

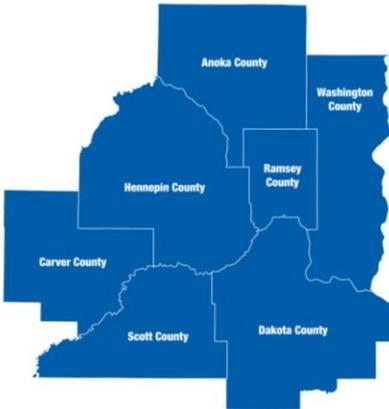
**2021 TRANSPORTATION
UNIFIED PLANNING WORK PROGRAM FOR
THE TWIN CITIES METROPOLITAN AREA**

Adopted October 14, 2020

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

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

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

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ACRONYMS

3-C - Continuing, Cooperative, Comprehensive
ADA – Americans with Disabilities Act
AMPO – Association of Metropolitan Planning Organizations
APP – Aviation Policy Plan
ATM – Active Traffic Management
ATP – Area Transportation Partnership
BRT – Bus Rapid Transit
CAA – Clean Air Act
CAM – Clean Air Minnesota
CAV – Connected and Automated Vehicles
CIP – Capital Improvement Plan
CMP – Congestion Management Process
CPG – Consolidated Planning Grant
CSAH – County State Aid Highway
CTS – Center for Transportation Studies
DBE – Disadvantaged Business Enterprise
EA – Environmental Assessment
EAW – Environmental Assessment Worksheet
EIS – Environmental Impact Statement
EPA – Environmental Protection Agency
FAA – Federal Aviation Administration
FAST Act – Fixing America’s Surface Transportation Act
FHWA – Federal Highway Administration
FTA – Federal Transit Administration
HSIP – Highway Safety Improvement Program
HOT – High Occupancy Toll
HOV – High Occupancy Vehicle
ITS – Intelligent Transportation System
LRT – Light Rail Transit
MAC – Metropolitan Airports Commission
MnDOT – Minnesota Department of Transportation
MNIAQTPC – Minnesota Interagency Air Quality and Transportation Planning Committee
MPCA – Minnesota Pollution Control Agency
MPO – Metropolitan Planning Organization
MTS – Metropolitan Transportation Services
NEPA – National Environmental Policy Act
NHS – National Highway System
RTMC – Regional Transportation Management Center
SIP – State Implementation Plan
SPR – State Planning and Research
STIP – State Transportation Improvement Plan
STPBG – Surface Transportation Program Block Grant
TAAC – Transportation Accessibility Advisory Committee
TAB – Transportation Advisory Board
TAC – Technical Advisory Committee
TBI – Travel Behavior Inventory
TED – Transportation and Economic Development
TH – Trunk Highway
TIP – Transportation Improvement Plan
TMA – Transportation Management Area
TOD – Transit Oriented Development
UPWP – Unified Planning Work Program

I. INTRODUCTION TO THE UNIFIED PLANNING WORK PROGRAM

A. Introduction

The Unified Planning Work Program (UPWP) is a description and documentation of proposed transportation and transportation-related planning activities in the Twin Cities metropolitan area for calendar year 2021. The Metropolitan Council serves as the Metropolitan Planning Organization (MPO) for the region and facilitates the cooperative, continuing and comprehensive (3-C) transportation planning process for the region. The Metropolitan Council jurisdiction includes seven counties surrounding the core cities of Minneapolis and St. Paul. In addition, the 2010 Census identified the developed areas of Wright and Sherburne counties (primarily along the I-94 and U.S. Highway 10 corridors) and a small portion of Houlton, Wisconsin to be included in the urbanized area (UZA) for transportation planning purposes, though these areas are not otherwise a part of the Metropolitan Council's jurisdiction. A map depicting the MPO boundaries is provided on page 2 of this document. For more information on how the UPWP is used in the context of the activities of the Metropolitan Council, please reference the [2020 Transportation Planning and Programming Guide](#).

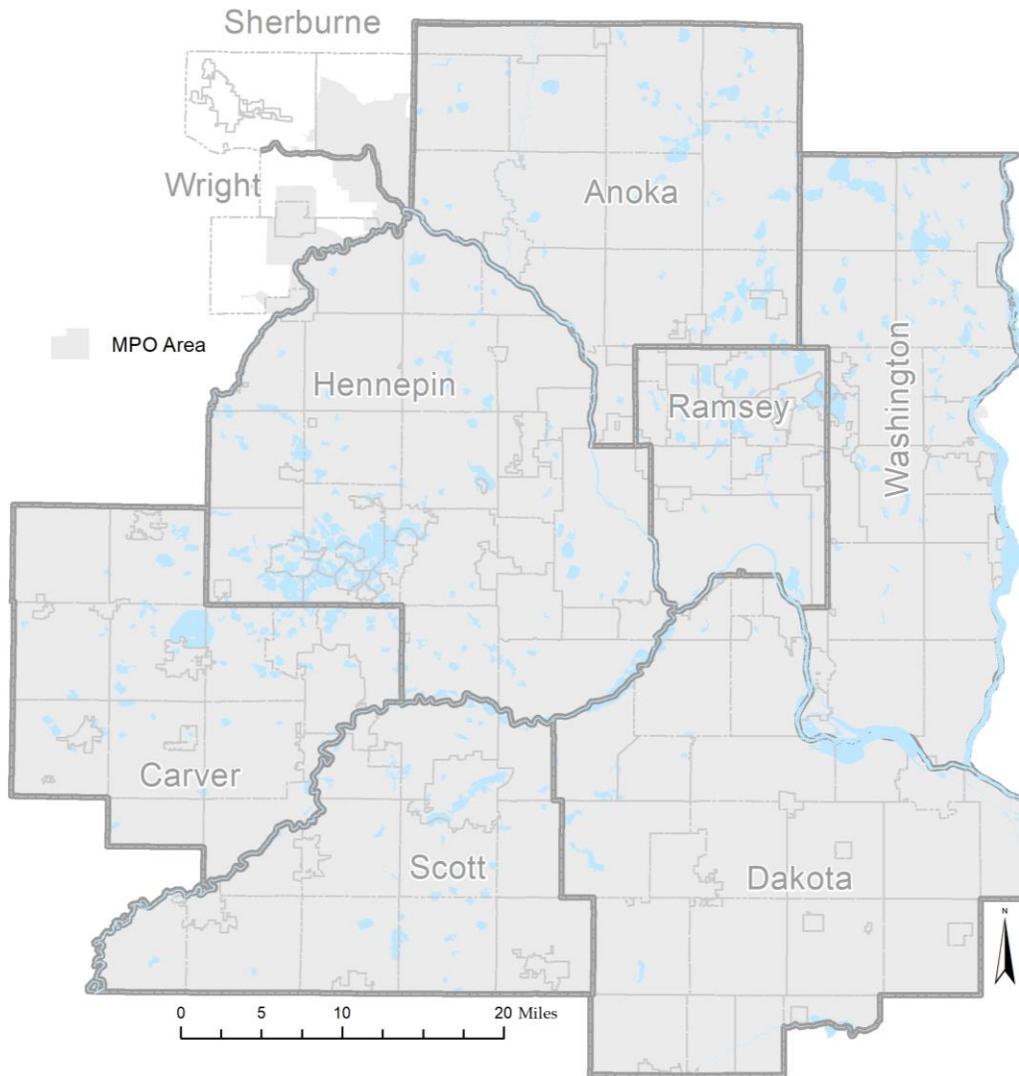
The participants in the UPWP include four agencies: the Metropolitan Council (Council), the Minnesota Department of Transportation (MnDOT), the Minnesota Pollution Control Agency (MPCA), and the Metropolitan Airports Commission (MAC). (See section F in this document for roles and responsibilities of the participants.) Since the 2021 UPWP also serves as the Metropolitan Council's application to the USDOT for transportation planning funds, the projects with Metropolitan Council participation are demonstrated with staff hours and consultant costs to detail how the federal planning money will be spent. All federal transportation planning funds must be "matched" with at least a 20 percent local contribution, which is also detailed in this document.

Many of the tasks are required by state or federal law and are continuous and ongoing. Such activities include the TAC/TAB committee process and the creation of the region's annual Transportation Improvement Plan (TIP). The long-range transportation plan for the Council, the *2040 Transportation Policy Plan* (TPP) was updated in 2020 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.

Many of the projects in this UPWP have been reviewed for consistency and stem from the goals and objectives articulated within the *2040 Transportation Policy Plan* and are listed in the Work Program chapter of the TPP as future planning studies. Other projects have emerged as priorities from stakeholders as the *TPP Update* was developed over the past year. The *TPP Update* was informed by enthusiastic feedback and input from local agency partners, which in turn provided direction to the Council on the most pressing issues to be studied. During 2020, the world, nation, state and region were impacted by the unforeseen development of the Covid-19 pandemic. The Work Program included in the 2020 update to the TPP reflects significant planning studies that will be undertaken in 2021 and beyond to analyze and understand the long-term impacts of this event. This cycle of project identification, planning work, learning, recommendations and inclusion between the TPP to UPWP is part of the continuous process of regional transportation planning.

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

and feedback from local partners, the Federal Highway Administration (FHWA),



B. Organization of the UPWP

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

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

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

C. Related Studies

In some years there are transportation studies underway in the region that are not included in the UPWP since there are no federal transportation funds expended on the study, or federally funded transportation staff of the Metropolitan Council are not involved to a significant level. No major transportation studies are expected to be conducted in 2021 that are not mentioned in this UPWP. Council staff will continue to work with local partners on work impacting the region.

D. Status of Metropolitan Council Planning Documents

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

| Document | Action/Date |
|---|--|
| <i>Thrive MSP 2040</i> | Adopted May 2014 |
| <i>2040 Transportation Policy Plan</i> | Adoption of updated plan anticipated November 2020 |
| 2021-2024 Transportation Improvement Plan | Adoption anticipated November 2020 |
| Aviation Policy Plan (included in TPP) | Adoption anticipated November 2020 |
| Transportation Public Participation Plan | Adopted May 2017 |
| Congestion Management Process Plan | Plan completed 2020; process on-going |
| Public Transit-Human Services Transportation Coordination Action Plan | Adopted January 2020 |
| Title VI Plan | Adopted January 2020 |

E. 2020 Accomplishments

Major activities completed in 2020 include¹:

- Updated the 2040 Transportation Policy Plan
- Released 2019 Travel Behavior Inventory data
- Monitored and analyzed traffic data as the COVID-19 pandemic began
- Performed special Covid-19 travel survey
- Completed Congestion Management Process Plan
- Developed Regional STOPS transit forecasting model.
- Completed the Bus Service Allocation Study and began identifying implementation actions
- Completed an update of the Transportation Planning and Programming Guide
- Completed the Freeway System Interchange Study
- Completed the Sensitivity Analysis for Twin Cities Highway Mobility Studies
- Adopted 2021 Unified Planning Work Program
- Adopted 2021-2024 Transportation Improvement Program
- Approved/adopted federally required performance measure targets
- Approved changes to the Streamlined TIP Amendment Policy
- TIP Amendments: 18 approved by TAB and Council from January to July 2020
 - 17 of the 18 TIP Amendments were streamlined
 - None of the 18 TIP Amendments were regionally significant
 - Approved one scope change as of July 2020
 - Three projects were re-programmed in the TIP through Program Year Extension as of July 2020

- Solicited for projects through the 2020 Regional Solicitation for fiscal years 2024 and 2025
- Led Regional Solicitation scoring groups to evaluate and score submitted applications
- Started the Twin Cities Highway Mobility Needs Analysis
- Adopted Title VI Plan
- Started an Electric Vehicles Planning Study
- Started a Pedestrian Safety Action Plan
- Started the Regional Solicitation Before-and-After Study Phase 2
- Started a study aimed at developing a regional guide for conducting detailed CMP corridor analyses
- Provided assistance and/or on the Technical Advisory Committee for the following regional transportation corridor studies: Rush Line, Highway 36 Transit Study, Riverview, Gold Line, Highway 13/Port of Savage Corridor Evaluation and Improvements (advisory committee), Rethinking I-94, I-494 – Minneapolis Airport to Highway 169 Project, Highway 252/I-94 Environmental Review, I-35W North Gateway, Highway 65 Planning and Environmental Linkage (PEL), Ramsey Gateway Project (US 10/169), TH 36 and Manning Avenue Interchange Study, TH 47 Planning and Environmental Linkage Study, and I-694/494/94 System Interchange Planning Study.

F. Roles and Responsibilities of Participants

As the Metropolitan Planning Organization for the Twin Cities area, the Council is the lead agency responsible for administering and coordinating the activities of participants carrying out the required tasks of the 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); the Metropolitan Airports Commission (MAC); transit operators; counties and municipalities; tribal nations; local (city/county/township) officials; residents of the region; and the U.S. Department of Transportation (U.S. DOT).

Transportation agency staff from the agencies, counties and municipalities are involved in the 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.

G. Work Continuing From 2020

The 2040 TPP was updated in November 2020. The update (and previous plans) includes a Work Program with studies that will be completed over the next four years. Many of these studies will require consultant assistance and began prior to 2021 or will begin sometime during 2021 in order to be completed prior to the next update of the TPP, expected in late 2024. In most instances these are major planning studies that require two to three years to complete and thus carry through into subsequent UPWPs. Specifically, the Travel Behavior household survey work began in 2018 and will continue into 2021 and beyond with related work tasks. Other consultant work that began prior to 2021 and carrying into 2021 and subsequent years includes the following:

- Regional Highway Mobility Needs Study;
- Pedestrian Safety Action Plan;
- Regional Solicitation Before and After Study II;
- Detailed CMP Corridor Analysis Study;
- Mobility Hub Planning Guide;
- RBTN Guidelines and Measures Study;
- A Path to Acceleration of Electrical Vehicle Adoption in the Twin Cities study; and

- Regional Model Update work

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

II. WORK ACTIVITIES

This section of the 2021 UPWP identifies the Council's work activities for the year, including a description of the purpose of the work, the activities that will be performed, and the products that will be produced as result of the activity. There are six major work activities, identified previously, in which projects are categorized. Also included in this section is a table with the cumulative staff time, consultant costs, estimated expenditures, and total cost for the projects within the activity area. The tables identify staff time by the number of weeks in which staff will spend on a particular activity. Staff weeks are considered to be 40 hours of work.

A. Planning and Programming Process

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

TASK A-1 PLANNING PROGRAM PROCESS SUPPORT

PURPOSE: To provide planning and administrative support to the metropolitan transportation planning process of the Council, Transportation Advisory Board, TAB's Technical Advisory Committee and others pursuant to state and federal statutes and regulations. The process is required under federal law to certify the region for continued federal transportation funding. For specific information of the TAB, TAC, or Transportation Committee meetings, go to www.metrocouncil.org/Council-Meetings/Committees. Details on roles and responsibilities are further spelled out in the *Transportation Planning and Programming Guide*.

ACTIVITIES:

- Provide a forum and input process for regional transportation decision making and review of plans and programs for all transportation modes. Process participants are the Metropolitan Council, the Minnesota Pollution Control Agency (MPCA), the Minnesota Department of Transportation (MnDOT), the Metropolitan Airports Commission (MAC), local units of government, transit providers and residents.
- Draft Action Items and move necessary actions through the regional transportation planning process, with recommendation actions by the Transportation Advisory Board (TAB) and its Technical Advisory Committee (TAC), followed when necessary by action from the Council Transportation Committee and full Council.
- Provide training opportunities and information items and presentations for new Council, TAB and TAC members due to membership changes.
- 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, and MAC
- Attend the quarterly statewide MPO Directors meetings and the annual Minnesota MPO workshop.

| 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 |
| Submittal of Functional Classification Changes | As needed |
| Audited (Consolidated Planning Grant) Fund Statements | April |
| Annual Update of Title VI and DBE Goals | July |
| 2022 Unified Planning Work Program | October |
| UPWP Progress Reports to MnDOT | Quarterly |

RELATIONSHIP TO OTHER AGENCIES' WORK:

- MnDOT is involved in the planning process as an ongoing participant. MnDOT staff provides technical input, serves as committee members on several TAB and TAC committees, and is in frequent contact with Council staff regarding many issues.
- MnDOT administers the federal planning funds that finance a majority of the planning work done by the Council and provides guidance to ensure that federal planning requirements are met.
- MPCA staff participates in the ongoing interagency coordination activities to administer the Clean Air Act and the FAST Act by participating in the review of the TPP, TIP and the UPWP; participating in the work of the TAB and TAC; 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. The Council prepares a TIP each year for review by TAB and approval by the Council.

ACTIVITIES:

- Prepare the draft 2022-2025 TIP.
- Facilitate and host a public comment and review process for the draft TIP.
- Incorporate comments and adopt the 2022-2025 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 (2021).
- Develop online map depicting location and pertinent information of projects within the 2021-2024 TIP.

| PRODUCTS | COMPLETION DATES |
|--------------------------------------|----------------------|
| Draft 2022-2025 TIP | June |
| TIP Public Comment Process | July |
| Final 2022-2025 TIP | September |
| Annual Listing of Obligated Projects | December |
| TIP amendments | On-going (as needed) |
| Online TIP Map | Q4 2021 |

RELATIONSHIP TO OTHER AGENCIES' WORK:

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

TASK A-3 REGIONAL SOLICITATION

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

ACTIVITIES:

- Review 2020 Solicitation measures, criteria, scoring and overall process with TAB and TAC and update for 2022 Solicitation
- Develop criteria and scoring for Unique Projects application category
- Complete the Before-After-Study Phase 2 study.
- Survey stakeholders, proposed changes to the application, and seek application approval.
- Showcase project successes of completed projects funded through the Regional Solicitation, including before-and-after photography and video of funded projects.
- Update online mapping tool and database of past funded projects.

| PRODUCTS | COMPLETION DATES |
|--|------------------|
| 2022 Regional Solicitation Application | Q4 2021 |
| Regional Solicitation Project Showcase | 2021 |
| Regional Solicitation Project Before-and-After Phase 2 Study | 2021 |
| Update Online Mapping tool of Funded Projects | Q2 2021 |

RELATIONSHIP TO OTHER AGENCIES' WORK:

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

| Activity A | Staff Weeks | 2021 Budget |
|--|-------------|--------------------|
| Total | 260 | \$1,336,990 |
| SOURCES OF FUNDS: | | |
| Federal (CPG) | | \$1,010,542 |
| Local (Metropolitan Council): | | \$326,448 |
| Consultant Studies: | | |
| Regional Solicitation Before-and-After Phase 2 Study | 2 | \$40,000 |
| Total Consultant | 2 | \$40,000 |

B. Modal System Planning

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

TASK B-1 HIGHWAY SYSTEM PLANNING

PURPOSE: To work with agency partners to plan a regional highway system that is consistent with the goals and objectives in the 2040 Transportation Policy Plan. This 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 Multimodal Transportation Plan and State Highway Investment Plan (MnSHIP).
- Contribute to MnDOT’s metro area functional classification review.
- Start a consultant study to implement recommendations from MnDOT’s metro area functional classification review and to update Appendix D of the 2040 TPP, as well as related functional classification change processes.
- Participate in the development of MnDOT’s Capital Highway Investment Plan (CHIP).
- Track approved highway performance measures.
- Assist with Highway Safety Improvement Program (HSIP) application changes.
- Complete a consultant study to analyze the highway mobility needs in the Twin Cities against selected congestion performance measures to help inform the next update to the Minnesota State Highway Investment Plan (MnSHIP).
- Complete analysis on telework as a Travel Demand Management strategy and its potential to reduce congestion and emissions.
- Initiate a consultant study to update the Principal Arterial Intersection Conversion Study.

| PRODUCTS | COMPLETION DATES |
|---|------------------|
| Preliminary Interchange Approvals (as outlined in Appendix F of TPP) | As Needed |
| Metro Freeway Project Approvals | As Needed |
| Functional Classification (Appendix D Update of the TPP) Consultant Study | 2021 |
| Twin Cities Highway Mobility Needs Analysis Consultant Study | 2021 |
| Principal Arterial Intersection Conversion Study Update Consultant Study | 2022 |

RELATIONSHIP TO OTHER AGENCIES’ WORK:

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

TASK B-2 FREIGHT PLANNING

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

ACTIVITIES:

- Initiate an update of Regional Truck Freight Corridor data analysis tool and develop process for more regular updates based on evolving local conditions.
- 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.

- Provide assistance to the Council’s update of *Thrive MSP 2040* and the Economic Competitiveness Implementation Team.
- Provide technical assistance to MnDOT in freight project programming and selection processes.
- Provide technical research and peer region assessments on freight trends or planning initiatives that could inform regional plans and policies, including any ongoing impacts due to COVID-19
- Support integration of freight needs in land use and transportation planning work of the Council and provide technical assistance to local agencies, as needed.

| PRODUCTS | COMPLETION DATES |
|---|------------------|
| Regional Truck Freight Corridors data analysis tool update | Q2 2021 |
| <i>Thrive MSP 2040</i> economic competitiveness initiatives | Ongoing |
| Technical research of peer region assessments on freight trends | Ongoing |

RELATIONSHIP TO OTHER AGENCIES’ WORK:

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

TASK B-3 TRANSIT PLANNING

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

ACTIVITIES:

- Continue regional studies and policy developments started in previous years to guide the implementation of the regional transit system including:
 - Draft and consider policy changes to address study recommendations from the Bus Service Allocation Study.
 - Continue to participate in and support the work of Metro Transit’s multipurpose Network Next initiative and address any outcomes of the initiative that affect regional policies or plans.
 - Convene a working group to discuss updates to the TPP Appendix G to address outcomes of ongoing transit planning studies, analysis, and policy coordination with regional transit providers.
 - Finalize the Mobility Hub Planning Guide, which will provide regional guidance for mobility hub planning and implementation.
- Provide technical research and peer region assessments on transit trends or planning initiatives that could inform regional plans and policies, including any ongoing trends resulting from COVID-19.
- Complete the development of a regional Mobility Hub Planning Guide through a consultant project began in 2020.
- 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.

| PRODUCTS | COMPLETION DATES |
|--|------------------|
| Metro Transit Network Next Initiative and Implementation | 2021 |
| Transportation Policy Plan Appendix G Refinements | 2021 |
| Mobility Hub Planning Guide | Q4 2021 |

RELATIONSHIP TO OTHER AGENCIES' WORK:

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

TASK B-4 BICYCLE AND PEDESTRIAN PLANNING

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

ACTIVITIES:

- Coordinate with and provide technical assistance to state and local agencies on bicycle/pedestrian planning issues, studies, and initiatives.
- Oversee the Regional Bicycle Transportation Network (RBTN) planning/implementation and updates, including:
 - Review and process requests for changes and additions and coordinate with transportation agencies as needed.
 - Continue consultant study that will develop guidelines for the implementation of a range of bicycle facility treatments on Regional Bicycle Transportation Network alignments, and a set of measures consistent with the RBTN guiding principles across varying community types (e.g., urban core, urban, suburban, rural).
- Participate on and coordinate with key bicycle and pedestrian planning committees, as appropriate; these have included standing and ad-hoc committees such as:
 - MnDOT Bicycle and Pedestrian Data Task Force
 - Minneapolis Pedestrian Advisory Committee

- Minneapolis Bicycle Advisory Committee
- Washington County Bicycle and Pedestrian Plan technical committee
- Provide technical assistance on Regional Solicitation application development by working on changes required to reflect policies or react to feedback on the process.
- In coordination with the Bicycle-Pedestrian Peer Discussion Group and regional technical committees, develop a process for regularly updating the Regional Bicycle Transportation Network and Regional Bicycle Barriers prior to each Regional Solicitation.
- Coordinate with Council Regional Parks staff in identifying and implementing methods & means to improve collaboration with local agencies in planning regional bikeways and regional trails.
- Coordinate with local agencies to formalize process for annual updates to the Regional Bicycle System Inventory; work to establish common regional system attributes to enhance bicycle planning and collaboration at all levels.
- Participate on study advisory committees or panels (e.g., Technical Advisory Panel for MnDOT research project on pedestrian crossings)
- Continue and complete the consultant-led Pedestrian Safety Action Plan started in 2020. Begin considering implications for regional plans and policies, once complete.

| PRODUCTS | COMPLETION DATES |
|--|------------------|
| Regional Bicycle System Inventory update process | Ongoing |
| Regional Bicycle Transportation Network (RBTN) planning/implementation | Ongoing |
| RBTN and Regional Bicycle Barriers Update Process | 2021 |
| RBTN Bikeway Facility Guidelines & Measures Study | 2020-2021 |
| Bicycle and Pedestrian Data Development | Ongoing |
| Pedestrian Safety Action Plan | 2021 |

RELATIONSHIP TO OTHER AGENCIES' WORK:

- Coordination, review and advise on state and local bicycle and pedestrian plans and plan updates to ensure consistency with Council transportation policies, to incorporate regional studies into partner agency project development and/or funding processes, and to facilitate incorporation of regional planned networks and systems. Partner agency planning processes that have been reviewed and/or collaborated on with respect to Council transportation policies and regional studies/network plans have included:
 - MnDOT Statewide Bicycle System Plan
 - MnDOT Metro District Bicycle Plan
 - Minnesota GO
 - MnDOT Statewide Pedestrian Plan
 - Regional Trail Master Plans
 - Washington County Bicycle and Pedestrian Plan
 - City of Minneapolis Transportation Action Plan Bicycle Element
 - Dakota County Bicycle and Pedestrian Plan
- 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 Peer Discussion 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 36 Transit Study
- Participate in ongoing work for transitway corridor development including environmental review, station-area planning, and other implementation-related planning work for the following corridors:
 - Green Line Extension
 - Blue Line Extension
 - Orange Line
 - Gold Line
 - Red Line Future Stages
 - Rush Line Dedicated Bus Rapid Transit
 - Riverview Modern Streetcar
 - Nicollet-Central Modern Streetcar
- Participate in highway corridor studies and interchange work that guide investments to improve mobility and safety for all users:
 - MnDOT’s Rethinking I-94 Study
 - MnDOT’s Highway 65 Planning and Environmental Linkages (PEL) Study
 - Northwest Metro Mississippi River Crossing Study
 - Hennepin County’s Highway 252/I-94 Study
 - 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 I-94/I-494/I-694 System Interchange Study
 - MnDOT’s Highway 13 Study
 - MnDOT’s Highway 120 PEL
 - MnDOT’s Highway 47/65 PEL
 - MnDOT’s Hwy 77 Congestion Mitigation Study
 - MnDOT’s Hwy 12 Corridor Study
 - MnDOT’s Downtown Minneapolis and Downtown St. Paul Studies
 - Dakota County’s Highway 42 Corridor Study
 - Carver County’s Highway 5 Corridor Study
- Participate in corridor studies for intercity passenger rail including environmental review, engineering, and other implementation-related planning work for the following corridors:
 - Twin Cities to Milwaukee-Chicago Passenger Rail Service Improvements
 - Northern Lights Express Passenger Rail

| PRODUCTS | COMPLETION DATES |
|---------------------------------|------------------|
| Rush Line Station Area Planning | 2021 |

RELATIONSHIP TO OTHER AGENCIES’ WORK:

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

| Activity B | Staff Weeks | 2021 Budget |
|---|--------------------|--------------------|
| Total | 380 | \$2,262,431 |
| SOURCES OF FUNDS: | | |
| Federal (CPG) | | \$1,710,022 |
| Local (Metropolitan Council): | | \$552,409 |
| Consultant Studies: | | |
| Functional Classification Process Study | 2 | \$30,000 |
| Twin Cities Highway Mobility Needs Analysis | 4 | \$50,000 |
| Principal Arterial Intersection Conversion Study Update | 2 | \$50,000 |
| Regional Truck Freight Corridors Data Model Update | 2 | \$35,000 |
| RBTN Bikeway Facility Guidelines & Measures Study | 2 | \$45,000 |
| Pedestrian Safety Action Plan | 8 | \$150,000 |
| Mobility Hub Planning Guide | 4 | \$100,000 |
| Total Consultant | 24 | \$460,000 |

C. Long-Range System Planning

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

TASK C-1 TRANSPORTATION POLICY PLAN

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

ACTIVITIES:

- In 2021, the priority for this task will focus on implementing the policies from the 2020 Update to the *2040 Transportation Policy Plan* and working on studies for future incorporation into the next update to the TPP expected in late 2024.
- Work with Community Development and other Council divisions on planning and work groups for the 2050 Regional Development Guide (Thrive) update.
- Review changes in revenue allocation and proposed projects and scope for major highway and transitway projects to prepare and process TPP amendments.
- Host public participation and comment and review processes for TPP amendments as needed.
- Incorporate administrative modifications to the TPP as needed due to federal, state or regional policy initiatives and changes.
- Make presentations and work with regional partners to communicate the TPP investment goals and direction and relationship to proposed regional investments.
- Begin consultant project examining Travel Demand Management trends and strategies within the region.

| PRODUCTS | COMPLETION DATES |
|--|------------------|
| TPP Amendments | As needed |
| TPP Administrative Modifications | As needed |
| Regional plan update and TPP Engagement Activities | Ongoing |
| Regional Travel Demand Management Study | 2022 |

RELATIONSHIP TO OTHER AGENCIES' WORK:

- The 2020 TPP Update was created with significant input from local and regional partners. Collaboration with counties and MnDOT on roadway revenue and spending and transit providers on transit investment will continue to identify and prepare any necessary TPP amendments and prepare for future updates.
- Major regional investments by MnDOT and counties in the highway system and by transit providers in the transit system must be articulated in the TPP and shared through a public process. TPP amendments and modifications are made in cooperation with, and with participation by, all the region's transportation planning partners.

TASK C-2 LAND USE PLANNING

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

ACTIVITIES:

- Ongoing review of the transportation components of comprehensive plans, comprehensive plan amendments, and environmental review documents for major developments.
- Participate in the review and scoring of Livable Communities grant program applications and other funding opportunities that support development and have a transportation relationship.
- Participate in on-going station area planning work on transitway corridors including Rush Line and Riverview corridors.
- Ongoing analysis of the relationship between land use and development patterns and regional travel, as needed, to support transportation planning and policy development and implementation.
- Continued participation in early Optimizing Regional Planning work to integrate transportation planning in the development of the next Metropolitan Development Guide. In 2021, this includes participation at the Co-sponsor Team, Integration Team, and working group team levels. 2021 products will feature topical green papers and technical white papers to document early explorations that lead to formal policy development. MTS staff will likely serve a lead role in aspects of transportation policy development.

| PRODUCTS | COMPLETION DATES |
|--|------------------|
| Reviews of local Comprehensive Plans, Comprehensive Plan amendments, and environmental review requests | Ongoing |
| Review of Livable Communities Act Grant Applications | Semi-annually |
| Regional Plan Work Group green or white papers | As needed |

RELATIONSHIP TO OTHER AGENCIES' WORK:

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

TASK C-3 ENVIRONMENTAL JUSTICE AND EQUITY

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

ACTIVITIES:

- Develop a Scope of Work for a regional Transportation Investment Equity Evaluation project, through coordination and discussion with the Council, TAB, MnDOT and Metro Transit.
- Issue a request for proposals, select a consultant and begin work on the Transportation Investment Equity Evaluation.
- Begin work on the Equity Evaluation project for completion in 2022.
- Participate in the MnDOT led statewide Advancing Transportation Equity initiative including identifying and implementing equity measures for transportation planning and decision-making.

- Discuss and identify regional equity metrics and evaluation measures to be used in transportation planning work and investment decision-making.
- Continue TAB discussions on equity measures and scoring for the Regional Solicitation and revise scoring as necessary.
- Hold Equity implementation and scoring workshops in fall 2021 in preparation for 2022 Solicitation.
- Participate in internal organization-wide and division equity committees to change policies, practices, and procedures to implement the Council's Racial Equity Work Plan.
- Initiate metro area policymaker and technical staff committees to discuss, learn and incorporate equity considerations into transportation planning and investment policies and practices.

| PRODUCTS | COMPLETION DATES |
|---|------------------|
| Create and Participate in Equity Related Internal and External Committees | Ongoing |
| Revised Equity scoring for Solicitation | Q4 2021 |
| Transportation Equity Implementation & Scoring Workshops | Q3&Q4 2021 |
| Transportation Investment Equity Evaluation consultant study | 2021-2022 |

RELATIONSHIP TO OTHER AGENCIES' WORK:

- As part of the I-94 corridor study between the downtowns, Metropolitan Council staff will work with MnDOT project leaders to enhance the engagement activities for users of and residents near the corridor.
- Provide support to other agencies in learning best practices and capacity building for outreach and engagement through the Regional Solicitation Transportation and Equity workshops.
- Work with MnDOT in the Advancing Transportation Equity initiative to better understand how the transportation system, services and decisions-making processes help or hinder the lives of people in underserved and underrepresented communities in the Twin Cities.

TASK C-4 AIR QUALITY AND CLIMATE CHANGE PLANNING

PURPOSE: To implement long-term air quality planning required by federal law including the integration of congestion management, transportation, land use, and air quality planning with the requirements of the Clean Air Act (CAA). CAA conformity planning is done collaboratively through the Minnesota Interagency Air Quality and Transportation Planning Committee (MNIAQTPC), consisting of technical staff from the Council, MnDOT, MPCA, FHWA, FTA, and EPA. The roles and responsibilities of the MNIAQTPC are defined in the interagency consultation procedures developed collaboratively. In November 2019, the region completed its maintenance period for carbon monoxide and is in full attainment of federal air quality standards from transportation-related sources, with the exception of a small portion of Ramsey County which remains in maintenance status for coarse particulate matter (PM₁₀) until 2022.

ACTIVITIES:

- Provide data and technical assistance to partner agencies to assist in air quality and travel demand analyses and modeling.
- Organize and work with the MNIAQTPC to consult on air quality issues and State Implementation Plan (SIP) updates as necessary.
- Conduct any required air quality conformity analysis.
- Participate in the activities and leadership 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.
- Collaborate with MnDOT on CMAQ funding allocation and other efforts to reduce emissions.
- Participate on MnDOT's Sustainable Transportation Advisory Council.
- Collaborate on internal climate change and sustainability initiatives.
- Collaborate on inter-agency efforts to address climate change.
- Provide technical assistance to local governments in quantifying and reducing greenhouse gas emissions.
- Work with regional partners to develop a process for evaluating project-level emissions for TPP and TIP evaluation when federal Conformity regulations no longer apply.
- Develop and integrate transportation planning strategies to address the greenhouse gas emissions reduction goals of the 2007 Next Generation Energy Act and the Statewide Multimodal Transportation Plan.

RELATIONSHIP TO OTHER AGENCIES' WORK:

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

| PRODUCTS | COMPLETION DATES |
|---------------------------------------|------------------|
| SIP Revision | Ongoing |
| Greenhouse Gas Scenario Planning work | Ongoing to 2024 |

TASK C-5 TRANSPORTATION FINANCE

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

ACTIVITIES:

- Work with Council Finance and Metro Transit to incorporate impacts of the Covid-19 event on projections of revenues and spending allocations for regional transit operations and adjust future investments as necessary.
- Participate on MnDOT Project Update Workgroup to provide input and understanding on revisions to statewide revenue projects and district allocations as necessary in response to impacts from the Covid-19 event.
- Maintain and update as necessary a regional 20-year spreadsheet of expected highway and transit revenues and expenditures for the region.
- Work with MnDOT on Metro District funding levels and allocation of available funding to major highway projects.
- Review and comment on MnDOT plans and financial estimates including MnSHIP and the metro area CHIP.
- Work with Metro Transit and counties on funding plans for transitway investments
- Update the legislatively required Transit Financial Capacity Analysis report for submittal in winter 2021.

- Review Council transit capital and operating budget plans and assure consistency with the TPP

| PRODUCTS | COMPLETION DATES |
|---|------------------|
| Analysis of Transportation Funding/Covid-19 Impacts | Ongoing |
| Transit Financial Capacity Analysis Report | Q1 2021 |
| Transit Unified Operating Budget | December |
| Transit Unified Capital Budget | December |

RELATIONSHIP TO OTHER AGENCIES' WORK:

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

TASK C-6 AUTOMATED, CONNECTED, AND ELECTRIC VEHICLES

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

ACTIVITIES:

- Participate in implementation of MnDOT State Connected and Automated Vehicle (CAV) Strategic Plan and planning activities led by MnDOT
- Participate on Association of Metropolitan Planning Organizations (AMPO) national CAV planning work and potential Phase II national work group sponsored by AMPO and FHWA.
- Participate in research work led by Council Community Development to identify strategies for reducing regional greenhouse gas emissions, including the adoption of electric vehicles, and develop a tool for predicting emission levels and comparing strategy effectiveness.
- Provide information and educational materials on automated, connected and electric vehicle planning and implementation efforts to new Council members
- Cooperate and coordinate on research activities related to CAV and electrification with the Center for Transportation Studies and other regional partners
- Work with the Council's Community Development division to determine how to include CAV and electrification scenario planning into the next update of the Regional Development Guide (Thrive MSP 2040).
- Continue and complete consultant study began in 2020 aimed at Accelerating Electric Vehicle Adoption in the region.

| PRODUCTS | COMPLETION DATES |
|--|------------------|
| Study on Accelerating Electric Vehicle Adoption in the Twin Cities | Q3 2021 |

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 | 2021 Budget |
|--|-------------|------------------|
| Total | 141 | \$837,102 |
| SOURCES OF FUNDS: | | |
| Federal (CPG) | | \$632,709 |
| Local (Metropolitan Council): | | \$204,393 |
| Consultant Studies: | | |
| Accelerating Vehicle Electrification Study | 8 | \$60,000 |
| Regional Transportation Investment Equity Evaluation | 10 | \$25,000 |
| Peer Review of Other Regions | 2 | \$10,000 |
| Regional Travel Demand Management Study | 4 | \$20,000 |
| Total Consultant | 24 | \$115,000 |

D. Travel Forecasting and Model Development

This work area focuses on tasks and activities that provide research and survey data for the regional travel model primarily through the Travel Behavior Inventory; technical work to maintain and update the regional model as needed and also research work on travel changes, behavior and tools and methods that can be used for modeling travel.

TASK D-1 TRAVEL BEHAVIOR AND RESEARCH

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

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

ACTIVITIES:

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

| PRODUCTS | COMPLETION DATES |
|---|------------------|
| 2021 TBI Household Travel Survey | 2022 |
| 2021 Transit On-Board Survey | 2022 |
| Special Generator Survey | 2023 |
| Third Party Data Purchase | 2023 |
| StreetLight InSight Subscription | 2021 |
| University of Minnesota Transitways Impact Research Program | Ongoing |
| University of Minnesota Accessibility Observatory Work | 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
- Develop a regional implementation of the FTA STOPS model for transitway forecasting
- Explore and implement, as appropriate, alternative and/or backup methods for conducting travel forecasts.

| PRODUCTS | COMPLETION DATES |
|--|------------------|
| ActivitySim Local Initial Implementation | 2021 |
| Tourcast Software Upgrades | 2021 |
| Zephyr Foundation Membership | Ongoing |
| Multimodal Network Design | 2021 |
| ABM Recalibration | 2021 |
| CityCast | 2021 |
| AMPO Activity Sim | 2021 |

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 | 2021 Budget |
|--------------------------|-------------|------------------|
| Total | 143 | \$941,316 |
| SOURCES OF FUNDS: | | |
| Federal (CPG) | | \$711,478 |

| | | |
|--|-----------|------------------|
| Local (Metropolitan Council): | | \$229,838 |
| Consultant Studies: | | |
| UMN Transitway Impacts Research | 3 | \$15,000 |
| UMN Accessibility Observatory | 3 | \$20,000 |
| ActivitySim Local Implementation | 7 | \$70,000 |
| Network Wrangler Maintenance and Enhancement | 8 | \$50,000 |
| Zephyr Foundation | 2 | \$10,000 |
| CityCast | 1 | \$30,000 |
| AMPO Activity Sim | 2 | \$35,000 |
| StreetLight InSight Data Subscription | 1 | \$35,000 |
| Total Consultant | 27 | \$265,000 |

E. Short-Range Planning and Performance Monitoring

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

TASK E-1 CONGESTION MANAGEMENT PROCESS

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

ACTIVITIES:

- Host meetings of the CMP Advisory Committee, which is composed of partners and stakeholders representing transportation agencies and operators throughout the metro area. This Committee coordinates efforts and performs several activities in order to develop strategies that mitigate congestion on the transportation system.
- Continue and complete work on CMP Corridor Analysis Study, which will be coordinated with and vetted by the CMP Advisory Committee.
- Update and apply methodologies for analyzing congestion levels on 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 CMP Plan 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 determining both the extent and causes of congestion in the metro area.
- Implement regionally identified performance measures and targets, including recommended measures from the Twin Cities Highway Mobility Needs Analysis, to report upon and monitor system congestion.

| PRODUCTS | COMPLETION DATES |
|--|------------------|
| Detailed CMP Corridor Analysis Study | Q3 2021 |
| Assessment of effectiveness of CMP strategies | Ongoing |
| Assessment and revisions to CMP Plan | Ongoing |
| Report upon traffic trends and congestion data within the region | Q4 2021 |

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 task also involves the adoption of federally required transportation system performance targets and measures. Also included in this task is the monitoring of the region's transportation system performance and condition.

ACTIVITIES:

- Update federally required performance targets as necessary to fulfill federal requirements.
- Utilize Streetlight Insight or similar data to track travel time impacts of congestion on travel speeds, producing reports and maps illustrating congestion on the region's A-minor arterial system and non-instrumented principal arterials.
- Explore alternative "big data" sources for speed and origin-destination flow data
- Develop and integrate data management plan to improve transportation data management, reduce redundancy in analysis, improve consistency in communication, and facilitate the production of analysis products.
- Develop transportation data management plan to improve data management, visualize and present data more effectively, reduce redundancy in analysis procedures, create a platform for future analysis, and clarify data management roles.
- Develop and implement a dashboard to illustrate performance levels on the region's transportation system.
- Evaluate the performance of the regional transportation system with trend analysis, peer region comparisons, and on-request data analysis.
- Evaluate the application of transit service planning guidelines and performance standards.
- Develop annual Route Analysis that evaluates all routes in the regional transit system against regional transit performance standards.
- Coordinate with regional transit providers on transit asset management performance management, evaluation, and planning.
- Organize and distribute key safety data and trends to metro area stakeholders.
- Convene stakeholders to discuss potential elements of an MPO Safety Program and future regional safety study.

| PRODUCTS | COMPLETION DATES |
|--|------------------|
| Twin Cities Regional Performance Dashboard | Q4 2021 |
| Updated Safety Performance Measure Targets | February 2021 |
| Update Other Performance Measure Targets | As Needed |
| Updated Transit Asset Management Targets | As Needed |
| Transit Safety Targets | Q2 2021 |
| 2020 Transit Route Analysis | Q4 2021 |
| Comprehensive Transit Financial Report | Q4 2020 |

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 | 2021 Budget |
|--------------------------------------|-------------|------------------|
| Total | 101 | \$546,675 |
| SOURCES OF FUNDS: | | |
| Federal (CPG) | | \$413,195 |
| Local (Metropolitan Council): | | \$133,480 |
| Consultant Studies: | | |
| Detailed CMP Corridor Analysis Study | 4 | \$40,000 |
| Total Consultant | 4 | \$40,000 |

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.
- Coordinate a review of projects to implement the MSP 2030 Long-Term Comprehensive Plan.
- Begin the process of scoping out the Update to the Regional Aviation System Plan

| PRODUCTS: | COMPLETION DATES: |
|--|-------------------|
| Update Regional Aviation System Plan (pending FAA Grant) | As needed/2022 |
| Review MAC’s Capital Improvement Program | Q1 2021 |
| Review of Local Plan Amendments and EAs | Ongoing |
| Long-Term Comprehensive Plan for MSP | 2021 |

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.

| Activity F | Staff Weeks | 2021 Budget |
|-------------------------------|--------------------|--------------------|
| Total | 61 | \$154,761 |
| SOURCES OF FUNDS: | | |
| Federal (CPG) | | \$0 |
| Local (Metropolitan Council): | | \$154,761 |
| Consultant Studies: | | |
| Total | 0 | \$0 |

III. APPENDICES

Appendix A: 2021 Unified Planning Work Program Budget

| Task | Task Title | Staff Weeks 2021 | Salary Cost | Consultant Cost | Overhead & Expenses | Total Cost | UPWP Federal (CPG) | Local Match | Other Federal | Local Overmatch | Local MAC | Total | Percent Local |
|---|-------------------------------------|------------------|--------------------|------------------|---------------------|--------------------|--------------------|--------------------|---------------|------------------|------------------|--------------------|---------------|
| A | Planning and Programming Process | 260 | \$632,737 | \$40,000 | \$664,254 | \$1,336,990 | \$1,010,542 | \$252,636 | \$0 | \$73,812 | \$0 | \$1,336,990 | 24% |
| B | Modal System Planning | 380 | \$831,599 | \$460,000 | \$970,832 | \$2,262,431 | \$1,710,022 | \$427,505 | \$0 | \$124,904 | \$0 | \$2,262,431 | 24% |
| C | Long Range System Planning | 141 | \$361,872 | \$115,000 | \$360,230 | \$837,102 | \$632,709 | \$158,177 | \$0 | \$46,216 | \$0 | \$837,102 | 24% |
| D | Research and Travel Forecasting | 143 | \$310,977 | \$265,000 | \$365,339 | \$941,316 | \$711,478 | \$177,870 | \$0 | \$51,968 | \$0 | \$941,316 | 24% |
| E | Short Range Planning and Monitoring | 101 | \$249,915 | \$40,000 | \$256,760 | \$546,675 | \$413,195 | \$103,298 | \$0 | \$30,182 | \$0 | \$546,675 | 24% |
| Eligible for Federal Funding | | 1,025 | \$2,387,099 | \$920,000 | \$2,617,414 | \$5,924,514 | \$4,477,947 | \$1,119,486 | \$0 | \$327,082 | \$0 | \$5,924,514 | 24% |
| F-1 | RALF | 6 | \$16,060 | \$0 | \$2,048 | \$18,108 | \$0 | \$18,108 | \$0 | \$0 | \$0 | \$18,108 | 100% |
| F-2 | Aviation Transportation Planning | 55 | \$117,884 | \$0 | \$18,769 | \$136,653 | \$0 | \$4,653 | \$0 | \$0 | \$132,000 | \$136,653 | 100% |
| Not Eligible for Federal Funding | | 61 | \$133,944 | \$0 | \$20,817 | \$154,761 | \$0 | \$22,761 | \$0 | \$0 | \$132,000 | \$154,761 | 100% |
| Total Planning Budget | | 1,086 | \$2,521,044 | \$920,000 | \$2,638,231 | \$6,079,275 | \$4,477,947 | \$1,142,247 | \$0 | \$327,082 | \$132,000 | \$6,079,275 | 26% |
| Task | Task Title | Staff Weeks 2021 | Salary Cost | Consultant Cost | Overhead & Expenses | Total Cost | UPWP Federal | Local Match | Other Federal | Local Overmatch | Local MAC | Total | Percent Local |
| D | Travel Behavior Inventory Program | | | \$2,596,899 | | \$2,596,899 | \$0 | \$456,072 | \$1,824,289 | \$316,538 | \$0 | \$2,596,899 | 30% |

| 2021 UPWP Program Budget -- Salary Portion | | | | |
|--|--|------------------------|----------------------|----------------------|
| UPWP Category | Project Title | Federal Funding Amount | Local Funding Amount | Total Funding Amount |
| A | Planning and Programming Process | | | \$632,737 |
| A-1 | Planning Program Support | \$126,547 | \$31,637 | \$158,184 |
| A-2 | Transportation Improvement Program | \$101,238 | \$25,309 | \$126,547 |
| A-3 | Regional Solicitation | \$278,404 | \$69,601 | \$348,005 |
| B | Modal System Planning | | | \$831,599 |
| B-1 | Highway | \$266,112 | \$66,528 | \$332,640 |
| B-2 | Freight | \$33,264 | \$8,316 | \$41,580 |
| B-3 | Transit | \$199,584 | \$49,896 | \$249,480 |
| B-4 | Bicycle and Pedestrian | \$99,792 | \$24,948 | \$124,740 |
| B-5 | Corridors and Work Led by Partner Agencies | \$66,528 | \$16,632 | \$83,160 |
| C | Long Range System Planning | | | \$361,872 |
| C-1 | Transportation Policy Plan | \$43,425 | \$10,856 | \$54,281 |
| C-2 | Land Use | \$14,475 | \$3,619 | \$18,094 |
| C-3 | Environmental Justice & Equity | \$72,374 | \$18,094 | \$90,468 |
| C-4 | Air Quality | \$72,374 | \$18,094 | \$90,468 |
| C-5 | Transportation Finance | \$57,900 | \$14,475 | \$72,374 |
| C-6 | Connected and Autonomous Vehicles | \$28,950 | \$7,237 | \$36,187 |
| D | Research and Travel Forecasting | | | \$310,977 |
| D-1 | Travel Behavior & Research | \$124,391 | \$31,098 | \$155,488 |
| D-2 | Model and Forecasting | \$124,391 | \$31,098 | \$155,488 |
| E | Short Range Planning and Monitoring | | | \$249,915 |
| E-1 | Congestion Management Process | \$139,952 | \$34,988 | \$174,941 |
| E-2 | Traffic Monitoring & Evaluation | \$59,980 | \$14,995 | \$74,975 |
| F | Non-UPWP Activities | | | \$133,944 |
| F-1 | Right of Way Loan Acquisition Fund | | \$16,060 | \$16,060 |
| F-2 | Aviation Transportation Planning | | \$117,884 | \$117,884 |

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 2021 UPWP to illustrate the full work completed by the Metropolitan Council; however the money spent on these activities is excluded from federal funding as shown in the budget table.

2. Statement of Metropolitan Council Regarding Audits as required by 2 CFR 200.501 (b),

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

3. Metropolitan Council Cost Allocation Plan

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

4. Local Support

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

Appendix C: Description of 2021 Consultant Projects

This appendix provides a more detailed description for each of the consultant work projects programmed for 2021. Each study includes a breakdown of the total project cost and the funding from both federal planning funds (CPG) and local match funds. Also included is a discussion of how each project reflects goals, objectives, and strategies included in the Transportation Policy Plan (TPP). The TPP provides an avenue for which projects are prioritized and ultimately selected, and each project is linked to priorities outlined in the 2040 TPP. A summary of each consultant project is provided below.

Task A: Planning and Programming Processes

Before and After Study Phase 2: This project will continue previous work efforts to measure existing, proposed, and actual levels of Regional Solicitation scoring criteria and determine the outcome of projects on the region. It will focus in particular on what types of projects ultimately lead towards achieving the goals of the Transportation Policy Plan and whether the Regional Solicitation is using the correct measures in its scoring criteria. It will also identify how the scoring criteria can better tie in with federal performance targets and the Congestion Management Process.

Total Budget: \$100,000
Federal CPG Funds: \$80,000
Local Met Council Match: \$20,000
Start Date: April 2020
2021 Budget: \$40,000

Task B: Modal System Planning

Twin Cities Highway Mobility Needs Analysis: The goal of this study is to provide MnDOT with a mobility need monetary value to be incorporated into the next Minnesota State Highway Investment Plan (MnSHIP) Update. It will identify a mobility need monetary value based upon performance measures and targets. The study began in 2020 and will conclude in 2021. The analysis is directly called for in the 2040 TPP Update's Work Program under the Highways Performance Measures and Funding Decisions work task.

Total Budget: \$225,000
Federal CPG Funds: \$180,000
Local Met Council Match: \$45,000
Start Date: April 2020
2021 Budget: \$40,000 50,000

Functional Classification Process Updates: This is the first year of a two-year effort to implement recommended changes from MnDOT's metro-wide functional classification study. This study will work closely with TAC Planning to update Appendix D of the 2040 Transportation Policy Plan and complete a peer review of how other MPOs review functional classification change requests. Based on these findings and stakeholder input, the functional classification change request forms, website, and process will be amended. MnDOT will also be a close partner in the study.

Total Budget: \$60,000
Federal CPG Funds: \$48,000
Local Met Council Match: \$12,000
Est. Start Date: September 2021
2021 Budget: \$30,000

Principal Arterial Intersection Conversion Study Update: This is the first year of a multi-year 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 two years prior to each Regional Solicitation as the study results are used in the scoring.

Total Budget: \$300,000
Federal CPG Funds: \$240,000
Local Met Council Match: \$60,000
Est. Start Date: September 2021
2021 Budget: \$50,000

Regional Truck Freight Corridors Data Analysis Tool Update: The original Regional Truck Highway Corridors Study analysis tool used to identify and prioritize regional truck freight corridors will be updated to:

- Incorporate systematic adjustments based on newer data
- Reflect potential local changes to roadway systems, and/or
- Account for the additions of new or expanded freight facilities that generate significant increases in truck volumes

The enhanced analysis tool will facilitate Council reviews of agency-proposed additions or extensions to the regional truck corridors which are used in scoring applications for federal transportation funds. Any additions or extensions of the regional truck corridors resulting from these Council reviews will be incorporated into the official map of Regional Truck Freight Corridors prior to each Regional Solicitation.

Total Budget: \$35,000
Federal CPG Funds: \$28,000
Local Met Council Match: \$7,000
Est. Start Date: March 2021
2021 Budget: \$35,000

RBTN Bikeway Facility Guidelines and Measures Study: As the RBTN is expected to expand to serve regional growth, formalized measures for evaluating corridor spacing and route directness are needed to improve regional network planning and to supplement the review process for future RBTN additions. This study will be conducted to fulfill two primary purposes: to provide recommendations for preferred facility treatments on RBTN alignments in urban, suburban, and rural areas hosting the RBTN; and to develop guidelines for applying quantifiable measures when evaluating potential RBTN corridors and alignments.

Total Budget: \$100,000
Federal CPG Funds: \$80,000
Local Met Council Match: \$20,000
Start Date: August 2020
2021 Budget: \$45,000

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

and serious injuries for the most vulnerable travelers on the transportation system as other types of traffic deaths and injuries decrease.

Total Budget: \$200,000
Federal CPG Funds: \$160,000
Local Met Council Match: \$40,000
Start Date: August 2020
2021 Budget: \$150,000

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

Total Budget: \$120,000
Federal CPG Funds: \$96,000
Local Met Council Match: \$24,000
Start Date: October 2020
2021 Budget: \$100,000

Task C: Long-Range System Planning

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

Total Budget: \$200,000
Federal CPG Funds: \$160,000
Local Met Council Match: \$40,000
Start Date: September 2021
2021 Budget: \$20,000

A Path to Accelerate Electric Vehicle Adoption in the Twin Cities: As metropolitan regions begin to shift to connected and autonomous vehicles and implement shared mobility options, there is a general consensus that both public and private vehicle fleets will become electrified. Electric vehicles in fact already widely exist in the market. Fleet electrification can have many positive environmental benefits including climate mitigation and public health but may also require substantial changes in the regional electric grid and where and how vehicles are charged. This study on vehicle electrification is to plan a network of charging stations to support and encourage electric vehicle (EV) purchase and use in the Twin Cities. This study would summarize the role EVs can play in local climate mitigation, the hurdles to widespread EV adoption, current and planned energy production capacity and greenhouse gas mix, the capital and operating costs of EVs as compared to internal combustion engine vehicles and, national and local best practices and resources. The work will include determining how and if scenarios related to vehicle electrification should be included in the next update of the Regional Development Guide (*Thrive MSP 2040*) and seek to quantify regional benefits of electrification.

Total Budget: \$100,000
Federal CPG Funds: \$80,000
Local Met Council Match: \$20,000
Start Date: September 2020
2021 Budget: \$60,000

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

Est. Total Budget: \$100,000
Federal CPG Funds: \$80,000
Local Met Council Match: \$20,000
Est. Start Date: September 2021
2021 Budget: \$25,000

General Peer Regional Research and Comparison: A best practice for long-range planning is to understand the issues and work of other peer metropolitan regions and learn from our national peers on similar concerns and issues. This work will engage a consultant on an identified issue(s) to help determine where and how innovative planning work is occurring. At this time the particular issues that might be researched have not been identified. Two potential peer region comparisons for 2021 are understanding how other regions prioritize and invest in their regional transportation system and understanding how other regions are planning for climate change. Early in 2021 Council staff will engage the TAC Planning committee and other partners to determine research interests and identify a scope of work.

Est. Total Budget: \$10,000
Federal CPG Funds: \$8,000
Local Met Council Match: \$2,000

Est. Start Date: April 2021
2021 Budget: \$10,000

Task D: Travel Model Development and Forecasting

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

Est. Total Budget: \$70,000
Federal CPG Funds: \$56,000
Local Met Council Match: \$14,000
Est. Start Date: January 2021
2021 Budget: \$70,000

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. Total Budget: \$75,000
Federal CPG Funds: \$60,000
Local Met Council Match: \$15,000
Est. Start Date: March 2021
2021 Budget: \$50,000

University of Minnesota Transitways Impact Research: This project funds a portion of a transitway research project to be selected in late 2020 by the funding partners of the Transitways Impact Research Program at the UMN.

Est. Total Budget: \$15,000
Federal CPG Funds: \$12,000
Local Met Council Match: \$3,000
Est. Start Date: January 2021
2021 Budget: \$15,000

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

Est. Total Budget: \$20,000
Federal CPG Funds: \$16,000
Local Met Council Match: \$4,000
Est. Start Date: January 2021

2021 Budget: \$20,000

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

Est. Total Budget: \$10,000
Federal CPG Funds: \$8,000
Local Met Council Match: \$2,000
Est. Start Date: January 2021
2021 Budget: \$10,000

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

Est. Total Budget: \$30,000
Federal CPG Funds: \$16,000
Local Met Council Match: \$4,000
Est. Start Date: January 2021
2021 Budget: \$30,000

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

Est. Total Budget: \$35,000
Federal CPG Funds: \$28,000
Local Met Council Match: \$7,000
Est. Start Date: January 2021
2021 Budget: \$35,000

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

Est. Total Budget: \$35,000
Est. Start Date: January 2021
2021 Budget: \$35,000

Task E: Short Range Planning and Performance Monitoring

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

Est. Total Budget: \$100,000
Federal CPG Funds: \$80,000
Local Met Council Match: \$20,000
Est. Start Date: August 2020
2021 Budget: \$40,000



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METROPOLITAN COUNCIL
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RESOLUTION NO. 2020-18

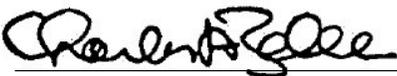
RESOLUTION AUTHORIZING THE FILING OF AN APPLICATION WITH THE MINNESOTA DEPARTMENT OF
TRANSPORTATION, FOR A CONSOLIDATED PLANNING GRANT
UNDER THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST)
ACT

- WHEREAS, the Secretary of Transportation is authorized to make grants for mass transportation projects and transportation planning; and
- WHEREAS, the contract for financial assistance will impose certain obligations upon the applicant, including the provision by it of the local share of project costs; and
- WHEREAS, it is required by the U.S. Department of Transportation in accord with the provisions of the Title VI of the Civil Rights Act of 1964, that in connection with the filing of an application for assistance under the Federal Transit Act of 1991, as amended, the applicant give an assurance that it will comply with the Title VI of the Civil Rights Act of 1964 and the U.S. Department of Transportation requirements thereunder; and
- WHEREAS, Title 23, U.S. Code requires that a continuing, comprehensive, and cooperative (3-C) transportation planning process be carried out between the state and local governments in urbanized areas; and
- WHEREAS, the Metropolitan Council is eligible to receive Federal Highway Administration and Federal Transit Administration grant funds for the 2020 transportation planning work program.

NOW, THEREFORE, BE IT RESOLVED:

1. THAT the Regional Administrator is authorized to file an application with the Minnesota Department of Transportation, on behalf of the Metropolitan Council, for a consolidated planning grant to aid in financing the Council's 2021 transportation work program;
2. THAT the Metropolitan Council enter into an agreement with the State of Minnesota, Department of Transportation, for distribution of Federal Highway Administration and Federal Transit Administration Planning Funds;
3. THAT the Regional Administrator is hereby authorized to execute the State of Minnesota, Department of Transportation agreement(s) and amendment(s) for Federal Highway Administration and Federal Transit Administration planning funds;
4. THAT the Regional Administrator is authorized to furnish such additional information as the Minnesota Department of Transportation or the U.S. Department of Transportation may require in connection with applications, projects, or agreements.

Adopted this October 14 of 2020.



Charlie A. Zelle, Chair



Elizabeth Sund, Recording Secretary