

MEETING OF THE TAC PLANNING COMMITTEE

Thursday, August 12, 2021

Remote meeting

1:00 p.m.

NOTICE: The Metropolitan Council Chair has determined it is not practical or prudent to conduct in-person meetings in response to the COVID-19 pandemic. Accordingly, committee members will participate in this meeting via telephone or other electronic means and the meeting will be conducted under Minnesota Statutes section 13D.021 at the date and time stated above. We encourage you to [monitor the meeting remotely](#). If you have comments, we encourage members of the public to email us at public.info@metc.state.mn.us. We will respond to your comments in a timely manner.

[Webex meeting link for members of the public](#)

AGENDA

I. CALL TO ORDER

II. APPROVAL OF AGENDA

III. APPROVAL OF MINUTES

June 10, 2021, meeting of the TAC Planning Committee

IV. BUSINESS ITEMS

1. 2021-23: 2022 Unified Planning Work Program (UPWP) – David Burns
[2022 UPWP Document]
2. 2021-24: Regional Bicycle Transportation Network (RBTN) and Regional Bicycle Barriers Updates – Steve Elmer
[Presentation]
3. 2021-25: MnDOT Functional Classification System Changes – Steve Peterson, David Burns
4. 2021-26: MnDOT Functional Classification A-Minor Arterials Changes – Steve Peterson, David Burns

VI. OTHER BUSINESS

VII. ADJOURNMENT

Please notify the Council at 651-602-1000 or 651-291-0904 (TTY) if you require special accommodations to attend this meeting. Upon request, the Council will provide reasonable accommodations to persons with disabilities.

Full Packet

Minutes of the REGULAR MEETING OF THE TAC PLANNING COMMITTEE

Thursday, June 10, 2021 Online meeting

Committee Members Present: Nathan Abney, Dave Burns, Paul Czech, Bill Dermody, Innocent Eyoh, Jack Forslund, Jason Gottfried, Emily Jorgensen (chair), Elaine Koutsoukos, Michael Larson, Steve Mahowald, Scott Mareck, Gina Mitteco, Ben Picone, Angie Stenson, Jim Voll, Andrew Emanuele

APPROVAL OF AGENDA

The agenda was approved with no changes.

APPROVAL OF MINUTES

The May 2021 minutes were approved without modification.

INFORMATION ITEMS

Mobility Hubs Planning Guide

Meredith Klekotka from Metro Transit presented this item. The presentation is [posted on the agenda](#).

In response to a question about how these hubs could be funded, Cole Hiniker said they could be funded locally, potentially as part of larger redevelopment projects. For the Regional Solicitation, the transit or unique projects categories may be suited to these types of projects. Klekotka said the City of Minneapolis is using scooter fees and parking revenue to fund theirs. Local funding for pilots gives flexibility to be adaptive to what's working and what isn't. Xcel Energy has a role to play with EV charging.

Klekotka said the two projects she worked on with the University of Minnesota Carlson School about best practices and case studies of mobility hubs from across the country informed the scope of this planning guide. The school is also involved in the Shared Mobility Collaborative.

Klekotka said since around 30% of the trips per household tended to be within 1 to 3 miles, it would be very important to make multimodal travel options accessible for localized neighborhood travel. It was hard to measure how these were impacting vehicle miles traveled, and they were usually framed as a range of multimodal options.

Klekotka said equity was an emphasis of this study. The team would make sure they focus on people who don't have access to a car and incorporate equity factors into the priority screening criteria. They have heard place keeping is important for many people.

Hiniker said people could also reach out to him for any question about this project while Klekotka is out on leave in the near term.

Highway Mobility Needs Study

Steve Peterson from the Council and Paul Czech from MnDOT presented this item. The presentation is [posted on the agenda](#).

Peterson said that the measure of annual delay per capita would be used as a starting point and the basis of suggestions proposed in this study. Czech said this measure was selected because it could be used for target setting and serve as an indicator of other outcomes; it will be a starting point for what is recommended with MnSHIP. Bill Dermody said the focus on delay per capita is a concern since free-flowing traffic is not a regional goal. Paul Morris from the consultant team said regional goals and objectives were part of selecting performance measures. In response to a question about if existing and planned buses would play a role in prioritizing corridors, Peterson said they used the current revenue scenario for transit in the project. A next step is to model Network Next. They did

look at transit delay and saw positive benefits.

Angie Stenson said it would be important to incorporate the regional climate change or resiliency measures into the study in the next steps. They typically hear concerns about flooding and water quality with mobility projects.

In terms of the impact of telecommuting on congestion reduction, Peterson said the Council had been using a regional travel model with telecommuting as a travel mode to understand the pattern of telecommuting and its potential influence. Continued telecommuting post-Covid could affect assumptions, and it will be important to look at trends a year from now.

Peterson said a high-level equity analysis was made to examine potential disparities in related to job accessibility and no disparity was found.

Hiniker said before the next TPP the Council would be reevaluating the TPP goals and where there are competing goals and tradeoffs.

Before and After Solicitation Study

Dave Burns from the Council presented this item. The presentation is [posted on the agenda](#).

In response to a question about the next steps, Peterson said that in the short term, staff would present this study to Council committees for feedback and are developing purpose statements for solicitation application categories. In the long term, updating Thrive and the TPP could lead to a bigger re-evaluation of the Regional Solicitation. In the short term, this study included a guidebook for crash modification factors for use in the next solicitation.

Scott Mareck said it would be helpful to have a broader conversation about performance measures and how the solicitation impacts those outcomes. Over time we should monitor those measures at a network level to evaluate how the solicitation outcomes tie back to policy guidance in the TPP.

OTHER BUSINESS None

ADJOURNMENT After business was completed, the meeting adjourned.

ACTION TRANSMITTAL 2021-23

DATE: August 3, 2021

TO: TAC Planning

PREPARED BY: David Burns, Senior Highway Planner,
david.burns@metc.state.mn.us

SUBJECT: Amy Vennewitz, Deputy Director, MTS Finance and Planning
amy.vennewitz@metc.state.mn.us
2022 Unified Planning Work Program (UPWP)

REQUESTED ACTION: The Metropolitan Council requests that the Transportation Advisory Board (TAB) recommend adoption of the 2022 Unified Planning Work Program (UPWP).

RECOMMENDED MOTION: That the TAC Planning Committee recommend that TAC recommend adoption of the 2022 Unified Planning Work Program.

BACKGROUND AND PURPOSE OF ACTION: The Unified Planning Work Program (UPWP) serves as the Council's application for USDOT transportation planning funds. It is required that every metropolitan planning organization (MPO) submit the UPWP for consideration by the USDOT. The UPWP is prepared annually and describes the transportation planning activities that the Council will conduct for the year. Participants in the UPWP include the Metropolitan Council, the Minnesota Department of Transportation, the Minnesota Pollution Control Agency, the Metropolitan Airports Commission, and local cities, counties, and other stakeholders.

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 the MPO. Projects with Metropolitan Council participation include staff hours and consultant costs that detail how the estimated \$4.4 million of federal planning money will be spent, along with a required 20 percent local match to the federal funds. In 2022 the Council is committing the use of the federal funds and local match to support the transportation planning program and begin to prepare for the 2024 update of the region's Transportation Policy Plan.

Many of the tasks described are required by state or federal law and are ongoing activities, such as the TAC/TAB committee process, or repeat on an annual or biennial cycle, such as the preparation of the TIP and the Regional Solicitation. Other tasks include studies that help to inform the region's transportation policies and improve processes.

As the UPWP goes through the review process there may be minor edits to the work program and/or budget based upon feedback from committees or as part of the public review process.

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. The activities include both activities required for the MPO to operate as well as projects that reflect the regional transportation vision.

COMMITTEE COMMENTS AND ACTION:

ROUTING

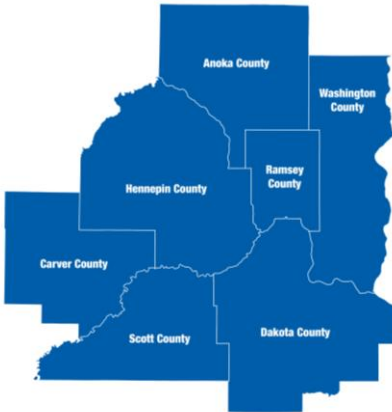
TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Adopt	

**2022 TRANSPORTATION
UNIFIED PLANNING WORK PROGRAM FOR
THE TWIN CITIES METROPOLITAN AREA**

The Council’s mission is to foster efficient and economic growth for a prosperous metropolitan region

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The Metropolitan Council is the regional planning organization for the seven-county Twin Cities area. The Council operates the regional bus and rail system, collects and treats wastewater, coordinates regional water resources, plans and helps fund regional parks, and administers federal funds that provide housing opportunities for low- and moderate-income individuals and families. The 17-member Council board is appointed by and serves at the pleasure of the governor.

The preparation of this report has been funded in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The Contents of this document reflect the views of the authors who are responsible for the facts or accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the U.S. Department of Transportation. The report does not constitute a standard, specification, or regulation.

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ACRONYMS

3-C - Continuing, Cooperative, Comprehensive
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
CAV – Connected and Automated Vehicles
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 Block Grant Program
TAAC – Transportation Accessibility Advisory Committee
TAB – Transportation Advisory Board
TAC – Technical Advisory Committee to the TAB
TBI – Travel Behavior Inventory
TED – Transportation and Economic Development
TH – Trunk Highway
TIP – Transportation Improvement Program
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 transportation and transportation-related planning activities in the Twin Cities metropolitan area for calendar year 2022. The Metropolitan Council serves as the Metropolitan Planning Organization (MPO) for the region and facilitates the cooperative, continuing and comprehensive (3-C) transportation planning process for the region. The Metropolitan Council jurisdiction includes seven counties surrounding the core cities of Minneapolis and St. Paul. 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. A map depicting the MPO boundaries is provided on page 2 of this document. For more information on how the UPWP is used in the context of the activities of the Metropolitan Council, please reference the [2020 Transportation Planning and Programming Guide](#).

The participants in the UPWP include four agencies: the Metropolitan Council (Council), the Minnesota Department of Transportation (MnDOT), the Minnesota Pollution Control Agency (MPCA), and the Metropolitan Airports Commission (MAC). (See section F in this document for roles and responsibilities of the participants.) Since the 2022 UPWP also serves as the Metropolitan Council's application to the USDOT for 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 must be "matched" with at least a 20 percent local contribution, 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 TAB/TAC committee process and the creation of the region's annual Transportation Improvement Program (TIP). The long-range transportation plan for the Council, the *2040 Transportation Policy Plan (TPP)* was updated and adopted in November 2020. This plan complements the region's overall development plan, *Thrive MSP 2040*, which is mandated by state law and last updated in 2014. The regional development plan is anticipated to be updated in 2024 which will serve to guide the 2050 TPP, also anticipated to be adopted in 2024.

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 have emerged as priorities from stakeholders as the *TPP Update* was developed over the past year. The *TPP Update* was informed by enthusiastic feedback and input from local agency partners, which in turn provided direction to the Council on the most pressing issues to be studied. During 2020, the world, nation, state and region were impacted by the unforeseen development of the Covid-19 pandemic. The Work Program included in the 2020 update to the TPP reflects significant planning studies that will be undertaken in 2022 and beyond to analyze and understand the long-term transportation impacts of the pandemic. This cycle of project identification, planning work, learning, recommendations and inclusion between the 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 online forum, media relations, social media, community meetings, public hearings, and public information campaigns. These public participation strategies help keep the public and stakeholders informed as the Council carries out the programmed work program activities. An updated *Transportation Public Participation Plan* was adopted in 2017 and will again be updated in early 2022 to include performance metrics to better

inform the engagement and outreach activities of the Council and include outreach strategies for the 2024 TPP update.

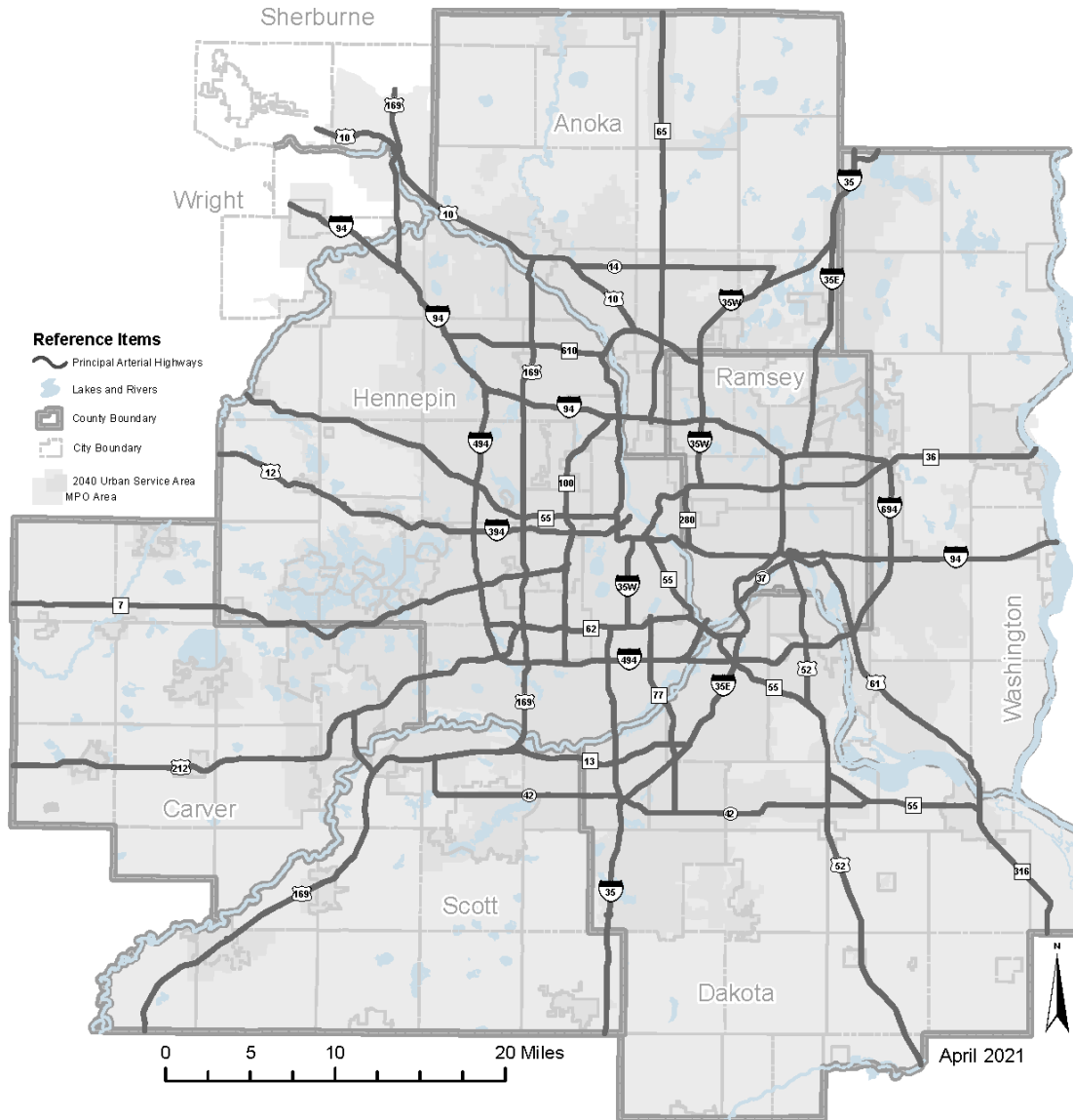


Figure 1: The Council's MPO Planning Area Boundary

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. Status of Metropolitan Council Planning Documents

The following table lists the most recent status (as of July 2020) of the Transportation Policy Plan, the Transportation Improvement Program, and other key planning documents produced by the Council.

Document	Action/Date
<i>Thrive MSP 2040</i>	Adopted May 2014
<i>2040 Transportation Policy Plan</i>	Adopted November 2020
2022-2025 Transportation Improvement Program	Adoption anticipated November 2021
Aviation Policy Plan (included in TPP)	Adopted November 2020
Transportation Public Participation Plan	Adopted May 2017
Congestion Management Process Policies and Procedures Document	Completed 2020; process on-going
Public Transit-Human Services Transportation Coordination Action Plan	Adopted January 2020
Title VI Plan	Adopted January 2020

D. 2021 Accomplishments

Major activities accomplished in 2021 include:

- Monitored and analyzed traffic data as the COVID-19 pandemic began
- Conducted a regional travel survey and analyzed the impacts of the COVID-19 pandemic on regional travel patterns
- Completed the Bus Service Allocation Study and began identifying implementation actions
- Adopted the 2022 Unified Planning Work Program
- Adopted the 2022-2025 Transportation Improvement Program
- Completed the Twin Cities Mobility Needs Analysis study
- Completed the Regional Solicitation Before and After Study Phase 2
- Completed the RBTN Bikeway Facility Guidelines & Measures Study
- Started work on a Mobility Hubs Planning Guide
- Approved/adopted federally required performance measure targets
- TIP Amendments: 16 approved by TAB and Council from January to July 2021
 - 15 of the 16 TIP Amendments were streamlined
 - None of the 16 TIP Amendments were regionally significant
 - Approved two scope changes as of July 2021
 - Three projects were re-programmed in the TIP through Program Year Extension as of July 2021
- Evaluated the 2020 Regional Solicitation and identified application changes for the 2022 Regional Solicitation cycle
- Developed an evaluation process for new Regional Solicitation funding category for Unique Projects
- Released the 2022 Regional Solicitation for public comment
- Completed the Twin Cities Highway Mobility Needs Analysis
- Started work on a Path to Accelerate Electric Vehicle Adoption in the Twin Cities Region study
- Continued work on the Regional Pedestrian Safety Action Plan
- Continued work on the CMP Corridor Analysis Handbook
- Comprehensive Plan Updates and reviews approved by Council from January to July 2021
 - 1 authorized plan
 - 6 completed plans that were reviewed
 - 5 incomplete plans that were reviewed

- 20 comprehensive plan amendment reviews
- 5 Environmental Assessment reviews
- 1 Alternative Urban Areawide Review (AUAR) review
- 1 Environmental Impact Statement review
- Started work on a Regional Travel Demand Management Study
- Developed and implemented process for updating the Regional Bicycle Transportation Network
- Developed and implemented process for updating regional bicycle barriers and barrier crossing improvement areas
- Developed and implemented process for updating regional truck corridors
- Revised and updated the regional truck corridor prioritization tool with current data sources
- Developed a roles and responsibilities agreement for transit provider participation in the transportation planning process
- Provided assistance and/or served on the Technical Advisory Committee for the following regional transportation corridor studies:
 - Rush Line,
 - Highway 36 Transit Study,
 - Riverview,
 - Gold Line,
 - Highway 13/Port of Savage Corridor Evaluation and Improvements (advisory committee),
 - Rethinking I-94,
 - I-494 – Minneapolis Airport to Highway 169 Project,
 - Highway 252/I-94 Environmental Review,
 - I-35W North Gateway,
 - TH 36 and Manning Avenue Interchange Study,
 - TH 47/TH 65 Planning and Environmental Linkage Study, and
 - I-694/494/94 System Interchange Planning Study.

E. 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 regional 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); regional transit operators (in addition to Metro Transit); tribal governments and representatives; local elected (city/county/township) officials and staff; the Metropolitan Airports Commission (MAC); residents of the region; and the U.S. Department of Transportation (US DOT).

Transportation agency staff from the agencies, counties and cities are involved in the technical- and 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 3 in the [Transportation Planning and Programming Guide](#) for a flowchart that delineates transportation committees of the TAB and TAC involved in the 3-C (continuing, comprehensive, cooperative) transportation planning process.

During 2021 a new Transit Technical Work Group consisting of transit providers, city and county involved representatives in transit development was formed. This work group assisted in producing a document defining the roles and responsibilities of transit providers in the overall planning process. The committee will continue to meet and discuss on-going transit planning activities and issues and provide comments and recommendations to TAB and TAC.

F. Work Continuing from 2021

The 2040 TPP was updated in November 2020. The update (and previous plans) includes a Work Program with studies that will be completed over the next four years. Many of these studies will require consultant assistance and began prior to the 2022 UPWP adoption or will begin sometime during 2022. In most instances these are major planning studies that require two to three years to complete and thus carry through into subsequent UPWPs. For example, the Pedestrian Safety Action Plan began work in late 2020 and will continue into early 2022, spanning three UPWP documents. Consultant work that began prior to 2022 and that will carry into 2022 and subsequent years includes the following:

- Regional Pedestrian Safety Action Plan (late 2020 start);
- Detailed CMP Corridor Analysis Study (late 2020 start);
- Mobility Hub Planning Guide (early 2021 start);
- Metro Vanpool Evaluation (late 2021 start);
- A Path to Accelerate Electric Vehicle Adoption in the Twin Cities study (early 2021 start);
- Regional Travel Demand Management Study (late 2021 start expected);
- Functional Classification Process Update (late 2021 start expected);
- Principal Arterial Intersection Conversion Study Update (late 2021 expected);
- ActivitySim Local Initial Implementation Phase I (early 2021 start);
- Travel Model Network Wrangler Maintenance and Enhancement (late 2021 start expected);
- Functional Classification Update (late 2021 start anticipated)

An estimated completion date for these studies is included within the Work Activities section of this document.

II. WORK ACTIVITIES

This section of the 2022 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 a result of the activity. There are six major work activities (Planning and Programming Process, Modal System Planning, Long Range System Planning, Travel Forecasting and Model Development, Short Range Planning and Performance Monitoring, and Non-CPG Planning Activities) 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 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. 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*.

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 including tribal nations, transit providers and residents.
- Draft Action Items and move them 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's Transportation Committee and full Council.
- Provide training opportunities and information items and presentations for new Council, TAB, and TAC members.
- 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 UPWP in cooperation with MnDOT, FHWA, MPCA, MAC, and other stakeholders.
- Provide quarterly reports on the progress of activities outlined in the UPWP.
- Attend the quarterly statewide MPO Directors meetings and the annual Minnesota MPO workshop.
- Update the Technical Advisory Committee (TAC) bylaws, as requested by member agencies.
- During 2022 conduct a software program analysis and comparison for use in the Regional Solicitation application process and recommend a program to purchase and use in future application processes.

PRODUCTS	COMPLETION DATES
TAB, TAC, Council Committee Agendas, Minutes, Reports	Monthly
Updates to TAB and TAC Bylaws and Policies	As needed
Training/background sessions for TAB and Council members	As needed
Audited (Consolidated Planning Grant) Fund Statements	April
Transportation Public Participation Plan Update	Q1 2022
Annual Update of Title VI and DBE Goals	July
2023 Unified Planning Work Program	October
UPWP Progress Reports to MnDOT/FHWA	Quarterly
UPWP Midyear Monitoring Meeting	Q2/Q3
Regional Solicitation software program recommendation	Q3 2022

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 most 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; serving 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), inclusive of the spending of all federal funds on projects within the region. The Council prepares a TIP each year for review by TAB and approval by the Council.

ACTIVITIES:

- Prepare the draft 2023-2026 TIP.
- Facilitate and host a public comment and review process for the draft TIP.
- Incorporate comments and adopt the 2023-2026 TIP.
- 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.
- Develop online map depicting location and pertinent information of projects within the 2023-2026 TIP.

PRODUCTS	COMPLETION DATES
Draft 2023-2026 TIP	June
TIP Public Comment Process	July
Final 2023-2026 TIP	September
Annual Listing of Obligated Projects	October
TIP amendments and administrative modifications	On-going (as needed)
Online TIP Map	Q4 2022 (annually updated)

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 and administrative modifications to reflect the TIP, its TIP amendments, and administrative modifications, respectively.
- MPCA participates in air quality conformity analysis.

TASK A-3 REGIONAL SOLICITATION

PURPOSE: The Regional Solicitation for federal transportation project funding is a competitive application process that selects projects as part of two federal programs: Surface Transportation Block Grant program (STBG) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The application components are evaluated and updated every two years prior to releasing the next application. In the subsequent year, applicants submit project proposals which are scored, ranked, and selected for funding. During 2021, the application was evaluated and updated. Scoring and selection will occur in 2022.

ACTIVITIES:

- Release Regional Solicitation application in first quarter 2022 applications received second quarter 2022.
- Coordinate scoring committee membership with regional partners, committees meet and discuss scoring procedures and score applications.
- Develop potential funding scenarios across the modal application categories for review by TAC and TAB.
- Select Regional Solicitation projects in late 2022 for program years 2026 and 2027 funding.
- Score Unique Projects application category utilizing a TAB work group and recommend projects for 2024 and 2025 funding.
- Work with MnDOT on HSIP application, scoring and project selection
- Showcase project successes of completed projects funded through the Regional Solicitation.
- Update online mapping tool and database of past funded projects.

PRODUCTS	COMPLETION DATES
2022 Regional Solicitation Application Release	Q1 2022
Regional Solicitation 2026-2027 Projects Selection (including HSIP projects)	Q4 2022
Unique Projects selection for 2024-2025	Q4 2022
Update Online Mapping tool of Funded Projects	Q4 annually

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, city, and transit agency project applicants.
- MnDOT works cooperatively with Council staff to ensure that projects are developed on time and as specified in the applications. 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.

TASK A-4 PLANNING PROCESS ENGAGEMENT AND OUTREACH

PURPOSE: This activity focuses on the public engagement and outreach activities for the various activities, studies, and products of the regional transportation planning processes. This includes the formal public comment processes for the required planning documents including the Transportation Policy Plan, Transportation Improvement Program, Unified Planning Work Program and Transportation Public Participation Plan. It also encompasses general outreach and engagement activities related to the regional planning studies and other engagement on regional needs and issues.

ACTIVITIES:

- Develop and propose updates to and receive public comment on changes to the regional Transportation Public Participation Plan (TPPP).
- Annual TIP update public comment process, including hosting public meetings, comment response development and a written public comment report.
- Enter into a master contract with three or more contractors to be available for focused transportation engagement activities with BIPOC and low-income communities.
- Identify opportunities for focused engagement with BIPOC and low-income communities for on-going transportation studies.
- Develop and design outreach program with consultant through the Equity Populations Engagement Master Contract.
- Participate in engagement activities surrounding 2050 Regional Development Guide update and identify important transportation topics, issues and needs.

PRODUCTS	COMPLETION DATES
Transportation Public Participation Plan Update	Q1 2022
TIP Public Comment Report	Q2 2022
Equity Populations Engagement Master Contract	Q1 2022

RELATIONSHIP TO OTHER AGENCIES' WORK:

The Council engages with a wide variety of partners and stakeholders as part of its transportation planning processes including the agencies, cities, counties, advocacy groups, representatives of BIPOC and low-income communities, disabled community representatives, youth, elderly, and the general public. All of the region's transportation planning work includes some level of engagement these various partners. In addition, Council staff participates in the engagement activities of our partner agencies such as MnDOT, Metro Transit and regional stakeholders.

Activity A Total	Staff Weeks	2022 Budget
Total	286	\$1,362,338
2022 New Consultant Studies:		
Equity Populations Engagement Master Contract		\$100,000
Total Consultant		\$100,000

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 task also 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 the State Highway Investment Plan (MnSHIP).
- Continue work on a consultant study to implement recommendations from MnDOT's metro area functional classification review and to update Appendix D of the 2040 TPP, as well as related functional classification change processes.
- Participate in the development of MnDOT's Capital Highway Investment Plan (CHIP).
- Develop and track approved highway performance measures.
- Implement findings and recommendations of Twin Cities Highway Mobility Needs Analysis Study.
- Assist with Highway Safety Improvement Program (HSIP) application changes and scoring committee for the 2022 funding cycle.
- Initiate a consultant study to update the Principal Arterial Intersection Mobility Study, Phase 2.
- Initiate a consultant study that will assist the Council and its regional stakeholders in analyzing crash data/trends and provide guidance on developing annual safety performance targets.

PRODUCTS	COMPLETION DATES
Preliminary Interchange Approvals (as outlined in Appendix F of TPP)	As Needed
Submittal of Functional Classification Changes	As Needed
Metro Freeway Project Approvals	As Needed
Functional Classification Process Update	Q4 2022
Principal Arterial Intersection Mobility Study, Phase 2	Q1 2023
Regional Safety Study	Q4 2022

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 regional 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.
- Support MnDOT in developing the Metro District Freight Plan.
- Provide assistance to the Council's update of *Thrive MSP 2040*.
- Work with Community Development Division staff to develop an Industrial Land Atlas as an interactive on-line mapping tool for accessing the Industrial Land Inventory database.
- Provide technical assistance to MnDOT in freight project programming and selection processes.
- Initiate the Urban Freight Distribution Study consultant study which will examine E-commerce-related freight distribution best practices, emerging technologies, and opportunities to reduce the region's carbon footprint.
- Provide technical research and peer region assessments on freight trends or planning initiatives that could inform regional plans and policies, including any ongoing impacts due to COVID-19.
- Support integration of freight needs in land use and transportation planning work of the Council and provide technical assistance to local agencies, as needed.
- Technical research of peer region assessments on general freight trends.

PRODUCTS	COMPLETION DATES
Industrial Land Atlas interactive on-line tool	Q4 2022
Urban Freight Distribution Study	Q1 2023

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, coordinating in regional and state policy directives, and technical review/assistance in state freight project solicitation process.
- Council staff works closely with counties and cities in identifying Regional Truck Freight Corridors which are used in the state freight project funding solicitations and the Regional Solicitation.

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 previous years to guide the implementation of the regional transit system including:
 - Draft and consider policy changes to address study recommendations from the Bus Service Allocation Study.
 - 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.
 - Discuss updates to the TPP Appendix G to address outcomes of ongoing transit planning studies, analysis, and policy coordination with regional transit providers.
- Provide technical research and peer region assessments on transit trends or planning initiatives that could inform regional plans and policies, including any ongoing trends resulting from COVID-19.

- Complete the development of a regional Mobility Hub Planning Guide through a consultant project began in 2020.
- Continue working on the Metro Vanpool Evaluation Study.
- Consult with partners to identify regional transit planning studies that would inform 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.
- Administer the Transit Technical Working Group to discuss transit elements of the transportation planning process with regional technical experts.

PRODUCTS	COMPLETION DATES
Metro Transit Network Next Initiative and Implementation	2022
Mobility Hub Planning Guide	Q1 2022
Transportation Policy Plan Appendix G Refinements	Q4 2022
Metro Vanpool Evaluation Study	Q4 2022

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 MnDOT and 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: To 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.
- Oversee the Regional Bicycle Transportation Network (RBTN) planning/implementation and updates, including:
 - Review and process requests for administrative changes and future additions and coordinate with transportation agencies as needed.

- Participate on and coordinate with key bicycle and pedestrian planning committees, as appropriate; these have included standing and ad-hoc committees such as:
 - MnDOT Bicycle and Pedestrian Data Task Force
 - Minneapolis Pedestrian Advisory Committee
 - Minneapolis Bicycle Advisory Committee
 - Provide technical assistance on Regional Solicitation application development by working on changes required to reflect policies or react to feedback on the process.
- 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.
- Continue coordinating with local agencies and MnDOT to encourage semi-annual updates to the regional bicycle system inventory; work to incorporate updated data into regional bicycle system planning through collaboration at all levels of government.
- Participate on study advisory committees or panels (e.g., Technical Advisory Panel for MnDOT research project on pedestrian crossings)
- Continue and complete the consultant-led Regional Pedestrian Safety Action Plan started in 2020 and begin considering implications for regional plans and policies, once complete.
- Administer the Bicycle-Pedestrian Technical Working Group to discuss non-motorized modal elements of the transportation planning process with regional technical experts.

PRODUCTS	COMPLETION DATES
Regional Pedestrian Safety Action Plan	Q1 2022
RBTN corridor and alignment updates	As needed

RELATIONSHIP TO OTHER AGENCIES' WORK:

- Coordinate, 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:
 - MnDOT Statewide Bicycle System Plan
 - MnDOT Metro District Bicycle Plan
 - Minnesota GO
 - MnDOT Statewide Pedestrian Plan
 - Regional Trail Master Plans
 - Washington County Bicycle and Pedestrian Plan
 - City of Minneapolis Transportation Action Plan Bicycle Element
 - Dakota County Bicycle and Pedestrian Study
- Collaborate and advise on bike and pedestrian transportation policies by sharing best practices and regional policy perspectives through the following groups and committees:
 - Bicycle-Pedestrian Technical Working Group
 - TAC/TAB
 - County Boards/Commissions and City Councils, as appropriate
 - 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:
 - Highway 55 Transit Study
- Participate in ongoing work for transitway corridor development including environmental review, station-area planning, and other implementation-related planning work for the following corridors:
 - Green Line Extension
 - Blue Line Extension
 - Gold Line
 - Red Line Future Stages
 - Purple Line (formerly Rush Line corridor)
 - 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 Environmental Impact Statement (EIS)
 - MnDOT’s Highway 252/I-94 EIS
 - MnDOT’s I-494 – Minneapolis Airport to Highway 169 Project,
 - MnDOT’s I-35W North Gateway Study (Ramsey County Road C to Mississippi River)
 - MnDOT’s Highway 120 PEL
 - MnDOT’s Highway 47/65 PEL
 - MnDOT’s Hwy 77 Congestion Mitigation Study
 - MnDOT’s Downtown Minneapolis and Downtown St. Paul Studies
 - Dakota County’s Highway 42 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	COMPLETION DATES
Purple Line (Rush Line) Station Area Planning	2023

RELATIONSHIP TO OTHER AGENCIES’ WORK:

- MnDOT is usually the lead agency for state highway corridors, although many are led by local governments, particularly counties.
- For transit corridors, the county 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.

Activity B	Staff Weeks	2022 Budget
Total	378	\$1,969,932
Consultant Studies:		
2021 Studies Continuing:		

Functional Classification Process Update		\$60,000
Mobility Hub Planning Guide		\$5,000
Principal Arterial Intersection Mobility Study, Phase 2		\$200,000
Regional Pedestrian Safety Action Plan		\$15,000
2022 New Studies:		
Regional Safety Study		\$100,000
Urban Freight Distribution Study		\$50,000
Total Consultant		\$430,000

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, informing land use planning activities as it relates to transportation, 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:

- In 2022, the priority for this task will focus on implementing the policies from the 2020 Update to the *2040 Transportation Policy Plan* and working on studies for future incorporation into the next update to the TPP expected in late 2024.
- Work with Community Development and other Council divisions on planning and work groups for the 2050 Regional Development Guide (Thrive) update.
- Review changes in revenue allocation and proposed projects and scope for major highway and transitway projects to prepare and process TPP amendments.
- Public comment, review, revision and adoption of TPP amendment to incorporate highway freight projects, competitive federal funding for highway projects and results of the Network Next arterial BRT process.
- Incorporate administrative modifications to the TPP as needed due to federal, state or regional policy initiatives and minor changes to the plan that do not affect fiscal constraint.
- Make presentations and work with regional partners to communicate the TPP investment goals and direction and relationship to proposed regional investments.
- Begin consultant project reviewing and revising the Transportation Policy Plan vision, goals, and objectives in preparation for the 2050 plan update.
- Begin consultant project that will help to ensure the TPP is aligned with the shifting needs and desires of regional stakeholders and the public.

PRODUCTS	COMPLETION DATES
TPP Amendment	Q1 2022
TPP Administrative Modifications	As needed
Regional 2050 Plan Update work and Engagement Activities	Ongoing
TPP Goals Review, Engagement & Update	Q2 2023
Transportation Attitudes and Needs Assessment	Q4 2022

RELATIONSHIP TO OTHER AGENCIES' WORK:

- The 2020 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 Regional 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.
- Participate in on-going station area planning work on transitway corridors including Rush Line and Riverview corridors.
- 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.
- Continued participation in early Optimizing Regional Planning work to integrate transportation planning in the development of the next 2050 Regional Development Guide. In 2022, this includes participation at the Co-sponsor Team, Integration Team, Scenario Planning Team and any yet-to-be identified working groups. 2022 products will feature scenario development components and technical white papers on regional issues. MTS staff will likely serve a lead role in aspects of transportation policy development.
- Continue consultant project examining Travel Demand Management (TDM) trends and recommending TDM strategies for the region and for incorporation into the TPP.

PRODUCTS	COMPLETION DATES
Reviews of local Comprehensive Plans, Comprehensive Plan amendments, and environmental review requests	Ongoing
Review of Livable Communities Act Grant Applications	Semi-annually
2050 Regional Development Guide white papers and scenario components	As needed
Regional Travel Demand Management Study	2023

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 Regional Development Guide (currently titled *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.

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:

- Continue project management work on the Equity Evaluation of Regional Transportation Investment consultant project, which was begun in 2021 and is funded through a special Council grant of local non-CPG funding.
- Work with a Policy Advisory Group formed for the Equity Evaluation study to identify transportation investment related strategies that will help to reduce systemic inequities in transportation investment practices.
- Staff presentations to the Council, TAB and TAC committees to involve and keep them apprised of the Equity Evaluation work and recommendations.
- Participate in the MnDOT led statewide Advancing Transportation Equity initiative including identifying and implementing equity measures for transportation planning and decision-making.
- Participate in the Council's 2050 plan development which will highlight Equity as a regional outcome and identify regional equity metrics and evaluation measures to be used in transportation planning work and investment decision-making.
- Participate in internal organization-wide and division equity committees to change policies, practices, and procedures to implement the Council's Racial Equity Work Plan.
- Presentations and interactions with the Council's Equity Advisory Committee (EAC) to incorporate their recommendations into the Council's transportation work.
- Initiate metro area policymaker and technical staff committees to discuss, learn and incorporate equity considerations into transportation planning and investment policies and practices.

PRODUCTS	COMPLETION DATES
Create and Participate in Equity Related Internal and External Committees	Ongoing
Draft recommendations from the Equity Evaluation of Regional Transportation Investment study (non-CPG funded)	Q4 2023

RELATIONSHIP TO OTHER AGENCIES' WORK:

- As part of the Rethinking 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 for incorporating Equity into transportation planning and investment practices by sharing the work and results of the Equity Evaluation of Regional Transportation Investment study.
- 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 completed its maintenance period for carbon monoxide and is in full attainment of federal air quality standards from transportation-related sources, with the exception of a small portion of Ramsey County which remains in maintenance status for coarse particulate matter (PM₁₀) until 2022.

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 of Clean Air Minnesota (CAM), a public-private partnership that works to achieve measurable, voluntary emissions reductions.
- Participate in research work led by Council Community Development to identify strategies for reducing regional greenhouse gas emissions and develop a tool for predicting emission levels and comparing strategy effectiveness.
- Participate in work led by Community Development on scenario planning related to greenhouse gas emissions strategies as part of 2050 regional plan update activities.
- Prepare for a potentially needed SIP revision to comply with the anti-backsliding provisions of the CAA.
- Participate on MnDOT's Sustainable Transportation Advisory Council.
- Collaborate on internal and inter-agency efforts to address climate change.
- Work with regional partners to develop a process for evaluating project-level emissions and green-house gas measures for TPP and TIP evaluation.
- Initiate and begin a consultant study Regional Transportation and Climate Change Multimodal Measures to conduct a per review, technical analysis and identify appropriate multimodal measures to use in the TPP, TIP and Regional Solicitation processes.

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	COMPLETION DATES
SIP Revision	As needed
Greenhouse Gas Scenario Planning work	Q4 2024
Regional Transportation and Climate Change Multimodal Measures study	Q4 2023

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:

- Work with Council Finance and Metro Transit to incorporate continued impacts of the COVID-19 event on fare revenues and spending allocations for regional transit operations and adjust future investments as necessary.
- Participate on MnDOT Project Update Workgroup (PUW) to provide input and understanding on revisions to statewide revenue projects and district allocations.
- Maintain and update as necessary a regional 20-year spreadsheet of expected highway and transit revenues and expenditures for the region for the Transportation Policy Plan, amendments, and other necessary financial reports.
- Work with MnDOT on Metro District funding levels and allocation of available funding to major highway projects.

- Review and comment on MnDOT plans and financial estimates, including the Minnesota State Highway Investment Plan (MnSHIP) and the metro-area Capital Highway Investment Plan (CHIP).
- Work with Metro Transit and counties on funding plans for transitway investments.
- Work on the legislatively required Transit Financial Capacity Analysis report for submittal in fall 2022.
- Review Council transit capital and operating budget plans and assure consistency with the TPP.

PRODUCTS	COMPLETION DATES
MnDOT Metro District funding allocations	Ongoing
Comprehensive Transit Financial Capacity Analysis report	Q4 2022
Transit Unified Operating Budget	December
Transit Unified Capital Budget	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 Connected and Automated Vehicle (CAV) Strategic Plan and planning activities led by MnDOT
- Participate on Association of Metropolitan Planning Organizations (AMPO) national CAV planning work and potential Phase II national work group sponsored by AMPO and FHWA.
- Participate in research work led by Council Community Development to identify strategies for reducing regional greenhouse gas emissions, including the adoption of electric vehicles, and develop a tool for predicting emission levels and comparing strategy effectiveness.
- 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 the Center for Transportation Studies and other regional partners
- Work with the Council's Community Development division to determine how to include CAV and electrification scenario planning into the next update of the Regional Development Guide (Thrive MSP 2040).
- Continue and complete Electric Vehicle Planning consultant study began in 2020 aimed at accelerating electric vehicle adoption in the region.

PRODUCTS	COMPLETION DATES
Electric Vehicle Planning Study	Q1 2022

RELATIONSHIP TO OTHER AGENCIES' WORK:

In 2019, MnDOT completed and released its Statewide Strategic plan for CAV implementation work in MN. MnDOT also has created an office, CAV-X Office, devoted to exploring and implementing CAV in the state. 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 C	Staff Weeks	2022 Budget
Total	194	\$1,364,611
Consultant Studies:		
2021 Studies Continuing:		
Electric Vehicle Planning Study		\$10,000
Regional Travel Demand Management Study		\$250,000
2022 New Studies:		
TPP Goals Review, Engagement & Update		\$50,000
Regional Transportation and Climate Change Multimodal Measures		\$100,000
Transportation Attitudes and Needs Assessment		\$150,000
Total Consultant		\$560,000

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

During, and in the aftermath of the COVID-19 (coronavirus) outbreak, the Met Council will use available data sources, including Travel Behavior Inventory household survey data, roadway traffic counts, and passive origin-destination travel data to study the short- and long-term effects of COVID-19. During the outbreak, travel has gone down substantially with school and workplace closures reducing the number of people commuting. In addition, people are taking fewer non-essential retail, social, and cultural trips. This has had significant impacts on transit ridership, highway congestion, and air pollution. At this time, it is unknown how and to what extent long-term travel behavior will be affected, and whether or not there will be permanent increases in telecommuting and on-line commerce. The Met Council will study and monitor these long-term effects for different population groups and on all modes of passenger transportation and on freight moving over the region's highways, for possible application in future travel forecasts.

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 (2019) of the household travel survey
- Conduct second wave of TBI household travel survey from Summer 2021 to Spring 2022. Analyze and publish data.
- Conduct 2021/2022 transit on board survey.
- Plan for future waves of TBI household travel survey and transit on board survey.
- Plan for future special generator surveys, including at MSP airport, 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 Access Across America Phase II Pooled Fund Study and other accessibility research.
- Facilitate the purchase of StreetLight InSight (or other passive origin-destination and speed data) subscriptions to assist with understanding travel patterns within the region.

PRODUCTS	COMPLETION DATES
2021 TBI Household Travel Survey	Q3 2022
2021/2022 Transit On-Board Survey	Q2 2023
Speed Data Purchase	Q2 2022
Origin-Destination Data Subscription	Q4 2022
University of Minnesota Transitways Impact Research Program	Ongoing
Access Across America Phase II Pooled Fund Study	Ongoing

RELATIONSHIP TO OTHER AGENCIES' WORK:

The Council coordinates closely with MnDOT 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.
- Continue to support, enhance, and keep current Tourcast activity-based travel model
- Participate in the national ActivitySim collaborative project. Implement the ActivitySim 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 for Council and MnDOT plans and studies
- Model development, enhancement, and re-calibration considering recent sensitivity testing and new survey data
- Continue rebuild of travel demand model input networks
- Development and implementation of alternative and/or backup modeling approaches
- Continue to review reasonableness of forecasts in local comprehensive plans, environmental documents, etc. that are submitted to the Council
- Improve methods for developing forecast model inputs, including networks
- Distribute and support 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	COMPLETION DATES
ActivitySim Local Implementation Phase I	Q4 2022
ActivitySim Local Implementation Phase II	Q4 2023
Regional Tourcast Model Update	Q4 2022
Zephyr Foundation Membership	Ongoing
Travel Model Network Wrangler Maintenance and Enhancement	Q1 2023
Regional Tourcast Model Update	Q1 2023
AMPO Research Foundation Membership (ActivitySim)	Q1 2022

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.

Activity D	Staff Weeks	2022 Budget
Total	143	\$1,114,172
Consultant Studies:		

2021 Continuing Studies:		
University of Minnesota Transitways Impact Research		\$15,000
Access Across America Phase II Pooled Fund Study		\$20,000
ActivitySim Local Implementation Phase I		\$60,000
Travel Model Network Wrangler Maintenance and Enhancement		\$55,000
2022 New Studies:		
Regional Tourcast Model Update		\$100,000
ActivitySim Local Implementation Phase II		\$60,000
Regional Plan Scenario Evaluation Forecasting Support		\$100,000
2022 Subscriptions:		
Zephyr Foundation Membership		\$10,000
Speed Data Purchase		\$50,000
AMPO Research Foundation Membership (ActivitySim)		\$35,000
Origin-Destination Data Subscription		\$35,000
Total Consultant		\$540,000

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.
- Continue and complete work on Detailed Congestion Management Process Corridor Analysis Methodology, which will be coordinated with and vetted by the CMP Advisory Committee and a project management team.
- Update and apply methodologies for analyzing congestion levels and identifying areas of concern along the entire transportation system, including non-freeway principal and minor arterials systems.
- Implement mechanisms to incorporate prioritized CMP strategies/corridors into the project selection process.
- Continue to revise the CMP documentation to better align with regional goals and priorities.
- Report upon traffic trends and congestion data within the region.
- Regularly assess the effectiveness of previously implemented strategies.
- Coordinate a comprehensive and coordinated program for collecting data used to assess system performance and determine both the extent and causes of congestion in the metro area.
- Implement regionally identified performance measures and targets, including recommended measures from the Twin Cities Highway Mobility Needs Analysis, to report upon and monitor system congestion.

PRODUCTS	COMPLETION DATES
Detailed Congestion Management Process Corridor Analysis Methodology	Q2 2022

RELATIONSHIP TO OTHER AGENCIES’ WORK:

The Council coordinates closely with regional stakeholders to identifying areas of concern for congestion. 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 tasks 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 Insight 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.
- Explore alternative “big data” sources for speed and origin-destination flow data
- Develop and integrate data management plan to improve transportation data management, reduce redundancy in analysis, improve consistency in communication, and facilitate the production of analysis products.

- Develop transportation data management plan to improve data management, visualize and present data more effectively, reduce redundancy in analysis procedures, create a platform for future analysis, and clarify data management roles.
- Develop and implement a 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.
- Organize and distribute key safety data and trends to metro area stakeholders.
- Convene stakeholders to discuss potential elements of an MPO Safety Program and future regional safety study.
- Begin the Transportation System Performance Evaluation, to be completed in 2023.

PRODUCTS	COMPLETION DATES
Twin Cities Regional Performance Dashboard	Q4 2022
Updated Safety Performance Measure Targets	February 2022
Update Other Performance Measure Targets	As Needed
Updated Transit Asset Management Targets	As Needed
Transit Safety Targets	As Needed
2021 Transit Route Analysis	Q4 2022
Transportation System Performance Evaluation	Q4 2022

RELATIONSHIP TO OTHER AGENCIES WORK:

- Council staff works closely with MnDOT, WisDOT, and other MPOs to coordinate on statewide performance targets. 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 Annual Congestion Report. The Council also works with MnDOT to develop the required data needed for the federal performance measures.

Activity E	Staff Weeks	2022 Budget
Total	88	\$399,946
2021 Ongoing Studies:		
Detailed Congestion Management Process Corridor Analysis Handbook		\$20,000
Total Consultant		\$20,000

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	COMPLETION DATES
Process loan applications and repayments	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 Aviation Policy Plan, which is included in the TPP. This Plan ensures that aviation plans are consistent with current and anticipated technical, economic and political conditions. Other aviation planning activities include reviewing and coordinating 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 (MAC), 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. Staff will conduct COVID-19 research to analyze the impacts of the disease on the aviation industry in general as well as the regional aviation industry and facilities. Other cities and agencies participate in aviation 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 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.
- Review/approve the Flying Cloud Airport Long term comprehensive plan.
- Coordinate a review of projects to implement the MSP 2030 Long-Term Comprehensive Plan.
- Continue the update to the Regional Aviation System Plan.

PRODUCTS:	COMPLETION DATES:
Update Regional Aviation System Plan (pending FAA Grant)	2022
Review MAC's Capital Improvement Program	Q1 2022
Review of Local Plan Amendments and EAs	Ongoing
Long-Term Comprehensive Plan for MSP	Q1 2023

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.

TASK F-3 Other Non-CPG Funded Studies

PURPOSE: The Metropolitan Council has planning activities funded throughout the agency that meet the agencies regional goals of Sustainability, Equity, Livability, Stewardship and Prosperity. These studies often involved transportation planning staff and are mentioned in the previous planning activities. In 2021, the Council awarded specific local funds for equity related activities. Transportation Planning received \$250,000 in Council local funds to conduct an Equity Evaluation of Regional Transportation Investment. This study will be 100% local funded but will also involved transportation staff time and efforts as described in activity C-3.

ACTIVITIES:

- Oversee consultant activities related to the Equity Evaluation of Regional Transportation Investment
- Form and staff a Policy Advisory Committee for the evaluation
- Develop and select an evaluation tool
- Evaluate investment processes and decision-making for inequitable practices
- Develop action strategies for adoption by the PAC and implementation

PRODUCTS:	COMPLETION DATES:
Equity Evaluation of Regional Transportation Investment	Q1 2023

Activity F	Staff Weeks	2022 Budget
Total	57	\$140,806
Consultant Studies:	Equity Evaluation of Regional Transportation Investment	\$250,000
Total Consultant		\$250,000

III. APPENDICES

Appendix A: 2022 Unified Planning Work Program Budget

Table 1: Work Activity CPG Budget

Task	Task Title	Staff Weeks 2022	Salary Cost	Consultant Cost	Overhead & Expenses	Total Cost
A	Planning and Programming Process	286	\$770,755	\$100,000	\$491,583	\$1,362,338
B	Modal System Planning	378	\$890,218	\$430,000	\$649,715	\$1,969,932
C	Long Range System Planning	194	\$471,159	\$560,000	\$333,451	\$1,364,611
D	Research and Travel Forecasting	143	\$328,381	\$540,000	\$245,791	\$1,114,172
E	Short Range Planning and Monitoring	88	\$229,549	\$20,000	\$150,397	\$399,946
Eligible for Federal Funding		1,089	\$2,690,062	\$1,650,000	\$1,870,937	\$6,210,999

Total Cost	\$6,210,999
Federal CPG Funds	\$4,397,213
20% Required Local Match	\$1,099,303
Local Overmatch Funds	\$714,483
Total % Local Match	29%

Table 2: Non-CPG Funded Activities and Travel Behavior Inventory

Task	Task Title	Staff Weeks 2022	Salary Cost	Consultant Cost	Overhead & Expenses	Total Cost
F-1	RALF	4	\$11,891	\$0	\$662	\$12,553
F-2	Aviation Transportation Planning	53	\$119,486	\$0	\$8,768	\$128,254
Not Eligible for Federal Funding		57	\$131,377	\$0	\$9,430	\$140,806

Total Cost \$140,806
Federal CPG Funds \$0
Local MAC \$132,000
Local Other \$8,806
Total % Local 100%

Task	Task Title	Staff Weeks 2021	Salary Cost	Consultant Cost	Overhead & Expenses	Total Cost
D	Travel Behavior Inventory Program			\$2,484,500		\$2,484,500

Total Cost \$2,484,500
Federal CPG Funds Required \$1,143,056
Local Match \$826,444
Overmatch Funds \$515,000
Total % Local 54%

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 funded almost entirely with non-federal dollars. The exception to this would be periodic special studies funded by Federal Aviation Administration (FAA) grants, which may occur 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 2022 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: Description of 2022 Consultant Projects

This appendix provides a more detailed description for each of the consultant work projects programmed for 2022. 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 project is provided below.

Task A: Planning and Programming Processes

Equity Populations Engagement Master Contract: This study will engage the Council and Transportation Advisory Board in a discussion and evaluation regarding how transportation planning and investment decision-making occurs in the region and use an equity lens and evaluation process to determine where and how the planning and engagement processes can be changed to make the system more representative and transportation investment decisions more equitable. Specific recommendations and actions for improving equity in the regional planning and decision-making process will be developed, prioritized and identified for implementation. During 2021 a work scope will be developed with input and engagement of Equity populations and a consultant selected and hired to begin the overall work, with the anticipation that the majority of the project work will continue on into 2022. This process will also coordinate with the work of MnDOT in its Advancing Transportation Equity Initiative to select and utilize equity metrics and select metrics.

Est. Total Budget: \$100,000/yr

Est. Start Date: Q1 2022

2022 Budget: \$100,000

Task B: Modal System Planning

Functional Classification Process Update: This is the second year of a two-year effort to implement recommended changes from MnDOT's metro-wide functional classification study. This study will work closely with regional stakeholders in order to update the Council's functional classification guidance, amend Appendix D of the 2040 Transportation Policy Plan and complete a peer review of peer MPOs functional classification processes. Based on these findings and stakeholder input, the functional classification change request forms, website, and process will be amended. MnDOT will also be a close partner in the study.

Total Budget: \$100,000

Est. Project Dates: Q3 2021 – Q4 2022

2022 Budget: \$60,000

Principal Arterial Intersection Mobility Study, Phase 2: This is the second year of a three-year effort to update the Principal Arterial Intersection Conversion Study, which was completed in 2017. The project will be co-led by MnDOT and will update the data used in the first study. A database will be created in such a way that it can be updated with current data every two years prior to each Regional Solicitation as the study results are used in the scoring.

Total Budget: \$300,000

Est. Project Date: Q4 2021 - Q1 2023

2022 Budget: \$200,000

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.

Total Budget: \$200,000
Start Date: September 2020
2022 Budget: \$15,000

Mobility Hub Planning Guide: This project will develop a planning guide for regional stakeholders involved in the development of mobility hubs – places where travelers can easily access and connect among multiple transportation options (including public transit, shared vehicles, and other modes). The project will document the various mobility hub design and implementation options and provide specific guidance for both regional and local stakeholders as they plan, design, implement, and manage mobility hubs within the different contexts they are being considered. The planning guide is needed to ensure a consistent and successful customer experience for mobility hubs across different jurisdictions and in different contexts. The project will also deliver an analysis of local land use and transportation contexts where mobility hubs are best supported. The guide will also include an analysis of existing transportation services, land use, demographics and other factors in order to highlight areas with the highest need for and the most benefit from mobility hubs.

Total Budget: \$120,000
Start Date: October 2020
2022 Budget: \$5,000

Regional Safety Study: The Regional Safety Study will analyze crash data for all modes (other than pedestrians, which is being done as part of the Pedestrian Safety Action Plan) and identify steps the region can take to meet the federal safety performance targets it sets annually. Similar to the Regional Pedestrian Safety Action Plan, this project will analyze not just where fatal and severe crashes have happened in the past, but also conduct a forward-looking systemic analysis of the road network based on risk factors.

Total Budget: \$100,000
Est Start Date: Q2 2022
2022 Budget: \$100,000

Urban Freight Distribution Study: This study will examine the impacts of E-commerce-related freight distribution on the region's transportation system including an assessment of the impacts and potential opportunities of siting freight consolidation/distribution centers in various regional sub-areas.

Specific work may include analysis of one or more of the following:

- Opportunities for and benefits of deploying automated technologies for last-mile parcel deliveries.
- Curb space management best practices for urban deliveries amidst growing demand for curb space by multiple transportation modes and technologies.

- Opportunities to reduce the region’s carbon footprint related to urban deliveries through implementing various emerging technologies and distribution strategies.

Total Budget: \$200,000
 Start Date: Q3 2022
 2022 Budget: \$50,000

Task C: Long-Range System Planning

Regional Travel Demand Management Study: The region has a goal to increase the number and share of trips taken by carpool, transit, bicycling, and walking as well as reducing transportation-related air emissions. While there are a variety of strategies to increase the availability of these options, the region’s last travel demand management study was completed in 2010 and much has changed since then. This includes the introduction of shared mobility options and mobility as a service, rapid changes in technology, the continued expansion of infrastructure like regional transitways, MnPASS, and regional bicycle travel facilities, and expanded interest in remote work resulting from the COVID-19 pandemic crisis. A Regional Travel Demand Management Study will research the latest and greatest strategies in the TDM and evaluate their potential implementation in the region. The results will be an updated set of strategies to encourage these options and encourage the reductions in single-occupant vehicle trips through travel demand management (TDM). Because TDM is best achieved as a regional strategy with many local stakeholders partnering together, the study will be a collaborative effort that includes state, regional, and local governments as well as businesses, property owners, and non-profits.

Total Budget: \$350,000
 Start Date: September 2021
 2022 Budget: \$250,000

Electric Vehicle Planning Study: 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. Electric vehicles in fact already widely exist in the market. Fleet electrification can have many positive environmental benefits including climate mitigation and public health but may also require substantial changes in the regional electric grid and where and how vehicles are charged. This study on vehicle electrification is to plan a network of charging stations to support and encourage electric vehicle (EV) purchase and use in the Twin Cities. This study would summarize the role EVs can play in local climate mitigation, the hurdles to widespread EV adoption, current and planned energy production capacity and greenhouse gas mix, the capital and operating costs of EVs as compared to internal combustion engine vehicles and, national and local best practices and resources. 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.

Total Budget: \$100,000
 Federal CPG Funds: \$80,000
 Local Met Council Match: \$20,000
 Start Date: February 2021
 2022 Budget: \$10,000

TPP Goals Review, Engagement & Update: This study will help inform the development of the Council’s 2050 Transportation Policy Plan, which is expected to be completed in 2024. The study will assess progress on the overall transportation vision, goals, and objectives in the TPP and facilitate a regional dialogue on revising the goals and objectives. It will also specifically reassess the regional

approach to congestion mitigation and overall mobility in lieu of the COVID-19 pandemic and changed travel behaviors. The majority of this study will use analysis produced by other studies or Council research staff in order to create effective dialogue among regional stakeholders about shared values and the role of transportation in the region's future vision.

Est. Total Budget: \$150,000
Est. Start Date: September 2022
2022 Budget: \$50,000

Regional Transportation and Climate Change Multimodal Measures: As the Council has increased focus on reducing greenhouse gas emissions from transportation sources, it requires a more detailed way of evaluating the emissions benefits and impacts of plans, programs, and individual projects. The category of "transportation projects" includes a variety of different types of investments at tremendously different scales. It is important to be able to evaluate the emissions effects across project types for planners and policymakers to evaluate the emissions tradeoffs of investment and planning decisions. To make this possible, the Council will undertake a study to develop measures and methods for evaluating the emissions impacts of transportation projects, focusing on mobility projects for any mode. As part of the study, staff will hire a consultant to evaluate peer regions' emission evaluation methods, develop a categorization scheme for regional projects, review academic and professional literature for best practices and insights for calculating emissions for different types of projects, identify the types of projects with the greatest potential for positive and negative impacts on emissions, and produce a guide for calculating emissions in the region. This technical work will be done in consultation with MnDOT, MPCA, and Council technical committees.

Est. Total Budget: \$150,000
Est. Start Date: June 2022
2022 Budget: \$100,000

Transportation Attitudes and Needs Assessment: In preparation for the next TPP, and to assist in identifying common project-level needs, this study will examine residents attitudes around transportation issues. Research methods will include one-on-one interviews and focus groups that will support qualitative research into people's perceptions, understandings, and experiences, and will help in designing a potential broad-based attitude survey.

Est. Total Budget: \$250,000
Est. Start Date: March 2022
2022 Budget: \$150,000

Task D: Travel Model Development and Forecasting

ActivitySim Local Implementation Phase I: 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.

Est. Total Budget: \$150,000
Est. Start Date: April 2021
2022 Budget: \$60,000

ActivitySim Local Implementation Phase II: The goal of this project is to follow up on Phase I of ActivitySim implementation by refining sub-models based on local data as necessary. This includes fully validating the Council's ActivitySim model using observed local conditions. Phase Two will also explore opportunities to enhance the local model's ability to answer policy questions by incorporating ongoing improvements to the ActivitySim platform into the Council's model.

Est. Total Budget: \$300,000
Est. Start Date: September 2022
2022 Budget: \$60,000

Travel Model Network Wrangler Maintenance and Enhancement: In 2019-2020, the Council engaged a Consultant to rebuild its highway, transit, bicycle, and pedestrian networks, used in the regional model based on official and open-source data sources. This was done in a way that can be reproduced from refreshed data as needed. This project also developed an open-source network management tool, called Network Wrangler to help staff manage the coding of projects and scenarios into the network. In the next phase of this work, the Council will hire a consultant to enhance Network Wrangler, to evolve it as the Council implements ActivitySim and learns more about its application. This work will also involve improvements to the network creation process.

Est. Total Budget: \$75,000
Est. Start Date: March 2021
2022 Budget: \$55,000

University of Minnesota Transitways Impact Research: This project funds a portion of a transitway research project to be selected in late 2020 by the funding partners of the Transitways Impact Research Program at the UMN. This is an activity the Council participates in on an annual basis.

Est. Total Budget: \$15,000
Est. Start Date: January 2022
2022 Budget: \$15,000

Regional Tourcast Model Update: Originally released in 2014, the regional "Tourcast" activity-based travel demand model, the first in this region, is in need of continued maintenance to fix known problems with model components and to incorporate newer network and survey data. This project will update the existing Tourcast model and re-calibrate model components as necessary.

Est. Total Budget: \$150,000
Est. Start Date: January 2022
2022 Budget: \$100,000

Regional Plan Scenario Evaluation Forecasting Support: The next regional plan is expected to include robust policy scenario analysis. Depending on the variety and number of scenarios that will be generated, as well as the timeline of the overall planning effort, the travel forecasting needs may be beyond internal staff capacity. This project will be an on-call project for travel forecasting services to run forecast scenarios in 2022.

Est. Total Budget: \$100,000
Est. Start Date: February 2022
2022 Budget: \$100,000

Task E: Short Range Planning and Performance Monitoring

Detailed Congestion Management Process Corridor Analysis Methodology: This study will be used by regional partners as a step-by-step process so that each of them can identify specific CMP strategies that apply to their corridors. This study will seek to develop of a user-friendly handbook that details the processes required to develop an in-depth corridor congestion assessment. This handbook will list the data required to perform a corridor assessment; a detailed description of how to process the data; templates for analyzing and presenting the results; an outline of how the results will be verified by the Council; and guidance on presenting and documenting the results of the corridor assessment. It is anticipated that the guidance provided in this study will be used in the Council's Regional Solicitation selection process in the future.

Est. Total Budget: \$100,000
Est. Start Date: December 2020
2022 Budget: \$20,000

Task F: Non-CPG Planning Activities

Regional Aviation System Plan: This study, which will be funded with a combination of local and Federal Aviation Administration funds passed through MnDOT, will evaluate how the aviation system is performing in the region. In particular, it will focus on if the system is performing as anticipated or if a reclassification of the regional airports may be warranted. It will also update the forecast and facility requirements for the regional airport system.

Total Budget: \$250,000
Federal CPG Funds: \$0
Local Met Council Match: N/A
Start Date: December 2021

Metro Vanpool Evaluation Study: This study will evaluate the performance of the Metropolitan Council's Metro Vanpool program. The study will pay particular attention to how well Metro Vanpool is playing its role in the region's suite of travel demand management tools and what must be improved to maximize its potential in this role. The study will include an evaluation of existing conditions, an evaluation of peer vanpool systems and recommendations for policy and program improvements.

Total Budget: \$102,420
Federal CPG Funds: \$0
Local Met Council Match: \$102,420
Start Date: July 2021

Memberships and Data Purchases:

Access Across America Phase II Pooled Fund Study: This work funds the Council's participation to the MnDOT-led Access 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.

Est. Total Budget: \$20,000
Est. Start Date: January 2022
2022 Budget: \$20,000

Zephyr Foundation Membership: 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.

Est. Total Budget: \$10,000

Est. Start Date: January 2022

2022 Budget: \$10,000

AMPO Research Foundation Membership (ActivitySim): 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.

Est. Total Budget: \$35,000

Est. Start Date: January 2022

2022 Budget: \$35,000

Origin-Destination Data Subscription: Acquisition of seven licenses for the StreetLight InSight program facilitated by MnDOT and offered to agency partners, including MPOs. This data is essential for understanding travel patterns and behavior in the region. It is used to understand the origin and destination of trips, estimate the AADT of key corridors, and is used to analyze congestion within the region.

Est. Total Budget: \$35,000

Est. Start Date: January 2022

2022 Budget: \$35,000

Speed Data Purchase: The Council will purchase a dataset or data subscription to provide passively measured speed data for roadway facilities in the region. This data will be used for regional model calibration, as well as congestion analysis.

Est. Total Budget: \$50,000

Est. Start Date: Q1 2022

2022 Budget: \$50,000



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ACTION TRANSMITTAL – 2021-24

DATE: August 12, 2021

TO: TAC Planning Committee

PREPARED BY: Steven Elmer, Planning Analyst (651) 602-1756

SUBJECT: Regional Bicycle Transportation Network (RBTN) & Regional Bicycle Barrier Updates for Regional Solicitation

REQUESTED ACTION: Accept the updated Regional Bicycle Transportation Network (RBTN) and regional bicycle barriers and recommend their release for public comment with the 2022 Regional Solicitation packet.

RECOMMENDED MOTION: That TAC Planning recommend that Technical Advisory Committee recommend to the Transportation Advisory Board to accept the updated RBTN and regional bicycle barriers and release for public comment as part of the 2022 Regional Solicitation packet.

BACKGROUND AND PURPOSE OF ACTION:

The Regional Bicycle Transportation Network (RBTN) was established in the 2040 Transportation Policy Plan (TPP) in 2015 as the region’s official prioritized bicycle network for transportation, setting the region’s priorities for bicycle planning and investment. The goal of the RBTN is to develop an integrated seamless network of on and off-street bikeways to effectively improve conditions for daily bicycle transportation and to encourage planning and implementation of RBTN bikeways by local and state agencies. Regional bicycle barriers were defined in the Regional Bicycle Barriers Study (2017) as the major physical barriers to bicycle transportation and include the region’s freeways, expressways, rail corridors, and streams; these barriers were later adopted into the TPP in 2018. RBTN Tier 1 and Tier 2 priority corridors and alignments have been used in the Regional Solicitation project selection criteria since 2014; regional bicycle barriers were first used as project selection criteria in 2020.

In late April local and state agencies were notified of the opportunity to propose additions or changes to the RBTN or to propose new regional bicycle barriers. A set of new measures recommended by the RBTN Guidelines and Measures Study was posted as the primary criteria to be used in evaluating the proposals. Proposal applications were due on May 28th. Staff reviewed the applications and developed recommendations to accept each application as proposed, or to accept with adjustments based on the evaluation. In July, staff presented their recommendations to the Bicycle-Pedestrian Peer Discussion Group (BPPDG), for discussion and feedback, focusing particularly on the proposals that included staff-suggested adjustments which had been discussed with and mutually agreeable to the proposing agency. The BPPDG consists of bicycle planners and engineers from cities, counties, regional park implementing agencies, and MnDOT, and this group has assisted staff in technical study reviews and provided feedback on bicycle and pedestrian policy issues since 2016. All proposals for adding regional bicycle barriers are recommended by staff for acceptance.

The purpose of this action is to: 1) accept the RBTN as updated to include the agency-proposed additions and changes recommended by staff with adjustments, and as reviewed and consented to by the BPPDG, for inclusion in the 2022 Regional Solicitation that is being

released for public comment, and 2) accept the regional bicycle barriers as updated to include new barriers proposed by local agencies for inclusion in the 2022 Regional Solicitation that is being released for public comment.

RELATIONSHIP TO REGIONAL POLICY:

The RBTN was established in the 2040 Transportation Policy Plan, adopted in January 2015. The RBTN sets the region’s priorities for bicycle planning and investment. Regional bicycle barriers were introduced in the 2018 TPP update, defining the region’s most significant physical barriers to daily bicycle travel. Both the RBTN and regional bicycle barriers are used as selection criteria in the Regional Solicitation. Updates considered in this action will be incorporated into the TPP by early 2022.

STAFF ANALYSIS:

Met Council received 27 proposals to add or modify RBTN corridors and/or alignments from six local agencies. The proposals were assessed according to the measures recommended in the RBTN Guidelines and Measures Study (presented to TAC Planning in March 2021) and to their consistency with RBTN goals and intent. Of the 27 requested additions/changes, 18 were accepted as proposed and 9 proposals were accepted with mutually agreeable adjustments. For adjustments that included additions or extensions into adjacent cities of the proposing agencies, city staff were consulted and were in agreement. The BPPDG agreed with all but one staff recommendation which was changed to reflect the group’s preferred alignment.

Local agencies were given the opportunity to propose new regional bicycle barriers and/or newly planned regional bicycle barrier crossing locations. Three proposals were received to add regional bicycle barriers from two agencies; no proposals to add planned barrier crossing locations were submitted. The proposed barrier segments (one rail corridor, one stream, and one expressway) were evaluated based on whether the definitions developed through the Regional Bicycle Barriers Study (RBBS, 2017) and updated in the RBBS Technical Addendum (2019), were met. Based on staff reviews, all of the proposed regional bicycle barriers met those criteria.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning	Review & recommend	
Technical Advisory Committee	Review & recommend	
Transportation Advisory Board	Review & release for public comment	
Transportation Advisory Board	Review & adopt	
Transportation Committee	Review & recommend	
Metropolitan Council	Concurrence	

Proposed RBTN Route Additions & Changes

Agency	Proposed Change	Staff Recommendation	Consented Adjustments	Rationale for Adjustment	Assigned Tier	Rationale for Tier Assignment
Carver County	CSAH 18 Extension	Accept as proposed	None	NA	Tier 2	Extension of existing T-2 corridor.
Carver County	CSAH 13/14 Extension	Accept as proposed	None	NA	Tier 2	Extension of existing T-2 corridor.
Carver County	TH 7 East Only Extension	Accept as proposed	None	NA	Tier 2	Extension of existing T-2 corridor.
Carver County	TH 7 Full Extension	Accept as proposed	None	NA	Tier 2	Extension of existing T-2 corridor.
Dakota County	CSAH 4 New Corridor	Accept as proposed	None	NA	Tier 1	Connects bet 2 existing Tier 1 routes; high assessment rating on equity.
Dakota County	CSAH 28 New Alignment	Accept w/adjustments	Moved existing T-1 align on local roads to TH 13 bet Letendre Rd & Blackhawk Dr.	Logical extension of exist T-1 align on TH 13 to create direct connect to CR 28 align W terminus.	Tier 1	Connects bet existing Tier 1 routes and regional destinations.
Dakota County	CSAH 30 New Alignment	Accept w/adjustments	Moved W terminus to Nichols Rd; added align on Nichols & local roads to TH 13 at Silver Belle Rd.	Provides direct connection to existing BRT station (Cedar Grove) and to T-1 corridor centerline.	Tier 1/Tier 2	Tier 1 bet. TH 13 & Braddock Trail Tier 2 bet Braddock Tr & TH 3; based on connections bet existing route tiers & to regional destinations, lower demand expected W/of Braddock.
Dakota County	CSAH 63 New Align	Accept as proposed	None	NA	Tier 2	Connects bet 2 existing Tier 2 alignments.
Dakota County	Marion Greenway New Align	Accept as proposed	None	NA	Tier 2	Connects bet existing Tier 2 corridors.
Dakota County	Soo Line New Align	Accept as proposed	Added new corridor connection to 494 trail W/of Pilot Knob Rd	Provides connection bet major planned mixed use dev't & Bloomington/MSP via 494 MN River bridge.	Tier 1	Connects bet existing Tier 1 alignments & to major planned development.
Dakota County	Veterans Greenway New Align	Accept as proposed	None	NA	Tier 2	Connects bet existing Tier 2 alignments.
Dakota County	CSAH 26 Align Extend	Accept as proposed	None	NA	Tier 1	Connects bet existing Tier 1 alignments.
Fridley	Univ Ave NE New Align	Accept w/adjustments	Extend align as new corridor bet Osborn Rd & Northtown Transit Ctr.	Allows for future alignment connecting along planned F-Line BRT route.	Tier 1	Connects bet regional BRT stations (F-Line) & established regional destinations.
Fridley	7th Street NE New Align (as adjusted)	Accept w/adjustments	Make 57th Ave north terminus.	Allows route termini to connect bet existing RBTN alignments & maintains N/S route to avoid 694 interchanges at Central & Univ Ave	Tier 2	Provides short connection bet 2 proposed align's & key part of alternate route to avoid a freeway interchange.
Fridley	44th Ave NE New Align	Accept	None	NA	Tier 1	Combined w/Main St proposed alignment will connect bet two Tier 1 align's & across two regional bike barriers.
Fridley	53rd Ave NE New Align	Accept	None	NA	Tier 2	Provides short connection bet 2 proposed recommended Tier 1 align & existing Tier 2 corridor.
Fridley	57th Ave NE New Align	Accept w/adjustments	Add new align on Medtronic Pkwy W/of 7th St NE	Provides connection to existing T-2 corridor and major emp headquarters.	Tier 1	Provides existing/planned crossings of 2 regional bicycle barriers connects bet 2 Tier 1 routes across city's entire width.
Fridley	Main St NE New Align	Accept w/adjustments	Make 57th Ave north terminus.	Allows route termini to connect bet existing RBTN alignments & maintains N/S route to avoid 694 interchanges at Univ Ave	Tier 1	Combined w/44th Ave proposed align w/connect bet 2 Tier 1 align's & across two regional bike barriers.

Proposed RBTN Route Additions & Changes

Agency	Proposed Change	Staff Recommendation	Consented Adjustments	Rationale for Adjustment	Assigned Tier	Rationale for Tier Assignment
Fridley	Rice Crk Rd Extension	Accept w/adjustments	Replace w/align on Mississippi St bet E River Rd & Silver Lake Rd	Provides greater connectivity bet existing T-1 align's & continuity to adjacent city (New Brighton)	Tier 1	Connects bet existing Tier 1 & Tier 2 alignments.
Hennepin County	Minnetonka-Lake St New Align	Accept as proposed	None	NA	Tier 1	Connects bet existing Tier 1 alignments.
Hennepin County	Cedar Ave Corridor	Accept w/adjustments	Make Franklin Ave north terminus of corridor.	Existing alignments N/of Franklin already satisfy preferred spacing; avoids redundancy of added align.	Tier 1	Connects bet. three existing Tier 1 alignments w/very high assessment metrics.
Minneapolis	Dowling Ave New Align	Accept w/adjustment	Make W River Parkway east terminus of alignment.	Allows route termini to connect bet existing RBTN alignments.	Tier 2	Connects bet Tier 2 and Tier 1 alignments, but assessment scores lower than for 34th Ave proposed alignment.
Minneapolis	34th Ave N New Align	Accept as proposed	None	NA	Tier 1	Connects bet Tier 1 and Tier 2 align's and assessed scores higher than for Dowling Ave alignment.
Minneapolis	34th St W New Align	Accept as proposed	None	NA	Tier 1	Connects bet existing Tier 1 & Tier 2 align's across the city's entire width.
Minneapolis	38th Ave S New Align	Accept as proposed	None	NA	Tier 1	Provides direct alignment bet. 2 existing Tier 1 align's (incl MT Grnwy) & proposed rec'd Tier 1 align (34th St W).
Minneapolis	Lyndale-Align-Extension	Accept as proposed	None	NA	Tier 1	Connects & provides shortcut bet existing Tier 1 alignments.
Roseville	Old Snelling-Hamline Corridor Shift	Accept as proposed	None	NA	Tier 1	Shift of existing Tier 1 corridor.

Regional Bicycle Transportation Network and Regional Bicycle Barrier Updates

TAC Planning Committee
April 21, 2021



Background

Regional Bicycle Transportation Network (RBTN)

- Established in Transportation Policy Plan (TPP) 2014 update as region's official network for bicycle transportation
 - Consists of designated corridors and alignments grouped into two prioritized tiers
 - Tiers applied as project selection criteria in Regional Solicitation since 2014

Regional Bicycle Barriers

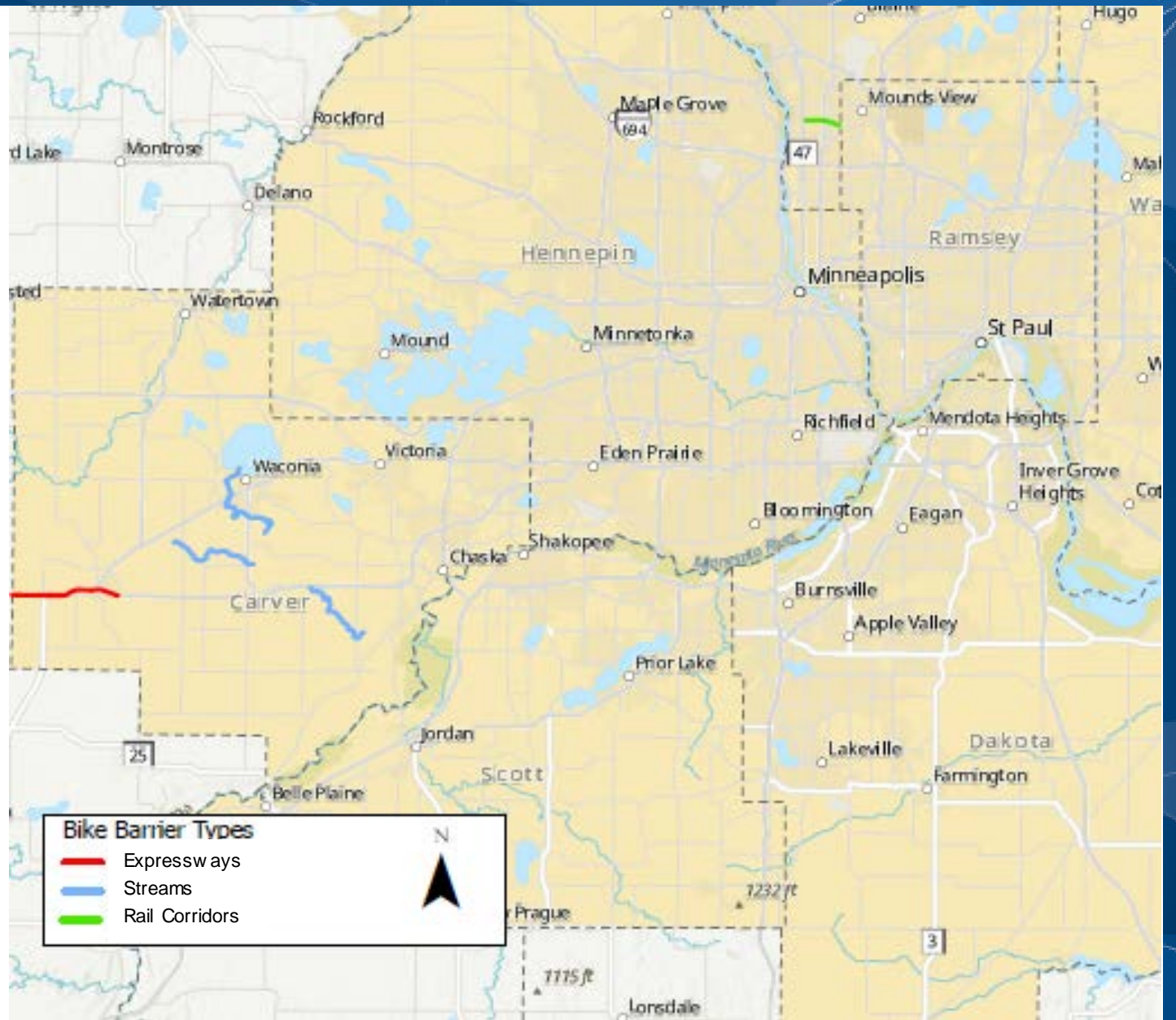
- Developed through the Regional Bicycle Barriers Study (2017)
- Defined as the region's most significant physical barriers to bicycle transportation & included freeways/expressways, rail corridors, & rivers/streams
- Added to TPP in 2018 update
 - First applied as criteria in Regional Solicitation in 2020

Regional Bicycle Barriers

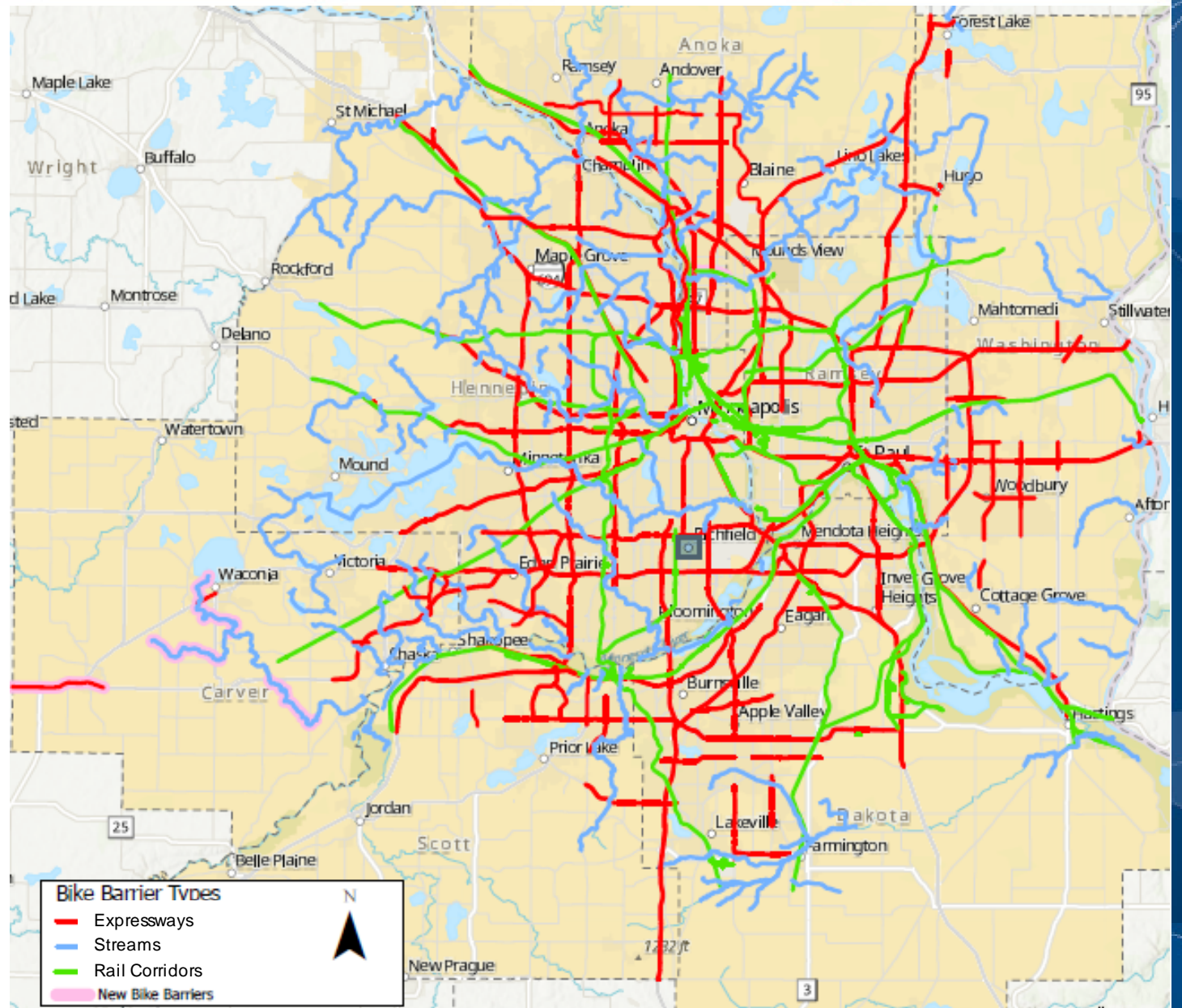
Update Proposal Review Process

- Agencies given five weeks to prepare and submit proposals to
 1. Add new regional bicycle barriers, or
 2. Add planned bicycle barrier crossing improvement locations
- Received 3 new barrier proposals from 2 agencies; 0 proposals submitted to add a planned barrier crossing improvement location
- Staff reviewed proposed barriers to ensure each was qualified under the specific definitions provided
- All three proposals recommended to be accepted and added to the regional barriers map
- If accepted, these updates will be incorporated into the TPP by early 2022

Regional Bicycle Barriers-- Proposed Updates



Regional Bicycle Barriers-- with Updates



RBTN Updates

Proposal Review Process

- Agencies given five weeks to prepare and submit proposal applications to
 - Add new RBTN corridors or alignments
 - Re-align (shift) an existing RBTN corridor or alignment, or
 - Extend an existing RBTN corridor or alignment
- Received 27 application proposals from 6 local agencies
- Staff reviewed & assessed each proposal based on
 - Measures recommended in RBTN Guidelines & Measures Study
 - Consistency with RBTN goals and intent

RBTN Updates

Proposal Review Process

- Proposals reviewed by Bicycle-Pedestrian Peer Discussion Group
 - Staff recommendations presented & debated
 - BPPDG concurred with all but one staff recommendation; that recommendation was changed to accept preferred alignment
 - For adjustments extending into adjacent cities of the proposing agency, city and/or MnDOT staff were consulted & in agreement

Update Results

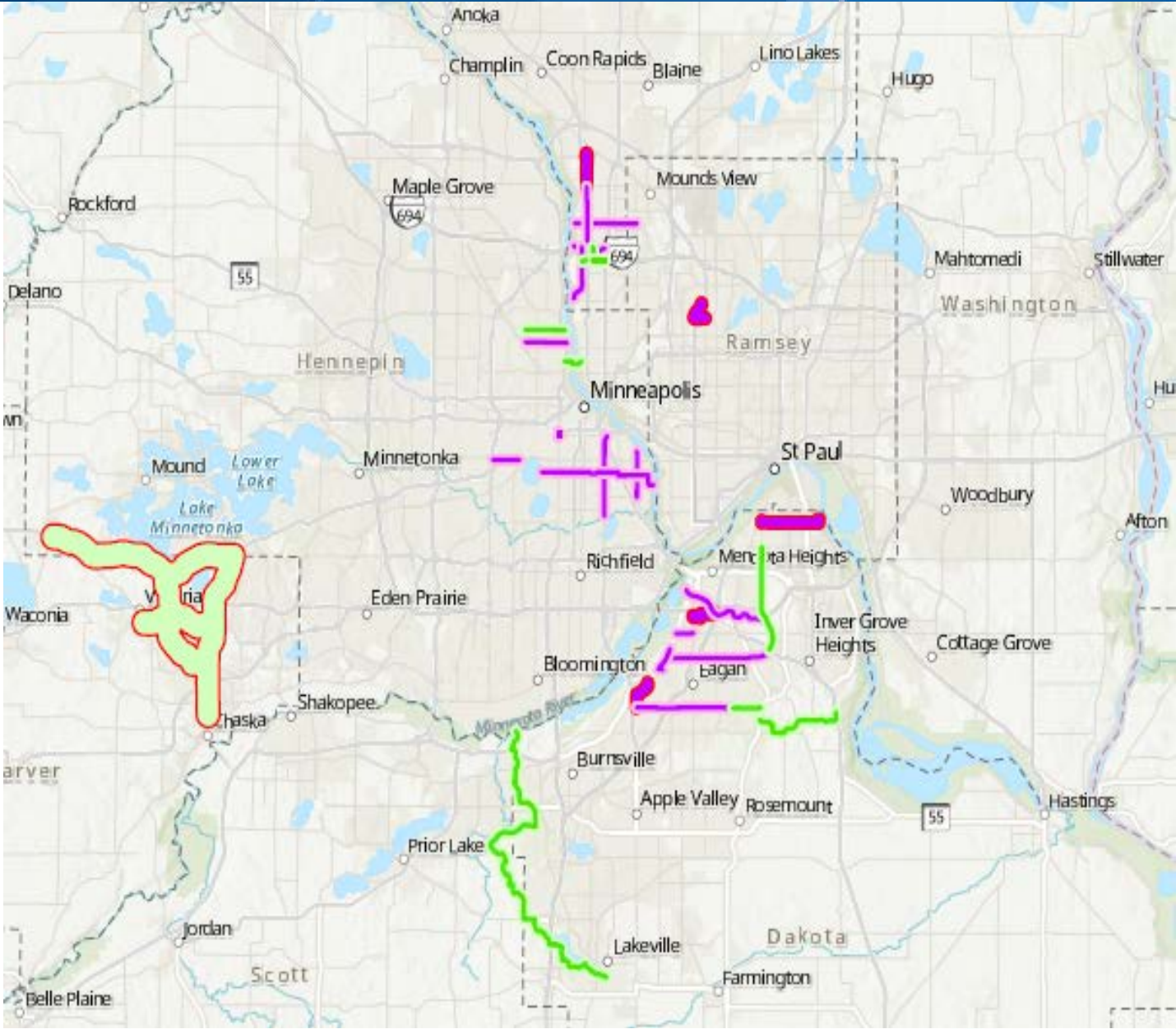
- Of the 27 applications:
 - 18 are recommended for acceptance as proposed
 - 9 are recommended for acceptance with adjustments worked out & agreed to between Council and proposing agency staff
 - If approved, these updates will be incorporated into the TPP by early 2022

RBTN Tier Assignments

Considerations

- Connections with existing RBTN route tiers
- Connections to regional destinations & regional transit nodes
- Connections across regional bicycle barriers
- Assessment results relative to other proposed route scores
- Length & connectivity of route relative to jurisdictional limits

RBTN-- Proposed Updates



RBTN Updates
Alignments

- 1
- 2

Corridors

- 1
- 2

RBTN with Proposed Updates

RBTN Updates Alignments

- Tier 1
- Tier 2

Existing Alignments

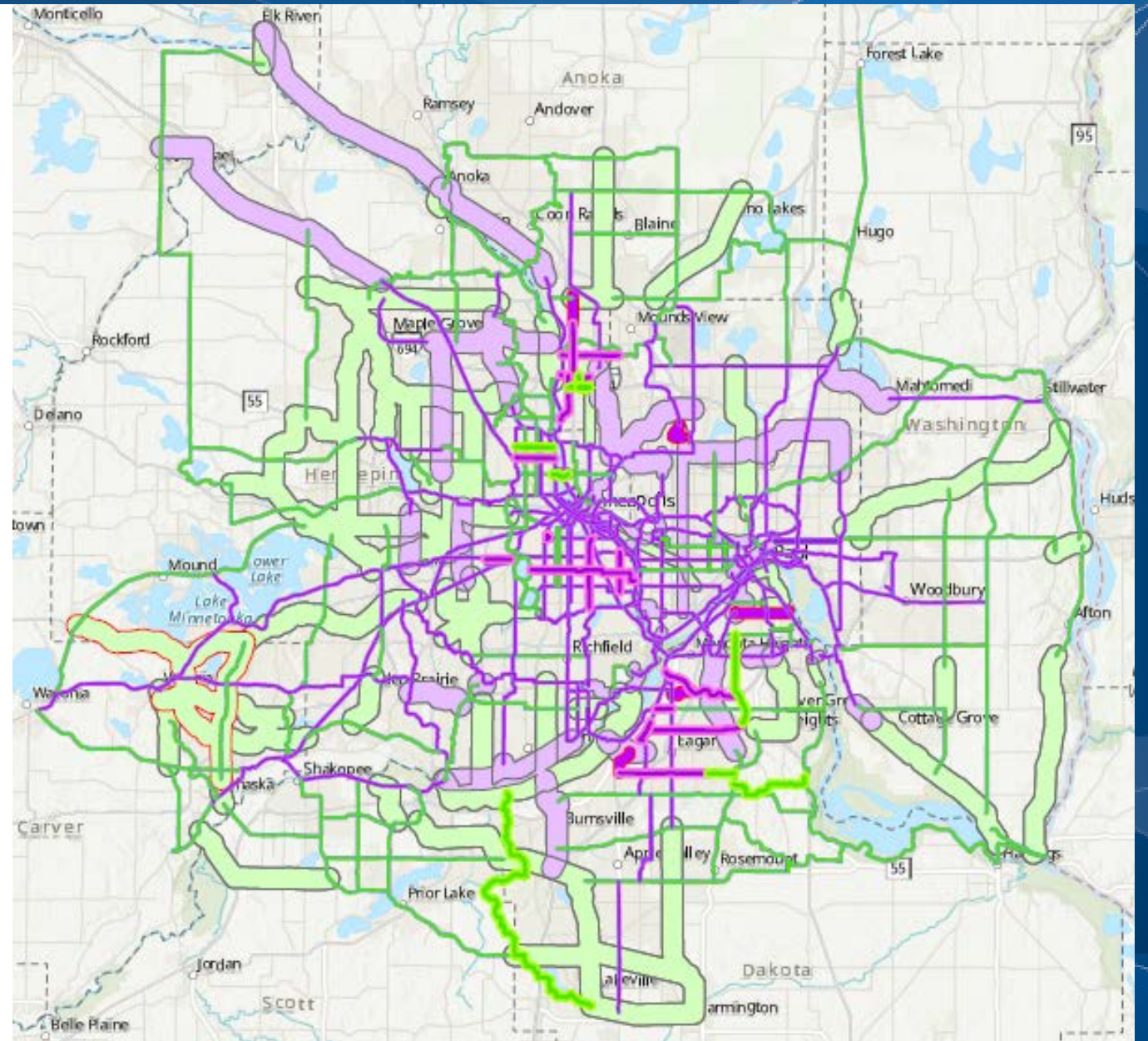
- Tier 1
- Tier 2

Corridors

- Tier 1
- Tier 2

Existing Corridors

- Tier 1
- Tier 2



Next Steps

- Action items to be carried forward to September TAC and TAB
- Release for public comment (mid-Sept) with Regional Solicitation application packet
- Update maps in response to public comment, as needed (Nov)
- Present final maps for inclusion in Reg. Solicitation/TPP to TAB & Met Council (Dec/Jan)



Steven Elmer, AICP
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ACTION TRANSMITTAL 2021-25

DATE: July 28, 2021

TO: TAC Planning Committee

PREPARED BY: David Burns, Senior Highway Planner, david.burns@metc.state.mn.us
Steve Peterson, Manager of Highway Planning and TAB/TAC Process, steven.peterson@metc.state.mn.us

SUBJECT: MnDOT-Led Systemwide Review and Update of the Roadway Functional Class System

REQUESTED ACTION: Approval of the recommendations put forth by the MnDOT-led review of the region's functional classification system.

RECOMMENDED MOTION: That TAC Planning recommend that the Metropolitan Council:

1. Administratively modify the 2040 Transportation Policy Plan to:
 - A. Include MnDOT's recommended systemwide changes to the Minor Arterial system;
 - B. Upgrade Dakota County State Aid Highway (CSAH 23) from an A-Minor Arterial Expander to a Principal Arterial from CSAH 42 to CSAH 70.
 - C. Upgrade Dakota County CSAH 70 from an A-Minor Arterial Expander to a Principal Arterial from CSAH 23 to Interstate 35.
2. Recommend that the MnDOT Commissioner submit all of the changes from the functional classification study to the Federal Highway Administration for approval.

BACKGROUND AND PURPOSE OF ACTION:

Systemwide Changes

Over the course of 2019 through 2021, MnDOT led a process to comprehensively review the functional classification of all roadways within the seven-county metro area. This metro-wide process followed a similar review of Greater Minnesota roads. The systematic statewide review was requested by the Federal Highway Administration (FHWA) and is expected to be completed approximately once per decade.

The functional classification of a roadway reflects the role the road plays in the movement of people and goods within a region. All roads serve two purposes; mobility and access, and all roads perform these two functions to varying degrees. Functional classification is the system which identifies the primary purpose of a road and how it interacts within the overall network. An Interstate Highway like I-35, for example, has limited access, provides a high degree of mobility, and carries many people for long distances. A local road, on the other hand, provides direct access to homes and businesses, is lower speed, and has much less traffic. Accurately classifying a roadway

system is essential for defining the role of the roadway in the overall transportation network. Functional classification also helps determine which roads are eligible to receive federal funding.

The functional classification system categorizes roads into four primary types: Principal Arterials (PAs), Minor Arterials, Collectors, and Local streets. The Metropolitan Council has further divided the Minor Arterials into A-Minor Arterials and Other Arterials.

Changes to the Minor Arterial and Collector system are approved by the Technical Advisory Committee (TAC). Changes to the Principal Arterial system require approval of the Metropolitan Council and must be reflected in the Transportation Policy Plan.

The MnDOT review and update process included staff from MnDOT, the Council, FHWA, counties, cities, and townships within the metro area. It consisted of a series of meetings with all seven counties as well as individual cities to ensure that all proposed changes were acceptable. A Steering Committee with local representatives helped guide the study. Finally, an appeals process was set-up to resolve any outstanding issues, but this was not used by any local agencies (i.e., any differences of opinion were worked out along the way).

Highlights of the recommended changes includes the following with details in Table 1 and the attached figures:

1. Minimal changes to the principal arterial network except for two Dakota County segments (one corridor).
2. Minimal changes to the A-Minor Arterial system.
3. Reductions of many Other Arterials (formerly B-Minors) to either Major or Minor Collectors.
4. Identification of the Minor Collector system as many cities had not designated this functional classification of roadway.

Table 1: Proposed Functional Classification Change Summary

Functional Classification	Existing Miles	Proposed Miles	% Change
Principal Arterial (PA)-Interstate	229	229	0%
PA-Other Freeway/Expressway	164	164	0%
PA-Other	294	304	4%
Minor Arterial	2,438	2,294	-6%
A-Minor (all categories)	1,946	1,930	-1%
B-Minor/Other	491	373	-24%

Major Collector	1,561	1,614	3%
Minor Collector	820	1,345	64%
Local	11,552	11,113	-4%

Two Principal Arterial Changes

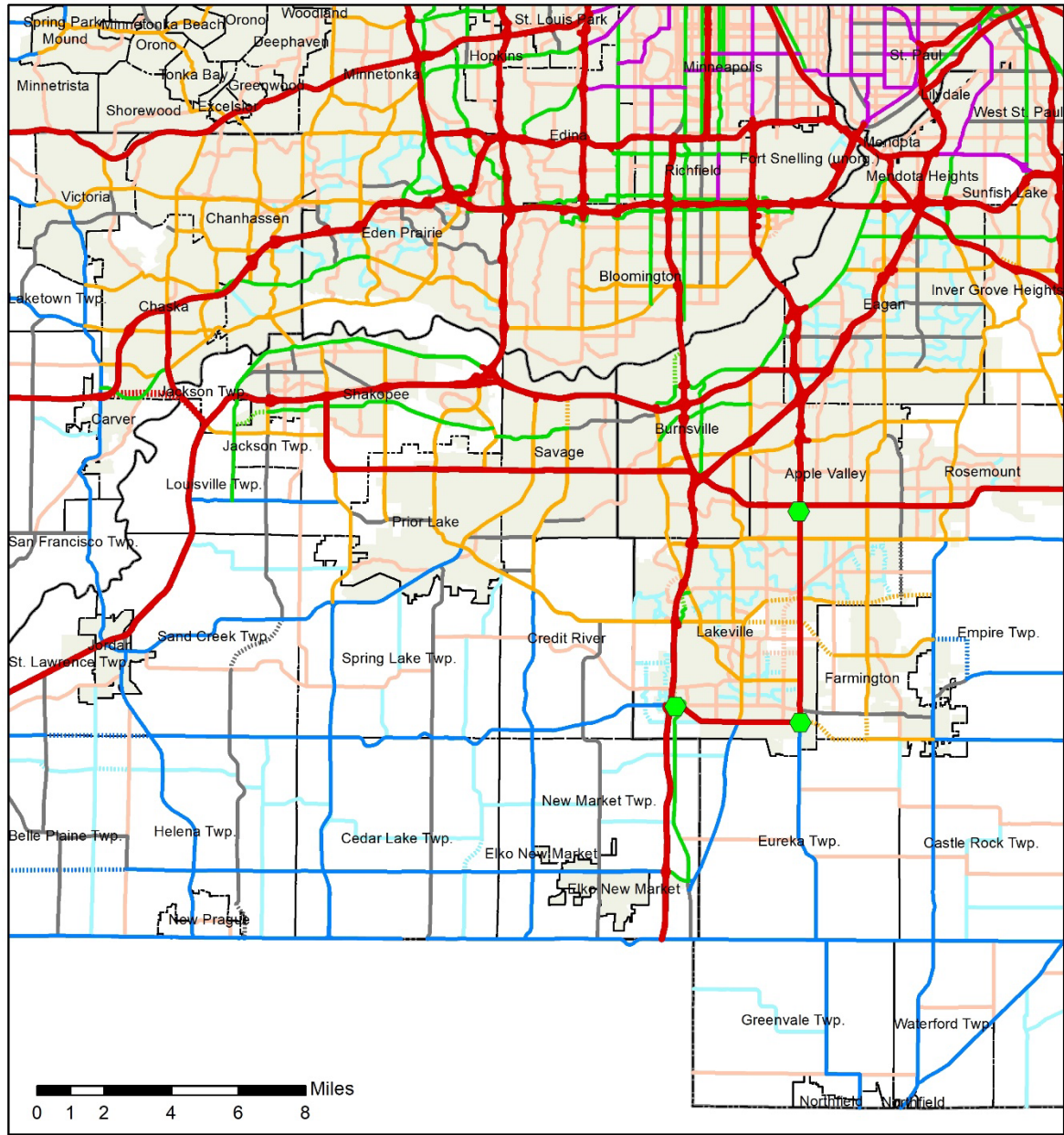
The upgrading of an existing roadway to a PA is a rare occurrence. Additions to the PA network require a review that must ultimately be approved by the full Metropolitan Council before submittal to MnDOT and FHWA. Any approved changes will be administratively modified into the region's Transportation Policy Plan as part of this action. In 2019, Dakota County submitted a principal arterial change request to the Metropolitan Council for the two segments detailed below. These routes were submitted based on the results of the 2018 Dakota County Principal Arterial Study.

1. Upgrade Dakota County CSAH 23 (Cedar Avenue) from an A-Minor Arterial Expander to a Principal Arterial from CSAH 42 to CSAH 70 (see segment 1362 on Figure 1). This roadway extends the existing PA further south to Lakeville. It is a 4-lane divided facility with access control (see Figures 1, 2, and 3).
2. Upgrade Dakota County CSAH 70 from an A-Minor Arterial Expander to a Principal Arterial from CSAH 23 to Interstate 35 (see segment 1363). This roadway connects Cedar Avenue back to another PA (I-35). An upgrade of CSAH 70 was completed in 2021 that improved it to a four-lane divided facility with access control. This segment is a Tier 1 Regional Truck Corridor (see Figures 1, 2, and 4).

Dakota County has been in the process of constructing this corridor to the Met Council's standards for Principal Arterials and has recently completed these upgrades. This corridor has been built to function as a Principal Arterial and no longer meets the qualities of a Minor Arterial. The Federal Highway Administration imposed a moratorium on functional class changes, including this principal arterial request, until the conclusion of MnDOT's systemwide functional classification review.

Subsequently, as part of MnDOT's review, it was determined that these two Dakota County segments met the FHWA qualifications to be reclassified as Principal Arterials. Dakota County has also obtained local resolutions of support, as required by Council processes, from all impacted jurisdictions, in this case, the City of Apple Valley and City of Lakeville. Letters of support ensure that local jurisdictions are aware of any potential Principal Arterial designation impacts (e.g., limited direct access to the roadway from private and public streets).

Figure 1: Requested New Functional Classifications (Segments 1362-1363)



Existing Regional Functional Class Roads

- Principal Arterial
- Other Arterial
- Major Collector
- Minor Collector
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector

Planned Regional Functional Class Roads

- Principal Arterial
- Other Arterial
- Major Collector
- Minor Collector
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector

City / Township Boundaries

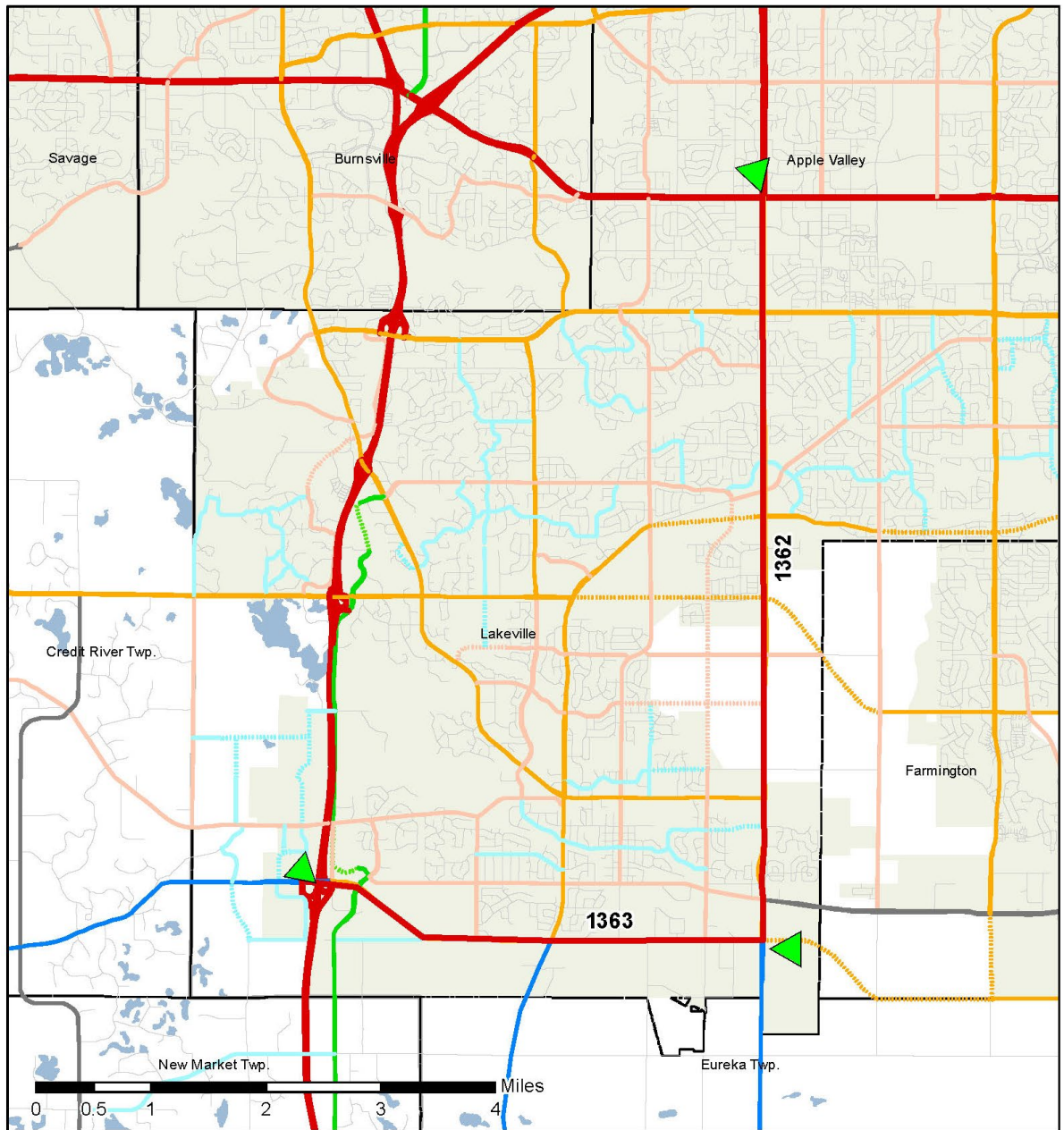
Street Centerlines

County Boundaries

MUSA

6-21-19

Figure 2: Requested New Functional Classifications, Closer View (Segments 1362-1363)



Existing Regional Functional Class Roads

- Principal Arterial
- Other Arterial
- Major Collector
- Minor Collector
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector

Planned Regional Functional Class Roads

- Principal Arterial
- Other Arterial
- Major Collector
- Minor Collector
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector

City / Township Boundaries

Street Centerlines

County Boundaries

MUSA



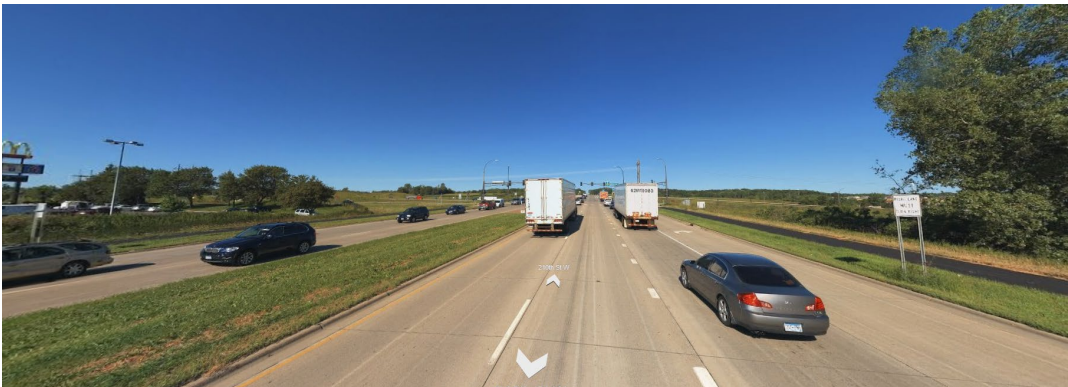
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Figure 3: Southbound CSAH 23 (Cedar Avenue) at CSAH 46 (160th Street West)



Source: Google Street View

Figure 4: Westbound CSAH 70 (Juniper Way) at I-35



Source: Google Street View

Recommendation to MnDOT Commissioner

The final part of this action is for the Metropolitan Council, as the region's Metropolitan Planning Organization (MPO), to recommend that the MnDOT Commissioner submit the systemwide changes to Federal Highway Administration for their final approval. MPOs play a vital role in functional classification within their planning area. The process involved the MPO and its members in a cooperative effort to examine functional classification.

STAFF ANALYSIS: The change process was comprehensive and significant outreach was performed to ensure that regional staff agreed with the proposed changes. The resulting proposed system changes more closely aligns with the most recent FHWA guidance and more accurately reflects the roadway characteristics described in Appendix D of the Transportation Policy Plan. MnDOT and the Metropolitan Council are both supportive of the recommended Principal Arterial changes. Additionally, the TAC will subclassify roadways within the A-Minor designation with their expected action on 9/1/21 and these designations will also be included as part of the TPP administrative modification.

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	

— All Other Roadways

Previous Functional Classification (where changed)

— Minor Arterial

— Major Collector

— Minor Collector

— Local

Revised Functional Classification (where changed)

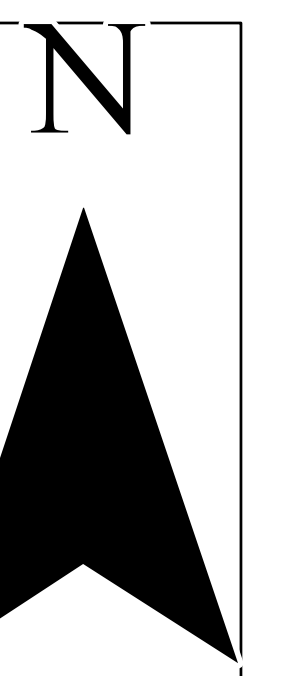
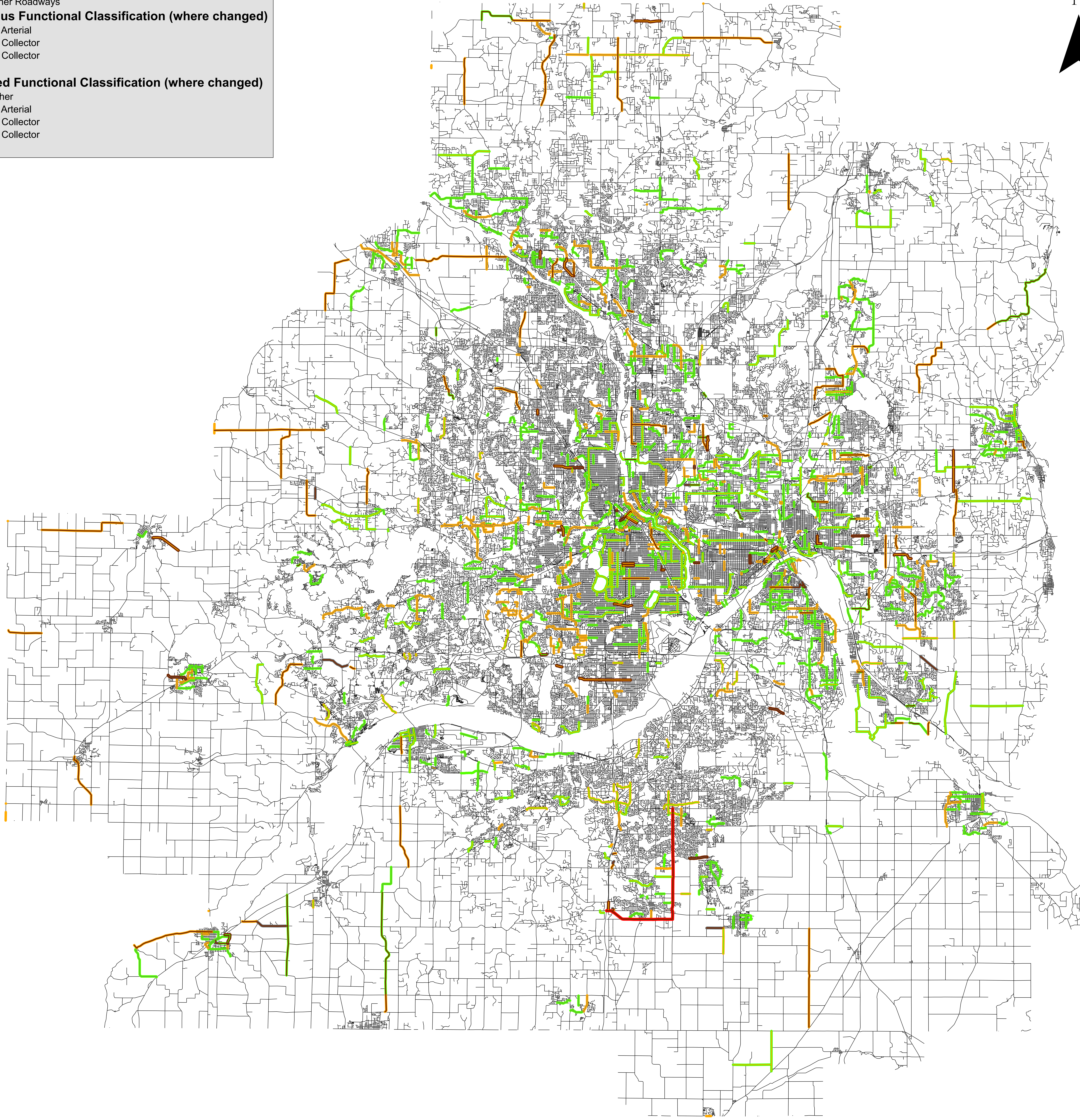
— PA Other

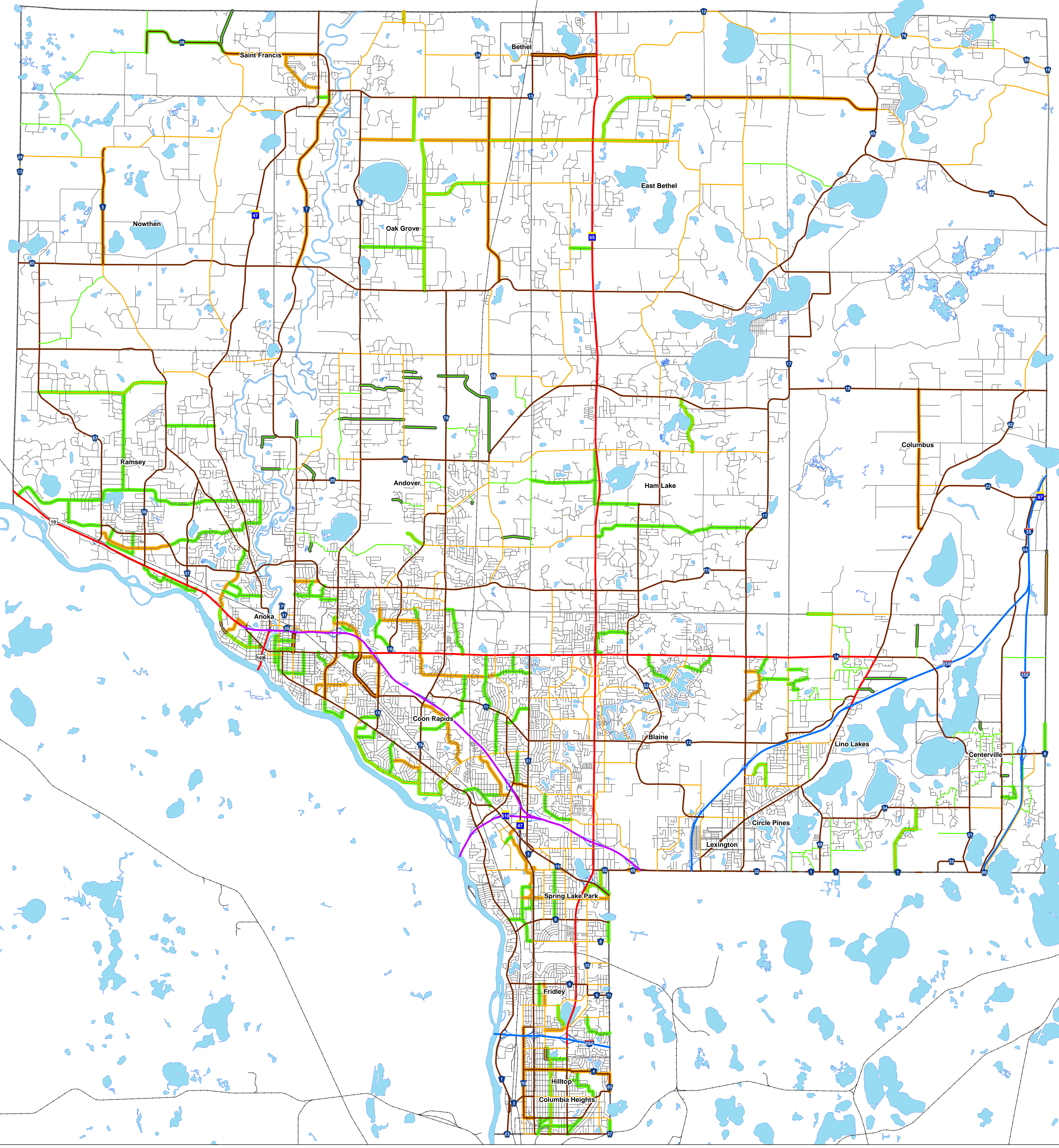
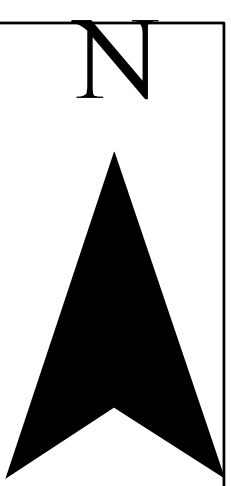
— Minor Arterial

— Major Collector

— Minor Collector

— Local





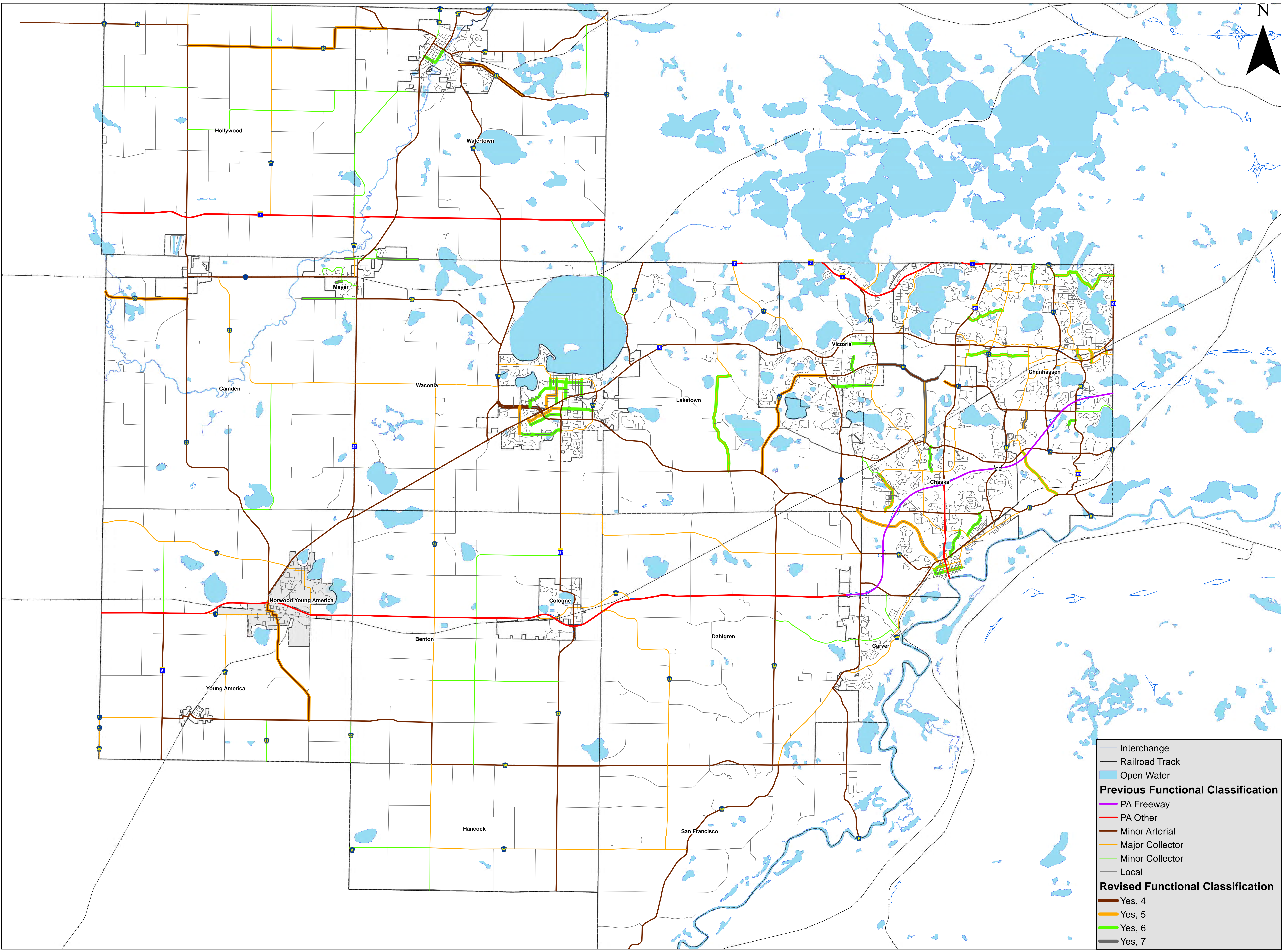
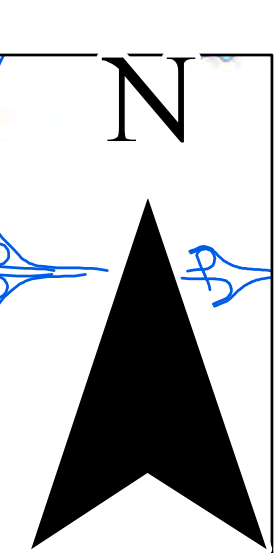
— Interchange
— Railroad Track
— Open Water

Previous Functional Classification

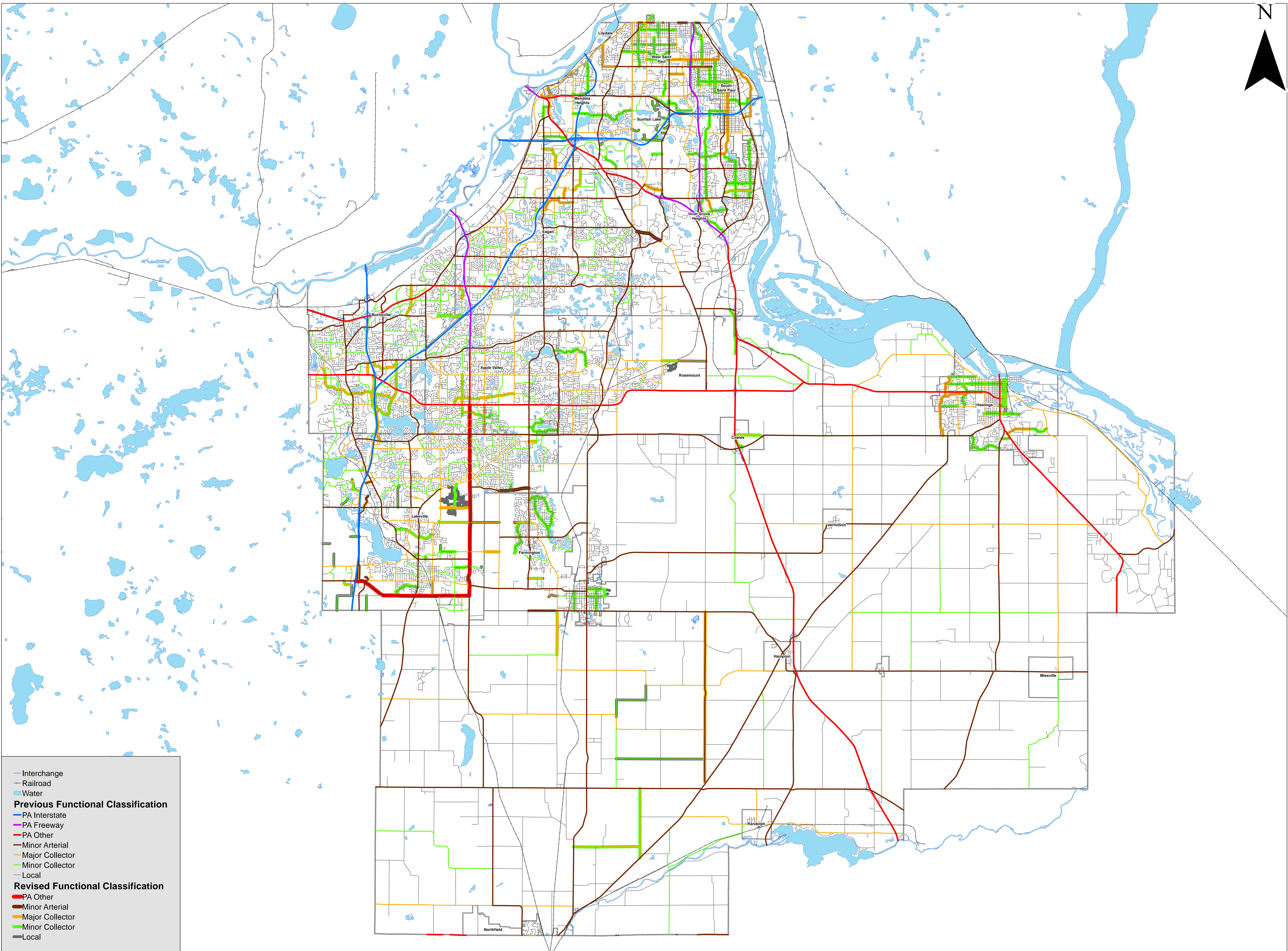
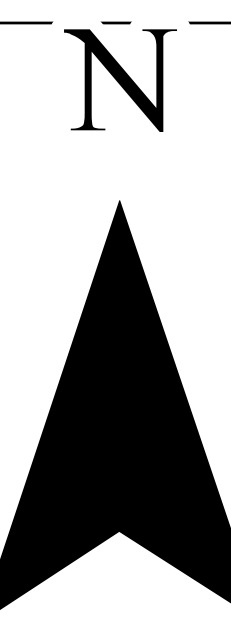
- PA Interstate
- PA Freeway
- PA Other
- Minor Arterial
- Major Collector
- Minor Collector
- Local

Revised Functional Classification

- Minor Arterial
- Major Collector
- Minor Collector
- Local



	Interchange
	Railroad Track
	Open Water
Previous Functional Classification	
	PA Freeway
	PA Other
	Minor Arterial
	Major Collector
	Minor Collector
	Local
Revised Functional Classification	
	Yes, 4
	Yes, 5
	Yes, 6
	Yes, 7



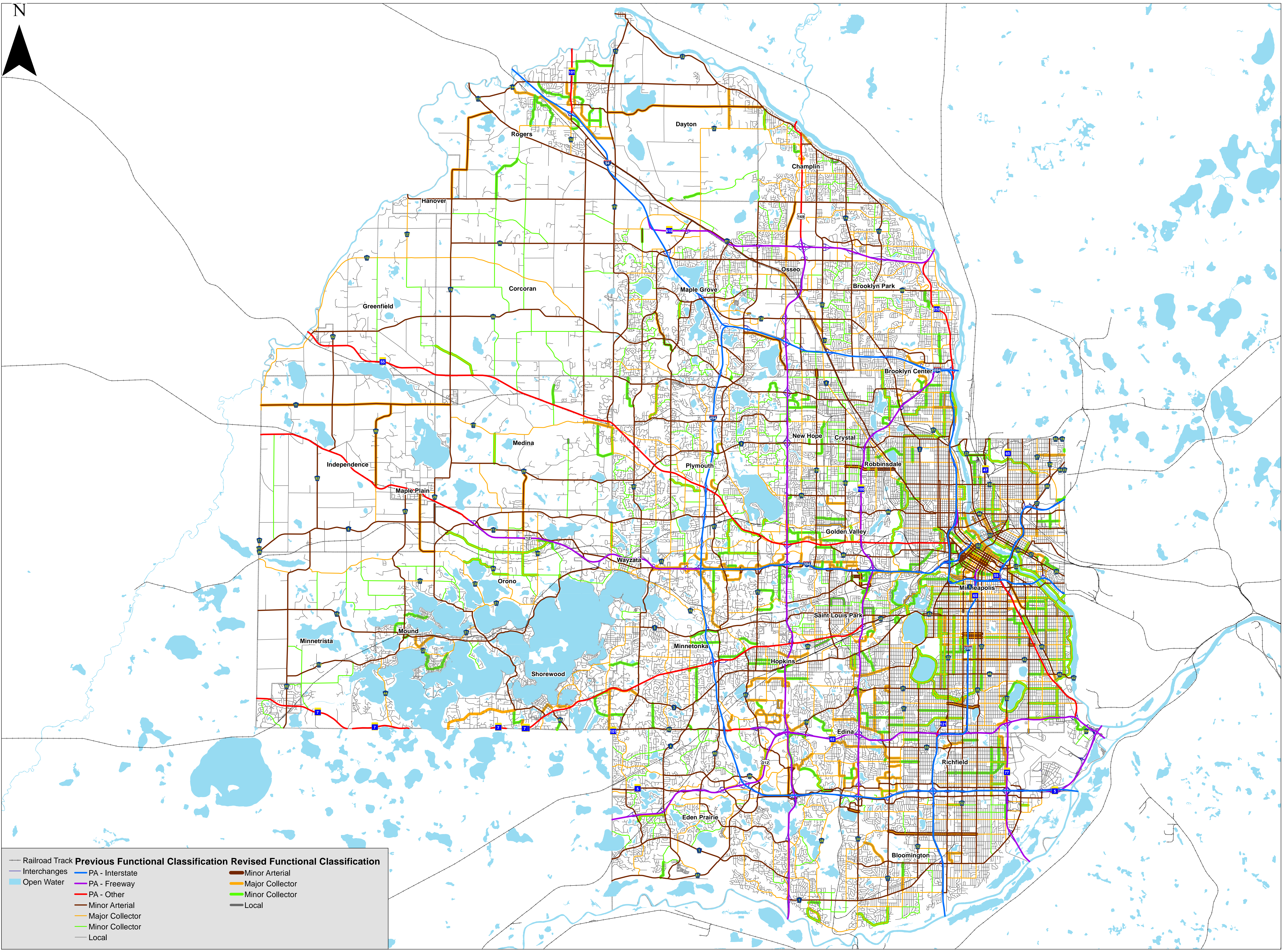
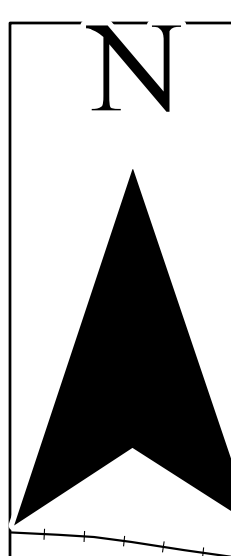
— Interchange
— Railroad
— Water

Previous Functional Classification

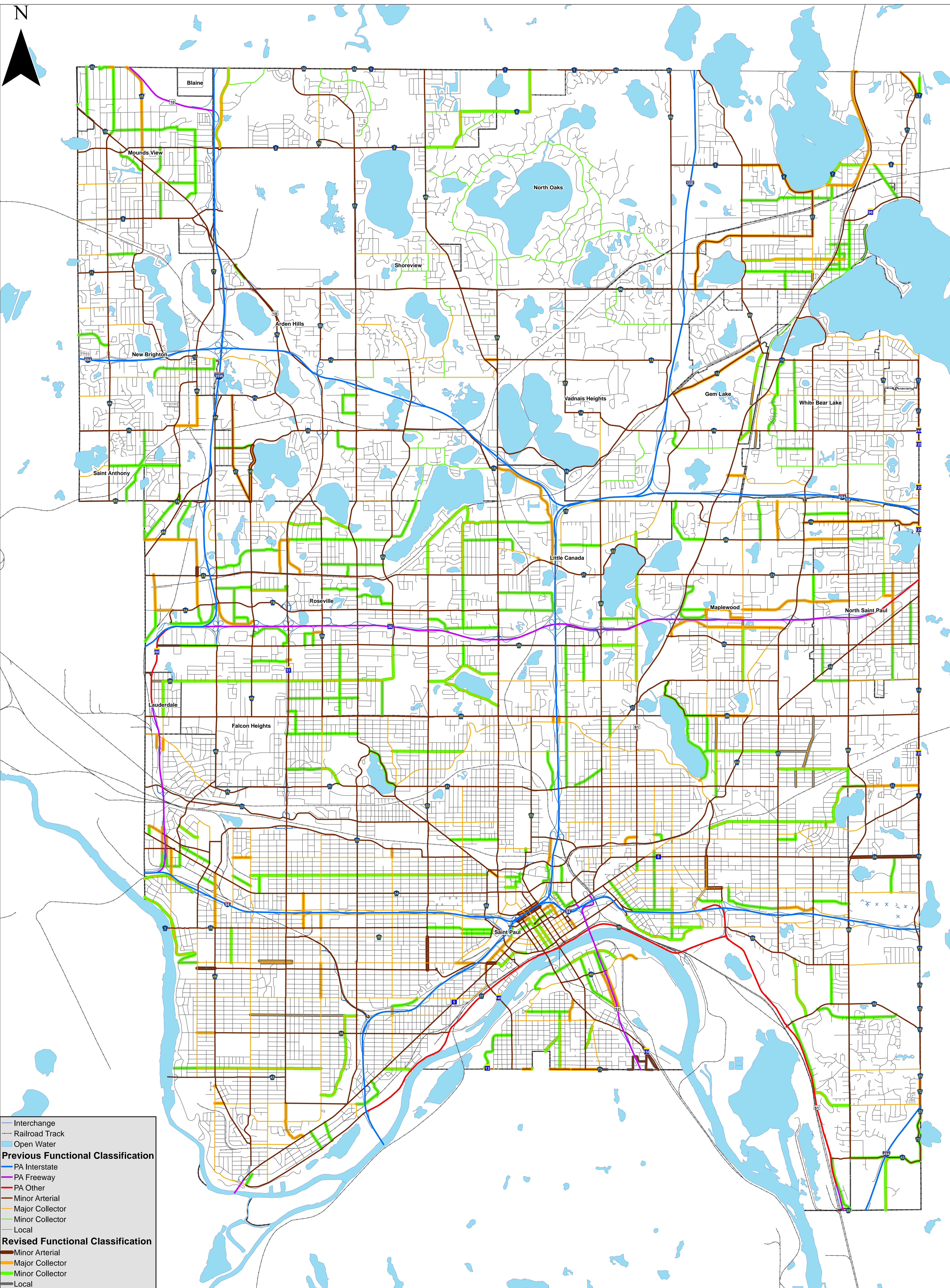
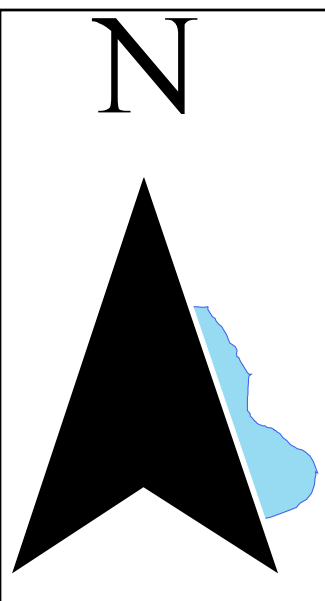
- PA Interstate
- PA Freeway
- PA Other
- Minor Arterial
- Major Collector
- Minor Collector
- Local

Revised Functional Classification

- PA Other
- Minor Arterial
- Major Collector
- Minor Collector
- Local



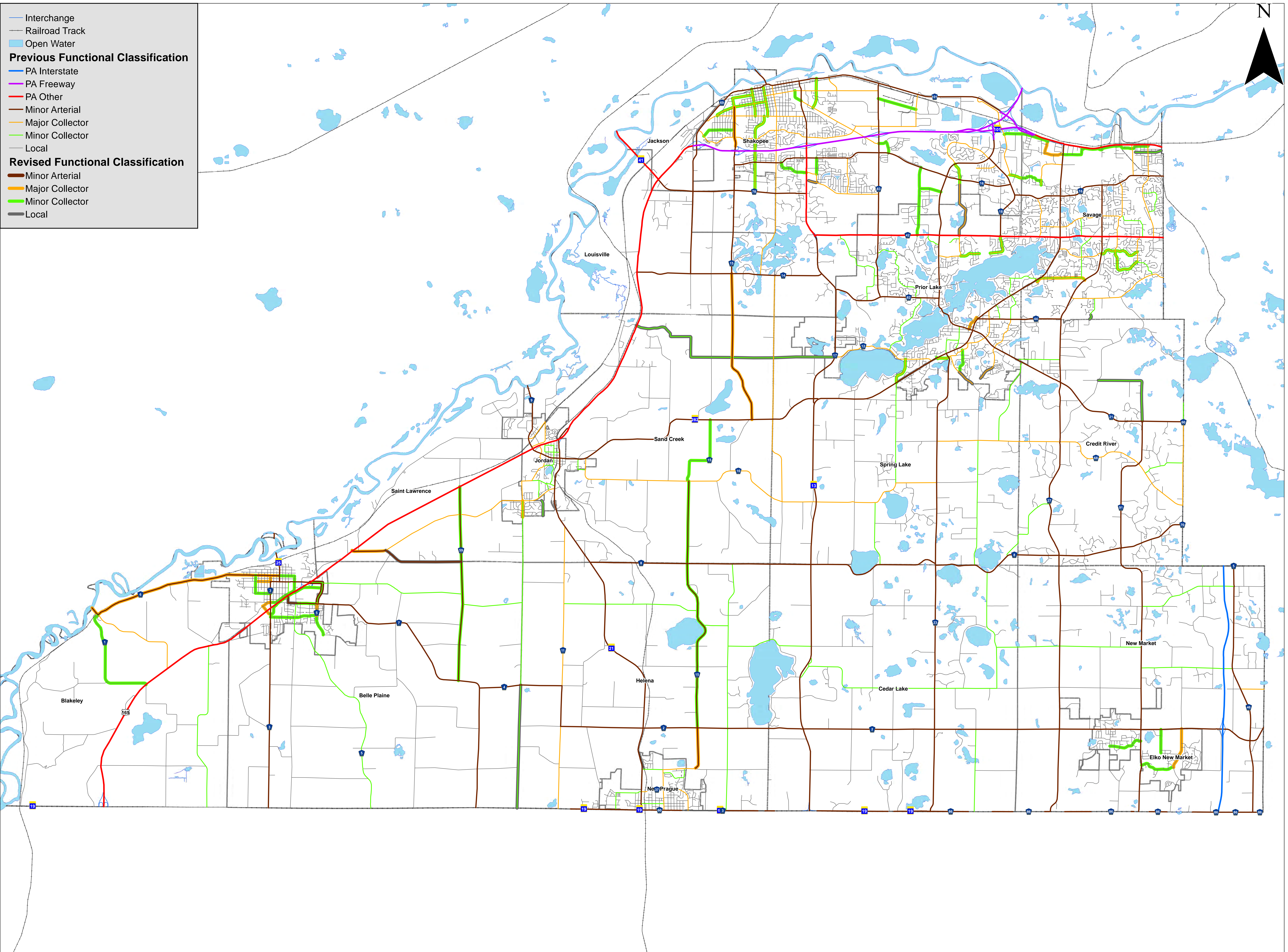
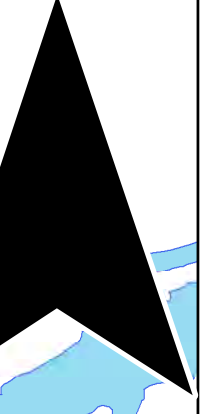
Previous Functional Classification		Revised Functional Classification	
—	Railroad Track	—	Minor Arterial
—	Interchanges	—	Major Collector
—	Open Water	—	Minor Collector
—	PA - Interstate	—	Local
—	PA - Freeway	—	
—	PA - Other	—	
—	Minor Arterial	—	
—	Major Collector	—	
—	Minor Collector	—	
—	Local	—	

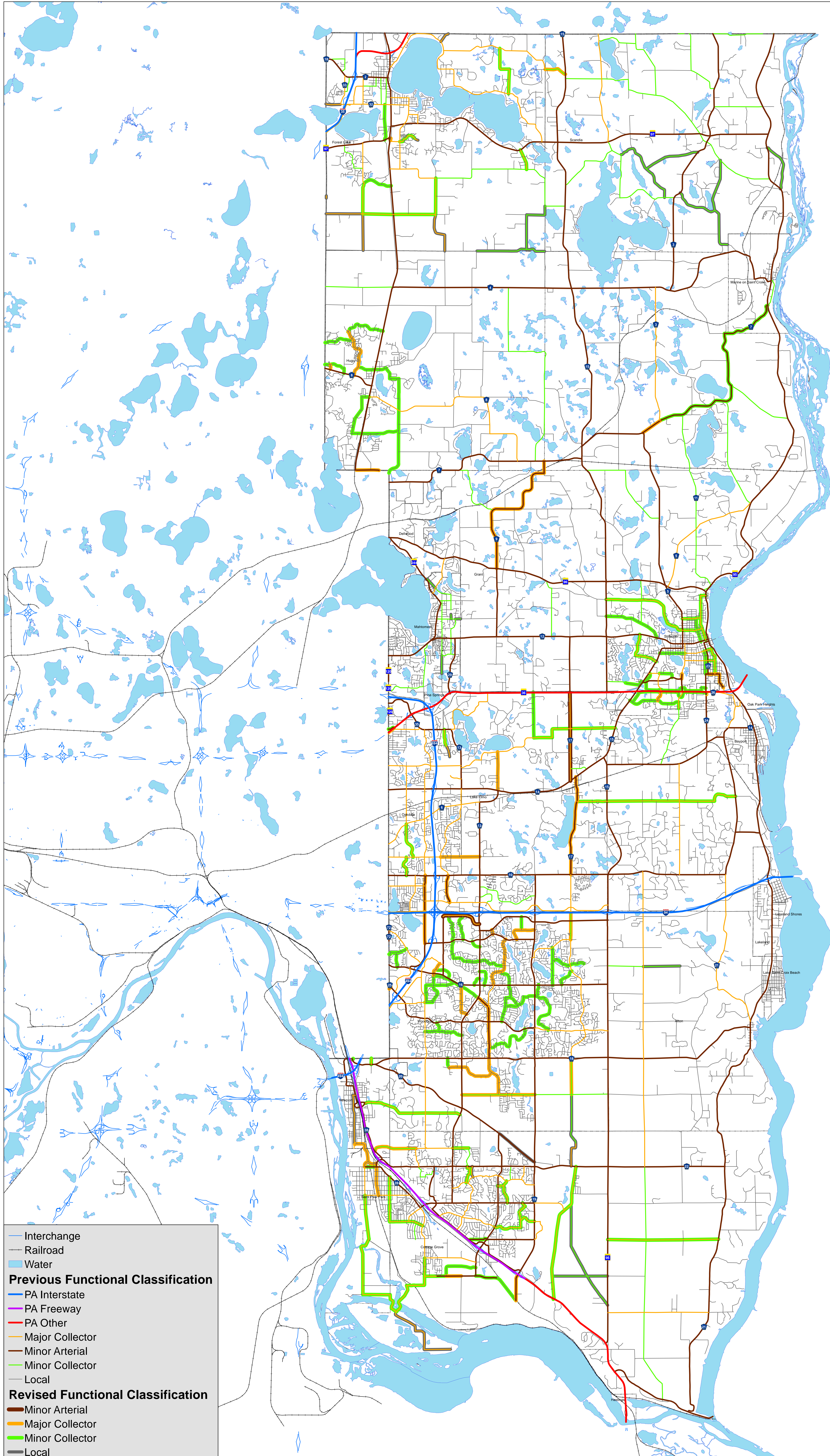
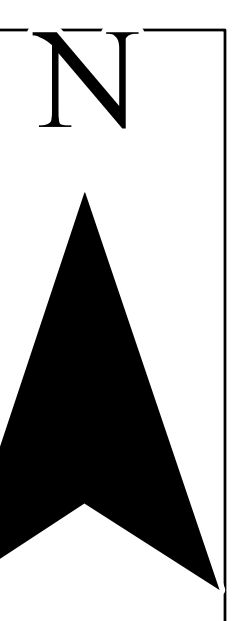


- Interchange
- Railroad Track
- Open Water
- Previous Functional Classification**
- PA Interstate
- PA Freeway
- PA Other
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- Revised Functional Classification**
- Minor Arterial
- Major Collector
- Minor Collector
- Local

- Interchange
- Railroad Track
- Open Water
- Previous Functional Classification**
- PA Interstate
- PA Freeway
- PA Other
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- Revised Functional Classification**
- Minor Arterial
- Major Collector
- Minor Collector
- Local

N





- Interchange
- Railroad
- Water
- Previous Functional Classification**
- PA Interstate
- PA Freeway
- PA Other
- Major Collector
- Minor Arterial
- Minor Collector
- Local
- Revised Functional Classification**
- Minor Arterial
- Major Collector
- Minor Collector
- Local

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL 2021-26

DATE: July 28, 2021
TO: TAC Planning
PREPARED BY: David Burns, Senior Highway Planner, david.burns@metc.state.mn.us
Steve Peterson, Manager of Highway Planning,
steven.peterson@metc.state.mn.us
SUBJECT: Additions to the A-Minor Arterial Network
REQUESTED ACTION: Recommend adoption of the additions to the A-Minor Arterial Network
RECOMMENDED MOTION: That the TAC Planning Committee recommend that the Technical Advisory Committee (TAC) adopt the subclassifications to the A-Minor Arterial Network

BACKGROUND AND PURPOSE OF ACTION: MnDOT, in coordination with the Council, FHWA, and local cities and counties, recently completed a comprehensive update to the functional classification system within the Council's planning area. These changes were recommended as part of Action Transmittal 2021-25. However, because the A-Minor subclassifications are unique to the Council and are not part of the official FHWA functional classification system, the Council is responsible for designating the subclasses of A-Minors. The Council has delegated decision-making authority for Minor Arterial changes to the Technical Advisory Committee (TAC). This action will designate newly added A-Minor Arterials (from Action Transmittal 2021-25) as one of the following four A-Minor subclassifications:

1. A-Minor Relievers: these roadways run parallel to and supplement capacity for congested principal arterials
2. A-Minor Augmentors: roadways that supplement that principal arterial system in densely developed areas
3. A-Minor Expanders: roadways that supplement the principal arterials system in less densely developed areas
4. A-Minor Connectors: these roadways provide safe, direct connections between rural centers and to principal arterials in rural areas

Overall there was a total net reclassification change that resulted in an overall decrease of 16 miles of the A-Minor system, representing a 1% decrease in the number of the A-Minor Arterials. (Note that this is the net change; there were both additions and subtractions from the A-Minor system.) The project team identified several changes to the Other Arterial (B-Minor) system, many of which were reclassified down to Collectors. Table 1 outlines the changes to the Minor Arterial system, including to each of the four A-Minor subclassifications.

Table 1: Proposed Changes to the A-Minor System

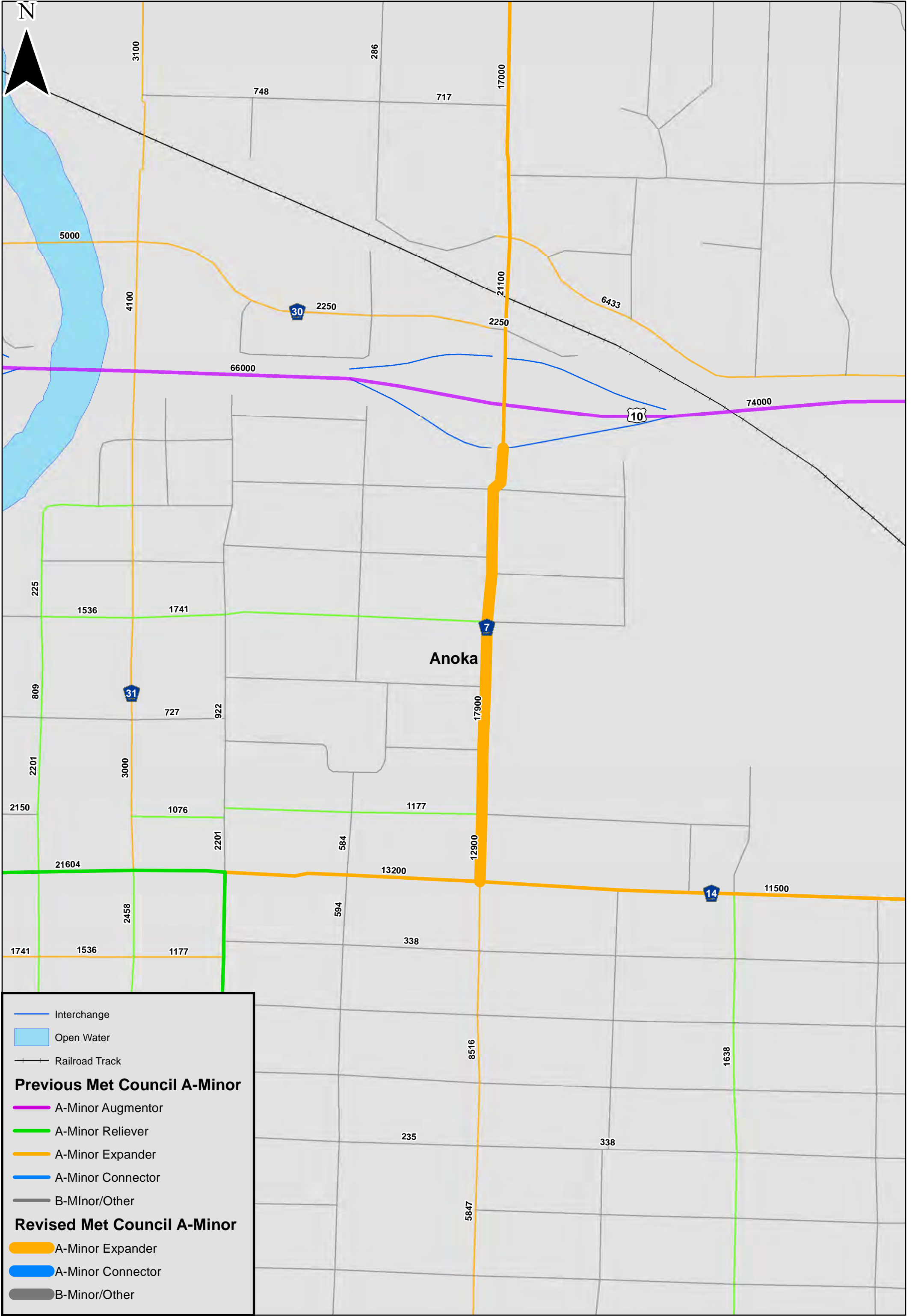
Existing Functional Class			Proposed Functional Class			Change
Minor Arterial	2,437	100%	Minor Arterial	2,293	100%	-6%
A-Minor All (% of Minor Arterial system)	1,946	80%	A-Minor (% of Minor Arterial system)	1,930	84%	1%
Augmentor	195		Augmentor	202		4%
Reliever	431		Reliever	437		1%
Expander	720		Expander	718		-0%
Connector	599		Connector	574		-4%
B-Minor (% of Minor Arterial system)	491	20%	B-Minor (% of Minor Arterial system)	373	16%	-24%

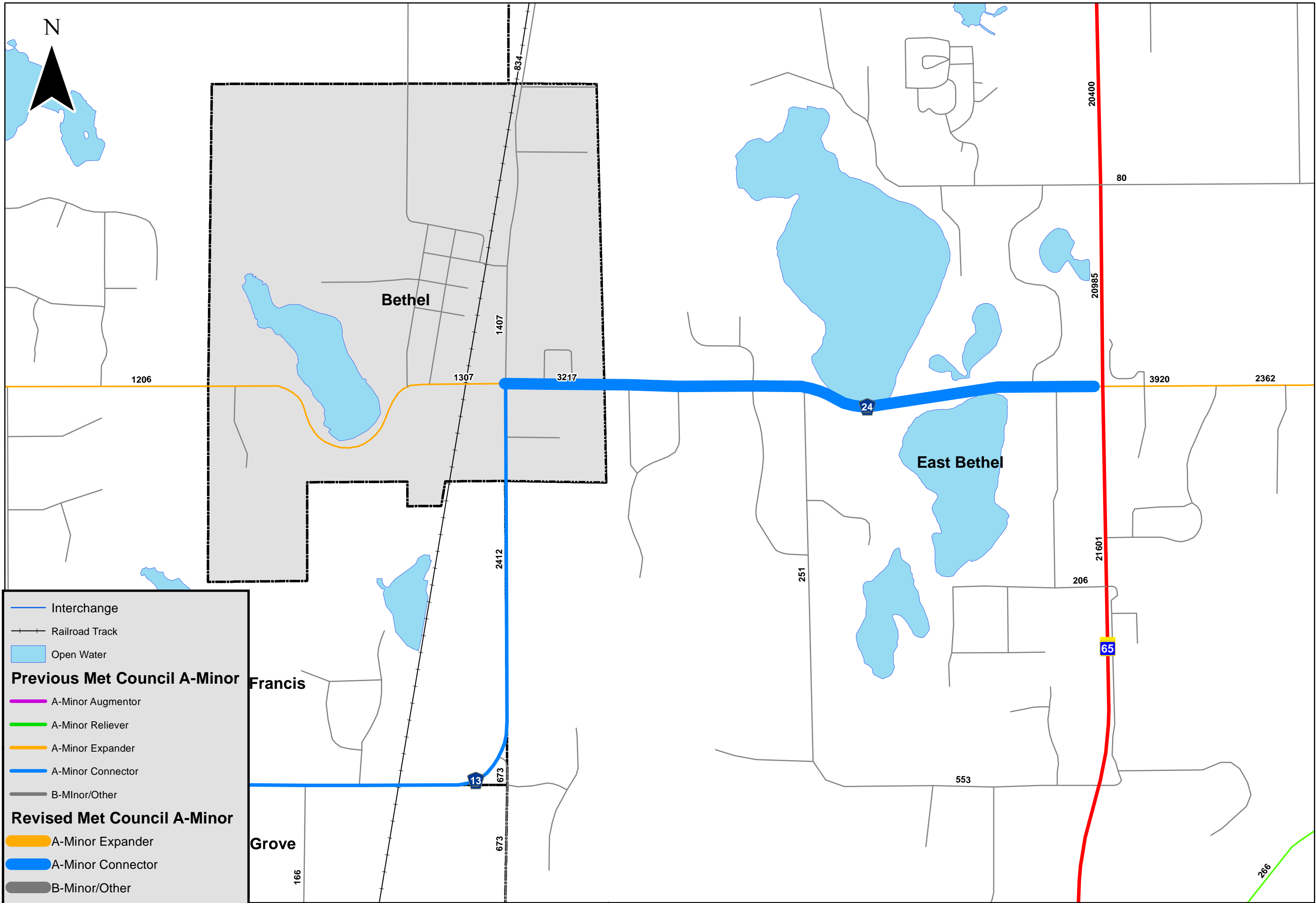
Additionally, maps depicting the changes to the A-Minor network are included in Attachment 1. Council staff worked with MnDOT staff in assigning the subclassifications (Relievers, Augmentors, Expanders, or Connectors), based on land use and roadway classification in the immediate area.

STAFF ANALYSIS: The proposed changes to the A-Minor system more closely reflect the characteristics of the roadways. All changes were identified and agreed upon by technical staff from throughout the region.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning Committee	Review & Recommend	
Technical Advisory Committee	Review & Adopt	





N

Bethel

East Bethel

Francis

Grove

1206

1307

1407

3217

2412

673

673

166

24

251

206

553

65

20400

80

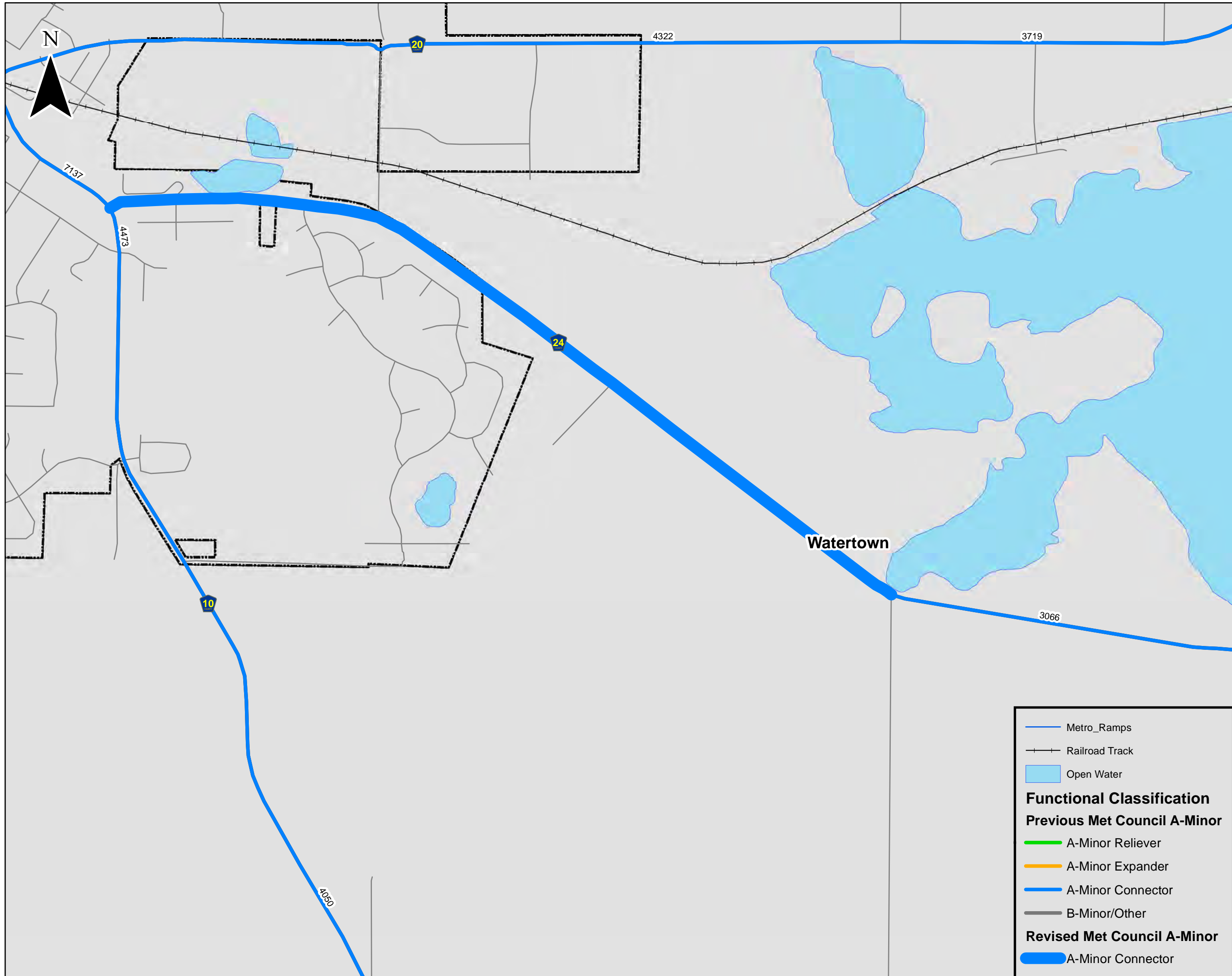
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2362

21601

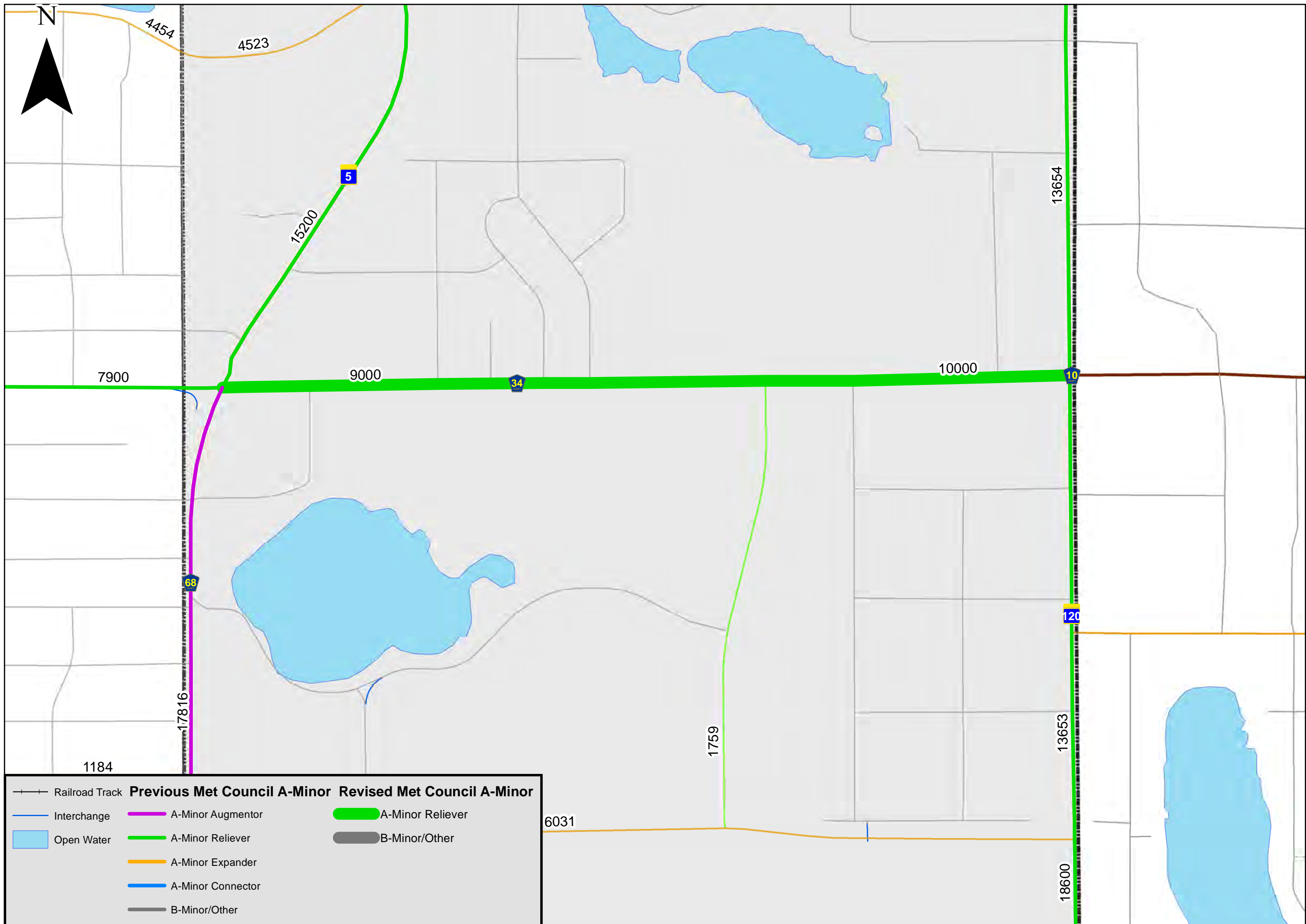
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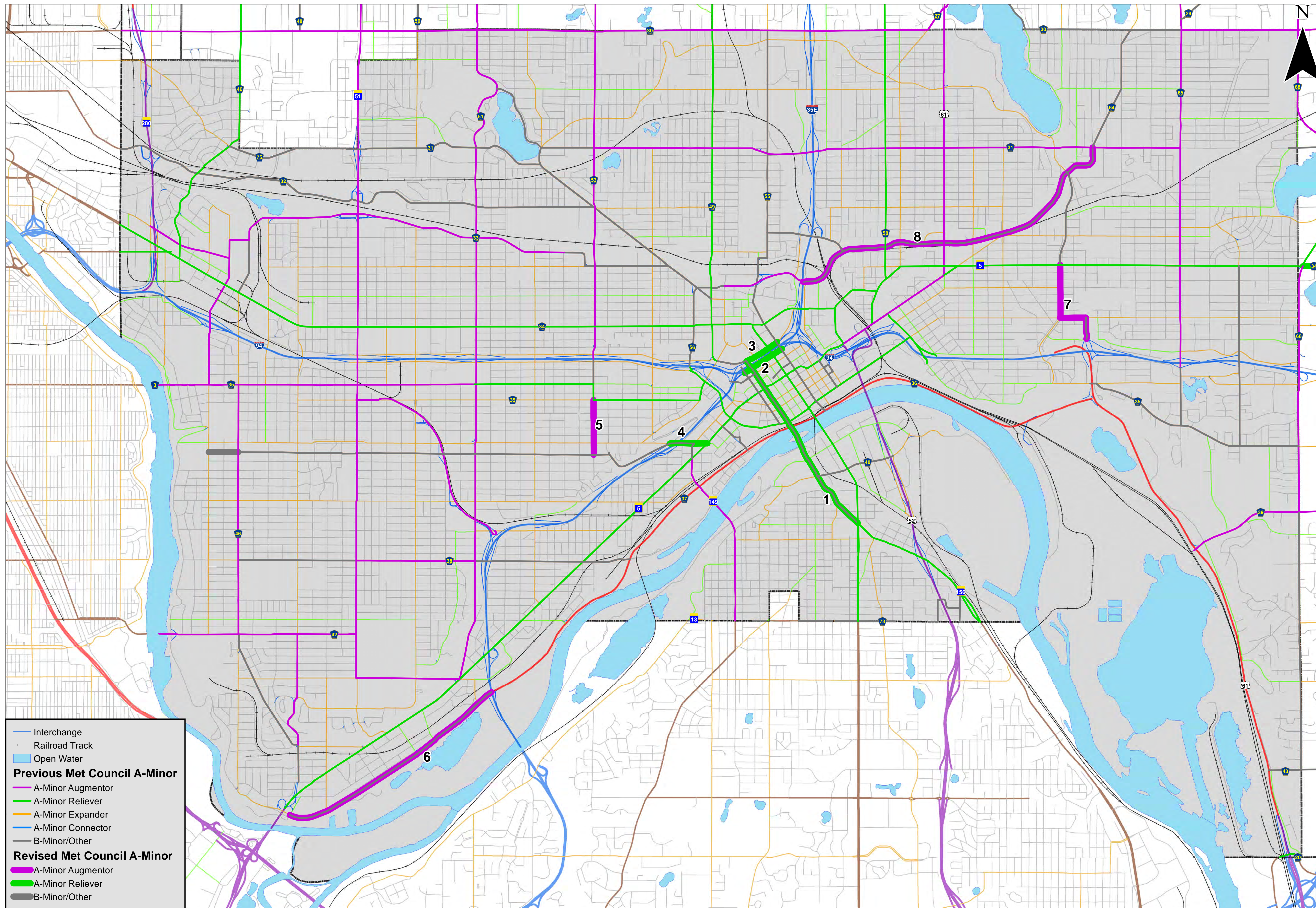


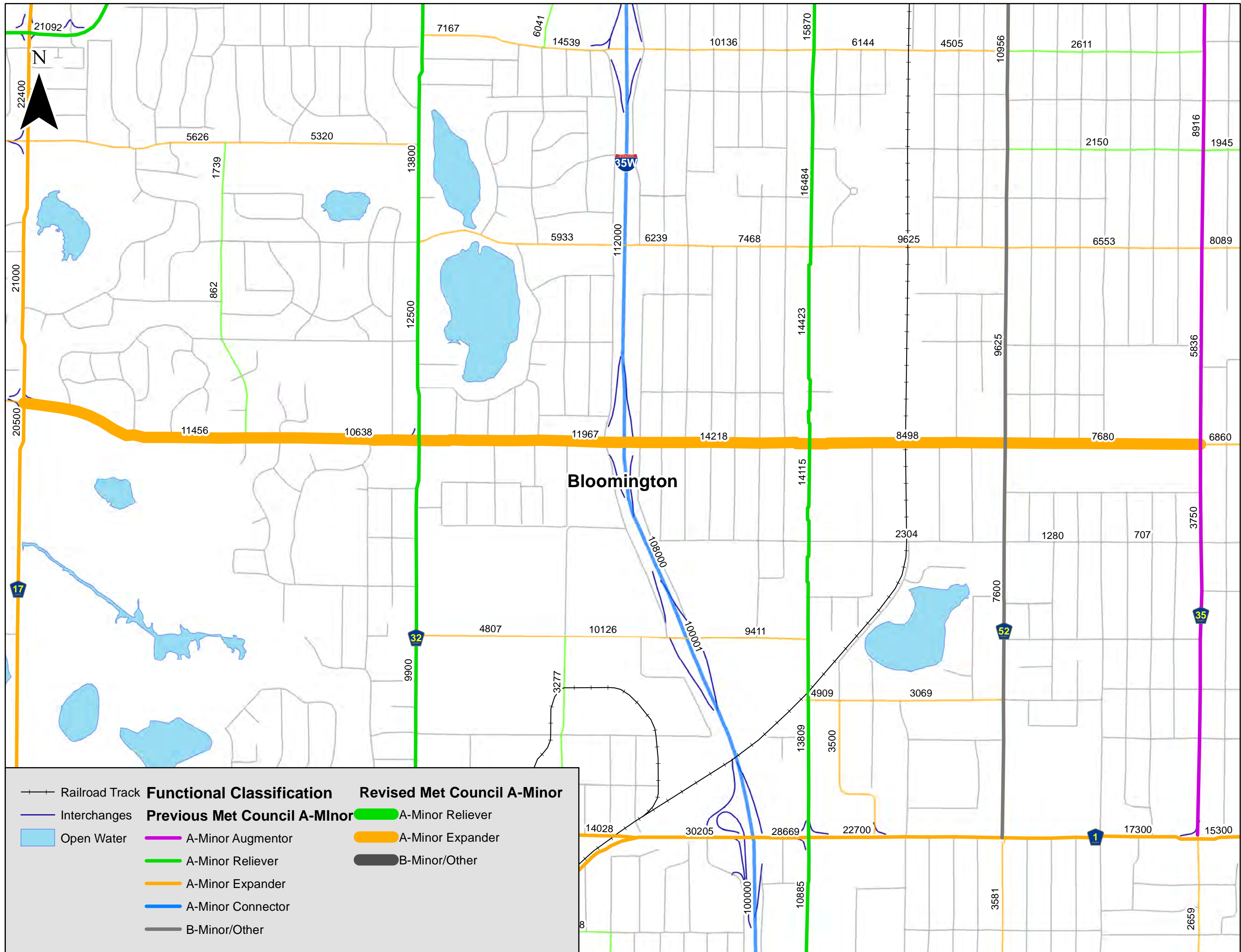
— Metro_Ramps
+ + Railroad Track
Open Water

Functional Classification
Previous Met Council A-Minor
A-Minor Reliever
A-Minor Expander
A-Minor Connector
B-Minor/Other

Revised Met Council A-Minor
A-Minor Connector







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21000

20500

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32

35

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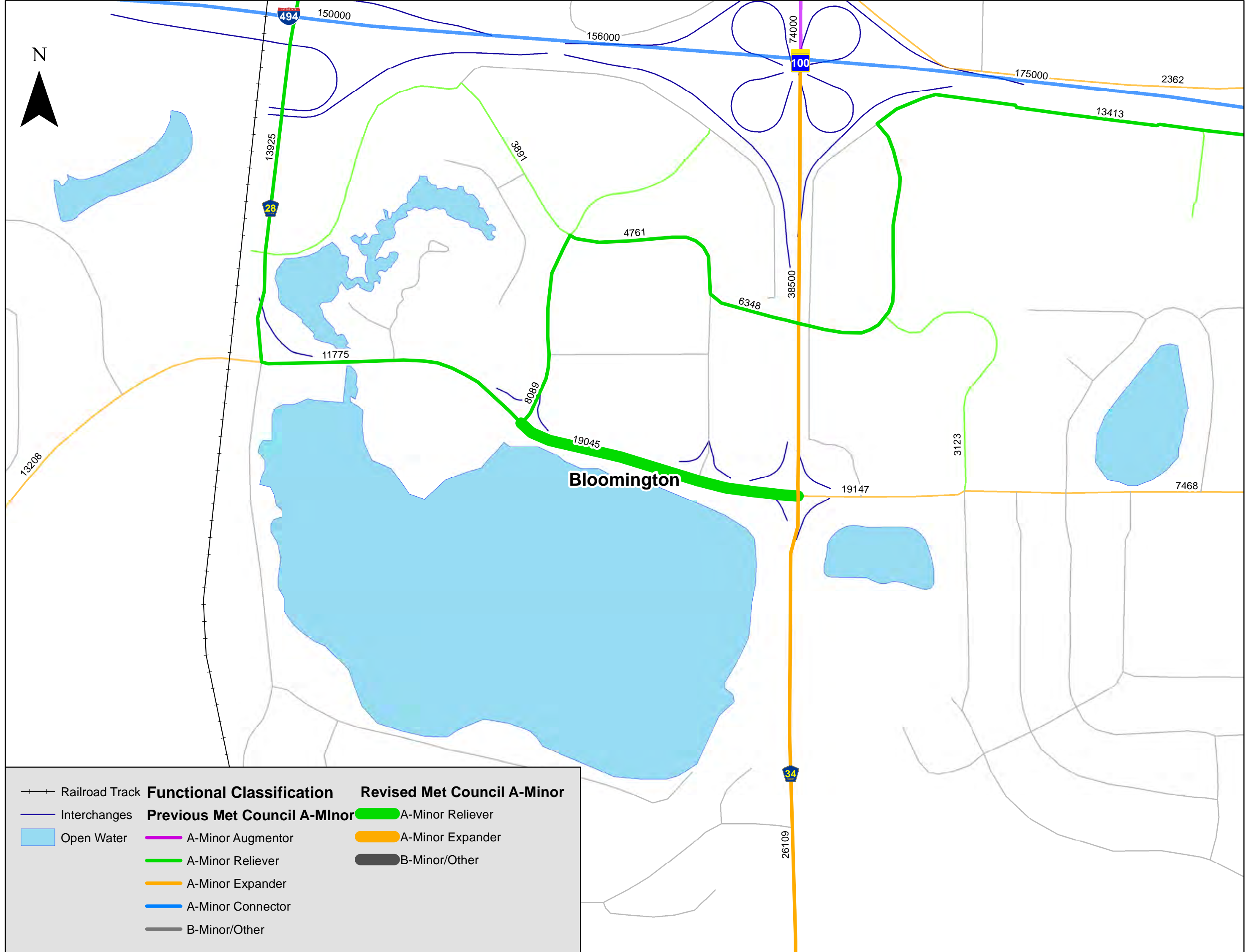
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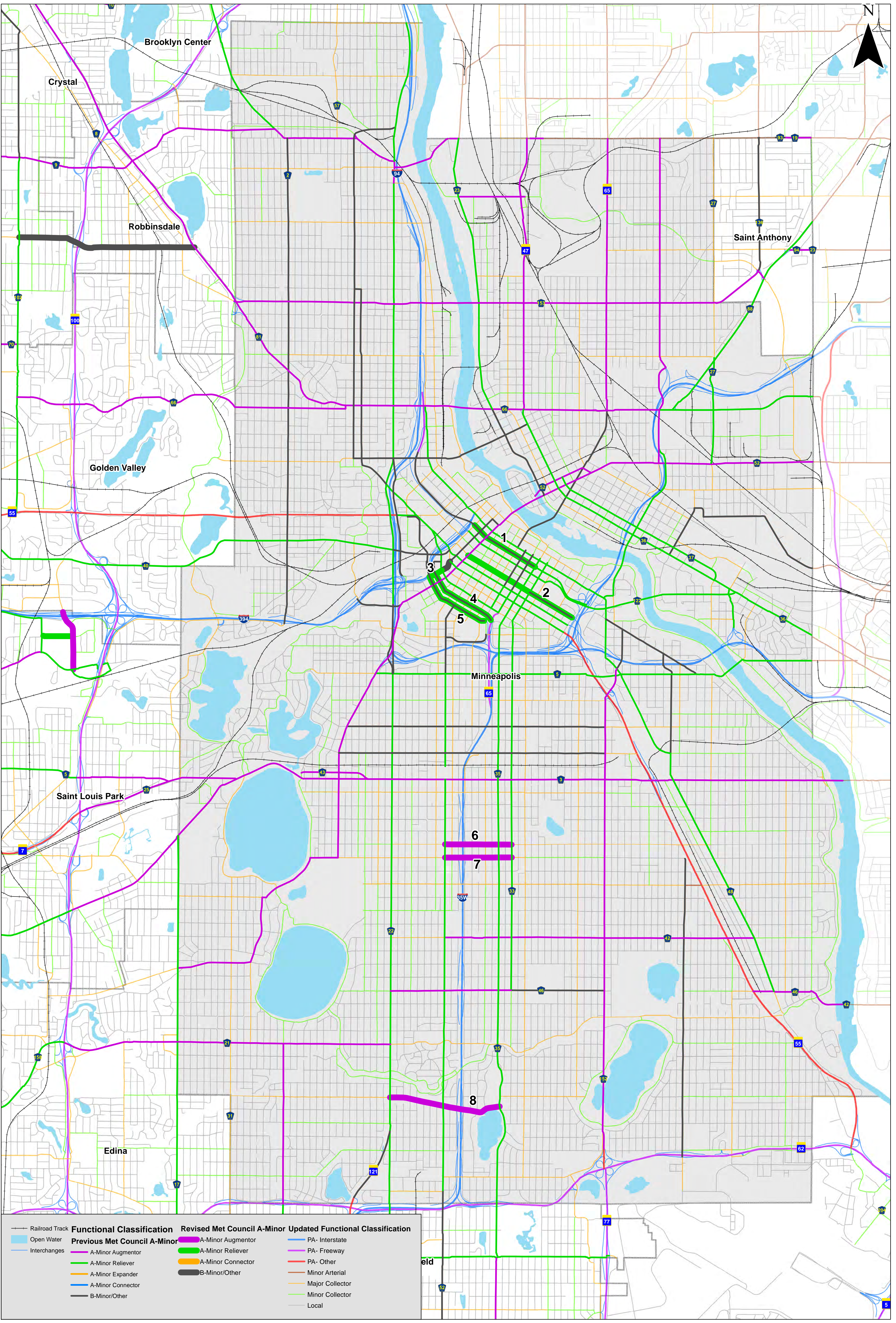
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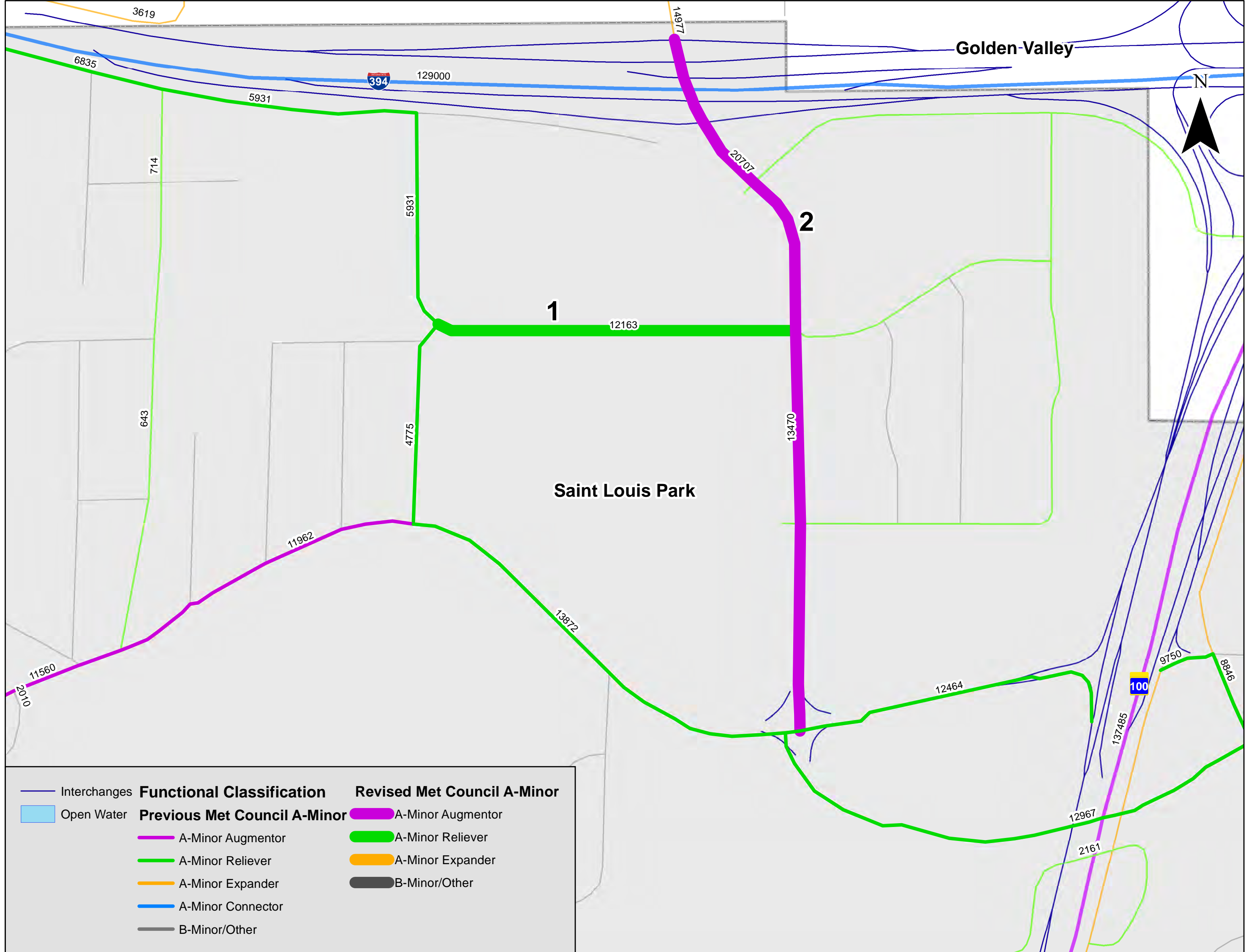
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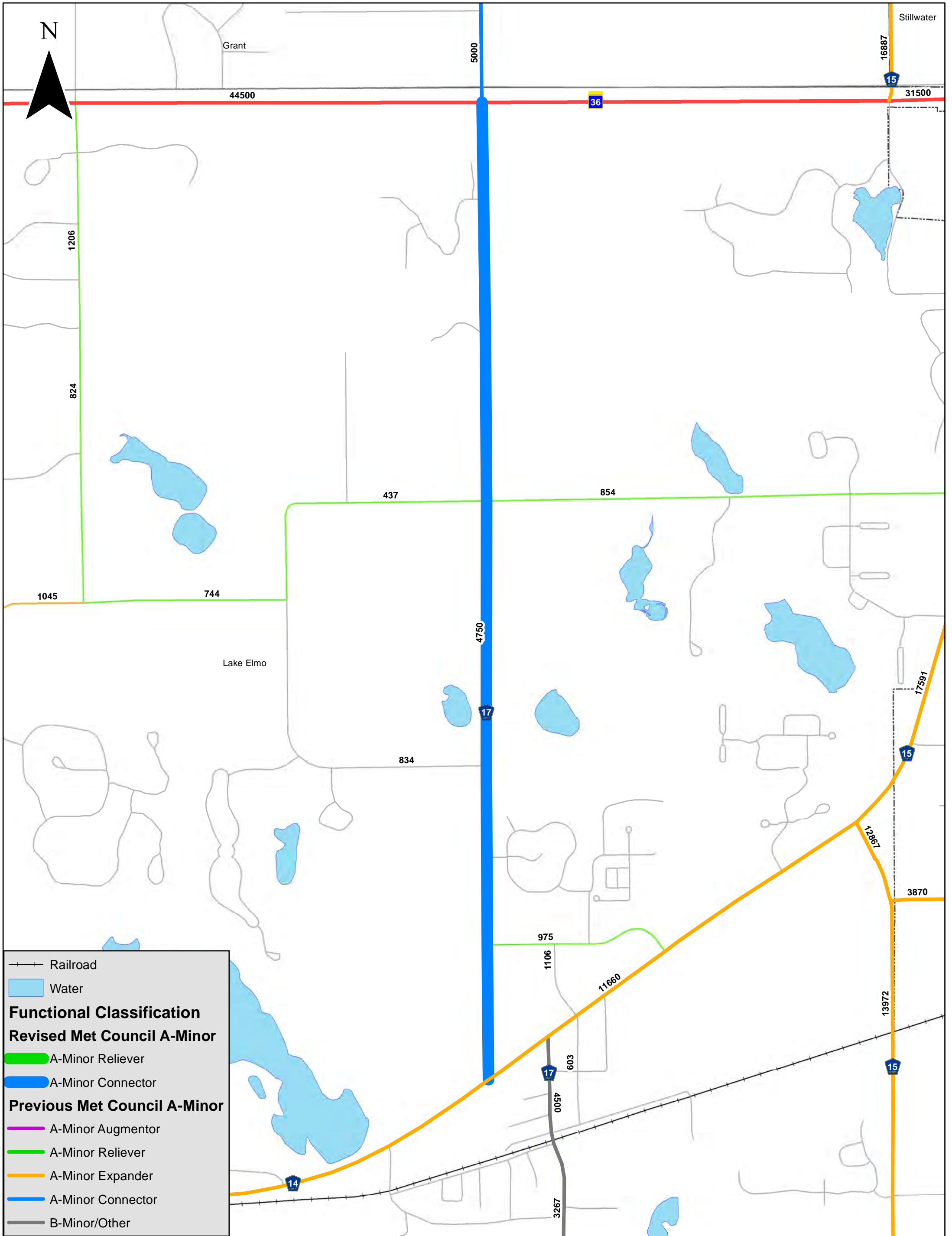
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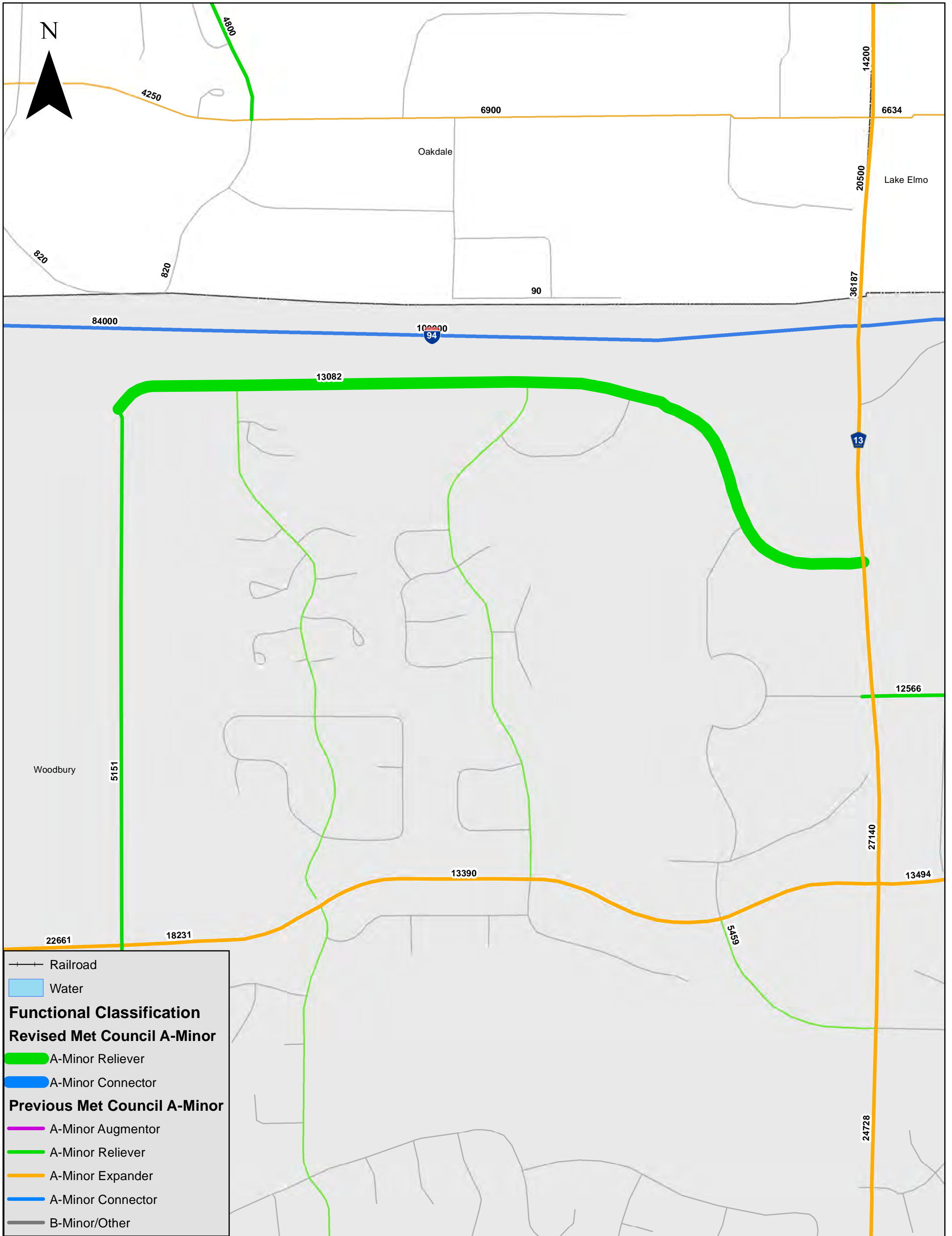


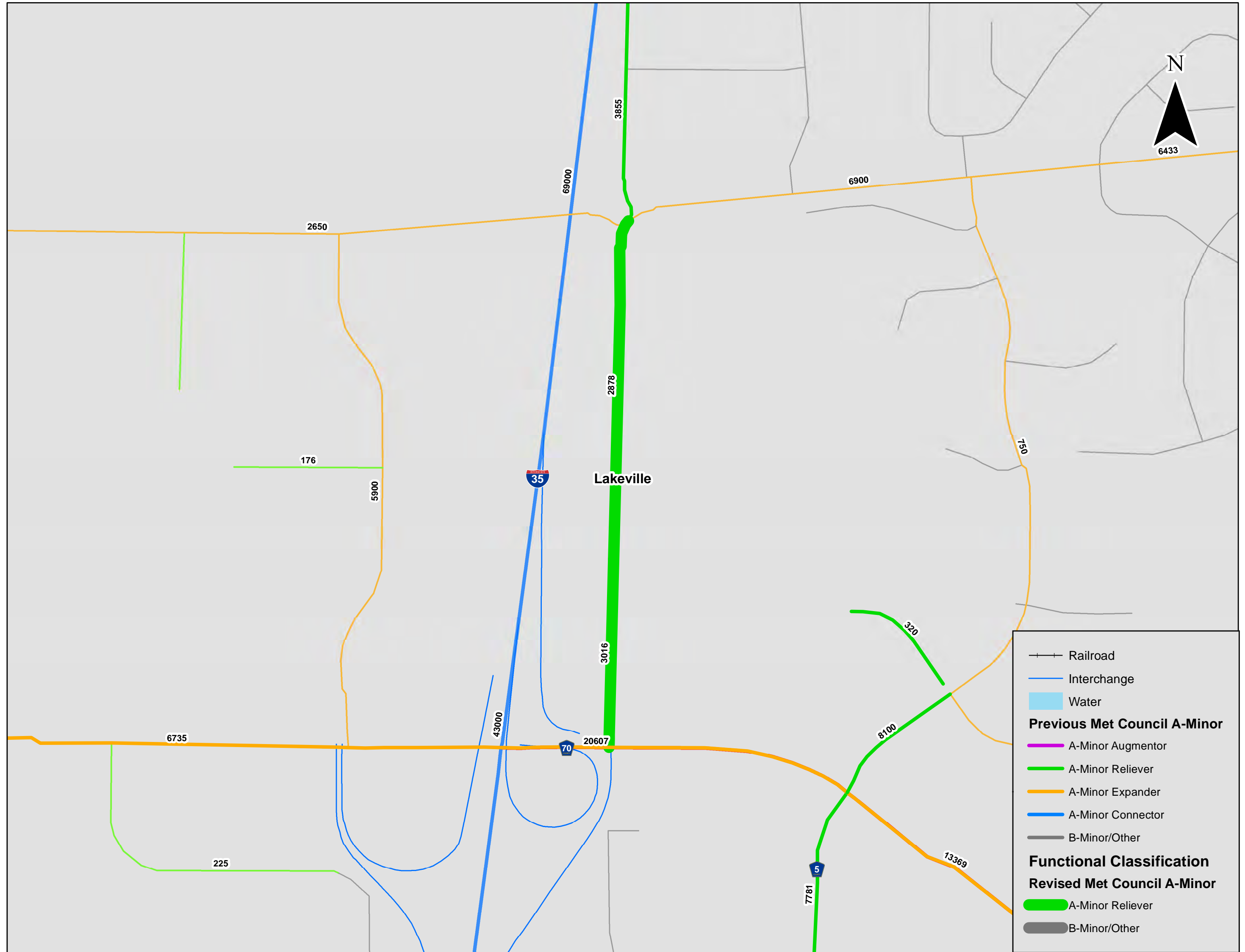


Symbol	Functional Classification	Revised Met Council A-Minor	Updated Functional Classification
	Railroad Track		A-Minor Augmentor
	Open Water		A-Minor Reliever
	Interchanges		A-Minor Connector
	A-Minor Reliever		B-Minor/Other
	A-Minor Expander		PA- Interstate
	A-Minor Connector		PA- Freeway
	B-Minor/Other		PA- Other
			Minor Arterial
			Major Collector
			Local

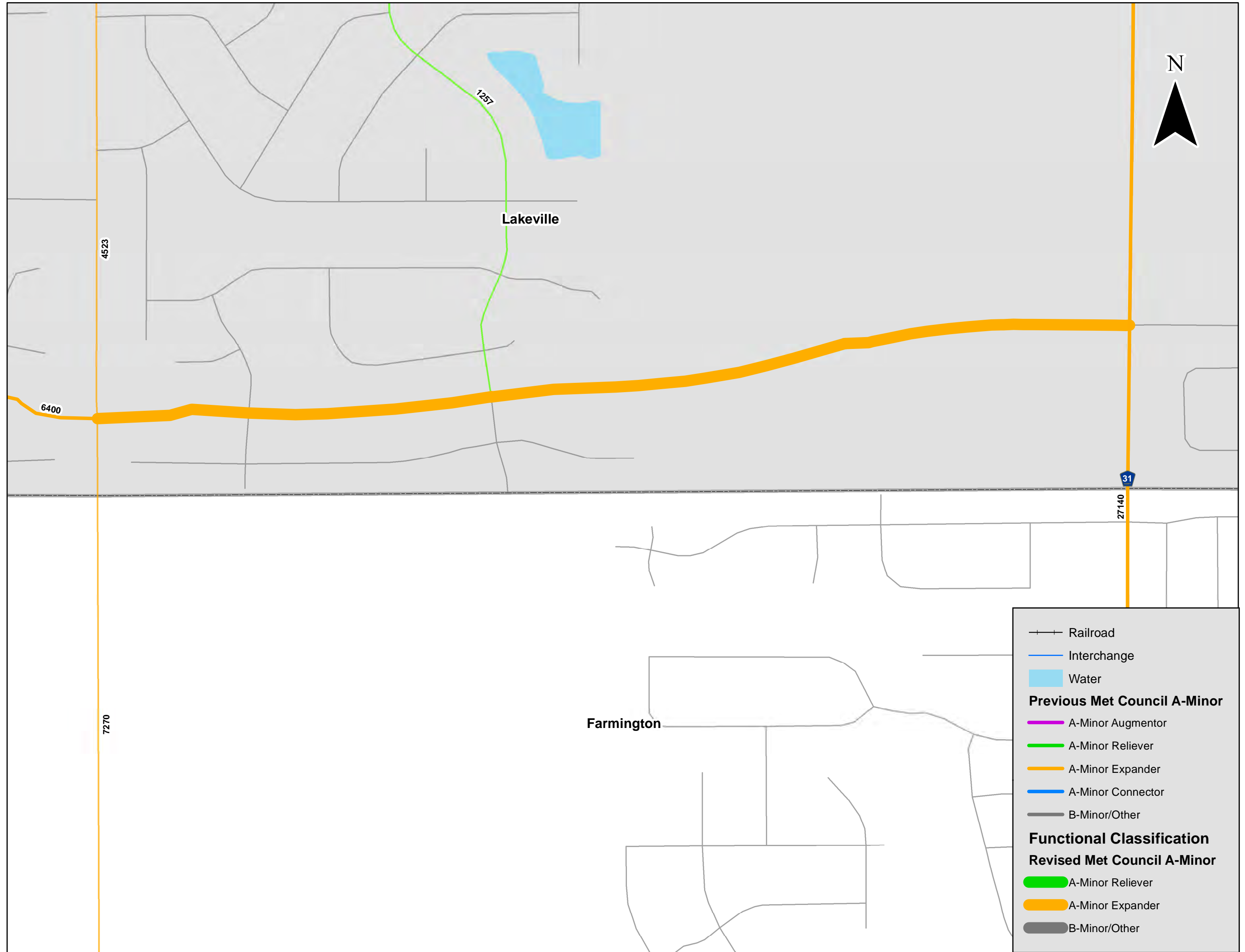








	Railroad
	Interchange
	Water
Previous Met Council A-Minor	
	A-Minor Augmentor
	A-Minor Reliever
	A-Minor Expander
	A-Minor Connector
	B-Minor/Other
Functional Classification Revised Met Council A-Minor	
	A-Minor Reliever
	B-Minor/Other



+ + Railroad
 — Interchange
 Water
Previous Met Council A-Minor
 A-Minor Augmentor
 A-Minor Reliever
 A-Minor Expander
 A-Minor Connector
 B-Minor/Other
Functional Classification
Revised Met Council A-Minor
 A-Minor Reliever
 A-Minor Expander
 B-Minor/Other