

**2023 TRANSPORTATION
UNIFIED PLANNING WORK PROGRAM FOR
THE TWIN CITIES METROPOLITAN AREA
AMENDMENT 1**

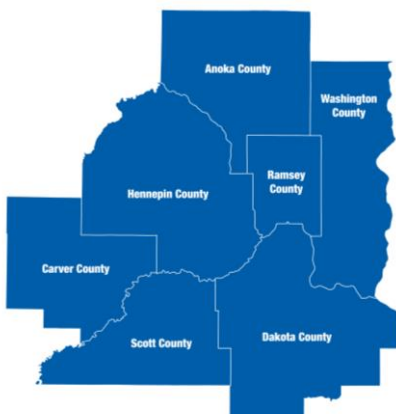


Adopted ~~Oct. 12~~, 2022

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.

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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 2023. 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 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.) The 2023 UPWP also serves as the Metropolitan Council's application to the USDOT for transportation planning funds. The projects in which the Metropolitan Council participates are outlined with staff hours and consultant costs to detail how the federal transportation 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 and 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 and partners since adoption of the TPP Update in 2020. The *TPP Update* was informed by feedback and input from local agency partners, which in turn provided direction to the Council on the most pressing issues to be studied. This cycle of planning project identification, conducting planning work, learning, development of recommendations and implementation 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 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.

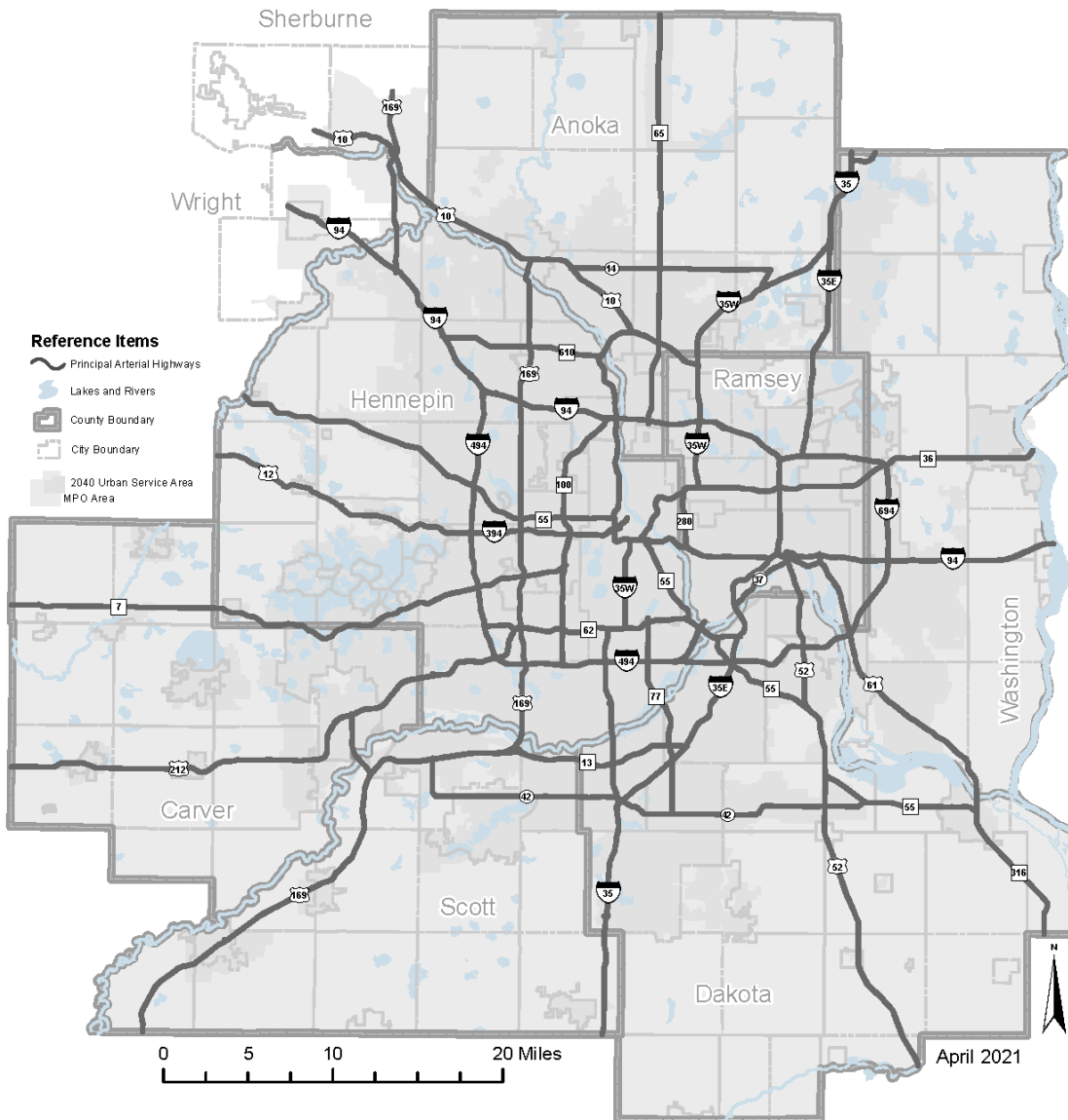


Figure 1: The Council's MPO Planning Area Boundary

B. Organization of the UPWP

The individual work activities and projects are divided into six major work activity areas. 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. The work activities are directly linked to the region’s long-term vision for the transportation system, as articulated in the *2040 Transportation Policy Plan*. The plan includes six overall goals; broad statements of aspiration that describe a desired future for the region’s transportation system. The six TPP goals are as follows:

- Transportation System Stewardship
- Safety and Security
- Access to Destinations
- Competitive Economy
- Healthy and Equitable Communities
- Leveraging Transportation Investment to Guide Land Use

The link between the work activities and how they support of region’s long-term version is included in Section II.

C. Status of Metropolitan Council Planning Documents

The following table lists the most recent status (as of July 2022) of the Transportation Policy Plan, the Transportation Improvement Program, and other key planning documents produced by the Council.

Document	Action/Date
Thrive MSP 2040	Adopted May 2014
2040 Transportation Policy Plan	Adopted November 2020, Amended March 2022
2023-2026 Transportation Improvement Program	Adoption anticipated November 2022
Aviation Policy Plan (included in TPP)	Adopted November 2020
Transportation Public Participation Plan	Adopted July 2022
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	Update due by January 2023

D. 2022 Accomplishments

Major activities accomplished in 2022 include:

- Released 2022 Regional Solicitation, scored all applications, ranked projects and awarded funds
- Continued to monitor and analyze the impacts of the COVID-19 pandemic on regional travel patterns
- Released results from the 2021 Travel Behavior Inventory household travel survey

- Conducted the 2022 Transit on-board survey
- Adopted the 2023 Unified Planning Work Program
- Adopted the 2023-2026 Transportation Improvement Program
- Completed the Twin Cities Highway Mobility Needs Analysis
- Completed the RBTN Bikeway Facility Guidelines & Measures Study
- Completed work on a Mobility Hubs Planning Guide
- Approved/adopted federally required performance measure targets
- As of July, the TAB and Council approved:
 - 21 TIP amendments, of which 16 were streamlined
 - One TIP amendment was regionally significant
 - Three scope changes
 - Four projects were re-programmed with Program Year Extensions
- Completed the study A Path to Accelerate Electric Vehicle Adoption in the Twin Cities Region
- Completed the Regional Pedestrian Safety Action Plan
- Completed the CMP Corridor Analysis Handbook
- Comprehensive Plan Updates and reviews approved by Council from January to July 2022:
 - 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
- Continued work on the Regional Travel Demand Management Study
- Continued work on a Metro Vanpool Study
- Started work on a Northstar Rail Corridor Post Pandemic Study (non-CPG funded)
- Completed a roles and responsibilities agreement for transit provider participation in the transportation planning process
- Facilitated the creation of three Technical Working Groups in the TAB/TAC process
- Formed and began meetings of the TPP Update Technical Working Group and Policymaker Advisory Work Group to begin the process and work for the 2050 TPP Update to be adopted in 2024.
- Began the Equity Evaluation of Regional Transportation Investment study and formed an Equity Policy Group to lead the project along with the consultant team (non-CPG funded)
- Provided assistance and/or served on the Technical Advisory Committee, Project Management Team, or Strategic Management Team for the following regional transportation corridor studies:
 - Purple Lin
 - Riverview
 - Gold Line
 - Rethinking I-94 Environmental Impact Statement
 - I-494 – Minneapolis Airport to Highway 169 Project
 - Highway 252/I-94 Environmental Impact Statement,
 - I-35W North Gateway
 - TH 36 and Manning Avenue Interchange Study
 - TH 47/TH 65 Planning and Environmental Linkage Study
 - I-694/494/94 System Interchange Planning Study
 - Highway 55 Bus Rapid Transit

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.

Two new work groups formed in 2022 to guide development of the 2050 Transportation Policy Plan (TPP). The 2050 TPP Technical Working Group serves as a forum for engaging transportation and planning professionals in 2050 TPP and 2050 Metropolitan Development Guide (MDG) development. The Technical Working Group includes existing TAC Planning Committee members and additional agency and organization partners. The 2050 TPP Advisory Work Group similarly serves as a forum to seek decisionmaker assessment and advice on policy development; the group also serves to identify topics to elevate for in-depth discussion by the Metropolitan Council, its Transportation Committee, and the Transportation Advisory Board. The Advisory Work Group includes Met Council members, TAB members, and partner agency leaders. These groups will continue work through 2023 and 2024.

F. Work Continuing from 2022

The 2040 TPP was last 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 2023 UPWP adoption or will begin sometime during 2023. 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 Travel Demand Management Study began work in late 2021 and will continue into 2023, spanning three UPWP documents. These on-going studies are described in Appendix C, along with planned new studies to be initiated during 2023.

Consultant work that began in, or prior to, 2022 and that will carry into 2023 and subsequent years includes the following:

- Equity Populations Engagement Master Contract (early 2022 start)
- Functional Classification Process Update (late 2021 start)
- Principal Arterial Intersection Mobility Study, Phase 2 (early 2022 start)
- Regional Safety Action Plan (estimated 3rd quarter 2022 start)
- Urban Freight Distribution Study (~~estimated 4th quarter 2022 start~~(delayed to 1st quarter 2023))
- Regional Travel Demand Management Study (late 2021 start)
- TPP Goals Review, Engagement and Update (estimated 4th quarter 2022 start)
- Regional Transportation and Climate Change Multimodal Measures (estimated 3rd quarter 2022 start)

- Transportation Attitudes and Needs Assessment (3rd quarter 2022 start)
- ActivitySim Local Initial Implementation Phase II (~~estimated 3rd quarter 2022 start~~ delayed to 1st quarter 2023)
- Travel Model Network Wrangler Maintenance and Enhancement (late 2021 start)
- Tourcast Model Update Phase 2 (~~estimated 4th quarter 2022 start~~ delayed to 1st quarter 2023)
- Metro Vanpool Evaluation (late 2021 start, non-UPWP funded)
- Equity Evaluation of Regional Transportation Investment (early 2022 start; non-UPWP funded)

Estimated completion dates for these studies are included within the Work Activities section of this document.

II. WORK ACTIVITIES

This section of the 2023 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 areas (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. The work activities are directly linked to the goals of the TPP.

Each year, the Council receives an estimate from MnDOT on the amount of federal transportation planning funds that will be available in the upcoming year. These funds, which come from both the Federal Highway Administration and the Federal Transit Administration, are consolidated into an overall transportation planning grant (referred to the Consolidated Planning Grant, or CPG), and provided to MnDOT for administration and oversight. The Council will receive approximately \$5.4 million in federal CPG funds in 2023, which must be “matched” at a rate of at least 20% with non-federal funds.

The Council annually assesses the CPG allocation, the goals of the TPP, and regional priorities to determine the planning studies that are needed and will be funded for the year. The majority of the planning studies are meant to inform future updates to regional planning documents and policies and also to help prioritize transportation investments. Candidate UPWP studies are brought to the TAB subcommittees and other stakeholders at the beginning of the development of the UPWP for input and feedback. Projects are primarily scheduled for a particular year based on the urgency in which they need to be completed for the Council to meet its requirements as an MPO and for the work to inform scheduled regional planning and investment processes (i.e., TPP update, Regional Solicitation). Additionally, planning studies are identified and prioritized based upon comments and feedback from past public comment processes, such as comments received during the TPP update and TIP adoption processes.

Often, and due to the needs articulated by our regional partners and the public, the Council will typically budget funds that exceed the required 20 percent local match. Each year, the Council will use federal CPG funds at an 80 percent to 20 percent ratio until all federal funds are expended. At that point, all activities are funded with the remaining local funds programmed for the year. (Note that the CPG matching funds do not include funding for activities that are entirely paid for with local funds, such as Aviation Planning, RALF or locally funded studies.

The Travel Behavior Inventory (TBI), a travel survey and modeling program used by the region to forecast and prepare for future growth, is also administered by the Council. The TBI is not funded with the Council’s annual CPG allocation, but is a fundamental program supporting the short and long-range planning activities within the region. Current funding sources include STPBG federal funds allocated from the 2016 Regional Solicitation and from MnDOT, as well as non-federal matching funds

provided by the Council. -The 2023 TBI budget utilizing these sources is shown in Appendix A of this document. In addition to the annual TBI budget shown in Appendix A, in 2023, \$1,170,000 in federal funds awarded to the TBI from the 2018 Regional Solicitation and from MnDOT will be transferred into an FTA grant to be administered by the Council and used for the 2025 household survey and other forecasting and survey work to begin in 2024. These funds, along with matching funds provided by the Council, will be shown in the 2024, 2025 and 2026 UPWP budgets when planned for expenditure.

Included for each work area in the Work Activities section below 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. This task focuses on engaging and receiving input from regional partners to better connect regional transportation policies and investments to achieving the outcomes and goals of Thrive MSP 2040 and the Transportation Policy Plan.

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 (including Metro Transit), 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.

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
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

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 2024-2027 TIP.
- Facilitate and host a public comment and review process for the draft TIP.
- Incorporate comments and adopt the 2024-2027 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 maps depicting location and pertinent information of projects within the current and future TIPs.

PRODUCTS	COMPLETION DATES
Draft 2024-2027 TIP	June
TIP Public Comment Report	August
Final 2024-2027 TIP	September
Annual Listing of Obligated Projects	October
TIP amendments and administrative modifications	On-going (as needed)
Online TIP Map	Q4 2023 (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. (The region reached full attainment in September 2022, but we continue to coordinate with MPCA on potential air quality impacts.)

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 Council also participates in the Highway Safety Improvement Program (HSIP) solicitation, administered by MnDOT. The application components are evaluated and updated every two years prior to releasing the next application. During 2023, the application will be evaluated and updated. Scoring and selection will occur in 2024. In addition, in 2023 a major evaluation of the Regional Solicitation will begin. This major update is conducted approximately every 10 years along with the updates to the Regional Development Guide and TPP. This study will be completed in early 2026 and will first impact the 2026 Regional Solicitation.

ACTIVITIES:

- Work with partners to update the 2024 Regional Solicitation application in response to feedback received from the 2022 Solicitation.
- Work with MnDOT on HSIP application changes.
- Approve and release the 2024 Regional Solicitation application.
- Showcase project successes of completed projects funded through the Regional Solicitation.
- Update online mapping tool and database of past funded projects.
- Prepare an RFP, get the Regional Solicitation Evaluation study under contract, and begin work. (This study will carry into early 2026 and be used for the 2026 Regional Solicitation.)
- Create an online tool to collect public input and assist the TAB in develop funding scenarios for the 2024 Regional Solicitation.

PRODUCTS	COMPLETION DATES
2024 Regional Solicitation and HSIP Application <u>Release</u>	Q4 2023
Regional Solicitation 2028-2029 Projects Selection (including HSIP projects)	<u>Q4-Q3</u> 2024
New 2023 Study: Regional Solicitation Evaluation	Q1 2026
<u>2024 Regional Solicitation Engagement</u>	<u>Q1 2024</u>
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, regional, 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:

- Annual TIP update public comment process, including hosting public meetings, comment response development and a written public comment report.
- Annual UPWP public engagement process and public comment.
- TPP, TIP, UPWP and other process amendments and public comments processes as needed.
- Use the Equity Populations Engagement Master Contract to engage with three or more contractors on focused transportation engagement activities within on-going planning studies.
- Identify additional 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 Metropolitan Development Guide update and the 2050 TPP update and identify important transportation topics, issues and needs.

PRODUCTS	COMPLETION DATES
Implement work orders using the Equity Populations Engagement Master Contract and complete work	On-going
TIP Public Comment Report	August

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 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	2023 Budget
Totals	367	\$1,520,151 \$1,470,151
New Studies in 2023:		
Regional Solicitation Evaluation		\$ 5075 ,000
<u>2024 Regional Solicitation Engagement</u>		<u>\$25,000</u>
Studies Continuing into 2023:		

Equity Populations Engagement Master Contract		\$100,000
Total Activity A Consultant		\$150200,000

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 planning activities within this section are meant to connect the region's transportation investment philosophy, direction and priorities for each mode towards achieving the adopted outcomes of Thrive MSP 2040 and goals of the regional Transportation Policy Plan.

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 the Functional Classification Process Update project and implement recommendations from MnDOT's metro area functional classification review to update Appendix D of the 2040 TPP, as well as related functional classification change processes (began in 2022).
- 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.
- Continue work on the consultant study Principal Arterial Intersection Mobility Study, Phase 2 (began in 2022).
- Continue work on the consultant study Regional Safety Action Plan that will assist the Council and its regional stakeholders in analyzing crash data/trends and provide guidance on developing annual safety performance targets (began in 2022).
- Working with regional partners and MnDOT, develop a detailed scope and RFP for a new consultant study, Metropolitan Highway System Harms, Impacts and Mitigation Priorities Study, procure a contract and begin work.

PRODUCTS	COMPLETION DATES
Preliminary Interchange Approvals (as outlined in TPP Appendix F)	As Needed
Submittal of Functional Classification Changes	As Needed
Metro Freeway Project Approvals	As Needed
Functional Classification Process Update	Q4 2023
Principal Arterial Intersection Mobility Study, Phase 2	Q4 2023 2024
Regional Safety Action Plan	Q 2 4 2023 2024
Metropolitan Highway System Harms, Impacts and Mitigation Priorities Study	Q4 2025

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 the 2050 Metropolitan Development Guide (*Thrive MSP 2040*).
- Assist Community Development Division staff in developing 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.
- Complete the consultant project Urban Freight Distribution Study (began in 2022) which will examine E-commerce-related freight distribution best practices, emerging technologies, and opportunities to reduce the region’s freight related vehicle miles traveled and associated greenhouse gas emissions.
- 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.
- Manage process to accept and evaluate local agency proposals to add new regional truck freight corridors.
- Technical research of peer region assessments on general freight trends.

PRODUCTS	COMPLETION DATES
Industrial Land Atlas Interactive On-line Tool	Q4 2023
Regional truck freight corridor updates	Q4 2023
Urban Freight Distribution Study	<u>Q4-Q1 2023/2024</u>

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:
 - 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.
 - Work on updating TPP Appendix G to address outcomes of ongoing transit planning studies, analysis, and policy coordination with regional transit providers.
 - Update the Transit Market Areas to reflect 2020 U.S. Census data or more recent data, as available.
- 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.
- 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.
- Continue holding meetings of the Transit Technical Working Group to discuss transit elements of the transportation planning process with regional technical experts.

PRODUCTS	COMPLETION DATES
Transportation Policy Plan Appendix G Refinements	Q3 2023
Transit Market Areas Update	Q4 2023

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 planning and implementation of regional bicycle systems, including:
 - Manage process to accept and evaluate local agency proposals to add or modify the Regional Bicycle Transportation Network (RBTN)
 - Manage process to accept and evaluate local agency proposals to add new regional bicycle barriers
- 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).
- Administer the Bicycle-Pedestrian Planning Working Group to discuss non-motorized modal elements of the transportation planning process with state and local agency bicycle and pedestrian planning practitioners.

PRODUCTS	COMPLETION DATES
RBTN corridor and alignment updates	Q4 2023
Regional bicycle barrier updates	Q4 2023

RELATIONSHIP TO OTHER AGENCIES' WORK:

- Coordinate, review and advise on state, county and city 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.
- 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
 - Rethinking I-94 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:
 - Blue Line Extension
 - Gold Line
 - Purple Line (formerly Rush Line corridor) Riverview Modern Streetcar
 - Arterial BRT corridors
- 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 Downtown Minneapolis and Downtown St. Paul Studies
- Participate in corridor studies for intercity passenger rail as needed 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.
- Metro Transit leads transitway corridor implementation and arterial BRT development.
- 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	2023 Budget
Total	312	\$1,812,541 \$1,902,541
New Studies in 2023:		
Metropolitan Highway System Harms, Impacts and Mitigation Priorities Study		\$50,000 \$10,000
Consultant Studies Continuing into 2023:		
Functional Classification Process Update		\$75,000 \$50,000
Principal Arterial Intersection Mobility Study, Phase 2		\$315,000 \$240,000
Regional Safety Action Plan		\$250,000
Urban Freight Distribution Study		\$180,000 \$150,000
Total Activity B Consultant		\$740,000 \$740,830

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. The work within this area strongly ties to helping understand and develop strategies for how regional transportation investments can help achieve the adopted Thrive MSP 2040 regional outcomes of equity, livability, and sustainability.

TASK C-1 TRANSPORTATION POLICY PLAN

PURPOSE: To prepare updates to the TPP and engage with stakeholders and regional partners on major updates and changes to the TPP including TPP goals, objectives and policies. 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 2023, the priority for this task will focus on preparing the 2050 *Transportation Policy Plan* update expected for draft release in spring 2024 and completing studies for incorporation into the update to the TPP.
 - Work with 2050 TPP Advisory Work Group on updating the goals, objectives, policies, and actions
 - Work with 2050 TPP Technical Working Group on updating policies and actions and reviewing detailed draft chapters
- Work with Community Development and other Council divisions on planning and work groups for the 2050 Metropolitan 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 as needed.
- Incorporate administrative modifications to the TPP due to federal, state or regional policy initiatives and minor changes to the plan that do not affect fiscal constraint as needed.
- Continue consultant project TPP Goals Review, Engagement and Update to assist in preparing for the 2050 TPP update (began in 2022).

- Continue Transportation Attitudes and Needs Assessment study to ensure the 2050 TPP update is aligned with the shifting needs and desires of regional stakeholders and the public (began in 2022).
- Begin consultant project TPP Graphics & Editing Support to:
 - create static and/or interactive graphics and visualizations for communicating key 2050 Transportation Policy Plan concepts, and
 - review and edit plan content for consistent voice, technical accuracy, and plain-language where possible.

PRODUCTS	COMPLETION DATES
TPP Amendments	As needed
TPP Administrative Modifications	As needed
2050 Metropolitan Development Guide Update and Engagement Activities	Ongoing/Q3 2024
Meetings and work of the TPP Advisory Work Group	Ongoing/Q4 2024
Meetings and work of the TPP Technical Working Group	Ongoing/Q4 2024
TPP Goals Review, Engagement & Update	Q3-Q4 2023
Transportation Attitudes and Needs Assessment	Q4 2023
<u>TPP Graphics & Editing Support</u>	<u>Q4 2024</u>

RELATIONSHIP TO OTHER AGENCIES' WORK:

- The 2050 TPP Update will be created with significant input from regional policymakers, county and city partners, regional transit providers, federal and state agencies, other transportation implementation agencies, advocacy groups and the public. Outreach and engagement with these groups will be a primary activity in 2023. MnDOT, transit providers, MPCA, MAC, city and county representatives all participate on the 2050 TPP Technical Working Group. Many agencies will also be directly engaged through the TPP Goals Review, Engagement, and Update study.
- 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 region's Metropolitan Development Guide and the Transportation Policy Plan. To work with the Council's Community Development Division to coordinate the update of the Land Use Policy chapter of the Metropolitan Development Guide and assure consistency with the land use policies and actions in the TPP.

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 Purple Line (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.
- Participation in the Metropolitan Development Guide update Co-sponsor Team, Integration Team, Scenario Planning Team, Equity Work Group, and Community Designations Work Group. Products will feature land use and transportation scenario development, analysis of policy impacts of the scenarios and technical white papers on regional issues.
- 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 Metropolitan Development Guide coordination on Land Use chapter	Ongoing
Regional Travel Demand Management Study	Q3 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 Metropolitan 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 populations, 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 2022 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 Regional Development Plan update 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.

- Presentations and interactions with the Council’s Equity Advisory Committee (EAC) to incorporate their recommendations into the Council’s transportation work.

PRODUCTS	COMPLETION DATES
Participate in Equity Related Internal and External Committees	Ongoing
Recommendations from the Equity Evaluation of Regional Transportation Investment study (non-CPG funded)	Q2 2024

RELATIONSHIP TO OTHER AGENCIES’ WORK:

- 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. In 2022 a small portion of Ramsey County completed its maintenance status for coarse particulate matter (PM₁₀) and the region is now in full air quality attainment.

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 greenhouse gas measures for TPP and TIP evaluation.

- Continue a consultant study Regional Transportation and Climate Change Multimodal Measures to conduct a peer 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	Q2 2025

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:

- Participate on the MnDOT Project Update Workgroup (PUW) to provide input and understanding on needed revisions to statewide revenue formulas and district allocations to include new funding programs and revenues from the Infrastructure and Investment Jobs Act (IIJA) to the state and region.
- Begin an update to the 20-year spreadsheet of expected highway and transit revenues and expenditures needed for the 2050 TPP update to assure and track fiscal constraint.
- 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) being updated in 2023 and the metro-area Capital Highway Investment Plan (CHIP).
- Work with Metro Transit and counties on funding plans for transitway corridor investments.
- Review Council transit capital and operating budget plans and assure consistency with the TPP.

PRODUCTS	COMPLETION DATES
PUW Recommendations on IIJA funding	Ongoing
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 highway 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.
- 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.
- 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 vehicle electrification scenario planning into the update of the 2050 Metropolitan Development Guide (Thrive MSP 2040).
- Develop a detailed scope, procure and begin a consultant study Electric Vehicle Public Charging Needs Analysis to identify gaps in the regional electric vehicle charging network.

PRODUCTS	COMPLETION DATES
Electric Vehicle Public Charging Needs Analysis	Q4 2024
<u>Electric Vehicle Public Engagement and City Support</u>	<u>Q4 2024</u>

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	2023 Budget
Total	310	\$1,750,806 \$1,614,806
New Studies in 2023:		
Electric Vehicle Public Charging Needs Analysis		\$75,000
<u>Electric Vehicle Public Engagement and City Support</u>		<u>\$60,000</u>
<u>TPP Graphics & Editing Support</u>		<u>\$40,000</u>
Consultant Studies Continuing into 2023:		
TPP Goals Review, Engagement & Update		\$100,000
Transportation Attitudes and Needs Assessment		\$150 176,000
Regional Travel Demand Management Study		\$67,000

Regional Transportation and Climate Change Multimodal Measures		\$ 190 200,000
Total Activity C Consultant		\$582718,000

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.

In the era of COVID-19, 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. The Met Council will study and monitor 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 the surveys for the Travel Behavior Inventory Program.
- Coordinate meetings and agendas of the regional travel forecasting technical committee.
- Analyze and distribute TBI data, including the 2016 and 2022 transit on board surveys and waves 1 (2019) and 2 (2021) of the household travel survey.
- Conduct third wave of TBI household travel survey from January 2023 to December 2023.
- Conclude and analyze 2022 transit on board survey data.
- 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 regional travel patterns and provide information on the Council website.
- 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.
- Develop and analyze travel demand forecasts as part of evaluation of scenarios for the 2050 Metropolitan Development Guide.

PRODUCTS	COMPLETION DATES
2023 TBI Household Travel Survey	Q3 2024
2021/2022 Transit On-Board Survey Analysis	Q2 2023
Speed Data Purchase	Q2 2023
Origin-Destination Data Subscription	Q4 2023
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.
- Begin scoping consultant studies for 2024, including a pedestrian demand model, an update to the regional freight model.

PRODUCTS	COMPLETION DATES
ActivitySim Local Implementation Phase II	<u>Q3-Q1 2024</u> <u>2025</u>
Regional Tourcast Model Update	<u>Q3-Q4</u> 2023
Zephyr Foundation Membership	Ongoing
Travel Model Network Wrangler Maintenance and Enhancement	<u>Q2-Q4</u> 2023
AMPO Research Foundation Membership (ActivitySim)	Q3 2023

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	2023 Budget
Total	156	<u>\$1,055,622</u> \$975,622
<u>New Studies in 2023:</u>		
<u>Regional STOPS Model Update</u>		<u>\$50,000</u>
Consultant Studies Continuing into 2023:		
ActivitySim Local Implementation Phase II		\$150,000
Travel Model Network Wrangler Maintenance and Enhancement		\$3060,000
Regional Tourcast Model Update Phase II Work		\$60,000
University of Minnesota Transitways Impact Research		\$1540,000
Access Across America Phase II Pooled Fund Study		\$20,000
2023 Memberships and Data Purchases:		
Zephyr Foundation Membership		\$402,000
AMPO Research Foundation Membership (ActivitySim)		\$35,000
Origin-Destination (StreetLight) Data Subscription		\$6043,000
Speed Data Purchase		\$50,000
Total Consultant		<u>\$430510,000</u>

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.
- Begin work on the CMP Administration and Corridor Analysis project, which will use the guidance outlined in the Detailed CMP Corridor Handbook to vet select corridors from partner agencies. This work will both help to determine if any changes need to be made to the handbook and also serve as a means to more thoroughly implement the CMP Handbook in the regional planning process.
- 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
Congestion Management Process Pilot Corridor Analysis CMP Administration and Corridor Analysis	Q4 2024

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:

- Work with MnDOT and WisDOT to update federally required performance targets and report to the USDOT 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 Implement 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.
- 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 action plan.
- Complete by early 2023 the Transportation System Performance Evaluation.

PRODUCTS	COMPLETION DATES
Updated Safety Performance Measure Targets	February 2023
Update Other Performance Measure Targets	As Needed
Updated Transit Asset Management Targets	As Needed
Transit Safety Targets	As Needed
2023 Transit Route Analysis	Q4 2022
Transportation System Performance Evaluation	Q1 2023

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	2023 Budget
Total	115	\$513,770
New 2023 Studies:		

Congestion Management Process Pilot Corridor Analysis CMP Administration and Pilot Corridor Analysis		\$100,000
Total Consultant		\$100,000

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)	Q2 2024
Review MAC’s Capital Improvement Program	Q1 2023
Review of Local Plan Amendments and EAs for Aviation	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 Non-CPG Funded Studies

PURPOSE: The Metropolitan Council has planning activities funded throughout the agency that meet the agency’s regional goals of Sustainability, Equity, Livability, Stewardship and Prosperity. These studies often involve transportation planning staff time and are mentioned in the previous planning activities, however, the consultant contract itself is funded with non-CPG funds. In 2023, three study efforts as noted below and described in Appendix C are receiving non-CPG funding.

ACTIVITIES:

- Consultant activities and work on the Equity Evaluation of Regional Transportation Investment study.
- Consultant activities and work on the Northstar Rail Corridor Post-Pandemic Study.
- Consultant activities and work on VMT Reduction Mode Shift study.

PRODUCTS:	COMPLETION DATES:
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VMT Reduction Mode Shift Study	Q2 2023
Equity Evaluation of Regional Transportation Investment	Q2 2024
Northstar Rail Corridor Post-Pandemic Study	Q2 2023

III. APPENDICES

Appendix A: 2023 Unified Planning Work Program Budget

Table 1: Work Activity CPG Budget

Task	Task Title	Staff Weeks 2023	Salary Cost	Consultant Cost	Overhead & Expenses	Total Cost
A	Planning and Programming Process	367	\$980,835	\$150,000 <u>\$200,000</u>	\$339,316	\$1,470,151 <u>\$1,520,151</u>
B	Modal System Planning	312	\$784,076	\$740,000 <u>\$830,000</u>	\$288,465	\$1,812,541 <u>\$1,902,541</u>
C	Long Range System Planning	310	\$746,190	\$582,000 <u>\$718,000</u>	\$286,616	\$1,614,806 <u>\$1,750,806</u>
D	Research and Travel Forecasting	156	\$401,389	\$430,000 <u>\$510,000</u>	\$144,233	\$975,622 <u>\$1,055,622</u>
E	Short Range Planning and Monitoring	115	\$307,445	\$100,000	\$106,325	\$513,770
Eligible for Federal Funding		1,260	\$3,219,935	\$2,002,000<u>\$2,358,000</u>	\$1,164,955	\$6,386,890<u>\$6,742,890</u>
					Federal CPG Funds	\$5,109,512
					20% Required Local Match	\$1,277,378
					<u>Local Overmatch</u>	<u>\$356,000</u>
					Total	\$6,386,890<u>\$6,742,890</u>

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

Task	Task Title	Staff Weeks 2023	Salary Cost	Consultant Cost	Overhead & Expenses	Total Cost
F-1	RALF	4	\$12,470	\$0	\$1,093	\$13,563
F-2	Aviation Transportation Planning	50	\$119,116	\$0	\$13,657	\$132,773
	Not Eligible for Federal Funding	54	\$131,586	\$0	\$14,750	\$146,336
					Total Cost	\$146,336
					Federal CPG Funds	\$0
					Local MAC	\$92,941
					Local Other	\$53,395
					Total % Local	100%
Task	Task Title	Staff Weeks 2023	Salary Cost	Consultant Cost	Overhead & Expenses	Total Cost
D	Travel Behavior Inventory Program			\$1,301,615		\$1,301,615
				Total Cost		\$1,301,615
				Federal CPG Funds		\$353,292
				Required Local Match		\$533,323
				Overmatch Funds		\$415,000
				Total % Local		73%

Note: The 2023 TBI funds reflect federal funding sources received from the 2016 Regional Solicitation and MnDOT, along with Council local matching funds. See pages 9-10 for information.

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 2023 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: Planning Study Development Process and Description of 2023 Consultant Studies

Most planned consultant studies are first identified in the adopted 2040 TPP Work Program chapter and represent issues and needed work identified during the TPP update process as needing additional analysis, study, and policy or investment direction development. The TPP Work Program studies are discussed thoroughly at the time the TPP is updated with the TAB and TAC committees and are reviewed as part of the TPP public comment process. The goal is to complete all the identified studies over the next four years prior to the next TPP update and incorporate the findings and recommendations into the next update. After adoption of the TPP, issues may arise in the planning process committees and discussions that point to the need for planning studies not identified in the TPP Work Program. When this occurs, the regional planning partners will play a similar role as described below to assist the Council in developing the study work scope.

As the TPP proposed studies are brought forward for completion, a rough schedule is developed and the study is placed in the UPWP. During the first year in which a study is in the UPWP, Council staff work with partners to detail out the project scope, prepare the final scope and request for proposals (RFP), release the RFP, and get the contract and work initiated. The majority of the studies then carry forward into subsequent UPWP years as most projects take 2-3 years to complete.

To develop a scope of work, the overall project purpose and high-level tasks are discussed with the partner agencies (e.g., MnDOT, Metro Transit) and the city and county partners to develop a more defined scope of work. For policy level studies and studies that will directly impact regional investment direction, the proposed scope of work is frequently brought before the TAC committees to get feedback and comment. Council staff will also meet with potential consultants prior to the release of the RFP to get feedback on the proposed high level project tasks, approach, and needed timeline.

This iterative approach to developing planning studies, i.e. developing a project description in the TPP; identifying the project purpose, high-level tasks, timeline and budget in the UPWP; discussing the project with committees, partner agencies and local government partners to develop the scope of work; developing a draft scope of work for review; and then releasing the study for proposals, allows for sharing and informing stakeholders on the project and also helps to develop a scope of work that better addresses all feedback and needs. Once a project is under contract it continues into future annual UPWP documents and budgets until complete.

This appendix provides a more detailed description for each of the consultant work studies programmed in 2023. Most consultant studies are programmed over a series of calendar years. The first section describes consultant studies expected to be initiated during 2023 and the following section provides descriptions of consultant studies carrying forward from previous years into 2023. Modifications to the UPWP will be made in alignment with the UPWP amendment policy.

Each study describes the overall purpose of the study; major tasks; deliverables and outcomes from the work; estimated project schedule; an estimated cost range for new 2023 studies and for on-going studies the total project budget; and the planned 2023 project budget for all studies. For new planning studies proposed to get underway in 2023, the estimated total project cost is shown as a range to recognize that the project work scope will be detailed in the development of the Request for Proposals and the budget finalized based upon the selected proposal(s). The total budget will be finalized in the 2nd year's UPWP (i.e., the 2024 UPWP for projects initiated in 2023). Each study described below may result in one or more contracts dependent upon the most advantageous and appropriate method to accomplish the proposed work scope. A summary of each consultant project is provided below.

Consultant Studies to be Initiated in 2023

Work Activity A: Planning and Programming Processes New Contracts

Regional Solicitation Evaluation

Purpose:

This study will evaluate the entire Regional Solicitation program and process for selecting projects and is done approximately once every 10 years. The main purpose of the Regional Solicitation Evaluation is to tie project selection more closely to the Regional Development Guide and the 2050 Transportation Policy Plan, which are both currently being updated. In doing so, the MPO will ensure that the region's current transportation goals and objectives are being incorporated into project selection in the Regional Solicitation.

Tasks:

- Assess the outcomes of projects selected in the past decade (since the last Regional Solicitation Evaluation and Redesign in 2014).
- Create policymaker and technical working groups to advise on the Solicitation changes.
- Evaluate the entire Regional Solicitation program process for selecting projects that includes identifying project application categories, selection criteria and measures for selecting projects.
- Work closely with stakeholders to identify the best use of the federal transportation dollars coming directly to the MPO over the next decade.
- Incorporate the 2050 TPP Goals, Objectives, Policies, and Actions into the Regional Solicitation.
- Analyze ways to use performance measures in Regional Solicitation decision-making.

Schedule and Budget:

Est. Project Dates: Q~~3~~⁴ 2023 – Q1 2026

Est. Total Budget: \$~~500~~⁷⁰⁰,000 – \$~~600~~⁸⁰⁰,000

2023 Budget: \$~~50~~⁷⁵,000

2024 Regional Solicitation Engagement

Purpose:

This engagement activity will develop an online investment trade-off tool to collect public input during the 2024 Regional Solicitation project selection process. This information will be used by the Transportation Advisory Board (TAB) and technical subcommittees to support the funding scenarios development and assist TAB in the final project selection. This project may involve additional engagement with underrepresented communities occurring under a separate contract.

Tasks:

- Draft survey questions in partnership with the TAB and technical committees.
- Build and deploy an online investment trade-off tool.
- Develop communications strategies to bring awareness to the input opportunity with specific outreach to underrepresented communities.
- Present results to TAB and technical committees.

Schedule and Budget:

Est. Project Dates: Q2 2023 – Q1 2024

Est. Total Budget: \$30,000

2023 Budget: \$25,000

Work Activity B: Modal System Planning New Contracts

Metropolitan Highway System Harms, Impacts and Mitigation Priorities Study

Purpose:

It is well established that the construction of the Metropolitan Highway System imposed significant impacts, costs, and burdens on communities and persons in the path of and living nearby new freeways. These impacts were born most strongly by members of underserved communities including Black, Indigenous, and other populations of color, low-income and low-wealth populations, and persons otherwise adversely affected by persistent poverty and inequality. Communities near the Metropolitan Highway System today still bear the harms, impacts and consequences of the Metropolitan Highway System both from the original construction and the continued operation and presence of these facilities. This study will identify the long-term and continuing harms/impacts of the Metropolitan Highway System on adjacent communities and populations and propose mitigation investments and funding for eventual inclusion in the regional plan.

Tasks:

- Create project policy and technical working groups to advise at all steps of the project.
- Create and implement an engagement plan for the overall project emphasizing engagement with communities most impacted by the Metropolitan Highway System.
- Identify communities near the Metropolitan Highway System that have, and continue to be, most harmed and impacted by the Metropolitan Highway System.
- Identify and categorize the community harms/impacts and develop criteria and measures for quantifying the harms/impacts.
- Identify transportation related and other investment types that could mitigate the past and continuing harms/impacts to the affected communities.
- Identify a methodology and prioritize corridors and locations for mitigation of historic and current harms/ impacts and identify potential mitigation strategies.
- Identify potential benefits and consequences of mitigations both locally and across the region.
- Identify investment types and funding programs and sources for the high priority corridors and locations.

Schedule and Budget:

Est. Project Dates: Q3 2023 – Q4 2025

Est. Total Budget: \$600,000 – \$700,000

2023 Budget: \$~~1050~~,000

Work Activity C: Long-Range System Planning New Contracts

Electric Vehicle Public Engagement and City Support

Purpose:

Individuals and cities will play a central role in determining how fast the benefits of transportation electrification are realized. This work will develop and provide the information these important

stakeholders need to make decisions related to charging infrastructure and electric vehicles and accelerate the adoption of electric vehicles.

Tasks

- Identify concerns and knowledge gaps people have when considering a vehicle purchase with respect to electric vehicle options.
- Coordinate with local, state and/or federal actors providing public information around electric vehicles.
- Develop and distribute educational and marketing materials targeted at underserved populations (especially identified by race, ethnicity, income and abilities) to communicate the opportunities and challenges in using electric vehicles.
- Develop and provide webinars to Cities to provide background on electric vehicles and the roles cities can play.
- Provide individual technical assistance to cCities to evaluate and implement strategies that accelerate the adoption of electric vehicles including in the areas of planning, regulation, utility engagement, operations and public education.

Schedule and Budget:

Est. Project Dates: Q3 2023 – Q4 2024

Est. Total Budget: \$125,000 – \$175,000

2023 Budget: \$60,000

Electric Vehicle Public Charging Needs Analysis

Purpose:

The 2021-2022 study, A Path to Accelerate Electric Vehicle Adoption in the Twin Cities, included an analysis of public charging needs at an aggregate level at various levels of electric vehicle market share. This technical analysis will extend that work to consider the more detailed ecosystem of public charging needed if the region is to accommodate and accelerate light-duty electric vehicle adoption. The study results will estimate and identify remaining gaps in charging infrastructure investment needs beyond what exists, -and the investments anticipated from individuals, utilities, the private sector and using available federal funding.

Tasks:

- Identify the existing public charging network and additional investments expected from individuals, utilities, the private sector and public investments using available federal funding with as much specificity as is available.
- Identify ranges reasonable near and medium-term light-duty electric vehicle market penetration levels for which subsequent tasks will develop public charging needs of expected charging needs under differing adoption rates for electric vehicles in the region.
- Describe, with supporting data, the various groups with needs for light-duty vehicle public charging in the Twin Cities including for those without access to home charging, supplemental public charging for those with home charging, transportation network company drivers, other private sector light-duty vehicles, and public charging needs for visitors to our region.
- Geographically describe various gaps in the charging system that we might anticipate in the Twin Cities region and develop an efficient mix of charging investments that might fill that gap for each market penetration level and timeframe including a mix of level 1, level 2 and DC Fast Charging, including on street, public and retail locations.
- Reach out to local utilities to identify any known or expected issues and investment needs for the regional and sub-regional energy transmission network.

- Identify goals and evaluation criteria and measures to prioritize charging network gaps and apply these to the previously described gaps and transmission needs.
- Identify and describe opportunities of potential available charging funding sources including local, regional, state and federal grant opportunities and levels and needs for additional regional funding.
- Describe how a public charging network aimed at light-duty vehicles might also be able to support the electrification of medium and heavy-duty vehicles.
- Engage multifamily housing residents and historically underserved populations including those based on race, ethnicity, incomes, and abilities, to review and provide input on draft work.

Schedule and Budget:

Est. Project Dates: Q4 2023 – Q3 2024

Est. Total Budget: \$125,000 400,000 – \$175,000 150,000

2023 Budget: \$75,000

TPP Graphics & Editing Support

Purpose:

This work activity will contribute to visual and written communication of 2050 Transportation Policy Plan content, which is expected to be completed in 2024. The work activity will develop static and/or interactive graphics and visualizations to communicate complex ideas, data, and key messages to plan users. The work activity will also review plan content for consistent voice, technical accuracy, and plain language where possible.

Tasks:

- Prepare graphics and/or interactive visualizations that convey key plan messages.
- Prepare simple graphics, illustrations, and stylized charts based on provided source data.
- Generate screen-reader accessible alternative formats for all graphics and visualizations created in this work activity.
- Read and review draft 2050 Transportation Policy Plan content and suggest edits and changes for consistent voice, technical accuracy, and plain language.

Schedule & Budget:

Est. Project Dates: Q2 2023 - Q4 2024

Est. Total Budget: \$70,000 - \$100,000

2023 Budget: \$40,000

Work Activity D: Travel Model Development and Forecasting New Contracts

Regional STOPS Model Update

Purpose:

In 2020 the Council developed a regional-scale implementation of the FTA “Simplified Trips on Project” transit forecasting software to provide a coordinated base for multiple corridor studies and for regional planning purposes. This work was based on survey data collected in 2016. In 2022 the Council conducted its first pandemic-era transit on-board survey. This project will incorporate the new data and update the STOPS model.

Tasks:

- Input 2022 on-board survey data and most recent ridership and network data to the regional STOPS model.
- Perform a re-calibration and re-validation of the model.
- Develop a base forecast using most recent available socio-economic data
- Demonstrate the impacts of the new model on a selection of transitway corridor ridership forecasts.

Schedule & Budget:

Est Project Dates: Q3 2023 – Q3 2024

Est. Total Budget: \$85,000

2023 Budget: \$50,000

Work Activity E: Short Range Planning and Performance Monitoring New Contracts

Congestion Management Process Pilot Corridor Analysis

Purpose:

This study will assess the guidance outlined within the CMP Corridor Analysis Handbook completed in 2022 and pilot a number of corridor analyses to demonstrate and refine how the handbook applies to corridors within various land use and locational contexts. This analysis will help determine if any changes are necessary to the handbook and serve as a means to more thoroughly implement the CMP Handbook in the regional planning process and identify corridor level investments. This work will ultimately contribute by ensuring consistency between congestion mitigation strategies and the goals of the forthcoming 2050 Transportation Policy Plan.

Tasks:

- Work with regional partners to implement the methodology outlined in the CMP Handbook on corridors.
- Gather feedback and refine methodology, guidance, and work products to ensure the Handbook is applicable to corridors throughout the region.
- Coordinate with the CMP Advisory Committee any potential changes to the CMP Handbook.
- Test and refine Handbook based upon feedback from the CMP Advisory Committee.

Schedule and Budget:

Est. Project Dates: Q1 2023 – Q3 2024

Est. Total Budget: \$150,000

2023 Budget: \$100,000

Consultant Studies Initiated Prior to 2023 and Carrying into the 2023 UPWP

Work Activity A: Planning and Programming Processes Ongoing Contracts

Equity Populations Engagement Master Contract:

The Metropolitan Council initiated a master contract with three consultants to provide outreach and engagement services on an as-needed basis for a 2-year period. These consultants will plan, design and facilitate outreach activities designed to engage Black, Indigenous, and People of Color (BIPOC), Hispanic, low-income, and other traditionally underrepresented communities in transportation studies that may include equity, safety, climate change, transportation attitudes and needs, travel demand management, and transportation policy goals.

Est. Project Dates: Q1 2022 – Q4 2023

Est. Total Budget: \$200,000

2023 Budget: \$100,000

Work Activity B: Modal System Planning Ongoing Contracts

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. Additionally, and based upon feedback from the Council's regional partners, the consultant will reclassify all of the "Other Minor Arterials" to one of the four A-Minor subclassifications. MnDOT and other stakeholders will be close partners in the study. The Functional Classification Process Update helps in fulfilling the TPP regional goal of Stewardship and Leveraging Transportation and Land Use.

Est. Project Dates: Q3 2021 – Q4 2023

Total Budget: ~~\$99,996~~125,000

2023 Budget: ~~\$75,000~~50,000

Principal Arterial Intersection Mobility Study, Phase 2:

This is the second year of an effort to update the Principal Arterial Intersection Conversion Study, which was first 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 few years prior to each Regional Solicitation as the study results are used in the scoring. This study helps in fulfilling the TPP goal of Access to Destinations.

Est. Project Dates: ~~Q4-Q2 2021-2022~~ – Q4 ~~2023~~2024

Total Budget: ~~\$337,693~~\$498,000

2023 Budget: ~~\$240,000~~315,000

Regional Safety Action Plan:

The Regional Safety Action Plan will analyze crash data for all modes and identify steps the region can take to meet the federal safety performance targets it sets annually. The Plan will include key tasks such as reviewing gaps in current safety planning across the region, completing crash data analysis and trends summaries, and identifying high injury streets. 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. This study helps to fulfill the TPP regional goals of Safety and Healthy and Equitable Communities and be an input to the 2050 Transportation Policy Plan and future Regional Solicitation funding cycles. As part of this contract, the consultant will deliver a finalized Comprehensive Safety Action Plan that meets the requirements for such a plan included in the USDOT Safe Streets and Roads for All Notice of Funding Opportunity.

Est. Project Dates: ~~Q3-2022~~Q1 2023 – Q~~24~~ 2024

Total Budget: \$350,000

2023 Budget: \$250,000

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. This study helps to fulfill the TPP

regional goals of Prosperity, Healthy and Equitable Communities and Leveraging Transportation and Land Use.

Specific work tasks include:

- Identifying opportunities for and benefits of deploying automated technologies for last-mile parcel deliveries.
- Researching curb space management best practices for urban deliveries amidst growing demand for curb space by multiple transportation modes and technologies.
- Determining the relative impact of e-commerce parcel distribution on regional vehicle miles traveled (VMT) and associated greenhouse gas emissions (GHGs).
- Identifying opportunities to reduce regional VMT and GHGs through implementing land use and distribution strategies and deploying emerging technologies for last-mile deliveries.

This study helps to fulfill the TPP regional goals of Prosperity, Healthy and Equitable Communities and Leveraging Transportation and Land Use.

Est. Project Dates: ~~Q3 2022~~Q1 2023 – Q41 2024~~3~~

Total Budget: \$200,000

2023 Budget: \$~~150~~180~~200~~,000

Work Activity C: Long-Range System Planning Ongoing Contracts

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~~include a review of local and peer region transportation goals as well as updates on the 2050 Regional Development Guide. 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. This study will not update ~~all of~~ the region's transportation system goals for ~~inclusion in~~ the 2050 TPP, as that will be done by Council staff.

Est. Project Dates: Q3 2022 – Q4 2023

Est. Total Budget: \$150,000

2023 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. This study helps to fulfill all the TPP's regional goals by better understanding regional transportation needs and attitudes regarding the regional transportation system.

Est. Project Dates: Q3 2022 – Q4 2023

Est. Total Budget: \$250,000

2023 Budget: \$176~~50~~,000

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, EzPASS, 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. This study helps to fulfill the TPP regional goals of Access to Destinations and Healthy and Equitable Communities.

Est. Project Dates: Q4 2021 – Q3 2023

Total Budget: \$347,000

2023 Budget: \$67,000

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, and transportation electrification and travel demand management investments. As part of the study, staff will hire a consultant conduct the following tasks:

- Inventory and evaluate current greenhouse gas estimation methodologies used in the Regional Solicitation, TIP, and TPP
- Review and summarize best practices for other relevant transportation planning and implementing agencies
- Recommend methodologies for estimating GHG impacts from mobility type investments in the Regional Solicitation, TIP and TPP by project category
- Recommend methodologies for estimating GHG impacts from various transportation electrification and travel demand management investments in the regional solicitation and TPP to the extent methodologies are available and supported by defensible research.
- Review, refine and update a GHG inventory and business-as-usual forecast of the transportation sector in sufficient detail to support recommended methodologies in various time frames
- Implement recommended methodologies for several example projects and programs, extending and refining "R" code as necessary for the Regional Solicitation and the TPP (does not include the TIP)
- Develop approaches to mitigate GHG impacts of projects that are forecast to result in a net GHG increase

- Conduct a sensitivity test of the Council’s Activity Based Model to assess the degree to which modeled results are consistent with literature with respect to induced demand and explore adjustments that would be informed by literature as well as the Activity Based Model.

This work will be done in consultation with MnDOT, MPCA, and the Council technical committees. It helps to fulfill our TPP regional goal of Healthy and Equitable Communities.

Est. Project Dates: Q4 2022 – Q2 2025
 Est. Total Budget: ~~\$295,340,704,000~~
 2023 Budget: ~~\$199,200,000~~

Work Activity D: Travel Model Development and Forecasting Ongoing Contracts

ActivitySim Local Implementation Phase II:

The goal of this project is to follow up on Phase I of ActivitySim implementation (conducted in 2021-2022) 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. Project Dates: ~~Q23 20232~~ – ~~Q14 20254~~
 Est. Total Budget: \$300,000
 2023 Budget: \$150,000

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 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. Project Dates: ~~Q34 20232~~ – ~~Q43 2023~~
 Est. Total Budget: \$60,000
 2023 Budget: ~~\$630,000~~

Regional Tourcast Model Update Phase II:

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 is being done in two phases and under two contracts. The first phase was conducted in 2022 to updated the existing Tourcast ~~software-model network~~. The second phase to begin in 2023 will re-calibrate model components as necessary and continue into 2024.

Est. Project Dates: ~~Q4-Q2 2022-2023~~ – Q4 ~~20232024~~
 Est. Total Budget: ~~\$150,120,000 (phase I and phase II contracts)~~
 2023 Budget: \$60,000

University of Minnesota Transitways Impact Research:

This project was formerly titled the Transitway Impact Research Program but has now been broadened to address Transit research generally. This contribution will fund a portion of a transitway research project to be selected in early 2023~~late 2022~~ by the funding partners of the Transitways Impact Research Program at the UMN and will ~~be~~ occur in 2023. This is an activity the Council participates in on an annual basis.

Est. Project Dates: Q1 2023 – Q4 2023

Est. Total Budget: \$~~40~~15,000

2023 Budget: \$~~40~~15,000

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 with the University Accessibility Observatory.

Est. Project Dates: Q1 2023 – Q4 2023

Est. Total Budget: \$20,000

2023 Budget: \$20,000

2023 Memberships and Data Purchases

Zephyr Foundation Membership:

Agency membership dues in the Zephyr Foundation. 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. Project Dates: Q1 2023 – Q4 2023

Est. Total Budget: \$~~2~~40,000

2023 Budget: \$~~2~~40,000

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. Project Dates: Q2 2023 – Q2 2024

Est. Total Budget: \$35,000

2023 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. Project Dates: Q4 2023 – Q3 2024
Est. Total Budget: \$~~4360~~,000
2023 Budget: \$~~4360~~,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. Project Dates: Q1 2023 – Q4 2023
Est. Total Budget: \$50,000
2023 Budget: \$50,000

Non-CPG Funded Study Contracts

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. This study will help to fulfill the TPP regional goals of Access to Destinations and Prosperity.

Est. Project Dates: Q4 2022 – Q2 2024
Total Non-CPG Budget: \$250,000

VMT Reduction Mode Shift Study:

This study will estimate the maximum amount of mode shift possible given existing transportation infrastructure, land use and travel patterns. Unlike travel forecasting models, it will not model changes to the transportation system, population size, or where people live, work, shop, and travel. By analyzing the current system, the project will estimate the baseline potential for behavioral changes alone to reduce vehicle miles traveled (VMT) and increase the share of trips made by walking, transit or biking. This can help guide infrastructure and services investment to support such behavioral changes while filling the gaps in the transportation system to make even greater shifts possible.

Est. Project Dates: Q3 2022 – Q~~32~~: 2023
Total Non-CPG Budget \$150,000

Equity Evaluation of Regional Transportation Investment:

The goal of this project is to make recommendations to the Council on how regional transportation investment processes that the Council either controls or has significant influence upon, can be changed and improved to be more equitable in transportation project development and decision-making, and also to result in more equitable regional transportation investment outcomes. The study will include the formation of an Equity Policy Group with the majority of the members representing Black, Indigenous and populations of color and low-income populations. This group will be the primary policy group influencing the work direction of the consultant and developing recommendations for the Council.

Est. Project Dates: Q1 2022 – Q2: 2024
Total Non-CPG Budget \$410,000

Northstar Rail Corridor Post-Pandemic Study:

This study will examine pre-pandemic and pandemic-era conditions with regard to financial, transportation, land use, and sociodemographic analysis factors to assist state and local policymakers

in determining a future course of action on transit service in the Northstar corridor. Several transit service alternatives will be developed for analysis. The final report will compare the potential benefits and opportunities of the transit service alternatives and their likely impacts and challenges of implementation.

Est. Project Dates: Q2 2022 – Q1 2023

Total Non-CPG Budget \$175,000

Appendix D: Acronyms

3-C - Continuing, Cooperative, Comprehensive
ADA – Americans with Disabilities Act
AMPO – Association of Metropolitan Planning Organizations
APP – Aviation Policy Plan
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
FHWA – Federal Highway Administration
FTA – Federal Transit Administration
HSIP – Highway Safety Improvement Program
HOV – High Occupancy Vehicle
IIJA – Infrastructure Investment and Jobs Act
ITS – Intelligent Transportation System
LRT – Light Rail Transit
MAC – Metropolitan Airports Commission
MnDOT – Minnesota Department of Transportation
MNIQTPC – Minnesota Interagency Air Quality and Transportation Planning Committee
MPCA – Minnesota Pollution Control Agency
MPO – Metropolitan Planning Organization
MTS – Metropolitan Transportation Services
NHS – National Highway System
SIP – State Implementation Plan
SPR – State Planning and Research
STIP – State Transportation Improvement Plan
STBG – 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



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