.

PRODUCTS

Reviews of local Comprehensive Plans, Comprehensive Plan amendments, and environmental review requests
Review of Livable Communities Act Grant Applications
Topical green or white papers

COMPLETION DATES

As Needed
Semi-annually
As needed

RELATIONSHIP TO OTHER AGENCIES' WORK:

- Local governments implement land use policies and strategies through their comprehensive plans and other land use implementation tools. These are reviewed by the Council for consistency with regional policies and systems, such as *Thrive MSP 2040* and the Transportation Policy Plan.
- The Metropolitan Council works with other cabinet-level state agencies to implement the wide-ranging impacts of *Thrive MSP 2040*.
- The region's Metropolitan Development Guide (currently *Thrive MSP 2040*) integrates work from the Council's various divisions, including transit and wastewater operations as well as various system planning and investment authorities.

Council staff present best practices or regional policy perspectives in land use planning to various groups throughout the region, state, and nation. Opportunities include conferences, luncheons, special group invites, etc.

TASK C-3 ENVIRONMENTAL JUSTICE AND EQUITY

PURPOSE: To ensure planning addresses the needs of people who have been historically underrepresented, including people with disabilities, communities of color, and low-income residents, and to coordinate specialized transportation services in accordance with the Americans with Disabilities Act (ADA).

ACTIVITIES:

- Participate in internal organization-wide and division equity committees to change policies, practices, and procedures to implement the Council's Racial Equity Work Plan.

- 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 as needed to the Transportation Accessibility Advisory Committee (TAAC).
- Continue to study the likely increase in demand for Metro Mobility services.
- Initiate metro area policymaker and technical staff committees to discuss, learn and incorporate equity considerations into transportation planning and investment policies and practices.
- Continue review of Equity measures and scoring within the Regional Solicitation.

PRODUCTS

Coordination of Regional Specialized Transportation Services
 Coordinate TAAC Meetings
 Review MnDOT 5310 Awards
 Create and Participate in Equity Related Internal and External Committees

COMPLETION DATES

Ongoing
 Monthly
 Q1 2020
 Ongoing

RELATIONSHIP TO OTHER AGENCIES' WORK:

- 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.
- Provide support to other agencies in learning best practices and capacity building for outreach and engagement.
- Work with MnDOT in the Advancing Transportation Equity initiative to better understand how the transportation system, services and decisions-making processes help or hinder the lives of people in underserved and underrepresented communities in the Twin Cities.

TASK C-4 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). CAA conformity planning is done collaboratively through the Minnesota Interagency Air Quality and Transportation Planning Committee (MNIAQTPC), consisting of technical staff from the Council, MnDOT, MPCA, FHWA, FTA, and EPA. The roles and responsibilities of the MNIAQTPC are defined in the interagency consultation procedures developed collaboratively. In November 2019, the region will be at the end of its second ten-year maintenance program and be in full attainment of federal air quality standards from transportation-related sources. It remains to be determined how precisely this will change roles and responsibilities and tasks in this continuing collaboration.

ACTIVITIES:

- Provide data and technical assistance to partner agencies to assist in air quality and travel demand analyses and modeling.
- Organize and work with the MNIAQTPC to consult on air quality issues and State Implementation Plan (SIP) updates as necessary.
- Conduct any required air quality conformity analysis.
- Participate in the activities and leadership of Clean Air Minnesota (CAM), a public-private partnership that works to achieve measurable, voluntary emissions reductions.
- Prepare for a potentially needed SIP revision to comply with the anti-backsliding provisions of the CAA.
- Collaborate on internal climate change and sustainability initiatives.
- Collaborate on inter-agency efforts to address climate change.

- Provide technical assistance to local governments in quantifying and reducing greenhouse gas emissions.
- Develop and integrate transportation planning strategies to address the greenhouse gas emissions reduction goals of the 2007 Next Generation Energy Act and the Statewide Multimodal Transportation Plan.

RELATIONSHIP TO OTHER AGENCIES' WORK:

The Council, MPCA, MnDOT, FHWA, FTA, and EPA all play key roles in the development of regional response strategies to reduce formations of greenhouse gases, ozone, and PM2.5. Council staff works with other council divisions on emissions reduction planning efforts.

PRODUCTS

SIP Revision

COMPLETION DATES

Ongoing

TASK C-5 TRANSPORTATION FINANCE

PURPOSE: To track and coordinate estimates of projected revenues and expenditures for the regional highway and transit systems with MnDOT, Metro Transit and other transit providers, counties and cities to assure that the planned major investments in the TPP and TIP meet the requirement of fiscal constraint and to research and prepare information on transportation funding and spending within the region.

ACTIVITIES:

- Maintain and update as necessary a regional 20-year spreadsheet of expected highway and transit revenues and expenditures for the region.
- Work with MnDOT on Metro District funding levels and allocation of available funding to major highway projects.
- Participate in the MnDOT Program Update Workgroup to provide input on MnDOT agency-wide funding allocations.
- Review and comment on MnDOT plans and financial estimates including MnSHIP and the metro area CHIP.
- Work with Metro Transit and counties on funding plans for major transitway investments
- Update the legislatively required Transit Financial Capacity Analysis report
- Review Council transit capital and operating budget plans and assure consistency with the TPP

PRODUCTS

Analysis of Transportation Funding
 Transit Financial Capacity Analysis Report
 Transit Unified Operating Budget
 Transit Unified Capital Budget

COMPLETION DATES

Ongoing
 October
 December
 December

RELATIONSHIP TO OTHER AGENCIES' WORK:

- Council staff works with the transit operating agencies and suburban transit providers on transit operating and capital planning and on preparation of the Transit Financial Capacity Analysis Report
- MnDOT works in cooperation with the Council on estimating metro area revenues and spending and identifying major highway investments.
- The Council staff work with county transportation staff to estimate local transportation revenues and spending and track local contributions to regional highway and transit investments.

TASK C-6 AUTOMATED, CONNECTED, AND ELECTRIC VEHICLES

PURPOSE: Support national and state research and collaboration on automated, connected and electric vehicle technologies; analyze anticipated impact of automated, connected and electric vehicle implementation on the region's transportation system and work with MnDOT and local transportation entities to share knowledge and prepare for implementation.

ACTIVITIES:

- Participate in implementation of MnDOT State CAV Strategic Plan and planning activities led by MnDOT
- Participate on Association of MPO (AMPO) national CAV planning work and potential Phase II national work group sponsored by AMPO and FHWA.
- Lead peer region research and scenario planning consultant study to investigate various potential impacts of regional fleet electrification focusing on land use impacts, electrification system and other system level changes that would need to occur to support electrification of a substantial portion of the regional fleet
- Provide information and educational materials on automated, connected and electric vehicle planning and implementation efforts to new Council members
- Cooperate and coordinate on research activities related to CAV and electrification with CTS and other regional partners
- Work with the Community Development division of the Council to determine how to include CAV and electrification scenario planning into the next update of the Regional Development Guide (Thrive MSP 2040).
- Lead consultant-led study on climate change and regional vehicle electrification research.

PRODUCTS

Peer Region Research and Scan on Vehicle Electrification Planning Activities

COMPLETION DATES

Q4 2020

RELATIONSHIP TO OTHER AGENCIES' WORK:

In 2019, MnDOT completed and released its Statewide Strategic plan for CAV implementation work in MN. Council staff will partner with MnDOT to participate in metro area activities including on-going committees related to CAV planning and testing activities occurring in the metro area work.

Activity B	2020 Budget
ACTIVITY STAFF WEEKS:	141
Peer Region Research and Scan on Vehicle Electrification Planning Activities	2
CONSULTANT:	\$30,000
Peer Region Research and Scan on Vehicle Electrification Planning Activities	\$30,000
TOTAL ESTIMATED EXPENDITURES:	\$832,956
SOURCES OF FUNDS:	
FEDERAL: (CPG)	\$552,522
LOCAL: Metropolitan Council	\$280,434

D. TRAVEL FORECASTING AND MODEL DEVELOPMENT

This work area focuses on tasks and activities that provide research and survey data for the regional travel model primarily through the Travel Behavior Inventory; technical work to maintain

and update the regional model as needed and also research work on travel changes, behavior and tools and methods that can be used for modeling travel.

TASK D-1 TRAVEL BEHAVIOR AND RESEARCH

PURPOSE: To continue a program to travel and socio-economic data research including the Travel Behavior Inventory (TBI). The TBI has been transitioned to a continuing program including a biennial household travel survey, and every-five-year transit on board survey, and additional travel behavior data collection. The work forms the factual basis for forecasting models. The scope of the TBI program is managed in consultation with a regional travel forecasting technical committee.

ACTIVITIES:

- Implement Travel Behavior Inventory Program
- Coordinate regional travel forecasting technical committee
- Analyze and distribute TBI data, including the 2016 transit on board survey and wave 1 household travel survey
- Complete expansion, analysis, and publishing of first wave of TBI household travel survey from Oct 2018 to Sep 2019.
- Begin second wave of TBI household travel survey from Oct 2020 to Sept 2021. Analyze and publish data.
- Plan for 2021 transit on board survey, including initiate hire of consultant
- Plan for future waves of TBI household travel survey and transit on board survey
- Conduct special generator survey at MSP airport
- Plan for future special generator surveys, including at regional colleges and universities.
- Perform and support research on research on regional travel
- Perform additional data collection as needed to support model development and improvement
- Cooperate with research into regional travel forecasting conducted at the University of Minnesota and other research institutions as appropriate
- Provide technical assistance to and satisfy data request from other agencies, local units of government, and consultants.
- Review and analyze information from federal data sources such as the Census Transportation Planning Package, and American Community Survey, the National Household Travel Survey, and other data sources.
- Work with MnDOT and other partners to coordinate assessment and purchase of third-party transportation data where appropriate.
- Collaborate with peer agencies on best practices for data collection and analysis. This will include membership and active participation with the Zephyr Foundation.
- Work with the UMN Accessibility Observatory to participate in the National Accessibility Pooled Fund and other accessibility research.

PRODUCTS

2018-2019 TBI Household Travel Survey
 2020-2021 TBIU Household Travel Survey
 2021 Transit On-Board Survey
 Special Generator Survey
 Third Party Data Purchase

COMPLETION DATES

2020
 2022
 2022
 2020
 2020
 Ongoing
 Ongoing

University of Minnesota Transitways STOPS Model Consolidation
 University of Minnesota Accessibility Observatory Work

RELATIONSHIP TO OTHER AGENCIES' WORK:

The Council coordinates closely with MnDOT and WisDOT in public and local government outreach related to transportation data collection. Council staff works closely with other Council divisions, including Community Development and Metro Transit, and with suburban transit providers and the University of Minnesota to plan data collection work. Data is shared with partner agencies and with local governments.

TASK D-2 TRAVEL MODEL DEVELOPMENT AND FORECASTING

PURPOSE: To maintain and apply travel forecast models to support planning for orderly development and operation of transportation facilities. To maintain model inputs and to monitor, revise, and update travel forecast to 2040 and beyond. To provide projections of travel demand, greenhouse gas and air pollution emissions, transit ridership, and other data needed to evaluate regional transportation investments. The scope of the forecasting program is managed in consultation with a regional travel forecasting technical committee.

ACTIVITIES:

- Work with Community Development to produce land use and socio-economic forecasts for the region and with GIS to receive regional GIS databases.
- Work with MnDOT to further explore integration of dynamic traffic and transit assignment into the regional model
- Investigate and implement additional model improvements such as more detailed bicycle/pedestrian forecasting
- Take advice from and collaborate with peer agencies, federal partners, and industry organizations locally and nationally in understanding the need for and implementing model improvements.
- Participate in the national ActivitySim collaborative project. Implement the ActivitySim second generation activity-based model in the region.
- Provide technical assistance to other divisions, other agencies, and local units of government in travel forecasting.
- Provide technical assistance and review of major highway and transit corridor and project forecasting
- Distribute socio-economic forecasts, regional transportation forecasting networks, and the regional model to partners as needed
- Produce forecasts in support of Council and MnDOT plans and studies
- Model development, enhancement, and re-calibration considering recent sensitivity testing and new survey data
- Rebuild model input networks
- Development and implementation of alternative and/or backup modeling approaches
- Review reasonableness of forecasts in local plans, environmental documents, etc. that are submitted to the Council
- Improve methods for developing forecast model inputs, including networks
- Develop a regional implementation of the FTA STOPS model for transitway forecasting
- Explore and implement, as appropriate, alternative and/or backup methods for conducting travel forecasts.

PRODUCTS

ActivitySim Local Initial Implementation
Regional STOPS transitway model consolidation
Tourcast Software Upgrades
Zephyr Foundation Membership
Multimodal Network Design
Fast Trips Transit Assignment

COMPLETION DATES

2020
2020
2020
Ongoing
2020
2020

ABM Recalibration	2020
CityCast	2020
AMPO Activity Sim	2020

RELATIONSHIP TO OTHER AGENCIES' WORK:

- The Council coordinates closely with MnDOT in development and operation of forecasting models and techniques. Through the Regional Travel Forecasting Committee, the Council coordinates with local and partner agency stakeholders in the forecasting process.

Work Activity D	2020 Budget
ACTIVITY STAFF WEEKS:	143
UMN Transitway Impacts Research	3
UMN Accessibility Observatory	3
ActivitySim Local Implementation	7
Regional STOPS Transitway Model	8
Consolidation	5
Tourcast Software Updates	5
Zephyr Foundation	2
CityCast	1
AMPO Activity Sim	2
CONSULTANT:	\$310,000
UMN Transitway Impacts Research	\$15,000
UMN Accessibility Observatory	\$20,000
ActivitySim Local Implementation	\$70,000
Regional STOPS Transitway Model	\$65,000
Consolidation	
Tourcast Software Updates	\$50,000
Zephyr Foundation	\$10,000
CityCast	\$20,000
AMPO Activity Sim	\$35,000
Model Network Rebuild	\$25,000
TOTAL ESTIMATED EXPENDITURES:	\$1,070,125
SOURCES OF FUNDS:	
FEDERAL: (CPG)	\$709,843
LOCAL: Metropolitan Council	\$360,282

E. Short Range Planning and Performance Monitoring

This work in this area relates to regional transportation system modal performance monitoring; evaluation; comparison to adopted regional measures and targets; and subsequent reporting on regional performance. There is a special emphasis on the Congestion Management Process and monitoring and evaluating the impacts of congestion in the region.

TASK E-1 CONGESTION MANAGEMENT PROCESS

PURPOSE: Federal law requires Transportation Management Areas (MPOs serving metropolitan areas with populations greater than 200,000) to develop and coordinate the implementation of a comprehensive Congestion Management Process (CMP). The CMP is a cooperative, multi-faceted process that includes establishing objectives; measuring and closely monitoring system performance; identifying causes of both recurring and non-recurring congestion; and implementing strategies to mitigate congestion on the transportation system. This results in the establishment of regional multi-modal performance measures and strategies which inform both long- and short-range planning activities and is used as a component in project selection processes.

ACTIVITIES:

- Host meetings of the CMP Advisory Committee, which is composed of partners and stakeholders representing transportation agencies and operators throughout the metro area. This Committee coordinates efforts and performs several activities in order to develop strategies that mitigate congestion on the transportation system.
- Apply methodologies for analyzing congestion levels on the entire transportation system, including non-freeway principal and minor arterials systems and select Corridor Study Areas for further analysis.
- Select strategies to mitigate congestion on the regional system in specific Corridor Study Areas.
- Implement mechanisms to incorporate prioritized CMP strategies/corridors into the project selection process.
- Regularly assess the effectiveness of previously implemented strategies.
- Coordinate a comprehensive and coordinated program for collecting data used to assess system performance and determining both the extent and causes of congestion in the metro area.
- Implement regionally-identified performance measures and targets to report upon and monitor system congestion.

PRODUCTS

Detailed CMP Corridor Analysis Study
 Corridor Study Area Selection
 Corridor Study Area Strategy Selection
 Update Traffic Trends Report

COMPLETION DATES

Q2 2020
 Q3 2020
 Q3 2020
 Q3 2020

RELATIONSHIP TO OTHER AGENCIES' WORK:

The Council coordinates closely with MnDOT on identifying freeway congestion through the data provided by the Regional Traffic Management Center and other agency sources. Through the CMP Advisory Committee, the Council has established a coordinated and transparent process that allows for all regional stakeholders and transportation officials to be informed and have a forum for input into the region's CMP.

TASK E-2 TRANSPORTATION SYSTEM PERFORMANCE MONITORING AND DATA COLLECTION

PURPOSE: This task involves the development, maintenance, and dissemination of information on the performance of the Twin Cities transportation system. This assists in informing policy decisions and funding allocations in the region. This task also involves the adoption of federally required transportation system performance targets and measures. Also included in this task is the monitoring of the region’s transportation system performance and condition.

ACTIVITIES:

- Update federally required performance targets as necessary to fulfill federal requirements.
- Utilize Streetlight or similar data to track travel time impacts of congestion on travel speeds, producing reports and maps illustrating congestion on the region’s A minor arterial system and non-instrumented principal arterials.
- Develop and implement a performance dashboard to illustrate performance levels on the region’s transportation system.
- Evaluate the performance of the regional transportation system with trend analysis, peer region comparisons, and on-request data analysis.
- Evaluate the application of transit service planning guidelines and performance standards.
- Develop annual Route Analysis that evaluates all routes in the regional transit system against regional transit performance standards.
- Coordinate with regional transit providers on transit asset management performance management, evaluation, and planning.

PRODUCTS

A Minor Arterial and Non-Instrumented System Evaluation
 Principal Arterial Congestion Report
 Twin Cities Regional Performance Dashboard
 Updated Safety Performance Measure Targets
 Update Other Performance Measure Targets
 Transit Asset Management Targets
 2019 Transit Route Analysis
 Comprehensive Transit Financial Report

COMPLETION DATES

2020
 Q3 2020
 Q4 2020
 February 2020
 As Needed
 Q4 2020
 Q4 2020
 Q4 2020

RELATIONSHIP TO OTHER AGENCIES WORK:

- Council staff works closely with MnDOT and other MPOs to coordinate on statewide performance targets. Additionally, staff works with regional partners on defining congestion, identifying areas of concern on the system, and producing maps that highlight congestion hot spots. The Council will continue to work closely with regional and federal partners as it develops a performance dashboard for the region.
- Council staff monitors MnDOT’s regular report on congestion, the Annual Congestion Report. The Council also works with MnDOT to develop the required data needed for the federal performance measures. Depending on study needs, data is derived from other various sources such as the Minnesota Crash Mapping Analysis Tool (MnCMAT), Data Extract/Data Plot, Streetlight, and PEMS.

Work Activity E	2020 Budget
ACTIVITY STAFF WEEKS:	127

Detailed CMP Corridor Analysis Study	4
Twin Cities Regional Performance Dashboard	4
CONSULTANT:	\$125,000
Detailed CMP Corridor Analysis Study	\$100,000
Twin Cities Regional Performance Dashboard	\$25,000
TOTAL ESTIMATED EXPENDITURES:	\$854,682
SOURCES OF FUNDS:	
FEDERAL: (CPG)	\$566,934
LOCAL: Metropolitan Council	\$287,748

F. NON-CPG PLANNING ACTIVITIES

The activities in this work area are components of the work performed by the MPO, however federal planning (CPG) dollars are not used. These activities are included as part of the narrative of the whole body of work that the department produces. The Council has been involved in this work for several decades and this work relates to the efficient operation of the region's transportation system.

TASK F-1 RIGHT OF WAY ACQUISITION LOAN FUND

PURPOSE: The Metropolitan Council administers the Right of Way Acquisition Loan Fund (RALF), established by the Minnesota legislature in 1982, to give loans to cities and counties for advance acquisition of property located within an officially mapped metropolitan highway right-of-way. This work is funded locally since it is not eligible for federal planning funds, but it is included here to more fully illustrate the work of the Council's transportation planning department.

ACTIVITIES:

- Council staff consults with interested cities and MnDOT to determine the eligibility of specific parcels for RALF loans, prepares reviews of RALF loan applications for Council approval and if approved, processes loan documents and check requisitions.
- Staff processes loan repayments after the property is sold to the road building authority, which is generally MnDOT.
- Staff reports to the Council on the status of the RALF program and the available balance in the revolving loan fund each year.
- The Council originally levied a property tax to fund this program, but loan repayments made into the revolving fund when the highway is constructed have been sufficient to support the program for many years without the need for an annual levy.

PRODUCTS

Process loan applications and repayments

COMPLETION DATES

As needed

RELATIONSHIP TO OTHER AGENCIES' WORK:

- Council staff works with MnDOT to determine whether parcels proposed for acquisition are needed for future state highway expansions.

TASK F-2 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 includes the Aviation Policy Plan. To ensure aviation plan consistency with current and anticipated technical, economic and political conditions. To provide for review and coordination of aviation planning activities among agencies and municipalities. 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.

ACTIVITIES:

- Continue an aviation system planning program including an aviation database, identification of needs, and evaluation of system performance.
- Coordinate activities with MnDOT Aeronautics, Metropolitan Airports Commission (MAC), other airport sponsors, communities, and users on the various metro aviation activities.
- Review/approval of Minneapolis- St. Paul (MSP) International Airport 2040 long-term comprehensive plan.
- Review/approve Crystal Airport project environmental evaluations
- Review airport annual capital improvement programs, and land use (noise, safety, and infrastructure) compatibility planning.
- Include ongoing reviews of the aviation elements of local comprehensive plans and comprehensive plan amendments.
- Participate in the Stakeholder Engagement Group for the MSP Long term Comp plan.
- Participate in the Lake Elmo Airport Joint Airport Zoning Board.
- Coordinate a review of projects to implement the MSP 2030 Long-Term Comprehensive Plan.
- Special efforts will be made in 2020 to assist local governments in updating aviation elements of their comprehensive plans due in 2020.

PRODUCTS:

Potential System Plan (pending FAA Grant)
 Review MAC's Capital Improvement Program
 Review of Local Plan Amendments and EAs
 Long-Term Comprehensive Plan for MSP

COMPLETION DATES:

As needed/2021
 Q1 2020
 As needed
 2020

RELATIONSHIP TO OTHER AGENCIES' WORK:

Council staff works with MnDOT Aeronautics and the Metropolitan Airports Commission to coordinate and review aviation system needs throughout the region. The MAC is responsible for planning and development for the many of the region's airports in the regional aviation system.

Work Activity F	2020 Budget
ACTIVITY STAFF WEEKS:	55
CONSULTANT:	\$0
TOTAL ESTIMATED EXPENDITURES:	\$138,058
SOURCES OF FUNDS:	
FEDERAL:	\$0
LOCAL:	\$138,058
LOCAL: MAC	\$109,000
LOCAL: NON-MAC	\$29,058

III. APPENDICES

Appendix A: 2020 UNIFIED PLANNING WORK PROGRAM BUDGET

Task	Task Title	Staff Weeks 2020	Salary Cost	Consultant Cost	Overhead & Expenses	Total Cost	UPWP Federal (CPG)	Local Match (20%)	Other Federal	Local Overmatch	Local MAC	Total	Percent Local
A	Planning and Programming Process	325	\$776,094	\$0	\$1,006,329	\$1,782,423	\$1,182,330	\$295,582	\$0	\$304,511	\$0	\$1,782,423	34%
B	Modal System Planning	374	\$834,034	\$680,000	\$1,156,504	\$2,670,538	\$1,771,441	\$442,860	\$0	\$456,237	\$0	\$2,670,538	34%
C	Long Range System Planning	141	\$366,364	\$30,000	\$436,592	\$832,956	\$552,522	\$138,131	\$0	\$142,303	\$0	\$832,956	34%
D	Research and Travel	143	\$317,341	\$310,000	\$442,785	\$1,070,125	\$709,843	\$177,461	\$0	\$182,821	\$0	\$1,070,125	34%
E	Forecasting Short Range Planning and Monitoring	127	\$337,988	\$125,000	\$391,694	\$854,682	\$566,934	\$141,733	\$0	\$146,015	\$0	\$854,682	34%
Eligible for Federal Funding		1,109	\$2,631,820	\$1,145,000	\$3,433,904	\$7,210,725	\$4,783,070	\$1,195,768	\$0	\$1,231,887	\$0	\$7,210,725	34%
F-1	RALF Aviation	6	\$16,062	\$0	\$1,861	\$17,923	\$0	\$17,923	\$0	\$0	\$0	\$17,923	100%
F-2	Transportation Planning	49	\$105,093	\$0	\$15,042	\$120,135	\$0	\$11,135	\$0	\$0	\$109,000	\$120,135	100%
Not Eligible for Federal Funding		55	\$121,155	\$0	\$16,903	\$138,058	\$0	\$29,058	\$0	\$0	\$109,000	\$138,058	100%
Total Planning Budget		1,164	\$2,752,975	\$1,145,000	\$3,450,807	\$7,348,783	\$4,783,070	\$1,224,826	\$0	\$1,231,887	\$109,000	\$7,348,783	100%
Task	Task Title	Staff Weeks 2020	Salary Cost	Consultant Cost	Overhead & Expenses	Total Cost	UPWP Federal	Local Funds	Other Federal	Other Local	Local MAC	Total	Percent Local
D	Travel Behavior Inventory Program			\$1,958,702		\$1,958,702	\$0	\$561,462	\$1,397,240	\$0	\$0	\$1,958,702	40%

2020 UPWP Program Budget -- Salary Portion

UPWP Category	Project Title	Federal Funding Amount	Local Funding Amount	Total Funding Amount
	Planning and Programming Process			\$776,094
A-1	Planning Program Support Transportation Improvement Program	\$155,219	\$38,805	\$194,024
A-2	Program	\$124,175	\$31,044	\$155,219
A-3	Regional Solicitation	\$341,481	\$85,370	\$426,852
	Modal System Planning			\$834,034
B-1	Highway	\$266,891	\$66,723	\$333,613
B-2	Freight	\$33,361	\$8,340	\$41,702
B-3	Transit	\$200,168	\$50,042	\$250,210
B-4	Bicycle and Pedestrian	\$100,084	\$25,021	\$125,105
B-5	Corridors and Work Led by Partner Agencies	\$66,723	\$16,681	\$83,403
	Long Range System Planning			\$366,364
C-1	Transportation Policy Plan	\$43,964	\$10,991	\$54,955
C-2	Land Use	\$14,655	\$3,664	\$18,318
C-3	Environmental Justice & Equity	\$73,273	\$18,318	\$91,591
C-4	Air Quality	\$73,273	\$18,318	\$91,591
C-5	Transportation Finance	\$43,964	\$10,991	\$54,955
C-6	Connected and Autonomous Vehicles	\$43,964	\$10,991	\$54,955
	Research and Travel Forecasting			\$317,341
D-1	Travel Behavior & Research	\$126,936	\$31,734	\$158,670
D-2	Model and Forecasting	\$126,936	\$31,734	\$158,670
	Short Range Planning and Monitoring			\$337,988
E-1	Congestion Management Process	\$189,273	\$47,318	\$236,591
E-2	Traffic Monitoring & Evaluation	\$81,117	\$20,279	\$101,396
	Non-UPWP Activities			\$121,155
F-1	Right of Way Loan Acquisition Fund		\$16,062	\$16,062
F-2	Aviation Transportation Planning		\$105,093	\$105,093

Appendix B: 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 (non-federal) dollars. The exception to this would be periodic special studies funded by Federal Aviation Administration (FAA) grants, which may occur in 2020 pending funding availability. This is also true for the Right-of-way Acquisition Funds (RALF) program, which is funded with local monies. These activities are included in the 2020 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 2 CFR 200.501 (b),

A non-Federal entity that expends \$750,000 or more during the non-Federal entity’s fiscal year in Federal awards must have a single audit conducted in accordance with § 200.514 Scope of audit except when it elects to have a program-specific audit conducted in accordance with paragraph (c) of this section.

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 provisions 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 at least a 20% local match the federal CPG grant, as required. 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.

Appendix C: Carryover Policy

In 2017 MnDOT revised its policy related to carryover funds. MPOs are expected to use their allocated funds in the year appropriated. If an MPO does not allocated all of its funds in the UPWP for the year appropriated, MnDOT will make the unused funds available to other MPOs on a project-specific basis. The policy change did not apply to funds already held in reserve (i.e., carryover).

The Council has committed \$1 million towards the funding of the first six years of the new TBI. As of this writing, \$500,000 of reserve/carryover has been signed into a master contract with MnDOT for this work. Another \$500,000 will be added at a future date. The Council will draw down an additional \$450,000 from the reserve/carryover funds in 2020. Availability of these funds for this purpose was confirmed by MnDOT staff.

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 matching the 20% requirement in order to best meet planning needs in 2020. The Council anticipates there will be sufficient funds to cover the local match in whichever year the UPWP funds are budgeted.

Appendix D: Description of 2020 Consultant-Led Projects

This appendix provides a more detailed description for each of the consultant-led work projects programmed for 2020. Each study includes a breakdown of the total project cost and the funding from both federal planning funds (CPG) and local match funds. Also included is a discussion of how each project reflects goals, objectives, and strategies included in the Transportation Policy Plan (TPP). The TPP provides an avenue for which projects are prioritized and ultimately selected, and each project is linked to priorities outlined in the 2040 TPP. A summary of each consultant led project is provided below.

Task A: Planning and Programming Processes

No consultant studies programmed for 2020.

Task B: Modal System Planning

Twin Cities Mobility Needs Analysis: The goal of this study is to provide MnDOT with a mobility need monetary value to be incorporated into the next Minnesota State Highway Investment Plan (MnSHIP) Update. It will identify a mobility need monetary value based upon performance measures and targets. The analysis is directly called for in the 2040 TPP Update's Work Program under the Highways Performance Measures and Funding Decisions work task.

Budget: \$225,000 in 2020
Federal (CPG) Funds, 2020: \$180,000
Local (Met Council) Funds, 2020: \$45,000

Roadway Right-Sizing Study: This effort will analyze and prioritize congested arterials, focusing on two-lane roadways in the metro area. This regional prioritization is currently missing in the Transportation Policy Plan and is expected to impact scoring in the 2022 Regional Solicitation funding cycle. The analysis is described in the 2040 TPP Update's Work Program under the Congestion Management Process Plan as part of identifying congestion on the arterial network.

Budget: \$175,000 in 2020
Federal (CPG) Funds, 2020: \$140,000
Local (Met Council) Funds, 2020: \$35,000

Bus Service Allocation Study: The goal of this study is to develop an understanding of the competing roles of geographic coverage and ridership productivity that transit serves in the region, and to develop strategies for allocating resources to these roles. The need for this study has come out of discussions on the Regional Solicitation and Regional Service Improvement Plan, and during transit funding proposal discussions with policymakers. This analysis will include workshops with regional policymakers to understand values for transit service, an evaluation of existing transit services and a classification into the competing roles, the development of scenarios to understand the trade-offs in allocating resources between the roles, the evaluation of the scenarios, the development of service allocation strategies and goals, and an implementation plan for service allocation strategies. The analysis is directly called for in the 2040 TPP Update's Work Program under Transit Related Studies.

Budget: \$80,000 in 2020
Federal (CPG) Funds, 2020: \$64,000
Local (Met Council) Funds, 2020: \$16,000

RBTN Bikeway Facility and Corridor Spacing Guidelines: This regional study will review the spacing of all planned RBTN corridors and alignments and the current facility treatment status of a sample of RBTN facilities to develop regional guidelines for bicycle facility treatments and future spacing criteria for new corridors/alignments that would vary across regional sub-areas. The study will investigate a range of RBTN on-road facility treatments within the context of roadway functional classification and in consideration of state and national bicycle facility design guidance. This effort will evaluate and compare potential synergies and conflicts between bicycling and vehicular traffic across different functional roadway class corridors.

Budget: \$30,000 in 2020
Federal (CPG) Funds, 2020: \$24,000
Local (Met Council) Funds, 2020: \$6,000

Regional Pedestrian Safety Action Plan: This project will include systemic crash data analysis to identify crash characteristics and risk factors for pedestrians, as well as working with regional stakeholders on identifying countermeasures and program recommendations, including the regional solicitation. The need for pedestrian crash data analysis is identified in the 2040 TPP's Work Program and supports the Plan's safety goal and its objective to reduce fatal and serious injury crashes and improve safety for all modes. Pedestrians are the initial focus for this crash data analysis because of the increase in fatalities and serious injuries for the most vulnerable travelers on the transportation system as other types of traffic deaths and injuries decrease.

Budget: \$150,000 in 2020
Federal (CPG) Funds, 2020: \$120,000
Local (Met Council) Funds, 2020: \$30,000

Task C: Long-Range System Planning

Peer Region Research and Literature Scan on Vehicle Electrification: As metropolitan regions begin to shift to connected and autonomous vehicles and implement shared mobility options, there is a general consensus that both public and private vehicle fleets will become electrified. Fleet electrification can have many positive environmental benefits, but may also require substantial changes in the regional electric grid, where and how vehicles are charged and potential land use changes that might need to accompany fleet electrification such as vehicle charging hubs and implementation of on-street charging locations. This project will scan peer regions and available literature on this subject to determine if and how comparable regions are planning for the implementation of electric vehicles and investigate various potential impacts of regional fleet electrification focusing on land use impacts, the electrification system and other system level changes that would need to occur to support electrification of a substantial portion of the regional fleet. The work will include determining how and if scenarios related to vehicle electrification should be included in the next update of the Regional Development Guide (*Thrive MSP 2040*) and seek to quantify regional benefits of electrification.

Budget: \$30,000 in 2020
Federal (CPG) Funds, 2020: \$24,000
Local (Met Council) Funds, 2020: \$6,000

General Peer Regional Research and Comparison: A best practice for long-range planning is to understand the issues and work of other peer metropolitan regions and learn from our national peers on similar concerns and issues. In particular, understanding how other regions prioritize and invest in their

regional transportation system and understanding how other regions are planning for climate change are two potential peer region comparisons for 2020. This work will engage a consultant on an identified issue(s) and help determine where and how innovative planning work is occurring. At this time the particular issue(s) that might be researched have not been identified. Early in 2020 Council staff will engage the TAC Planning committee and other partners to determine research interests and identify a scope of work.

Budget: \$20,000 in 2020
Federal (CPG) Funds, 2020: \$16,000
Local (Met Council) Funds, 2020: \$4,000

Task D: Travel Model Development and Forecasting

ActivitySim Local Initial Implementation: The goal of this project is to locally implement the ActivitySim advanced open-sourced activity-based travel behavior modeling software in the MSP region, and to estimate models based on local travel behavior inventory data. This implementation will be following similar implementations in the Atlanta and Detroit regions, and will benefit from their experience. This will lay the foundation for the next generation travel demand model in this region.

Budget: \$70,000 in 2020
Federal (CPG) Funds, 2020: \$56,000
Local (Met Council) Funds, 2020: \$14,000

Regional STOPS Transitway Model Consolidation: This is a consultant-led project to implement the FTA Simplified Trips on Project modeling software on a regional scale. This will provide the ability to coordinate different corridor-level STOPS projects more effectively, as well as to more easily respond to transit way forecast requests.

Budget: \$65,000 in 2020
Federal (CPG) Funds, 2020: \$52,000
Local (Met Council) Funds, 2020: \$13,000

University of Minnesota Transitways Impact Research: This project funds a portion of a transitway research project to be selected in late 2019 by the funding partners of the Transitways Impact Research Program at the UMN.

Budget: \$15,000 in 2020
Federal (CPG) Funds, 2020: \$12,000
Local (Met Council) Funds, 2020: \$3,000

U of M Accessibility Observatory Work: This both funds the Councils participation adjacent to the Accessibility Across America pooled fund study, providing locally focused accessibility data sets and reports from the Accessibility Observatory, as well as funding a set of Council-directed accessibility analyses that focus on specific analytical needs.

Budget: \$20,000 in 2020
Federal (CPG) Funds, 2020: \$16,000
Local (Met Council) Funds, 2020: \$4,000

Tourcast Software Upgrades: This is a consultant project to improve the Tourist software, which is the backbone of the current travel demand model. Potential tasks include improving model run times, changing file structure to use more updated file formats, and simplifying the scenario management to allow for better integration with scripting workflow and better reproducibility of scenarios.

Budget: \$50,000 in 2020
Federal (CPG) Funds, 2020: \$40,000
Local (Met Council) Funds, 2020: \$10,000

Zephyr Foundation: Agency membership dues in the Zephyr Foundation. The mission of Zephyr is The Foundation's mission is to advance rigorous transportation and land use decision-making for the public good by advocating for and supporting improved travel analysis and facilitating its implementation. Foundation goals are to advance the field through flexible and efficient support, education, guidance, encouragement, and incubation.

Budget: \$10,000 in 2020
Federal (CPG) Funds, 2020: \$8,000
Local (Met Council) Funds, 2020: \$2,000

CityCast: This is a subscription to cloud-based travel forecasting platform based on national data. The goal is to provide access to alternate travel forecasting tools, booths a check of current methods, and to provide a faster access to forecasts for smaller projects.

Budget: \$20,000 in 2020
Federal (CPG) Funds, 2020: \$16,000
Local (Met Council) Funds, 2020: \$4,000

AMPO ActivitySim Consortium: Agency membership in the ActivitySim consortium. The mission of the ActivitySim project is to create and maintain advanced, open-source, activity-based travel behavior modeling software based on best software development practices for distribution at no charge to the public. The ActivitySim project is led by a consortium of Metropolitan Planning Organizations (MPOs) and other transportation planning agencies, which provides technical direction and resources to support project development. All member agencies help make decisions about development priorities and benefit from contributions of other agency partners.

Budget: \$35,000 in 2020
Federal (CPG) Funds, 2020: \$28,000
Local (Met Council) Funds, 2020: \$7,000

Task E: Short Range Planning and Performance Monitoring

Detailed Congestion Management Process Corridor Analysis Methodology: The corridor analysis methodology developed in the Congestion Management Process Study (2018-2019) is to be further defined. The corridor analysis methodology will be documented and presented in sufficient detail that the Metropolitan Council and other stakeholders such as MnDOT, the cities, and counties can conduct CMP corridor analyses in a consistent manner. This work is a continuation of the Congestion Management Process (CMP) Plan called for in Chapter 14: Work Program of the 2040 Transportation Policy Plan.

Budget: \$100,000 in 2020
Federal (CPG) Funds, 2020: \$80,000
Local (Met Council) Funds, 2020: \$20,000

Development of Transportation System Performance Dashboard: The Congestion Management Process (CMP) Plan called for in Chapter 14: Work Program of the 2040 Transportation Policy Plan detailed a need to further explore different ways to measure, display, and communicate congestion to the public. Metropolitan Council staff will develop the data documenting system performance and work with a consultant to develop a dashboard that can be implemented through the Metropolitan Council website.

Budget: \$25,000 in 2020

Federal (CPG) Funds, 2020: \$20,000

Local (Met Council) Funds, 2020: \$5,000



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