

**2012  
TRANSPORTATION  
UNIFIED PLANNING WORK PROGRAM  
FOR THE TWIN CITIES  
METROPOLITAN AREA**

**Metropolitan Council of the  
Twin Cities Area**

**Publication No. \_\_\_\_\_**

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## ACRONYMS

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

**ACRONYMS cont.**

TH – Trunk Highway

TIP – Transportation Improvement Plan

TOD – Transit Oriented Development

UPWP – Unified Planning Work Program

# I. INTRODUCTION TO THE UNIFIED PLANNING WORK PROGRAM

## A. Introduction

The Unified Planning Work Program (UPWP) is a description and documentation of proposed transportation and transportation-related planning activities in the Metropolitan Area for 2012. The Metropolitan Area covers the seven metro area counties (see map on next page).

The participants in the UPWP include four agencies: the Metropolitan Council, the Minnesota Department of Transportation (MnDOT), Minnesota Pollution Control Agency (MPCA), and the Metropolitan Airports Commission (MAC). (See Appendix C for roles and responsibilities of the participants.) Since the 2012 UPWP also serves as the Metropolitan Council's application for US DOT transportation planning funds, the projects with Metropolitan Council participation are detailed with staff hours and consultant costs to detail how \$3.6 million of federal planning money will be spent, along with 20 percent local match. The activities of the other agencies are shown in narrative form only.

Many of the tasks are required by state or federal law, and are ongoing, including the TAC/TAB committee process and corridor studies, or repeat on an annual or biennial cycle, such as the preparation of the TIP and the regional solicitation. The Council's Transportation Policy Plan was updated at the end of 2010 and MnDOT's Transportation System Plan was updated in 2009. Many of the activities in 2012 will focus on implementation of the plans identified in Chapter 12 of the TPP. Studies that will begin in 2012 include:

- Long-Range Transit System Financial Capacity Study
- Regional Bicycle System Master Study
- Evaluation of Regional Solicitation Criteria
- Non-Freeway Principal Arterials Study

Several studies that were begun in 2011 will continue into 2012. These include:

- Travel Behavior Inventory (TBI)
- Transit Service Performance Evaluation (completed annually)
- Transit Service Implementation Plan
- Arterial Transitways Study
- "A" Minor Arterial Study
- Coordinated Action Plan for Public Transit and Human Services Update
- Metro District Freight Study (with MnDOT)

Other efforts in 2012 include following the Reauthorization of the federal Transportation Law, updating the Regional Development Framework, and the Evaluation of Transit Link. Other major activities include corridor/AA/DEIS studies. The UPWP projects have been reviewed for consistency with the existing Transportation Policy Plan/Aviation Policy Plan.

The Metropolitan Council is committed to a pro-active, effective public participation process, and will use a variety of internal and external strategies including newsletters, telephone comment lines, e-mail, website, on-line forum, media relations, community meetings, public hearings, and public information campaigns, in carrying out all of the work program activities. An updated public participation process was adopted in 2007 to be fully compliant with SAFETEA-LU.

## Metropolitan Council 7-County Urbanized Boundary



### B. Organization of the UPWP

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

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

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

### C. Related Studies

In some years there are transportation studies underway in the region that are not included in the UPWP since the federally funded transportation staff of the planning agencies are not involved to a significant

level. No major transportation studies are expected to be conducted in 2012 that are not mentioned in this UPWP.

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

1. Allocation of Federal Funds:

Allocation of federal funds to each work activity in the UPWP was traditionally made on the basis of benefits that would be received by each federal agency. Since 2002 the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) funds have come to the Metropolitan Council in the form of a "Consolidated Planning Grant" (CPG) which recognizes the intermodal nature of urban transportation and allows flexibility in planning for issues that frequently result in multimodal solutions. These CPG funds are not used for aviation planning, which is conducted almost entirely with local (nonfederal) dollars except for periodic special studies funded by Federal Aviation Administration (FAA) grants.

2. Statement of Metropolitan Council Regarding Audits as required by OMB Circular A-128. U.S. DOT requires that the following statements be included in the UPWP.

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

3. Metropolitan Council Cost Allocation Plan:

Indirect costs budgeted in the Unified Planning Work Program for the Metropolitan Council activities were developed in accordance with the Metropolitan Council's cost allocation plan. The cost allocation plan is in accordance with the provision of OMB Circular A-87, "Cost Principles for State and Local Government". 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 Contributions:

The Agency Program Budget "local costs" shown with the activity descriptions in the following sections refer to contributions of regional and state agencies in matching federal UPWP grants. UPWP budgets do not include the dollar 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 tens of thousands of dollars value 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.



## **II. 2012 WORK ACTIVITIES**

**A. TRANSPORTATION PLANNING PROCESS**

A-1 Planning Program Support and Administration

A-2 Monitor Federal Transportation Law

A-3 Transportation Finance

## **TASK A-1 PLANNING PROGRAM SUPPORT AND ADMINISTRATION**

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

**APPROACH:** The transportation planning process provides a forum for regional decision making and produces plans and programs for all transportation modes. Process participants are the Metropolitan Council, the Minnesota Pollution Control Agency (MPCA), and the Minnesota Department of Transportation (MnDOT), the Metropolitan Airports Commission (MAC), local units of government, transit providers and private citizens. The Transportation Advisory Board (TAB) and its Technical Advisory Committee (TAC) are the main forums where the various transportation agencies and interests participate in regional transportation discussions, as well as transportation plan preparation and implementation. The Transportation Advisory Board meets monthly on the 3<sup>rd</sup> Wednesday at 1:30 p.m. and TAC on the first Wednesday at 9:00 a.m. Meeting dates and times are subject to change. For specific information of the TAB or TAC meetings or Transportation Committee meetings, go to [councilmeetings.metc.state.mn.us](http://councilmeetings.metc.state.mn.us).

Agency staffs are in daily contact on issues, proposed actions by their own agencies, and on upcoming agendas. Key facilitators for coordination are the TAC subcommittee chairs who carry out formal and informal coordination. Details as to roles and responsibilities will be further spelled out in the MPO Planning Handbook which will replace the Prospectus. The responsibilities of the transportation coordinator, who staffs the Transportation Advisory Board (TAB), are part of this activity. The coordinator advises the TAB chair on the Board's agenda and follows through on Board decisions, prepares background materials, and monitors the transportation planning process. Functional classification changes will continue to be submitted to MnDOT through TAC Planning.

The Metropolitan Council provides staff support and technical input to all TAB and TAC committees and other special technical advisory committees and task forces. Staff provides necessary assistance to the transportation coordinator. Other products prepared by the Metropolitan Council and MnDOT under this activity include state and federally mandated reports such as project approvals and quarterly progress reports.

Council staff will prepare the 2013 UPWP in cooperation with MnDOT, MPCA, and MAC. Staff will attend the quarterly statewide MPO Directors meetings and the annual MPO Conference. In fall 2012 US DOT will conduct a certification review of the 3-C planning process for the region.

**RELATIONSHIP TO PREVIOUS WORK:** Ongoing: In 2011 agency staff participated in meetings of TAC, TAB and their subcommittees as noted above. In lieu of updating the Prospectus, a Memorandum of Understanding between the planning participants was completed in 2008. The US DOT conducted a certification review of the 3-C planning process for the region in 2008.

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

PRODUCTS

Committee Agendas, Minutes, Reports  
TAC and TAB Progress Reports  
Submittal of Functional Classification Changes  
Close-out 2011 Consolidated Planning Grant  
Annual Update of Title VI and DBE Goals  
3-C Planning Process Self Certification  
USDOT Certification Review  
2013 Unified Planning Work Program  
UPWP Progress Reports to MnDOT  
MPO Planning Handbook

COMPLETION DATES

Ongoing  
Monthly  
Ongoing  
April  
July  
June  
3<sup>rd</sup> Quarter  
October  
Quarterly  
1<sup>st</sup> Quarter

**TASK A-2 MONITOR FEDERAL TRANSPORTATION LAW**

**PURPOSE:** Monitor and respond to revised funding levels and policy direction of anticipated changes in the federal transportation law concerning funding eligibility and roles and responsibilities of MPOs, which will affect how MnDOT, the Council, and TAC/TAB function in the future.

**APPROACH:** Council staff will monitor proposed changes to the federal Transportation Law and will work with MnDOT, TAC/TAB and the Council to interpret the changes. Depending on the new law, various changes will need to be made in Council/TAB Policies and Procedures. The next TPP, TIP, and Regional Solicitation may have to change in response to the new law.

**RELATIONSHIP TO PREVIOUS WORK:** Council staff has worked with MnDOT, federal agencies, and organizations such as AMPO to analyze changes proposed since SAFETEA-LU expired and the continuing resolutions that have passed since then.

PRODUCTS

Revise Policies/Procedures

COMPLETION DATES

Ongoing

**TASK A-3 TRANSPORTATION FINANCE**

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

**APPROACH:** SAFETEA-LU stresses the importance of reaching a balance between defined regional needs and financial capabilities. Constraints placed on the TPP are more demanding on the planning process than ever. Council transportation staff will undertake programming and budgeting activities, as well as activities necessary to obtain additional funding sources as needed for implementation of the 2030 TPP adopted in 2010.

**RELATIONSHIP TO PREVIOUS WORK:** The Council prepares an operating budget and 6-year transit CIP annually. Council staff also has been working with MnDOT on studying and planning for alternative roadway financing such as HOT lanes and congestion pricing for many years.

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

PRODUCTS

Internal Financial Statements  
Analysis of Financing Methods  
Selection of Projects for Regional Transit Capital Funding  
Long-Range Transit System Financial Capacity Study

COMPLETION DATES

Monthly  
2<sup>nd</sup> Quarter  
December  
2013

Activity A	Metropolitan Council Budget 2012
TOTAL STAFF WEEKS:	263
CONSULTANT:	\$100,000
TOTAL ESTIMATED EXPENDITURES:	\$1,194,803
SOURCES OF FUNDS:	
FEDERAL: (Grant Sec. 5303)	\$955,843
LOCAL:	\$238,961
TOTAL	\$1,194,803

## **B. TIP DEVELOPMENT AND MANAGEMENT**

## **TASK B-1 TIP DEVELOPMENT AND MANAGEMENT**

**PURPOSE:** The SAFETEA-LU law requires preparation and approval of the Transportation Improvement Program (TIP), including projects from the regional selection process and air quality conformity analysis.

**APPROACH:** In 2012 a 2013-2016 TIP will be prepared. The draft 2013-2016 TIP will be prepared beginning in March to allow for air quality conformity analysis and citizen input prior to adoption in August/September. The TIP also fulfills the FTA requirement for a Program of Projects (POP). The TIP will be recommend for adoption by the Technical Advisory Committee (TAC) to the TAB, adopted by the Transportation Advisory Board (TAB), and approved by the Metropolitan Council. Any TIP amendments received during the year are processed in a similar manner. In 2012, an online accounting of projects will be maintained that will replace what was formerly in the annual implementation report to document progress of projects from initial inclusion in the TIP through project authorization. The TIP itself includes a list of projects authorized in the previous fiscal year, in compliance with SAFETEA-LU.

In 2012, the TAB is scheduled to select projects from the 2011 regional solicitation to be funded with federal funds in 2015 and 2016, contingent upon available federal funding.

The 2012 air quality planning activities related to this task will focus on the regional process for conformity determination of the 2013-2016 TIP. The latest EPA regional air quality model will be used.

**RELATIONSHIP TO PREVIOUS WORK:** The 2013-2016 TIP preparation will build on the 2012-2015 TIP. Due to SAFETEA-LU requirements, the TIP must be four years in duration.

**RELATIONSHIP TO OTHER AGENCY WORK:** MnDOT staff works cooperatively with Council staff and TAB/TAC to develop revenue assumptions. Staff from the Metropolitan Council, Minnesota Department of Transportation, Minnesota Pollution Control Agency, TAC and TAB representatives will be involved in the 2011 TAB Solicitation Process. MnDOT also solicits for projects through the Railroad/Highway Crossing Safety and Highway Safety Improvement programs on behalf of the TAB during the regional solicitation. This effort requires a full-time staff person over the span of 2-3 months. MnDOT coordinates and monitors TIP data for all federally funded projects, and MnDOT Trunk Highway projects. MnDOT has a significant role in the development of the TIP providing at least one full time position devoted to the coordination and management of data and fiscal analysis of the document. In addition, MnDOT staff plays an active role in the development and presentation of amendment requests at the TAC Funding and Programming Committee. MnDOT also administers STIP amendments, as needed. MPCA will continue to attend committee meetings of TAC and TAB, assist in TIP development reviews, evaluate projects for federal funding, and participate in project selection and air quality conformity analysis.

PRODUCTS

Prepare Draft 2013-2016TIP  
Release Regional Solicitation  
Adopt TIP Incl. Certification of 3-C Process, Major Projects  
Completed/Obligated in Previous Year, and an Air Quality  
Conformity Analysis  
Prepare Implementation Report  
Process TIP amendments

COMPLETION DATES

March  
May/June  
September  
  
Ongoing  
As needed

Activity B	Metropolitan Council Budget 2012
TOTAL STAFF WEEKS:	53
CONSULTANT:	\$0
TOTAL ESTIMATED EXPENDITURES:	\$128,388
SOURCES OF FUNDS:	
FEDERAL: (Grant Sec. 5303)	\$102,711
LOCAL:	\$25,678
TOTAL	\$128,388



**C. COMPREHENSIVE AND SURFACE TRANSPORTATION PLANNING**

- C-1 Long-Range Transportation Plan/Regional Development Framework
- C-2 Transportation Corridor Studies
- C-3 Freight Transportation Planning Process
- C-4 Transit System Policy Planning
- C-5 Transportation Planning for People with Disabilities
- C-6 Air Quality Planning
- C-7 Bike/Pedestrian Planning
- C-8 Congestion Management Process

## **TASK C-1 LONG RANGE TRANSPORTATION PLAN/REGIONAL DEVELOPMENT FRAMEWORK**

**PURPOSE:** To ensure implementation of the Council's long-range transportation policy plan and its overall Regional Development Framework.

**APPROACH:** In 2012 this activity will include ongoing transportation division participation in efforts to implement the plans and policies of the Transportation Policy Plan and the Regional Development Framework. Several studies need to be completed prior to revising the next TPP.

- Staff will continue work on the “A” Minor Arterial System Study. The “A” Minor Arterial System adopted by the region is a key determinant in allocating federal funds to cities and counties and MnDOT.
- Staff will continue to work with MnDOT and the Center for Transportation Studies at the University of Minnesota on alternative roadway financing such as MnPASS and dynamic shoulder pricing. Consistent policy and design decisions are needed as the region implements more managed lane MnPass projects. These decisions will be included in the Managed Lane Implementation and Design Issues Study.
- The Non-Freeway Principal Arterial Study will determine the future vision for Non-Freeway Arterials as Expressways or Freeways and to prioritize interchange investments.
- Council staff will work to define Strategic Capacity Enhancements to define highway projects which would be eligible for the funds set aside in the 2010 TPP for 2015 to 2020 and 2021 to 2030. Council staff will work with MnDOT to establish criteria to identify and prioritize these projects.
- This task includes participation with the Community Development Department in efforts to begin amendment of the Regional Development Framework and to participate in creation of a Regional Sustainability Plan. Transportation staff is also involved in a three-year initiative begun in 2011 – Corridors of Opportunity – led by the Council’s Community Development Department, which involves land use planning for sustainable develop along five regional transitways and studying the feasibility of a “program of projects” approach that would enable the build out of multiple transitways simultaneously (transportation staff is co-leading the “program of projects” study with CTIB staff).
- Review of comprehensive plan amendments by Council staff will be coordinated with the MnDOT Metro District’s Review staff to ensure that the requirements of the Metro’s District Highway Investment Plan are satisfied and to ensure consistency with MnDOT’s access management guidelines.
- Transportation planning staff works with other council staff to ensure transportation policy is considered in ongoing planning and grant activities of other departments, such as parks, natural resources and the Livable Communities grants program.
- Staff will continue to evaluate requests for additional interchanges as submitted, and to review environmental documents and project reports for consistency with Council plans.
- Staff will also review and approve changes to controlled access highways, as required by state law.
- Staff will continue to work with University of Minnesota (U of M) researchers on Center for Transportation Studies (CTS) and Hubert H. Humphrey (HHH) Institute activities in transportation research.

The Council will provide opportunities to the public for participation in the planning process through the Council website, open houses, public hearings, citizen advisory committees, and other means listed in the citizen participation process in Appendix C.

**RELATIONSHIP TO PREVIOUS WORK:** The Regional Development Framework was adopted in January 2004 the Transportation Policy Plan was updated December 2010. The long-range transportation plan must be updated every four years to meet SAFETEA-LU requirements. Transportation staff reviewed updates to approximately 200 local comprehensive plans, which under state law were required to be completed by the end

of 2008. This was a major effort in 2009 and 2010. These reviews ensure consistency of local comprehensive plans with regional land use and transportation plans. Under state law systems statements detailing the contents of this plan update must be submitted to local units of government so they can determine whether their own plans remain consistent with the revised TPP. Preparing these systems statements was a major activity in 2011.

**RELATIONSHIP TO OTHER AGENCY WORK:** Council staff will work closely with MnDOT to coordinate efforts to implement the TPP and District Highway Investment Plan. MnDOT serves as the lead agency for Intelligent Transportation Systems (ITS) activities in Minnesota, including the Regional ITS architecture; Council staff continues to participate in MnDOT ITS activities. Council staff will contribute efforts to the University of Minnesota Center for Transportation Studies Transitways Impacts Research Program and participate on research on Traffic, Parking, and Travel Behavior Impacts; Land Use Impacts; and Economic and Business Impacts.

<u>PRODUCTS</u>	<u>COMPLETION DATES</u>
A-Minor Arterial System Evaluation	2 <sup>nd</sup> Quarter
Managed Lane Implementation and Design Issues Study	2013
Non-Freeway Principal Arterial Study	2013
Strategic Capacity Enhancements Definition	2013
Local Comprehensive Plan Reviews	As Needed
Participate in Various Team Activities (Including Livable Communities, Referrals and Sector Reps)	As Appropriate
Review of Livable Communities Demonstration Grants	Semi-annually
Corridors of Opportunity participation	Ongoing
Program of Projects Study	Summer 2013

## **TASK C-2 TRANSPORTATION CORRIDOR STUDIES**

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

**APPROACH:** Metropolitan Council, regional rail authorities, and MnDOT staffs participate on corridor study management teams, advisory committees, and task forces for many trunk highway and transit corridors. The scale of each corridor study will be consistent with the investment priorities identified in the TPP and MnDOT’s District Highway Investment Plan. For instance, studies may focus primarily on access management and operational activities; while other corridors will be considered for additional investments, such as managed lanes and strategic capacity. Metropolitan Council is the lead agency for design, engineering of, and applications for funding of light rail transit (LRT) in the Central Corridor and Southwest Transitway. Council planning staff also provides input on transit corridor studies and station area land use planning lead by other agencies, primarily the county regional rail authorities. For each corridor study, the lead agency assumes responsibility for public participation, which typically includes newsletters, meetings, open houses, special outreach to affected businesses and communities and websites. Studies will also consider environmental justice impacts at a corridor level. Staff will provide data to municipalities and agencies upon request to support ongoing planning and environmental studies. This may include travel forecasts or review of forecasts prepared by others. Specific corridor studies known in June 2011 are included in the product list.

**RELATIONSHIP TO PREVIOUS WORK:** This is part of the ongoing effort to implement regional plans at the corridor level. Most corridor studies take several years and may progress from feasibility studies to alternative analysis, environmental documentation/preliminary engineering, and land use planning. Council planning staff is typically involved through many early stages until final design and construction of a project, while staff from other agencies may evolve from planning to other departments after preliminary engineering begins.

**RELATIONSHIP TO OTHER AGENCY WORK:** MnDOT is usually the lead agency for highway corridors. MnDOT has developed a planning prioritization process to help in the identification and prioritization of Metro District studies. The following studies will continue in 2012: TH 41 – Tier I EIS, NW/NE study in Dakota County, and Minnesota River Crossing Feasibility Study. In addition, the following studies are in the MnDOT consultant budget and may be started in State Fiscal Year 2012: I-94 Corridor Plan from TH 120 to St. Croix River, and TH 36 from TH 120 to Hadley Ave. concept development, TH 36 at Manning Avenue Preliminary Design and EA, TH 280/I94 Interchange Feasibility Study, and EA and preliminary design on TH 101 with the City of Chanhassen and Carver County. For many transit corridors, the regional rail authorities are the lead agencies for feasibility, AA or NEPA studies although responsibility is usually transferred to the implementing agency when PE commences. Council staff participates in station land use planning activities lead by counties or cities along transit corridors (e.g., a Southwest LRT Community Works project has been formed by Hennepin County; and Council leadership and staff are participating in a Steering Committee and Technical Implementation Committee, in addition to leading a Southwest LRT Management Committee). MnDOT also works on transit studies, especially where the corridor utilizes a MnDOT highway, such as Cedar or I-35W BRT; or commuter rail projects, where MnDOT has responsibilities under state law. MPCA staff will provide input regarding the applicability of SAFETEA-LU and CAAA air quality requirements, and state noise rules during environmental document development by reviewing and commenting on proposed highway and transit construction and/or reconstruction projects. The majority of corridor study costs are typically incurred by the leading agency for both staff and consultant work and are reflected in their own agency budget.

**PRODUCTS**

**COMPLETION DATES**

Review Highway Interchange Additions	As Needed
Review EAs and EISs	As Needed
Review Controlled Access Highway Revisions	As requested
Participate in ITS and CTS Activities	Ongoing
TH 41 – Tier I EIS	December
TH 10 – Ramsey	Ongoing
TH 212 Corridor Plan	December
Cedar Avenue	Ongoing
Bottineau Blvd. Transitway – AA	December
SW Transitway – Preliminary Engineering	Ongoing
Rush Line Advanced Alternatives Analysis	2013
Gateway (I-94) Alternatives Analysis	2 <sup>nd</sup> Quarter
Robert Street LRT Alternatives Analysis	December
Red Rock Corridor Advanced Alternatives Analysis	2013
35W North Corridor Study	2013
Midtown Alternatives Analysis	2013
Arterial Transitway Corridors Study	1 <sup>st</sup> Quarter
Union Depot – Planning and Design	Ongoing
Target Field Station/Minneapolis Interchange – Planning	Ongoing
Streetcar Study – Nicollet/Central Avenue corridors AA (Minneapolis study)	2013
Participate On MnDOT’s Interregional Corridor System Review	December
Regional Transit Guidelines Development	1st Quarter

**TASK C-3: FREIGHT PLANNING**

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

**APPROACH:** The Twin Cities Metropolitan Area is at the epicenter for many of the mobility and access issues impacting freight transportation and for challenges affecting the freight system in Minnesota. The region is the hub of many freight transportation supply chains in the Upper Midwest not only for goods produced and consumed here, but for freight moving through the region to other areas in all directions. From highway and rail traffic congestion to aging infrastructure to economic development conflicts to community acceptance, these issues and others relate to the economic competitiveness of the region as well as the economic vitality of the larger multi-state area.

The regional freight planning program integrates freight planning principles for both land use and transportation into planning processes for Metropolitan Council, MnDOT, and into local comprehensive planning. To promote and enhance the economic competitiveness of the region, the Metropolitan Council and MnDOT will continue to implement joint freight planning activities organized around partnerships with public and private sector freight stakeholders to ensure consistency in approach to freight-related needs and issues in the region. The MnDOT and Met Council team will continue ongoing work activities to:

- Identify and support improvements to land use and transportation planning at the Metropolitan Council, including updates to the Regional Development Framework and Metropolitan Council Transportation Policy Plan;
- Identify and support improvements to land use and transportation planning at MnDOT, including the MinnesotaGO Vision, updates to the MnDOT Transportation Policy Plan, Metro Highway Investment Plan, and other planning efforts;
- Provide guidance to local governments in the accommodation of freight principles in land use and transportation planning;
- Draw on the expertise and contributions of members of the Minnesota Freight Advisory Committee. Met Council will continue to participate in MFAC by serving on the Executive Committee to identify topics of discussion and to develop the quarterly meeting agenda;
- Participate, as appropriate, in the Mid-America Freight Coalition; and,
- Coordinate freight data collection, analysis, and education within and between partner organizations.

In particular this year, MnDOT and Met Council team will:

- Develop a Twin Cities Metro Area Regional Freight Strategy. In 2010 the Metropolitan Council began work with MnDOT (Metro District and the Office of Freight and Commercial Vehicle Operations) to develop a Twin Cities Metropolitan Area Regional Freight Initiative to identify freight-related trends and issues in transportation and land use; assess the readiness of solutions to address the key freight issues in the region, and to assign responsibility for implementing the highest-priority freight solutions. The Strategy will serve as a freight work plan for MnDOT, Metropolitan Council, and our partners and stakeholders in the public and private sectors. The Strategy will also inform updates to ongoing planning and programming activities and processes.

**RELATIONSHIP TO PREVIOUS WORK:** In 2005 through a joint planning effort, MnDOT adopted a Statewide Freight Plan, including freight policies, strategies, and performance measures. Many of the freight issues and deficiencies were specific to the Metropolitan area. The Freight Plan was incorporated into the 2009 Statewide Transportation Policy Plan. MnDOT will work closely with the Council in implementing the Freight Plan in future planning activities, including the Regional Freight Strategy.

In 2006 a study was conducted to identify clusters of regional freight facilities/terminals and access roads connecting clusters to the National Highway System. In 2007 as a result of this study, the FHWA list of NHS intermodal connectors was updated to include one additional designated NHS connector route. The Regional Freight Strategy will identify an approach for updating the NHS intermodal connector listing with a regionally-coordinated and modally-inclusive process.

In 2009 MnDOT completed the Minnesota Comprehensive Statewide Freight and Passenger Rail Plan. Elements of that plan that pertain to the metropolitan rail system will be incorporated and expanded upon in the Regional Freight Strategy.

In 2010 the Council and MnDOT jointly led the Metropolitan Highway System Investment Study (MHSIS), which established a vision for highway infrastructure investment in the region. The Regional Freight Strategy will help define how best to take advantage of the infrastructure investment vision laid out by the MHSIS for maximum benefit to freight transportation.

**RELATIONSHIP TO OTHER AGENCY WORK:**

The Regional Freight Strategy will identify the most productive points of intervention into existing and ongoing planning and programming activities in MnDOT and the Metropolitan Council to address freight issues and trends. Points of intervention are intended to inform current process in an effort to more clearly and explicitly consider freight concerns. By adding or modifying criteria or consideration, or by explicitly stating current freight consideration and benefit, MnDOT and the Metropolitan Council can be more responsive to the needs and concerns of the freight industry. Examples of related planning activities include:

- TASK C-1 LONG RANGE TRANSPORTATION PLAN/REGIONAL DEVELOPMENT FRAMEWORK
- TASK C-2 TRANSPORTATION CORRIDOR STUDIES
- TASK C-6 AIR QUALITY PLANNING
- TASK C-8 CONGESTION MANAGEMENT PROCESS

Each of these activities are explained in Task C.

PRODUCTS

Twin Cities Metro Area Regional Freight Strategy  
Freight Study – Phase IV

COMPLETION DATES

December  
4<sup>th</sup> Quarter

**TASK C-4 TRANSIT SYSTEM POLICY PLANNING**

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

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

- These include coordinating with Metro Transit staff and other transit operators and communities on specific studies, implementing completed studies, and participating in joint agency and community projects including community based transit redesign and restructuring.
- Council staff will continue to participate with MnDOT and transit operators in the multi-agency Team Transit which has been identifying and expediting bus related road improvements to improve the multimodal capability of the region’s highways for almost 20 years.

- Technical assistance will also be provided to communities on development and implementation of transit and TDM elements of comprehensive plan amendments, pedestrian and bicycle friendly land use coordination, transit-oriented development and other transit related activities as appropriate.
- The Council’s Guide for Transit-Oriented Development (TOD) needs to be updated. The Council is interested in examining the potential for transit joint development and will work closely with Metro Transit.
- Metropolitan Council staff maintains a regional park-and-ride database, which keeps track of the capacity, usage, and physical features of each lot.
- During 2012 cooperative activities will continue with the counties and other social service providers on transportation assistance to clients. This ongoing activity continues the work in the Public Transit/Human Services Coordination Plan developed in 2007 as a response to SAFETEA-LU. This plan guides distribution of funds for the JARC program and an update was begun in 2011 and will be completed in early 2012. A solicitation and selection of projects for FTA Job Access Reverse Commute (JARC) funds will be held in fall 2012.

**RELATIONSHIP TO PREVIOUS WORK:** This activity implements several activities of past years such as the Transportation Policy Plan, Transit Redesign, TOD Technical Assistance, Public Transit/Human Services Coordination Plan, and other ongoing area-specific projects. In 2010 the 2030 Park-and-Ride Plan was completed. LRT, BRT, and commuter rail feasibility studies are related to this activity but fall under Task C-2, “Corridor Studies.” A solicitation and selection of projects for FTA Job Access Reverse Commute (JARC) funds was held in fall 2010.

**RELATIONSHIP TO OTHER AGENCY WORK:** MnDOT, Met Council, Metro Transit, other transit providers, and local governments work jointly on the Team Transit effort. MnDOT has dedicated one staff person to coordinate the Team Transit responsibilities for the agency. Team Transit provides planning and coordination on bus shoulder lanes, park-and-ride lots, and HOV by-pass lanes on the Trunk Highway system, as well as the mitigation of highway construction impacts. Council staff participates in a regional TOD Advisory Group, made up of multiple jurisdictions, agencies, and nonprofits, and assisted by Center for Transit Oriented Development/Reconnecting America. MnDOT will continue to work cooperatively with the Council to provide planning and coordination on bus shoulders, and park-and-ride lots on the Trunk Highway system.

<u>PRODUCTS</u>	<u>COMPLETION DATES</u>
Regional Service Implementation Plan	December
Project Review and Referral Memoranda Related to Transit	As Needed
Technical Assistance to Communities Regarding Transit-Oriented Development	Ongoing
Revise “Guide for Transit-Oriented Development”	2013
Transit Joint Development Planning Activities	Ongoing
TDM Program Review Process	December
Coordinated Action Plan for Public Transit and Human Services Update	January
Access to Jobs Implementation	Ongoing
Proposals for Development Of Bus Shoulder Lanes and Other Transit-Supportive Measures in Conjunction with the Trunk Highway System	Ongoing
Maintain Park-and-Ride Database	Ongoing

**TASK C-5 TRANSPORTATION PLANNING FOR PEOPLE WITH DISABILITIES**

**PURPOSE:** To formulate plans for the coordination of specialized transportation services in compliance with the Americans with Disabilities Act (ADA) throughout the Metropolitan Area. To conduct public policy

research, identify policy issues and recommend policy actions for regional specialized transportation services. To ensure public participation of this community in the transit planning process.

**APPROACH:** Coordinate the specialized transportation services throughout the Region including Metro Mobility, other ADA transit services and community based paratransit services. Participate with review of MnDOT 5310 capital funding requests for paratransit vehicles. Provide staff support to the Transportation Accessibility Advisory Committee (TAAC). Cooperative activities will continue with the counties and other social service providers on transportation assistance to clients. This ongoing activity continues the work in the Public Transit/Human Services Coordination Plan developed in 2007 as a response to SAFETEA-LU. This plan guides distribution of funds for the New Freedoms program and an update was begun in 2011 and will be completed in early 2012. A solicitation and selection of projects for FTA New Freedom funds will be held in fall 2012.

**RELATIONSHIP TO PREVIOUS WORK:** These work activities are a continuation of past responsibilities carried out by regional government, including the Public Transit/Human Services Coordination Plan. A solicitation and selection of projects for FTA New Freedom funds was held in fall 2010. The ADA Annual Report, written in previous years, is no longer required.

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

<u>PRODUCTS</u>	<u>COMPLETION DATES</u>
Coordination of Regional Specialized Transportation Services	Ongoing
Implement New Freedoms Program	Ongoing
Coordinate TAAC Meetings	Monthly

## **TASK C-6 AIR QUALITY 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 1990 Clean Air Act Amendments (CAAA).

**APPROACH:** During 2012 the Council, MnDOT and the MPCA will continue the regional and state air quality planning and coordination activity with interagency air quality/transportation committees and work groups formed to address the CAA conformity requirements.

- This will include participating in the update of the State Implementation Plan (SIP) through the update and implementation of the Air Quality Conformity Handbook.
- Air conformity analysis will be carried out for the 2013-2016 TIP.
- The roles and responsibilities of the interagency committee and work groups are defined in the interagency consultation procedures developed by the MPCA.
- MPCA and the Council will continue to participate in activities of Clean Air Minnesota (CAM), a non-profit organization that promotes public and private partnerships to reduce emissions from criteria pollutants that are precursors to the formation of ozone in the region.
- The Minnesota Interagency Air Quality and Transportation Planning Committee (MNIAQTPC) will continue to work on completing the State Implementation Plan (SIP) revision for Minnesota and plans to submit to the EPA in 2012. The MNIAQTPC will continue to develop procedures for implementing the new EPA approved Limited Maintenance Plan for carbon monoxide. The MNIAQTPC will work with the MPCA in coming up with possible control strategies for PM2.5 and ozone due to potential non-attainment with current PM2.5 standards and potential non-attainment with future ozone standards. The MPCA is the lead agency in these activities.



In 2001 the region first experienced air pollution alert days resulting from high levels of ground-level ozone and fine particulate matter. Efforts are underway from a variety of agencies, environmental interest groups such as CAM, public health organizations and the region’s business community to develop effective response strategies to reduce future formation of the emission precursors to ozone and fine particulate matter. In 2010, given new federal standards for ozone and fine particulate matter, it became likely that non-attainment designations for these pollutants would occur in the next four years. A regional component of a proactive strategy to reduce the formation of ozone and fine particulate matter needs to be prepared and coordinated with the regional planning and implementation processes. The strategy must be prepared in partnership with the MPCA, MnDOT, Council and other stakeholders. Modeling work underway by the MPCA on the regional ozone and fine particulate matter issue will provide direction on appropriate and the most effective control measures to reduce precursor emissions from transportation sources. If non-attainment designation is made, the Council, MnDOT, and MPCA will work on updating the SIP to address the new status. The increases in air toxics in the region as studied by the MPCA also remain a concern. Given the lack of national standards for air toxics, MnDOT proposed a method to the MPCA and U.S. EPA for analysis of air toxics as part of an environmental assessment process. The methodology was accepted by the MPCA and the U.S. EPA, and adopted by MnDOT for inclusion in its procedures for environmental analysis of transportation projects.

**RELATIONSHIP TO PREVIOUS WORK:** The Council annually prepares a conformity determination of the TIP and prepared the most recent conformity determination of its long range TPP in 2010. The air quality planning activities to review, in cooperation with the MPCA and MnDOT, the portions of the TIP which meet a checklist of transportation conformity requirements established by the EPA in its transportation conformity rule are now undertaken as part of the TIP Development activity.

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

PRODUCTS

SIP Revision for Minnesota  
 Procedures to Implement SIP Limited Maintenance Plan  
 PM2.5/Ozone Emissions Reduction Strategies Effort

COMPLETION DATES

Ongoing  
 Ongoing  
 Ongoing

**TASK C-7 BICYCLE AND PEDESTRIAN TRANSPORTATION PLANNING**

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

**APPROACH:** The Council’s 2030 TPP supports and encourages bicycle and pedestrian planning and staff provides regional coordination and technical assistance.

In 2012, staff expects to do additional work on this task. The primary activity in this task will be the further development of the regional bicycle system inventory using the planning and mapping tool “Cycloplan”, which is an extension of the free online resource Cyclopath that was developed at the University of Minnesota. Metropolitan Council staff serves as the manager of this effort and will coordinate its use and outreach as the project is developed. This tool will allow the Regional Bikeways map and dataset to be continuously updated. Metropolitan Council staff is collaborating with MnDOT and other agencies to

maintain the regional bikeway map. Updating the regional inventory and map will be the primary focus of activity for Council staff in bicycle and pedestrian planning.

Following completion of the regional inventory, staff will coordinate the regional Bicycle System Master Study. This study will evaluate system connectivity, gaps, and opportunities for improvements in regional connectivity as well as develop a system hierarchy typology. Staff will work with regional stakeholders in the development of this study. The study is expected to utilize significant consultant expertise.

The Council will work with Metro Transit to integrate bikeways into the multimodal trip planner for trip planning purposes following the development of the regional bicycle system inventory. The Council conducted a study of pedestrian and bicycle access to transit in 2009 that was funded through the Non Motorized Transportation Pilot Program and will seek ways to implement some of the recommendations in the study in 2011. MnDOT Research has funded the development of a “Multimodal Cyclopath” in collaboration with the Bicycle and Pedestrian Section from MnDOT and GroupLens from the University of Minnesota. The Council is a participant on the Technical Advisory Panel to provide feedback and technical assistance.

Council transportation staff works with Council parks staff and others to plan for implementation of recommendations and work items in the 2030 Transportation Policy Plan such as the regional signing plan. Staff completed a bicycle and pedestrian wayfinding best practices document and will look for ways to implement the recommendations within it.

**RELATIONSHIP TO PREVIOUS WORK:** Metropolitan Council has conducted bicycle planning since the mid 1970s, in both its TPP and its Regional Park Plan, which includes a Regional Trail Plan. The region has funded construction of bicycle and pedestrian facilities, including skyways, since the 1970s.

Metropolitan Council administers the SAFETEA-LU federal transportation funding solicitation for the region including funding for bicycle and pedestrian projects and programs. In 2011, the Council contracted with GroupLens research at the University of Minnesota to build and refine a planning tool that uses the trip-planning and bicycle forum geowiki cylopath.org. Council staff has also provided input on the statewide and Hennepin County complete streets policy implementation process.

**RELATIONSHIP TO OTHER AGENCY WORK:** MnDOT’s Bicycle and Pedestrian staff works cooperatively with the Council at the regional planning level by providing data and technical information. MnDOT’s Bicycle and Pedestrian staff also sits on the technical advisory committee for Funding and Programming at the Council. The staff also works with the Metropolitan Council in providing technical assistance and technical training for local governments on ADA and other elements of bike and pedestrian design, planning and operations. Through the project review process, bike and pedestrian facilities development can be linked with transit routes and services. MnDOT is responsible for the administration of the Safe Routes to School Program included in SAFETEA-LU. Minneapolis, St. Paul, and some municipalities have formal bicycle and pedestrian advisory groups which MnDOT staff serves and participates, providing a local interaction. Metropolitan Council staff participates on the MnDOT State Non-Motorized Transportation Advisory Committee. MnDOT, Metropolitan Council, cities, and counties work jointly on creating a bikeway map in the 9-county Twin Cities region. The Council has agreed to help support the updates to this map and provide on-line access to the map for planning purposes. MnDOT staff are on the steering committee for the development of Cycloplan that aims to facilitate the process of updating the regional inventory and map. MnDOT Research has funded implementation of Cyclopath/Cycloplan at a statewide level. The Council will serve on the Technical Advisory Panel for the duration of the project to provide feedback and technical assistance. MnDOT is also funding research on Safe Trail Crossings and Bicycle Counts which Council staff is included in.

MnDOT will be continuing the development of the ADA transition plan addressing services, policies, and programs to meet the needs of persons with disabilities, which includes pedestrian facilities on public right-of-way. This work will be done in conjunction with the Council so that the pedestrian facilities needs are reflected in the Transportation Improvement Program. In 2010, the Minnesota legislature and governor passed a Complete Streets law. Metropolitan Council staff serve on the advisory committee for policy development surrounding this law, which is being coordinated by the MnDOT Office of State Aid.

In 2005, through a statewide planning effort, MnDOT adopted a Statewide Bicycle Modal plan. The plan identifies significant trends, challenges, and opportunities for bicycle transportation. It provides a statewide framework including recommended bicycle treatments, policies strategies and performance measures to guide investments and project development. MnDOT will work with the Council in carrying out this plan. Council staff also works with county level Active Living groups, especially in Hennepin and Ramsey Counties. MnDOT has begun a Statewide Bicycle Policy Plan in June 2011 which will cover a bicycle data management plan, and update to the state bicycle map, and an in depth policy analysis of bicycling in Minnesota – especially in MnDOT operations. The Council will serve on the Technical Advisory Committee for the duration of this project to ensure coordination on a policy and technical level between agencies.

The Transportation Advisory Board to the Metropolitan Council is revising its oversight of the federally-funded regional travel demand management program, which includes promotion of transportation alternatives including bicycling and walking. Council staff will work with TDM partners at Metro Transit Rideshare and the Transportation Management Organizations in the region to develop this program.

<u>PRODUCTS</u>	<u>COMPLETION DATES</u>
Maintain Bike/Pedestrian Facility Map on MetroGIS	Ongoing
Cycloplan	Ongoing
Participate in Non-Motorized Demo	Ongoing
Regional Bicycle System Master Study	2013

## **TASK C-8 CONGESTION MANAGEMENT PROCESS**

**PURPOSE:** Federal law requires MPOs to prepare, adopt, and maintain a congestion management process.

**APPROACH:** Council staff will work with MnDOT, TAC, and TAB on CMP Phase III with consultant assistance. As part of the 2010 TPP revision, the policy framework for the CMP was developed.

**RELATIONSHIP TO PREVIOUS WORK:** After passage of ISTEA in 1991, the region prepared a congestion management system which was adopted in 1996. The system includes a toolbox of congestion management strategies. The system has been implemented over the last decade through incorporation into the regional solicitation criteria. MnDOT and Metropolitan Council prepared a Congestion Management Planning Study Phase I in 2007 which was used to help establish the policy basis for the CMP in the revised TPP. Phase II was developed following adoption of the 2009 TPP revision.

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

PRODUCTS

Monitor Congestion Management Activity (RTMC)  
Congestion Management Process Phase III  
Evaluation of Active Traffic Management (ATM) Applications

COMPLETION DATES

Ongoing  
December  
Ongoing

Activity C	Metropolitan Council Budget 2012
TOTAL STAFF WEEKS:	623
CONSULTANT:	\$700,444
TOTAL ESTIMATED EXPENDITURES:	\$2,168,070
SOURCES OF FUNDS:	
FEDERAL: (Grant Sec. 5303)	\$1,734,456
LOCAL:	\$433,614
TOTAL	\$2,168,070

**D. RESEARCH AND TRAVEL FORECASTING**

D-1 Technical Support

D-2 Urban Travel Research and Forecasting

D-3 Traffic Monitoring and Evaluation

## TASK D-1 TECHNICAL SUPPORT

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

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

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

**RELATIONSHIP WITH OTHER AGENCY WORK:** The Council's research division works with the Census Bureau and State Demographer. The Council's GIS division works with the Metro GIS, regional geographic information systems initiative serving the seven-county Minneapolis-St. Paul (Minnesota) metropolitan area. It provides a regional forum to promote and facilitate widespread sharing of geospatial data. MetroGIS is a voluntary collaboration of local and regional governments, with partners in state and federal government, academic institutions, nonprofit organizations and businesses.

### PRODUCTS

GIS Database

Demographic Forecasts

Land use/Transportation Model

Technical Assistance to Land Use Planners

TIP Forecast (for Use in Air Quality Conformity Finding)

Satisfy Data Requests

Analyze Traffic Impacts of Transportation Projects and Development

Proposals

Local Transportation Plan Reviews/Technical Assistance

### COMPLETION DATES

Ongoing

Ongoing

December

Ongoing

July

As Needed

As Needed

As Needed

## TASK D-2 URBAN TRAVEL RESEARCH AND FORECASTING

**PURPOSE:** To maintain and apply the travel forecast models to support planning for the orderly development and operation of transportation facilities. To maintain socio-economic, travel and traffic count data, and to monitor, revise and update travel forecasts to 2030 and beyond. To provide the projections of traffic demand, air quality emissions and allied data needed to evaluate regional transportation investment alternatives. To continue a program of travel and employment data research such as the Travel Behavior Inventory undertaken every 10 years. This work coordinates travel behavior data with population and economic data and forms the factual basis for forecasting models.

**APPROACH:** The Metropolitan Council and MnDOT will continue joint efforts in developing and implementing travel forecasts and forecasting tools. During 2010 and 2011 the decennial Travel Behavior Inventory (TBI) surveys were conducted with model development, estimation, calibration, and validation to continue through 2013. TBI data is being gathered and analyzed in cooperation with U of M researchers. The TBI data will be used to update the Regional Travel Demand Model. Enhanced model procedures may include a tour based model structure, an improved time-of-day model, and improved representation of pricing policies. Development and refinement of the 2010 base highway, transit, freight, and pedestrian/bicycle networks will continue. The Council will partner with MnDOT and local jurisdictions in acquiring data on speed and congestion for the non-freeway arterial and collector system. The Council will also provide technical assistance and satisfy data requests from other agencies, local units of government and consultants for comprehensive plans, corridor

studies, or project planning. MnDOT will provide project level, and system level forecasts to support development of Trunk Highway projects, as well as the planning activities of the MnDOT Metro District. It is anticipated that the Council will experience an increase in requests for data and technical assistance as new corridor studies are initiated. The Council will continue to provide technical assistance and review of major highway and transit corridor and project forecasting. Council forecast staff also reviews the reasonableness of forecasts in local plans, EAWs, etc that are transmitted to the Council. The Council will begin planning for a post-2013 data collection and model improvement program to continue to improve the credibility of forecasts and the ability to answer policy questions of increasing complexity.

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

**RELATIONSHIP TO OTHER AGENCY WORK:** The Council is the lead agency. MnDOT and the Council have a Memo of Understanding on forecasting responsibilities. MnDOT will continue to collaborate with the Council regarding any revisions to the regional model and work on the 2010 Travel Behavior Inventory. Also, Metro District and/or its consultants will provide project level, and system level forecasts to support development of Trunk Highway projects, as well as the planning activities of the district. MnDOT will also involve the Council in Metro District’s review and approval of travel demand forecasts developed by consultants for Trunk Highway projects.

<u>PRODUCTS</u>	<u>COMPLETION DATES</u>
Distribute New Model Set and Provide Needed Training	As Needed
Provide Traffic Forecasts in Support of Council and MnDOT Studies	As Needed
TBI Surveys and Model Development	Ongoing
Home Interview Survey Data and Methodology Report	2012
Home Interview Survey – GPS Sample Data and Methodology Report	2012
MSP Airport Survey Data and Methodology Reports	2012
Mall of America Survey Data and Methodology Report	2012
Speed Survey Data and Methodology Reports	2012
Non-freeway Speed Data	2012
MnPASS User and non-User Survey Data and Methodology Reports	2012
External Station Survey Data and Methodology Report	2012
Traffic Data Collection Data and Methodology Report	2012
Final 2010 Model Highway, Transit, Freight, and Pedestrian/Bicycle Network	2012
Auto-Occupancy Study	3 <sup>rd</sup> Quarter
Model Development Reports	2013
Model Validation Reports	2013

### **TASK D-3 TRAFFIC MONITORING AND EVALUATION**

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

**APPROACH:** The Minnesota Department of Transportation, working through the Office of Transportation Data Analysis, the State Aid for Local Transportation Division, Traffic Management Center and District Traffic Engineer in the Metro District, has established a cooperative counting program with the counties and municipalities. This cooperative program was undertaken for efficiency, convenience and to prevent duplication of vehicle counts, and is part of the overall statewide traffic monitoring program. Special counts

will be taken as the need is identified. This work provides a database for identifying trends, and evaluating system performance.

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

[http://www.dot.state.mn.us/traffic/data/html/volume\\_program.html](http://www.dot.state.mn.us/traffic/data/html/volume_program.html)

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

PRODUCTS

Seven-county Metro Area Traffic Volume Maps (2011 volumes)  
 Seven-county Metro Area Flow Map (2011 volumes)

COMPLETION DATES

July  
 September

Activity D	Metropolitan Council Budget 2012
TOTAL STAFF WEEKS:	129
CONSULTANT:	\$2,204,077
TOTAL ESTIMATED EXPENDITURES:	\$2,520,218
SOURCES OF FUNDS:	
FEDERAL: (Grant Sec. 5303)	\$471,375
FEDERAL: (MnDOT SRP)	\$1,931,000
LOCAL:	\$117,844
TOTAL	\$2,520,218



**E. OPERATIONS AND MANAGEMENT**

E-1 Transportation/Transit System Performance Measurement

E-2 Transit Implementation and Evaluation/Program Administration

## **TASK E-1 TRANSPORTATION/TRANSIT SYSTEM PERFORMANCE MEASUREMENT**

**PURPOSE:** To develop, maintain, and disseminate information on the performance of the Twin Cities transportation system to inform policy decisions and funding allocations and to comply with state law.

**APPROACH:** In 2008 state legislation was updated to require the Council to conduct a comprehensive evaluation (rather than audit) of the transportation system every four years in the year prior to the revision of the Transportation Policy Plan. It also requires that on the intervening two years, the Council conduct an evaluation of the transit system. Since the TPP was updated in 2010, with revision expected in 2014, the next full transportation evaluation will occur in 2013. However, work will begin in 2012. Collection of data for this evaluation allows the Council to maintain a wide variety of current data on an on-going basis, which is used for other planning activities as well as presented for informational purposes through a wide variety of venues. In this iteration, the system will develop measures and benchmarks that assess sustainability and livability relating to transportation as well as identifying and benchmarking additional performance measure for use in the Council's and MnDOT's on-going planning and programming activities in preparation for anticipated changes in federal transportation funding reauthorization legislation.

**RELATIONSHIP TO PREVIOUS WORK:** In 1997, 2001, and 2005 the Council conducted transportation performance audits, and in 1999, 2003, 2007, and 2009 transit evaluations. In 2010 the 2009 transit evaluation was updated to include the most recent transit operating statistics.

**RELATIONSHIP TO OTHER AGENCY WORK:** The Council is the lead agency. MnDOT Metro District, Metro Transit and the Suburban Transit Providers provide data upon request by the Council.

## **TASK E-2 TRANSIT IMPLEMENTATION & EVALUATION/PROGRAM ADMINISTRATION**

**PURPOSE:** To implement the transit service recommendations from the TPP and Sector Studies Redesign, including application of service planning guidelines and performance standards, achieving a regional consensus on equity and service priorities in the allocation of transit resources, and instituting service changes.

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

Transit Link service, also known as dial-a-ride, is a shared-ride minibuss or van service for the general public in the seven-county metropolitan area. Transit Link was implemented in 2010. Council staff will conduct an evaluation of Transit Link in 2012.

**RELATIONSHIP TO PREVIOUS WORK:** This element represents a continuation of transit planning and implementation formerly conducted by the Metropolitan Council, Regional Transit Board, and Metropolitan Transit Commission and other providers. This work represents the implementation phase of Sector Study Redesign undertaken by the Metropolitan Council and Metro Transit since 1999 and ongoing through 2009. In 2010 Council staff implemented Transit Link, a restructuring of the metro area dial-a-ride programs.

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

PRODUCTS

2011 Regional Route Performance Analysis  
Monitor provider performance and financial status  
Transit Implementation assistance and activities  
Transportation System Evaluation  
Transit Link Evaluation

COMPLETION DATES

June  
Ongoing  
Ongoing  
2013  
December

Activity E	Metropolitan Council Budget 2012
TOTAL STAFF WEEKS:	70
CONSULTANT:	\$225,000
TOTAL ESTIMATED EXPENDITURES:	\$419,520
SOURCES OF FUNDS:	
FEDERAL: (Grant Sec. 5303)	\$335,616
LOCAL:	\$83,904
TOTAL	\$419,520

## **F. AVIATION TRANSPORTATION PLANNING**

## TASK F-1 AVIATION TRANSPORTATION PLANNING

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

**APPROACH:** This activity will continue maintenance of an aviation system planning program including an aviation database, identification of needs, and evaluation of system performance. Coordination activities continue with MnDOT Aeronautics, Metropolitan Airports Commission (MAC), other airport sponsors, communities, and users on the various metro aviation activities. Major work to be conducted in 2012 will be transition of senior program staff and implementation of recommendations included in the 2010 TPP Update. Council staff will review proposed airport actions in relation to the Metropolitan Development Guide, inform the public of proposed actions, and coordinate review processes through the Council and TAB/TAC committee structure. Activities include reviews/approvals of individual airport long-term comprehensive plans (LTCPs) and LTCP amendments, airport project environmental evaluations, airport annual capital improvement programs, and land use (noise, safety, and infrastructure) compatibility planning. Work includes project coordination with affected agencies, local governmental agencies and airport users: this task also includes ongoing reviews of the aviation elements of local comprehensive plans and comprehensive plan amendments. Continued coordination will occur on review of projects to implement the MSP 2030 Long-Term Comprehensive Plan, completion of the 2007 MSP aircraft noise mitigation efforts, 2011 update and implementation of the State Airport System Plan, special studies, and reliever airport plans. Additional coordination is anticipated concerning evaluation of MSP ground access and users as a special traffic generator in the area-wide Travel Behavior Inventory (TBI).

**RELATIONSHIP TO PREVIOUS WORK:** This work is a continuance of legislatively directed responsibility for the Council to develop and update a regional transportation systems plan which includes aviation. The TPP was updated in 2010 with the major work effort to incorporate new information from the 2030 System Plan Technical Update, updates of all seven reliever airport LTCPs, and the ten-year updates of all metro communities and county comprehensive plans.

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

### PRODUCTS

### COMPLETION DATES

Coordination Activities (including implementation of joint airport ordinances)	Ongoing
Potential System Plan FAA Grant Application	As needed
Review MAC’s Capital Improvement Program	January
Review of Local Plan Amendments and EAs	As needed
Plan Updates/Amendments for general aviation	Ongoing

	Metropolitan Council Budget 2012
TOTAL STAFF WEEKS:	58
CONSULTANT:	\$0
TOTAL ESTIMATED EXPENDITURES:	\$160,752
SOURCES OF FUNDS:	
FEDERAL:	\$0
LOCAL:	\$57,993
LOCAL: MAC	\$102,759
TOTAL	\$160,752

### **III. APPENDICES**

**A. 2012 Unified Planning Work Program Budget  
Metropolitan Council - Metropolitan Transportation Services**

	Staff Weeks 2012	Salary Cost	Consult- ant Cost	Overhead & Expenses	Total Cost	UPWP Federal	Local Met C	Local MAC	Mn/DOT SRP	Total
A Planning Program Support & Admin	263	\$542,496	\$100,000	\$552,308	\$1,194,803	\$955,843	\$238,961			\$1,194,803
B TIP Development & Management	53	\$86,484		\$41,904	\$128,388	\$102,711	\$25,678			\$128,388
C Comprehensive & Land Transp Pl	623	\$1,013,408	\$700,444	\$454,218	\$2,168,070	\$1,734,456	\$433,614			\$2,168,070
D Research & Travel Forecasting	129	\$212,957	\$2,204,077	\$103,185	\$2,520,218	\$471,375	\$117,844		\$1,931,000	\$2,520,218
E Operations and Management	70	\$131,031	\$225,000	\$63,489	\$419,520	\$335,616	\$83,904			\$419,520
<b>Federally Funded</b>	<b>1,138</b>	<b>\$1,986,375</b>	<b>\$3,229,521</b>	<b>\$1,215,103</b>	<b>\$6,431,000</b>	<b>\$3,600,000</b>	<b>\$900,000</b>	<b>\$0</b>	<b>\$1,931,000</b>	<b>\$6,431,000</b>
F Aviation Transportation Planning	58	\$108,285		\$52,468	\$160,752		\$57,993	\$102,759		\$160,752
<b>Locally Funded</b>	<b>28</b>	<b>\$108,285</b>	<b>\$0</b>	<b>\$52,468</b>	<b>\$160,752</b>	<b>\$0</b>	<b>\$57,993</b>	<b>\$102,759</b>	<b>\$0</b>	<b>\$160,752</b>
<b>Total</b>	<b>1,196</b>	<b>\$2,094,660</b>	<b>\$3,229,521</b>	<b>\$1,267,571</b>	<b>\$6,591,752</b>	<b>\$3,600,000</b>	<b>\$957,993</b>	<b>\$102,759</b>	<b>\$1,931,000</b>	<b>\$6,591,752</b>



## B. 2012 PRODUCT LISTING

### ACTIVITY A – Planning Program Support and Administration

Committee Agendas, Minutes, Reports	Ongoing
TAC and TAB Progress Reports	Monthly
Submittal of Functional Classification Changes	Ongoing
Close-out 2011 Consolidated Planning Grant	April
Annual Update of Title VI and DBE Goals	July
3-C Planning Process Self Certification	June
USDOT Certification Review	3 <sup>rd</sup> Quarter
2013 Unified Planning Work Program	October
UPWP Progress Reports to MnDOT	Quarterly
MPO Planning Handbook	1 <sup>st</sup> Quarter
Revise Policies/Procedures	Ongoing
Internal Financial Statements	Monthly
Analysis of Financing Methods	2nd Quarter
Selection of Projects for Regional Transit Capital Funding	December
Long-Range Transit System Financial Capacity Study	2013

### COMPLETION DATES

### ACTIVITY B – TIP Development and Management

Prepare Draft 2013-2016TIP	March
Release Regional Solicitation	May/June
Adopt TIP Incl. Certification of 3-C Process, Major Projects Completed/Obligated in Previous Year, and an Air Quality Conformity Analysis	September
Prepare Implementation Report	Ongoing
Process TIP amendments	As needed

### ACTIVITY C – Comprehensive and Land Use Transportation Planning

A-Minor Arterial System Evaluation	2nd Quarter
Managed Lane Implementation and Design Issues Study	2013
Non-Freeway Principal Arterial Study	2013
Strategic Capacity Enhancements Definition	2013
Local Comprehensive Plan Reviews	As Needed
Participate in Various Team Activities (Including Livable Communities, Referrals and Sector Reps)	As Appropriate
Review of Livable Communities Demonstration Grants	Semi-annually
Corridors of Opportunity participation	Ongoing
Program of Projects Study	Summer 2013
Review Highway Interchange Additions	As Needed
Review EAs and EISs	As Needed
Review Controlled Access Highway Revisions	As requested
Participate in ITS and CTS Activities	Ongoing
TH 41 – Tier I EIS	December
TH 10 – Ramsey	Ongoing
TH 212 Corridor Plan	December
Cedar Avenue	Ongoing
Bottineau Blvd. Transitway – AA	December
SW Transitway – Preliminary Engineering	Ongoing
Rush Line Advanced Alternatives Analysis	2013
Gateway (I-94) Alternatives Analysis	2nd Quarter
Robert Street LRT Alternatives Analysis	December
Red Rock Corridor Advanced Alternatives Analysis	2013

35W North Corridor Study	2013
Midtown Alternatives Analysis	2013
Arterial Transitway Corridors Study	1st Quarter
Union Depot – Planning and Design	Ongoing
Target Field Station/Minneapolis Interchange – Planning	Ongoing
Streetcar Study – Nicollet/Central Avenue Corridors AA (Minneapolis study)	2013
Participate On MnDOT’s Interregional Corridor System Review	December
Regional Transit Guidelines Development	1st Quarter
Twin Cities Metro Area Regional Freight Strategy	December
Freight Study – Phase IV	4th Quarter
Regional Service Implementation Plan	December
Project Review and Referral Memoranda Related to Transit	As Needed
Technical Assistance to Communities Regarding Transit-Oriented Development	Ongoing
Revise “Guide for Transit-Oriented Development”	2013
Transit Joint Development Planning Activities	Ongoing
TDM Program Review Process	December
Coordinated Action Plan for Public Transit and Human Services Update	January
Access to Jobs Implementation	Ongoing
Proposals for Development Of Bus Shoulder Lanes and Other Transit-Supportive Measures in Conjunction with the Trunk Highway System	Ongoing
Maintain Park-and-Ride Database	Ongoing
Coordination of Regional Specialized Transportation Services	Ongoing
Implement New Freedoms Program	Ongoing
Coordinate TAAC Meetings	Monthly
SIP Revision for Minnesota	Ongoing
SIP Limited Maintenance Plan Update	Ongoing
PM2.5/Ozone Emissions Reduction Strategies Effort	Ongoing
Maintain Bike/Pedestrian Facility Map on MetroGIS	Ongoing
Cycloplan	Ongoing
Participate in Non-Motorized Demo	Ongoing
Regional Bicycle System Master Study	2013
Monitor Congestion Management Activity (RTMC)	Ongoing
Congestion Management Process Phase III	December
Evaluation of Active Traffic Management (ATM) Applications	Ongoing
<b>ACTIVITY D – Research and Travel Demand Forecasting</b>	
GIS Database	Ongoing
Demographic Forecasts	Ongoing
Land use/Transportation Model	December
Technical Assistance to Land Use Planners	Ongoing
TIP Forecast (for Use in Air Quality Conformity Finding)	July
Satisfy Data Requests	As Needed
Analyze Traffic Impacts of Transportation Projects and Development Proposals	As Needed
Local Transportation Plan Reviews/Technical Assistance	As Needed
Distribute New Model Set and Provide Needed Training	As Needed
Provide Traffic Forecasts in Support of Council and MnDOT Studies	As Needed
TBI Surveys and Model Development	Ongoing
Home Interview Survey Data and Methodology Report	2012
Home Interview Survey – GPS Sample Data and Methodology Report	2012
MSP Airport Survey Data and Methodology Reports	2012
Mall of America Survey Data and Methodology Report	2012
Speed Survey Data and Methodology Reports	2012
Non-freeway Speed Data	2012

MnPASS User and non-User Survey Data and Methodology Reports	2012
External Station Survey Data and Methodology Report	2012
Traffic Data Collection Data and Methodology Report	2012
Final 2010 Model Highway, Transit, Freight, and Pedestrian/Bicycle Network Auto-Occupancy Study	2012
Model Development Reports	3 <sup>rd</sup> Quarter
Model Validation Reports	2013
Seven-county Metro Area Traffic Volume Maps (2011 volumes)	2013
Seven-county Metro Area Flow Map (2011 volumes)	July
	September
<b>ACTIVITY E – Operations and Management</b>	
2011 Regional Route Performance Analysis	June
Monitor provider performance and financial status	Ongoing
Transit Implementation assistance and activities	Ongoing
Transportation System Evaluation	2013
Transit Link Evaluation	December
<b>ACTIVITY F – Aviation Transportation Planning</b>	
Coordination Activities (including implementation of joint airport ordinances)	Ongoing
Potential System Plan FAA Grant Application	As needed
Review MAC’s Capital Improvement Program	January
Review of Local Plan Amendments and EAs	As needed
Plan Updates/Amendments for general aviation	Ongoing

## **C. Roles and Responsibilities of the Participants**

### **I. OVERVIEW OF THE ON-GOING 3-C PLANNING PROCESS BY THE MPO**

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

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

Transportation agency staff from the agencies, counties and municipalities are involved in the policy-making process through the Technical Advisory Committee (TAC), which advises the Transportation Advisory Board. Other subcommittees and task forces of the TAC deal with specific transportation issues. Refer to Figure 1 for a flow-chart that delineates transportation committees of the TAB and TAC involved in the 3-C (continuing, comprehensive, cooperative) transportation planning process. For more detailed information about the roles and responsibilities of agencies and local units of government in the transportation planning process, refer to the Memorandum of Understanding on Metropolitan Transportation Planning Responsibilities for the Twin Cities (Minnesota) Metropolitan Area.

Each of these participants, with the exception of the Transportation Advisory Board and the Technical Advisory Committee, has transportation roles and responsibilities beyond their agency roles as participants in the transportation planning process. In this context, only those roles relative to the transportation planning process will be addressed.

### **II. PARTICIPANTS IN THE METROPOLITAN PLANNING PROCESS**

#### **A. Metropolitan Council**

The Metropolitan Council was created in 1967 by the Minnesota Legislature to guide the orderly development of the 3,000 square mile county metropolitan area with its 300 governing units. The sixteen members are appointed at the pleasure of the governor and represent districts of equal population size within the seven county metropolitan area; the Chair represents the region as a whole. (See Figure 2 for Metropolitan Council Districts.)

The Council's powers and responsibilities are derived from several state laws beginning with the Metropolitan Council Act of 1967. Responsibilities were redefined through the Metropolitan Reorganization Act of 1974, the Metropolitan Land Planning Act of 1976, the Metropolitan Governance Act of 1986 and the recent Metropolitan Reorganization Act of 1994.

The 1994 Metropolitan Reorganization Act reorganized metropolitan government in the Twin Cities area by transferring and merging the responsibilities of the Metropolitan Waste Control Commission (MWCC), the Regional Transit Board (RTB) and Metropolitan Transit Commission (MTC) into the Metropolitan Council. (See Figures 3 and 4 for Metropolitan Council's Organization and Policymaking Structure.)

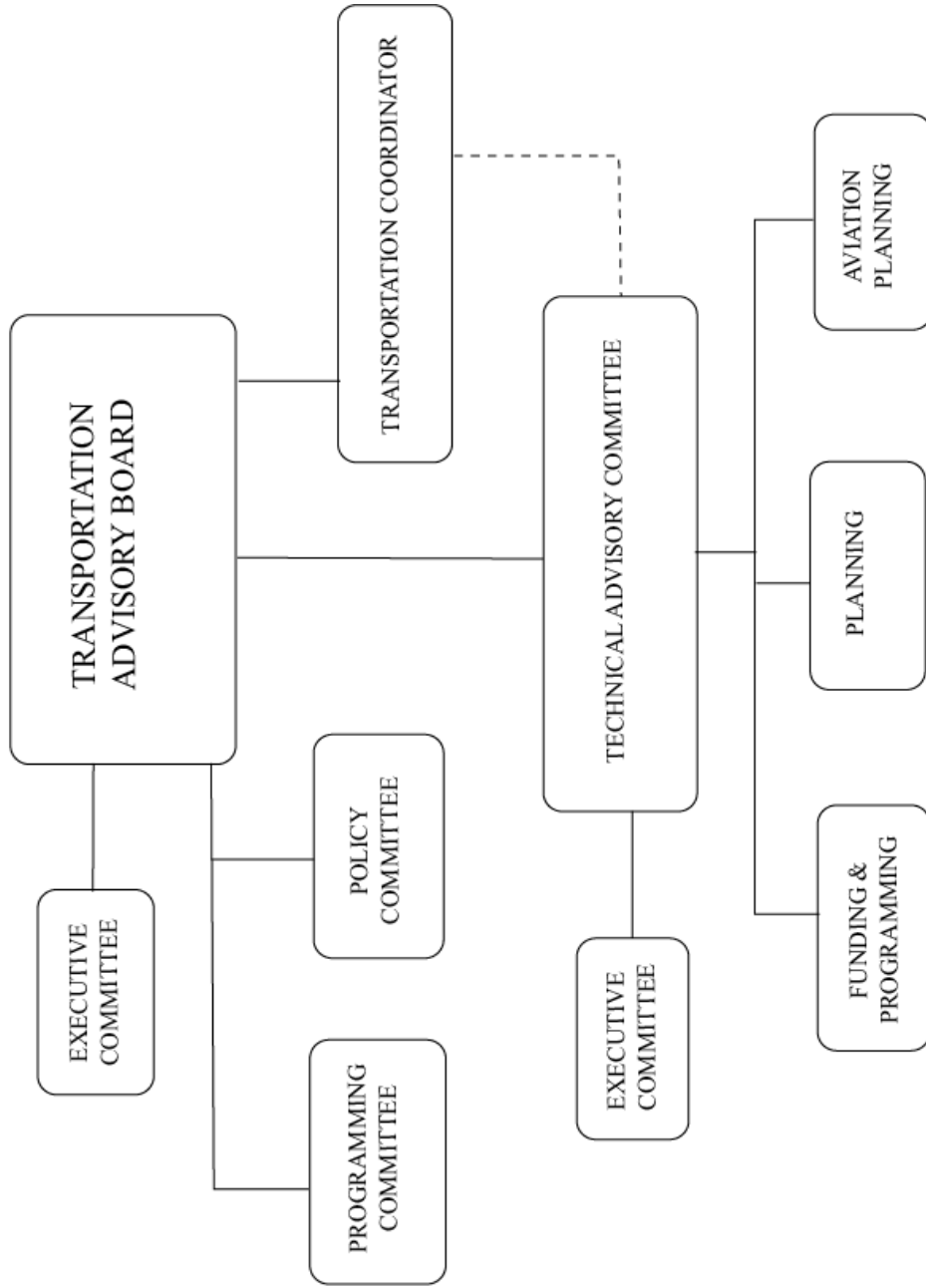
## Mission

As part of its broad mission, the Council is a comprehensive planning agency for transportation, the environment and community development and is engaged in regional system planning and operations for the Twin Cities Metropolitan Area.

**FIGURE 1**

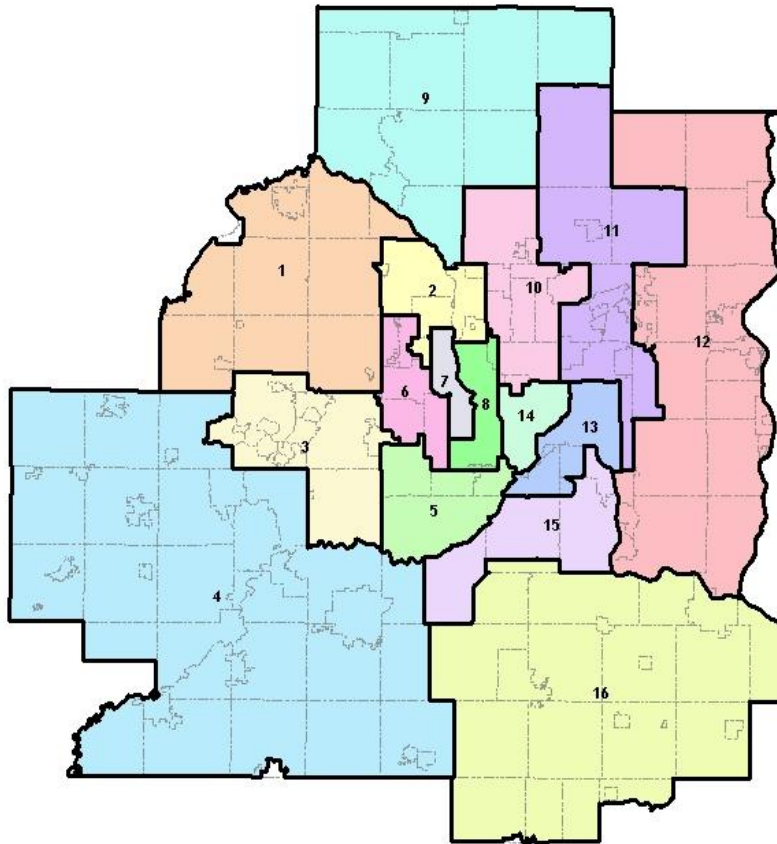
**TRANSPORTATION ADVISORY BOARD**

**TECHNICAL ADVISORY COMMITTEE STRUCTURE**



## FIGURE 2

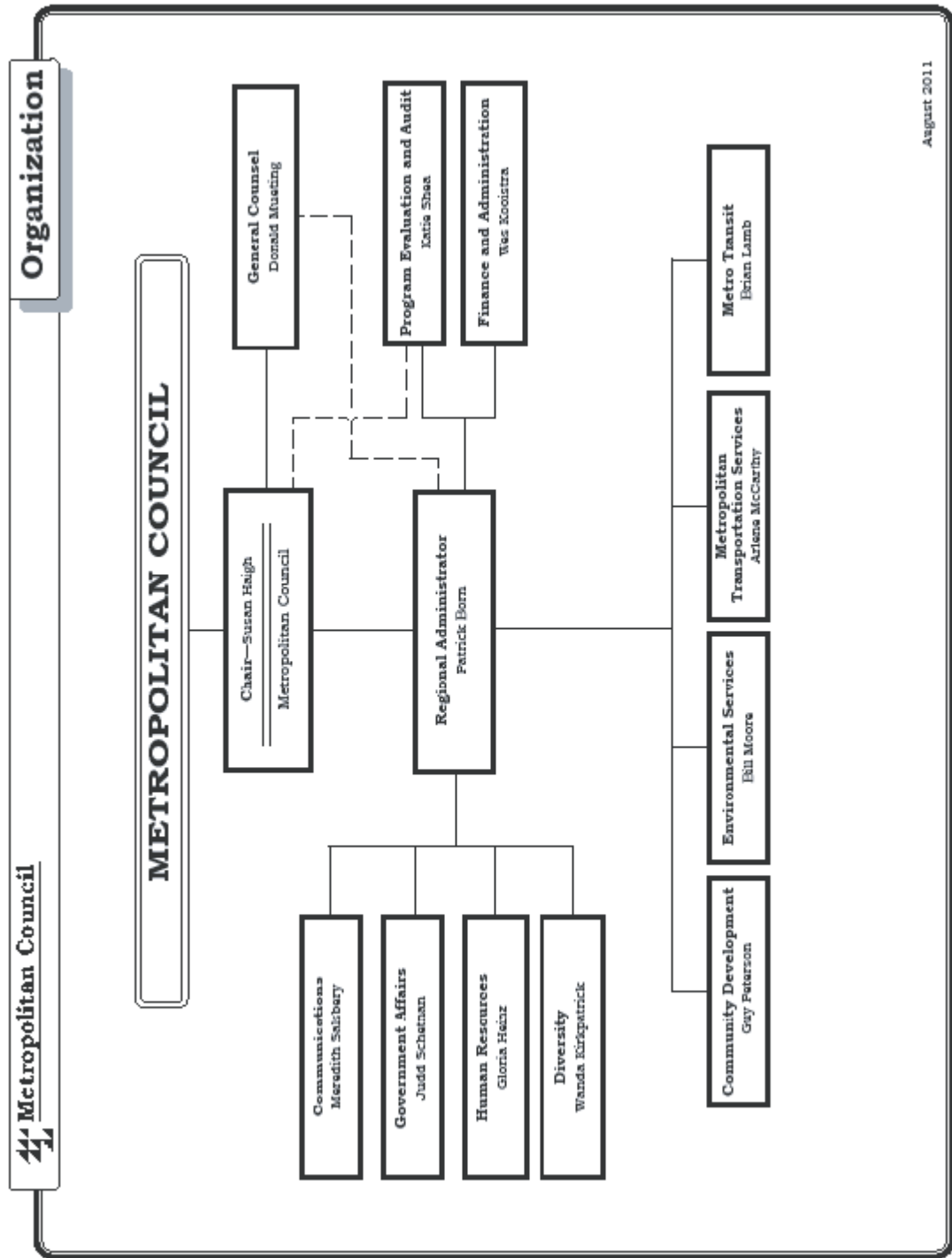
### 2011 Metropolitan Council Districts



Chair – Susan Haigh

1 – Roxanne Smith	6 – James Brimeyer	11 – Sandy Rummel
2 – Lona Schreiber	7 – Gary Cunningham	12 – Harry Melander
3 – Jennifer Munt	8 – Adam Duinick	13 – Richard Kramer
4 – Gary Van Eyll	9 – Edwardo Reynoso	14 – John Commers
5 – Steve Elkins	10 – John Đoàn	15 – Steven Chávez
		16 – Wendy Wulff

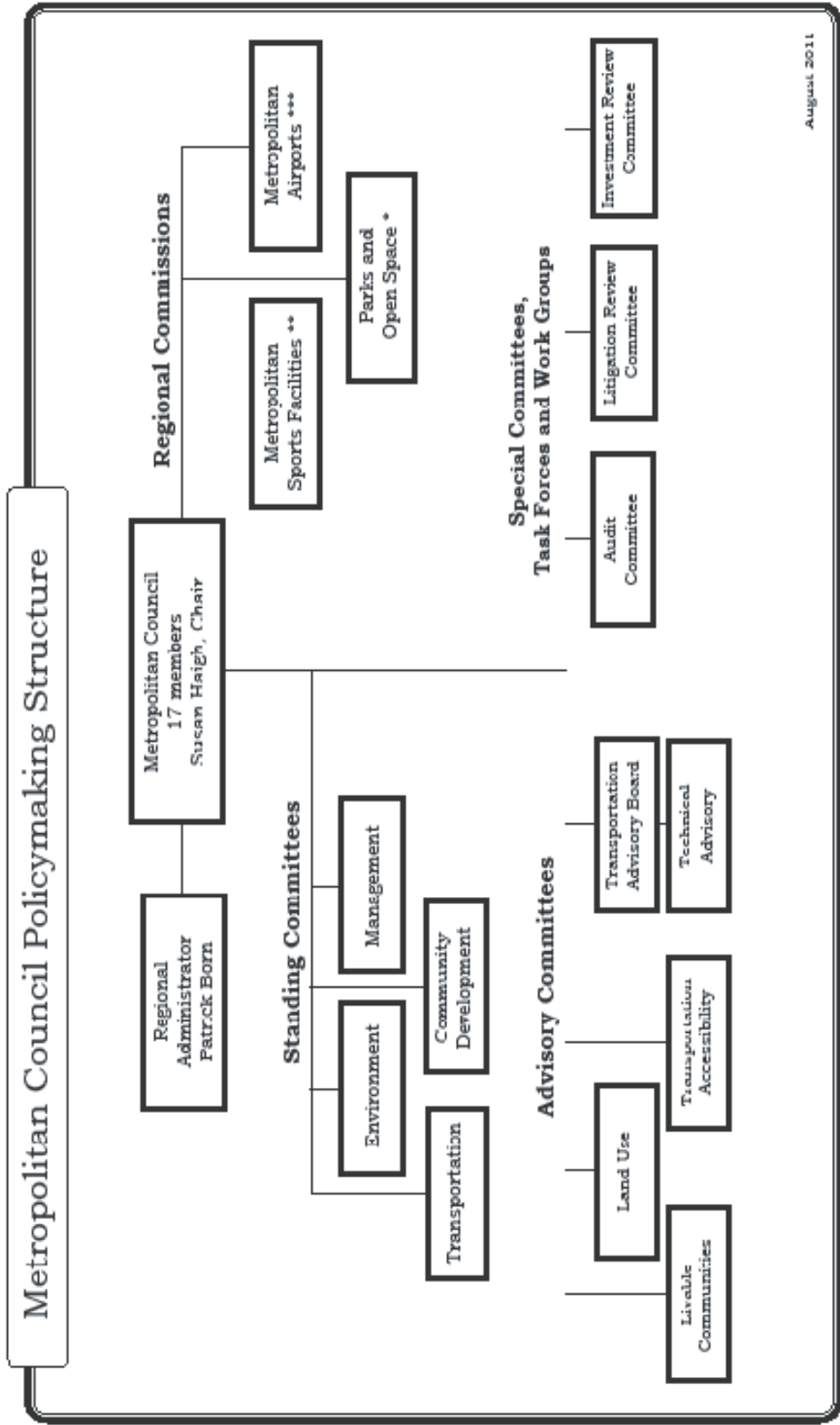
**FIGURE 3  
METROPOLITAN COUNCIL ORGANIZATIONAL CHART**



August 2011



FIGURE 4



August 2011

\* Staff support provided to Commission by Metropolitan Council.  
 \*\* The Metropolitan Council has budget approval and issues bonds for the commission.  
 \*\*\* The Metropolitan Council reviews the capital budget and approves certain projects.

**Metropolitan Council**  
 300 North Robert Street  
 St. Paul, Minnesota 55101-1805  
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The Council's mission was broadened with the merger of the MWCC, the RTB and MTC into the Council. Since its creation, the Metropolitan Council has been a regional planning and coordinating agency with oversight responsibilities over the three regional agencies. Under the 1994 legislation, the Council continues its long range planning and coordination role and integrates shorter term planning responsibilities and operation of the public transit systems and the regional sewage collection and treatment system.

### Planning Responsibilities

Prepares planning documents and studies which provide direction for regional growth and development and which provide direction for regional commissions and agencies which plan and operate transit, roadways, regional parks, airports, housing and water quality management activities. Documents and studies include:

- Regional Development Framework - A comprehensive regional policy framework.
- Transportation Policy Plan - Provides policy direction for metropolitan transportation investments and includes plans for the metropolitan highway, aviation and transit systems.
- Transportation Improvement Program (TIP) for the Twin Cities - A multi-modal program of highway, transit, bike, walk and transportation enhancement projects and programs proposed for federal funding throughout the seven country metropolitan area in the next four years.
- Congestion Management System - A systematic process for evaluating and developing transportation strategies and plans for addressing existing and future traffic congestion.
- Air Quality Conformity Determinations - determines conformity of plans and programs to requirements of Clean Air Act.
- Functional (Highway) Classification - Describes a roadway's function, determines routes to be metropolitan highway system and which roads should be used for transit accommodation before design and operational guidelines implemented.
- Reviews applications for federal and state funds to assure consistency with regional development goals, policies and programs.
- Reviews local government comprehensive plans for consistency with regional sewer, park, transit, airport and transportation plans.
- Provides information to the public and technical assistance to government units.

### Transportation Operational Responsibilities

- Operates public transit system and constructs, equips and operates projects including terminal and maintenance and garage facilities, ramps, parking areas and other facilities related to public transit systems.
- Executes and administers transit private provider contracts.
- Provides Metro Mobility (ADA) programs.

- Advises and works cooperatively with local governments, regional railroad authorities and other public agencies, transit providers, developers and other persons in order to coordinate all transit modes and increase availability of transit services.
- Administers state and metropolitan transit subsidies.

B. Transportation Advisory Board

The Transportation Advisory Board (TAB) was established by the Council in September 1974, in accord with the Metropolitan Reorganization Act (Minnesota Statute 473.146, Subdivision 4 (1994) (Metropolitan Reorganization Act of 1974); Title 23, U.S. Code, Section 134 (Federal-Aid Highway Act of 1962, as amended); Title 23, U.S.C., Section 104(f) (Federal-Aid Highway Act of 1973); and 49 U.S.C., Chapter 21 (Urban Mass Transportation Act of 1964, as amended). The Board provides the forum for deliberation among state, regional and local officials, and private citizens appointed by the Metropolitan Council. The Board consists of 33 members:

- (1) the commissioner of transportation or the commissioner's designee;
- (2) the commissioner of the pollution control agency or the commissioner's designee;
- (3) one member of the metropolitan airports commission appointed by the commission;
- (4) one person appointed by the council to represent nonmotorized transportation;
- (5) one person appointed by the commissioner of transportation to represent the freight transportation industry;
- (6) two persons appointed by the council to represent public transit;
- (7) ten elected officials of cities within the metropolitan area, including one representative from each first-class city, appointed by the Association of Metropolitan Municipalities;
- (8) one member of the county board of each county in the seven-county metropolitan area, appointed by the respective county boards;
- (9) eight citizens appointed by the council, one from each council precinct; and
- (10) one member of the council, appointed by the council.

The council shall appoint a Board Chair from among the members of the advisory body. The person shall be free of affiliation with the major transportation operating agencies and cannot be a representative of the Minnesota Department of Transportation, the Metropolitan Council, the Metropolitan Airports Commission nor the Minnesota Pollution Control Agency.

The district representatives cannot be elected officials of general-purpose government or members of a metropolitan commission during their term on the Board and must be residents of the district they represent. Composition of the Board as described above is consistent with federal rules and with state statutes. Composition of the Board shall be such that the majority of the membership shall be elected officials. All Board members, except for state commissioners or their designee, must reside within the seven-county region. Each county board may appoint an alternate member and the Association of Metropolitan Municipalities may appoint an alternate member for each first-class city. The Board may provide the Metropolitan Council with an advisory resolution in support of one or more nominees.

The Board advises the Metropolitan Council in preparing the long-range transportation plan and the TIP, provides coordination and direction to the agencies responsible for implementing the plan, and selects projects for federal transportation funding through a regional competitive project solicitation program.

TAB is assisted and advised in carrying out its responsibilities by the Technical Advisory Committee (TAC). The TAC was established by the TAB to provide the technical assistance and coordination necessary for the TAB to perform its responsibilities. The TAC membership is composed of professional staff from counties, cities, Association of Metro Municipalities, MnDOT, MPCA, MAC, Metropolitan Council, TAB, and Federal Highway Administration (nonvoting).

### C. Minnesota Department of Transportation

The Minnesota Department of Transportation (MnDOT) was created by the legislature in 1976 to provide a balanced and coordinated multimodal transportation program and system for the State. The Department is organized into six divisions: Policy, Safety & Strategic Initiatives Division, Employee 7 Corporate Services Division, Modal Planning & Program Management Division, Engineering Services Division, State Aid Division, and Operations Division. Each headed by a Division Director. An organization chart of MnDOT's structure is shown at Figure 5.

MnDOT is responsible for development of a state transportation plan, and coordinates statewide air, freight, and commercial vehicle operations, waterway, trunk highway, bikeway and transit planning activities. MnDOT coordinates operation efforts with local and regional authorities, as well as reviewing their planning projects and administering federal and state highway funds. MnDOT provides and coordinates statewide aviation system planning; administers airport safety zoning; develops and maintains aviation navigation aids; administers an airport development grants-in-aid program; and issues airport and commercial operators licenses. MnDOT administers state and federal transit assistance programs in Greater Minnesota.

MnDOT has the authority to locate, improve, maintain, construct and reconstruct a system of trunk highways and interstate routes. Each year MnDOT prepares a highway improvement program to be considered for inclusion in the Twin Cities TIP. MnDOT coordinates the Metro Area Transportation Partnership (ATP) process to develop an ATP TIP for inclusion in the State TIP.

MnDOT participates on the TAC and TAB and various committees, and participates in corridor studies. The Department participates in consultation with the MPO, MPCA, U.S. DOT and EPA on air quality conformity activities. MnDOT acts as liaison between the U.S. DOT and the MPO, certifies a valid federal transportation planning process, and administers federal planning funds to the MPO.

### D. Metropolitan Airports Commission

The Metropolitan Airports Commission (MAC) established in 1943, is an independent, special purpose agency with broad powers to acquire, develop and operate airports within an area roughly equivalent to the seven county metropolitan area.

The Commission owns and operates seven metropolitan public use airports, including Minneapolis-St. Paul International Airport, and is empowered to raise revenues for the financing of airport development and operations. The Commission prepares comprehensive master plans for each facility and provides for the safe and efficient operating environment for the area's aviation system user.

MAC's plans are subject to Metropolitan Council review under MN. Stat. 473.165 which applies to "independent commissions, boards and agencies." As provided in that section, all MAC long-range plans must be consistent with Metropolitan Council Plans and Policies. In addition, certain airport development projects in the Metropolitan Area which requires capital funding in excess of \$5 million at Minneapolis-St. Paul and \$2 million at other airports must be reviewed and approved by the Metropolitan Council (MN. Stat. 473.621).

Figure 6 is a staff organization chart of MAC.

### E. Minnesota Pollution Control Agency

The Minnesota Pollution Control Agency (MPCA) was created in 1967 by the Minnesota Legislature to protect surface waters. This authority was soon expanded in Minn. Stat. Ch. 115 and 116 to include

responsibilities for air quality, solid waste disposal, ground water, and later, the management of hazardous wastes.

The nine-member MPCA's Citizens Board is composed of eight citizen members who serve four-year, staggered terms. They are appointed by the Governor, with Senate approval, and come from a variety of occupations and from different parts of the state. The only statutory requirement is that one member must represent agriculture. The Citizens Board is chaired by the Commissioner of MPCA, who is the ninth member.

The MPCA's powers and responsibilities for protection and improvement of the environment include the following services:

- environmental assessment, monitoring and goal-setting
- regulatory approvals
- enforcement and follow-up to complaints
- pollution prevention activities
- response to environmental threats
- technical, educational, and financial assistance
- information on agency activities and environmental issues
- forums for public discussions on environmental issues

Figure 7 is an organizational chart of the Minnesota Pollution Control Agency

#### F. Counties and Municipalities

All counties, the cities of Minneapolis and St. Paul and suburban municipalities in the Metropolitan Area participate in the transportation planning process at two levels: At the policy level, elected county and municipal officials are represented on the Transportation Advisory Board; and at the technical level, professional staff from principal government units are represented on the Technical Advisory Committee. Within the regional transportation planning process, many planning activities are implemented at the subregional and corridor levels. The transportation implications of such projects as highway improvements or transit service modifications are organized to invite active participation by each affected local government and to seek active citizen participation.

Cities and counties also participate in related 3-C activities but not as members of the TAB or TAC. A range of activities is included such as representatives on corridor studies, conduits for citizen comments on 3-C products and implementation of regionally funded facilities and services.

Counties and cities have the following responsibilities related to the 3-C planning process:

- Prepare and submit comprehensive plans to the Metropolitan Council and respond with amendments as necessary;
- Initiate and submit transportation projects eligible for SAFETEA-LU funding;
- Participate in the Transportation Advisory Board (TAB) and Technical Advisory Committee (TAC) when appropriate;
- Review MnDOT's Transportation System Plan;
- Participate in and comment on the Regional Transportation Policy Plan.

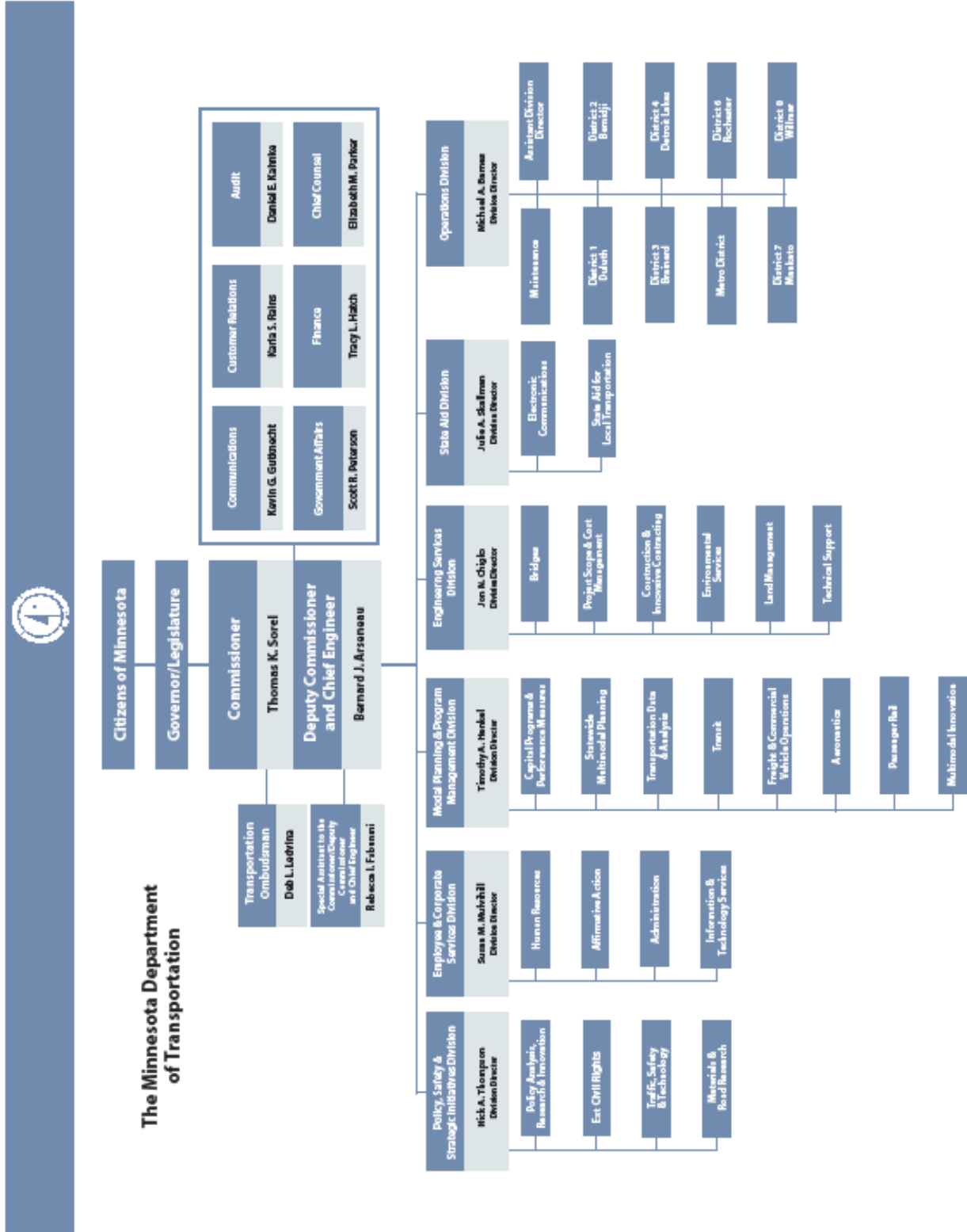
The Counties Transit Improvement Board (CTIB), a Joint Powers Board, was created by the Minnesota Legislature in 2008. CTIB membership includes Anoka, Dakota, Hennepin, Ramsey, and Washington Counties, and the Metropolitan Council. The purpose of the CTIB is to collect the transit tax funds collected in member counties

and to grant those funds to capital transit projects in the Twin Cities area. The CTIB has independent bonding authority, secured by future revenues of the transit tax. The board is responsible for granting the funds under its control to major transit infrastructure projects around the Twin Cities.

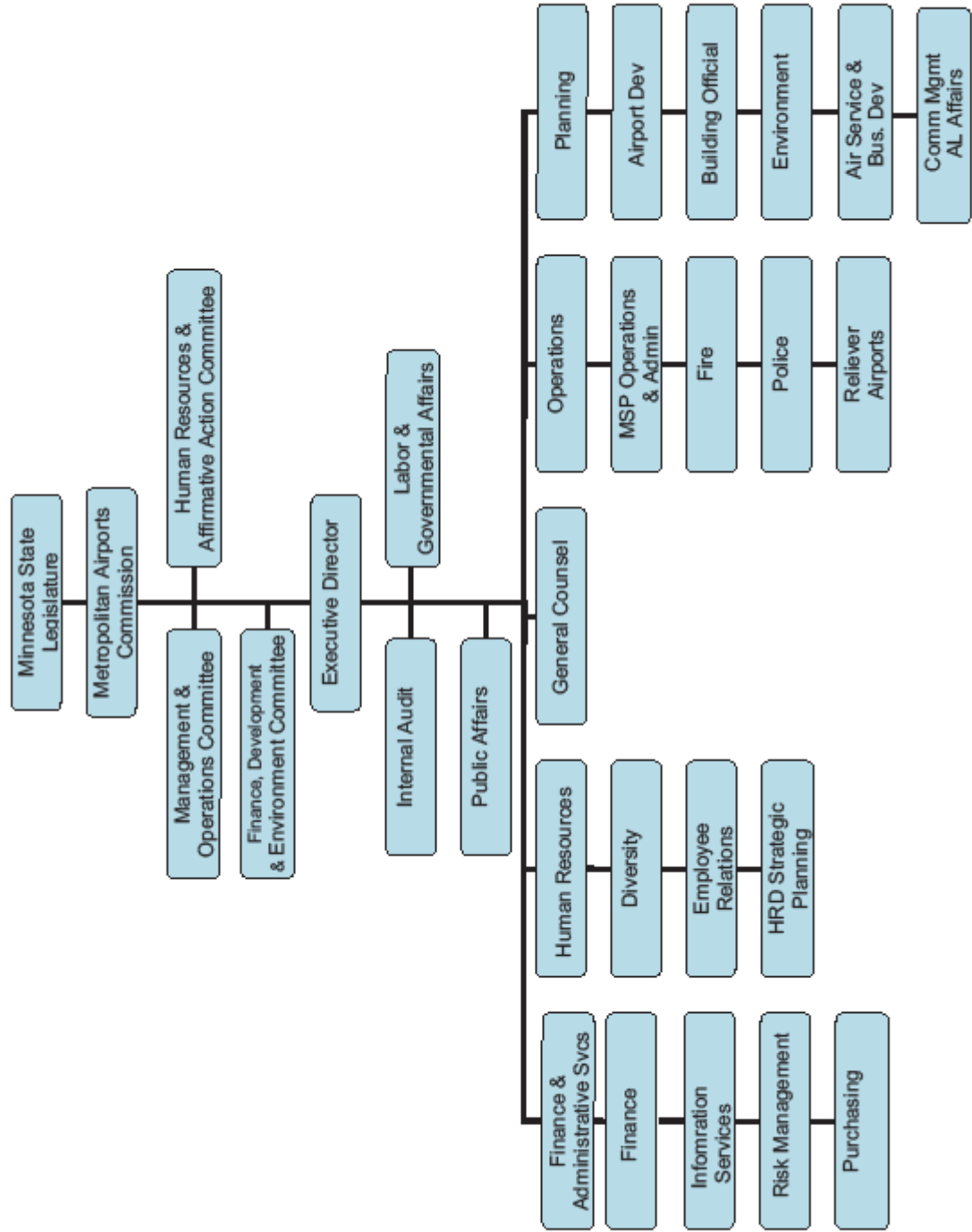
G. U.S. Department of Transportation

The U.S. DOT is also involved in the 3-C metropolitan transportation planning process. A representative of the local Federal Highway Administration office participates on the TAC and its subcommittees. This representative's primary role is to ensure that the process adheres to all federal laws and regulations concerning the metropolitan transportation planning process. The U.S. DOT provides guidance to and approves the Council's transportation planning activities, and is the primary funding source for metropolitan transportation planning.

**FIGURE 5  
MnDOT ORGANIZATIONAL CHART**



**FIGURE 6**  
**METROPOLITAN AIRPORTS COMMISSION ORGANIZATIONAL CHART**

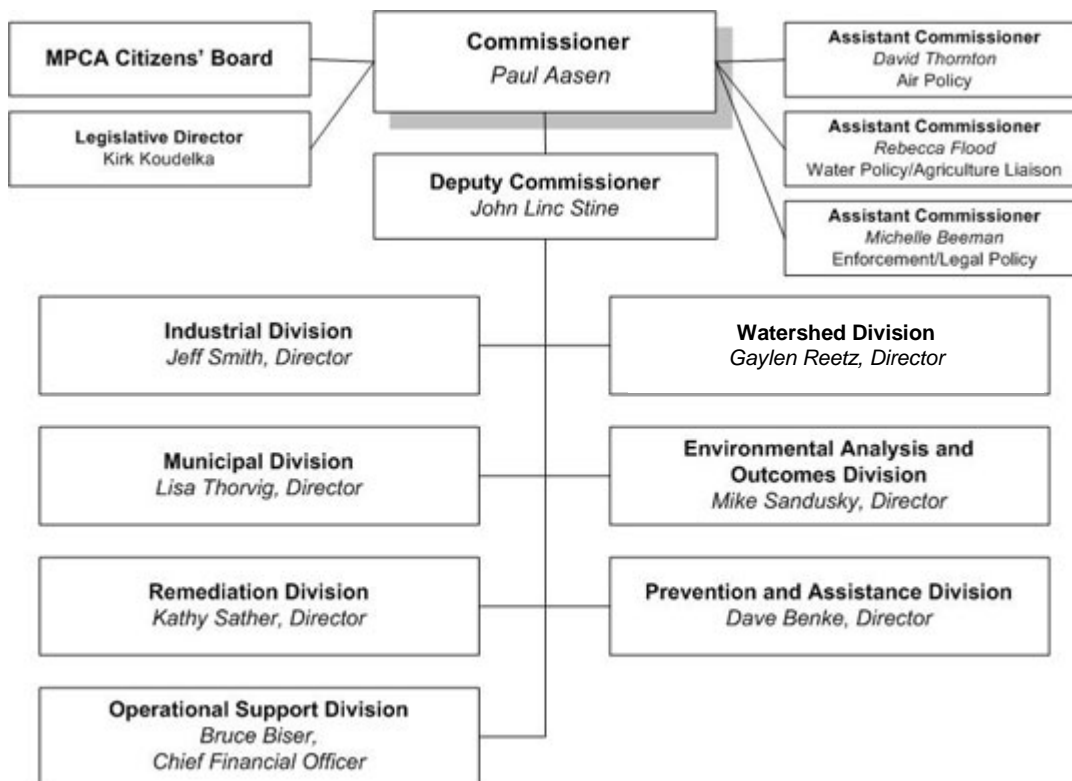




**FIGURE 7**

**Minnesota Pollution Control Agency Organization Chart**

**September 2011**



### III. CITIZEN PARTICIPATION AND DISSEMINATION OF INFORMATION

#### A. Metropolitan Council

As the lead participant in the 3C transportation planning process, the Metropolitan Council actively involves the public in its decision-making process at several levels.

##### Background

The Minnesota State Legislature originally created the Metropolitan Council as a regional planning agency to oversee growth and development in the metropolitan area. In recent years, the Legislature added responsibilities to operate the regional bus system, collect and treat wastewater, and provide affordable housing for low and moderate income families. The Legislature recognized the need for a forum where citizens could participate in the discussion and decisions of regional issues that shape the lives of citizens and the quality of life in the Twin Cities area. The Council recognizes this purpose as central to its legislative charge. In 2007, the Council adopted the Public Participation Plan for transportation planning ([www.metrocouncil.org/planning/transportation/PPP\\_101106.pdf](http://www.metrocouncil.org/planning/transportation/PPP_101106.pdf)).

As the lead participant in the 3-C transportation planning process, the Metropolitan Council actively involves the public in its decision-making process at several levels. The Council's Communications Office acts as a liaison between the Council and citizens groups and local officials, interacting with the public on a daily basis and supporting the Council's community outreach and public hearing process. The Council has established a broad citizen participation and public education effort to build awareness and understanding of regional issues and to build consensus for solving regional issues.

The Metropolitan Council reaffirms its commitment to pro-active, effective public participation process, using a variety of internal and external strategies including newsletters, telephone comment lines, email, website, on-line forum, media relations, community meetings, public hearings, and public information campaigns.

##### Citizen Involvement

Public participation activities obtain information and identify public sentiment. They help the Council build public support and trust in the region. Although the goal is always better decisions, the level of public influence on a decision and the tools used to inform and involve the public may vary. For some Council initiatives, appropriate participation may be limited to public information. Other initiatives and key decisions may require much more involvement.

Public participation is designed to involve "stakeholders" with meaningful public access to key decisions. Stakeholders may be people, groups or organizations who care about or might be affected by a Council action. Because the Council recognizes that stakeholder participation improves its decisions, it provides resources and guidance to encourage public comments and involvement.

##### **Regional Stakeholder Involvement**

The Council's advisory bodies involve regional stakeholders in its transportation planning and programming activities. They include the Transportation Advisory Board which advises the Council on transportation matters involving the regional highway, public transit and airport

systems; helps the Council, MnDOT, counties and cities carry out transportation planning and programming for the region as designated in state and federal laws; participates in drafting the Transportation Policy Plan (TPP), and reviews and adopts the region's four-year Transportation Improvement Program (TIP).

The TAB is supported by the Technical Advisory Committee made up of staff from the Council, MnDOT, cities and counties and other agencies represented on the TAB. Another advisory body is the Transportation Accessibility Advisory Committee (TAAC) that advises the Council on short- and long-range management plans and policies for special transportation services.

In addition to involving local governments in regional transportation planning processes through its advisory bodies, the Council actively seeks participation by local governments informally and early in its decision-making process. Council and staff members obtain input from local governments through a variety of venues through face-to-face meetings and interviews; discussion, educational and outreach meetings; attendance at local government meetings; the review process for local comprehensive plans and environmental assessment and impact documents; technical assistance to local governments.

### **Underrepresented Groups**

The Council may recruit representatives of groups traditionally underrepresented in regional policy making and provide enhanced participation opportunities to encourage people who belong to underrepresented groups to share their unique perspectives, comments and suggestions. The Communications Department and Office of Diversity monitor emerging practices and techniques, and provide consultation to project staff to support effective participation methods.

To ensure compliance with the Americans with Disabilities Act (ADA), the Council's Public Meeting Notices and comment opportunities include TTY information and provide multiple input methods. Public meetings are held at ADA-accessible locations, and notices and information are published on the Council's ADA-compliant website. Extended public hearing notices in the Council's Metro Meetings bulletins and on its Meetings and Events webpage provide needed planning time for people who rely on public transit, Metro Mobility or special arrangements to get to Council events.

### **Public Notices**

The Council informs stakeholders about its public participation meetings and opportunities, as well as involvement milestones and outcomes. The Council's Communications Department publishes public comment opportunities at the Council's ADA-compliant website ([www.metrocouncil.org](http://www.metrocouncil.org)), in the *State Register*, and in designated newspapers, as well as on the Council's official calendar. The Council provides legal notices, beginning 30 to 45 days prior to public hearings, to inform members of the general public and other stakeholders about opportunities to provide formal public comments.

The Council values the efforts stakeholders make to participate in its regional decisions. To inform participants how their ideas, comments and suggestions influence key regional decisions, the Council considers summaries of public comments at regular business meetings. The Council's designated project managers prepare and present the summaries following each major initiative or project participation process, and provide copies to the Communications Department for publication on the Council's ADA-compliant website and distribution through the Data Center.

## **Formal Public Meetings**

The Council accepts testimony from stakeholders and the general public in multiple formats, including testimony, postal mail, email, voice mail, fax, and on forms provided for written or website comments. Whenever reasonably possible, the Council holds its public meetings at times and places convenient to its stakeholders.

Business and committee meetings are always open to the public as required by Minnesota's Open Meeting Law and allow the Council's stakeholders to provide public comments and observe the way it conducts its business. Public Hearings provide formal public input on issues and business of regional interest.

## **Education and Outreach Meetings**

The Council implements a variety of face-to-face and interactive opportunities to ensure meaningful public participation and promote full understanding of Council initiatives. Education and outreach meetings provide information and may solicit input. These meetings include forums, workshops, special events highlighting an issue or initiative, open houses, and conferences.

## **Media Relations**

The Council's Communications Department includes staff experienced in news reporting and media relations. It issues news releases, works with reporters to generate stories about Council activities, responds to reporter inquiries, provides briefings, holds press conferences and prepares editorial commentaries. Media activities inform and interest members of the media and public about Council issues, events and opportunities for public participation.

## **Websites**

The Council's ADA-compliant websites provide interactive content and static documents, accessed at a rate of more than 200,000 visits per month. The website includes contact information and venues for public comment, and advertises openings on the Council's advisory bodies. It provides information about the Council's planning and decision-making processes, as well as copies of its draft and adopted plans and policies, maps, displays, and meeting agendas. The homepage highlights public events, and "Meeting and Events" pages provide calendars of the public hearings, meetings and events held by the Metropolitan Council, the Metropolitan Airports Commission and the Metropolitan Sports Facilities Commission. The Council's website provides information about federally funded projects, grant opportunities, Council programs and affordable housing. Metro Mobility, the Council's transportation provider for people with disabilities, provides an online handbook and enrollment form, and the Council's Metro Transit site provides transit schedules, dynamic trip planning and fare information online.

## **Data Center**

The Council Data Center publishes official public notices of the Council's hearings and public participation meetings. Data Center staff members respond to 12,000 public contacts annually, including requests for printed documents, inquiries about the status of projects, and public comments received at the data center during the public participation process. The Data Center staff assists at events managed by the Communications Department and maintains several database lists. The Data Center distributes Council documents, notices and newsletters via email, messenger and traditional mail service.

## **Print materials, electronic publications and presentations**

The Council distributes several periodicals to stakeholders and interested parties. These include Metro Meetings which provides information about meetings and public events held by the Council, its committees and subcommittees; print and online ([www.metrocouncil.org/newsletter](http://www.metrocouncil.org/newsletter)) which provides articles to inform the public and stakeholders about current regional planning, program and service issues; promotes public use of best management practices related to Council responsibilities; Connect which is provided for user pickup monthly on all regional buses and trains, discusses meetings and decisions affecting the region's transit system; the Annual Report which discusses major Council accomplishments and initiatives; and Metro Mobility News which discusses policy and service matters affecting its clients.

### **B. Minnesota Department of Transportation**

MnDOT conducts a variety of public meetings to present information to the public and to provide a forum for public participation. This is in keeping with MnDOT's policy to actively seek the early and continuing participation of all interested and/or affected members of the public in all phases of transportation decision making. Opportunities for public participation are publicized through the media, website and direct contacts. Types of opportunities include public information meetings, public hearings, open houses, task force meetings and neighborhood meetings.

Staff members from MnDOT make personal appearances before various public groups presenting information about the Department and its activities. These staff members may be from either the central office or district offices, depending on the nature of the information desired and the geographic location.

In addition, MnDOT issues news releases to the media statewide, or in localized geographical areas as needed. MnDOT coordinates information activities with its district offices (seven in Greater Minnesota and the Metro District in the Twin Cities Metropolitan Area). Staff from MnDOT prepare and disseminate a variety of special brochures and publications and issue radio and television announcements to assist in communicating special subject information to the public.

### **C. Minnesota Pollution Control Agency**

The MPCA Citizens Board provides the opportunity for citizen participation through regular monthly and special meetings and formal public hearings. Citizens can also request that a particular item be considered by the Board. The MPCA staff also answers citizens' inquiries, holds public information meetings, organizes technical advisory committees, publishes notices of intent to solicit public opinion on rules, publishes public notices and solicits formal comment on projects, responds to requests, speaks to interested parties, and responds to reporters' and citizens' inquiries. Communication officers are expected to provide primary contact with the news media regarding pollution control activities, as well as provide other technical and public information duties.

### **D. Counties and Municipalities**

Cities and counties also are directly involved in citizen participation efforts for a variety of projects and studies that are included in this UPWP. The best example of such activities relates to corridor studies. While such studies carry out their individual efforts to ensure citizen participation, the cities and counties involved act as conduits for their citizens' input. These activities may be fostered by the city planning commissions or subcommittees of county boards.

## D. SAFETEA-LU FACTORS CONSIDERED BY PROGRAM ELEMENT

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

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

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

<b>SAFETEA-LU FACTORS</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>H</b>
<b>Transportation Planning Process</b>			<b>X</b>			<b>X</b>		
<b>TIP Development and Management</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>
<b>Comprehensive and Surface Transportation Planning</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>
<b>Research and Travel Forecasting</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>
<b>Operations and Management</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>
<b>Aviation Transportation Planning</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>



## Chapter 12: Work Program

The Metropolitan Council will carry out or participate in many studies and plans over the next two to three years. These studies will be used to gather additional information and perform further analysis to inform the development of future revisions to the *2030 Transportation Policy Plan*. The next scheduled update of the *Transportation Policy Plan*, as required by state and federal law, is due in 2014.

Two categories of work program items are listed below. The first category lists and describes studies to be completed by the Metropolitan Council, working with stakeholders in the region. The second category lists important studies of interest to the Council, but these studies will likely be completed by other agencies. The Council will seek active participation on these studies.

### **Studies Led by the Metropolitan Council**

Working with stakeholders, the Metropolitan Council will lead studies that will inform plan amendments and updates, and other important regional transportation planning work. These include:

#### **Travel Behavior Inventory (TBI)**

The last TBI was conducted in 2001. A comprehensive TBI is usually done every 10 years in conjunction with the Census; therefore a complete TBI will be done in 2010 and 2011. The data collected includes information on regional travel patterns, and data on individuals' travel behavior collected through interviews and surveys. The data will be used to recalibrate the region's travel forecast model and also analyzed to provide a better understanding of travel patterns.

#### **Transit Service Improvement Plan**

Every two years, regional transit providers will prepare a short-term Service Improvement Plan that identifies their priorities for transit service expansion over the following two to four years. A regional committee will review and prioritize proposed transit expansion projects on the basis of efficiency and effectiveness in meeting regional transit goals. The committee will recommend a Regional Service Improvement Plan for approval by the Metropolitan Council.

#### **Transit Service Performance Evaluation**

All providers will review their transit service annually based on regional transit performance standards to ensure operational efficiency. Providers will annually submit their performance data to the Council for inclusion in a regional service performance analysis.

#### **Arterial Transitways Study**

A study of potential transitways identified for Arterial Bus Rapid Transit in this plan will evaluate potential improvements, costs, and benefits of BRT on arterial street corridors as identified in this document's Transit Chapter. The study will also consider strategies to integrate local bus service with

BRT investments, develop a branding strategy for Arterial BRT, and prioritize system improvements and implementation.

### **Transit System Financial Analysis**

This plan identifies preservation of existing transit service as a top priority for the region. It also sets a goal of doubling transit ridership by 2030 which will require expansion of both the bus system and implementation of a system of Transitways. The transit system has experienced substantial change and volatility in the type and level of revenues available for transit purposes over the past decade. The Council will conduct a long-term (20-year) analysis of the revenues and expenses required to both maintain and expand the regional transit system. The analysis will evaluate a number of alternative financial scenarios, identify issues and make financial recommendations regarding the accomplishment of these two goals.

### **Commuter Rail Evaluation**

This plan recommends a re-evaluation of commuter rail corridors when Northstar Commuter Rail is operational and travel patterns resulting from commuter rail implementation are more fully understood and incorporated into the regional travel demand forecasting model. Gathering this data and incorporating relevant factors in the regional forecast model must be completed prior to a system wide evaluation of potential additional commuter rail lines. Completion of the update of the regional travel demand forecast model based on travel pattern data gathered by the Travel Behavior Inventory and the 2010 Census is scheduled for mid-2013.

### **Bicycle Route Information and Signing Plan**

The Council is updating the regional bikeways map with information from local comprehensive plans, which should provide the most current inventory of what local governments are planning and what exists today. The Council will be the lead agency in the regional mapping partnership to improve the dataset. In addition, the Metropolitan Council will work with local trail implementing agencies, Min/DOT, the DNR, counties and cities to develop and implement a signage plan, including guidelines for sign content and placement to help bicyclists navigate the network within and between jurisdictions and to transit connections.

### **Regional Bicycle System Inventory and Regional Bicycle System Master Study**

This project includes an inventory of existing and currently planned bicycle facilities in the seven county Twin Cities metropolitan area, followed by a Regional Bicycle System Master Study that will include



*Figure 12-1: Non-motorized travel modes will play an important role in the region.*







an analysis of existing conditions, connectivity and levels of use of the bikeway system with a special emphasis on connectivity to regional transitways and major travel generators.

**Coordinated Action Plan for Public Transit and Human Services Update**

In 2010 and 2011, the Council is updating the Plan to establish goals, strategies and criteria for delivering efficient, coordinated services to elderly, underemployed or otherwise financially disadvantaged persons and persons with disabilities. The Council will work with regional transportation agencies, human service agencies, and Mn/DOT to update the information in the existing plan, adopted in 2007. This Plan will be used to direct future funding solicitations for FTA Job Access and Reverse Commute (JARC) and New Freedom program funding in 2012 and 2014.

**Evaluation of Active Traffic Management (ATM) Applications**

The region has and will be implementing many ATM strategies in the I-35W South (UPA) and I-94 (between the two downtowns) corridors. While there is European data on the effectiveness of ATM strategies, there is little documentation on the North American experience and effectiveness. Comprehensive before and after studies should be carried out in these corridors to assess the costs and benefit of ATM applications both with and without a managed lane component. This evaluation will also provide input to the on-going regional Congestion Management Process.

**Use of Additional Federal Transportation Funds**

Congress typically passes a transportation authorization bill every six years. The most recent bill expired in 2009 so a new transportation bill is expected at some future point. Since 1991, every new federal transportation authorization bill has increased the level of funds available for the regional solicitation. Some comments received during the MHSIS outreach suggested that additional federal funds received by the region should be used to support larger highway projects than are possible given the current \$7 M regional solicitation cap. The Council proposes to work with the TAC and TAB to evaluate a modified or parallel solicitation for larger highway projects, while still attempting to provide the highest system-wide benefit at the lowest cost. This analysis will begin once a new Transportation Act is passed, reflecting the specific requirements of the bill.


**Evaluation of Regional Solicitation Criteria**

This Policy Plan sets a new direction and vision for the expenditure of funds on the Metropolitan Highway System emphasizing ATM applications, lower-cost / high-benefit projects and the implementation of managed lanes system-wide. It emphasizes that investments on the non-freeway trunk highway system sought by local entities should also be consistent with the policy direction of this plan. However, the Regional Solicitation for highway projects to date has to a large degree emphasized funding for expansion. This policy direction should be revisited to ensure that, in accordance with this plan and federal policy, adequate preservation investments are being made on the federally eligible highway system. The Transit chapter also emphasizes system preservation as the top priority, with additional revenue (when available) used to expand the bus system and grow the system of bus and rail



*Figure 12-2: The UPA is one example of congestion management.*





transitways. The Council and TAB/TAC should work to evaluate the regional solicitation criteria for all funding categories and determine whether the existing criteria and evaluation process adequately emphasizes the policies articulated in this plan and if needed, recommend modifications to the criteria and process. The recommendations will most likely be incorporated into the solicitation beginning in 2012 for funds awarded in 2017 and 2018.

### **Managed Lane Implementation Policy and Design Issues**

The managed/priced lane system development will reach a new level of implementation with the adoption of this plan. In the past, a number of policy issues have been addressed on a project-by-project basis as the I-394 and I-35W MnPASS lanes were implemented. For example, the distribution of MnPASS revenue and daily operational parameters differs between the existing projects. Another policy issue that must be addressed relates to the treatment of two-person high-occupancy vehicles. Currently these vehicles travel in the MnPASS lanes without paying a fee. As the MnPASS lanes become more congested in the future, this policy should be reevaluated to determine the appropriate treatment of these vehicles. In addition, there are managed lane design issues that directly impact transit operations and the efficiency of managed lanes for transit. As managed lane projects move toward implementation, the Council/Metro Transit and Mn/DOT must work together to assure that the lane designs provide the best advantage for transit operations. The issues enumerated above should be addressed by a joint work group and study by the Council and Mn/DOT.

### **Evaluation of RALF to Help Implement the New Transportation Policy Plan**

The RALF program has existed in relatively the same form since it was established in 1982. TPP Policy 7b supports the use of RALF funds for projects that are consistent with the policy direction of this plan. There is a need to evaluate the RALF program policies and procedures and make any necessary changes to help implement the new policy direction. The Council, working with Mn/DOT and the TAC/TAB, will review the RALF program and make recommendations for needed changes.

### **Metro District Freight Study**

Mn/DOT and the Council are working with USDOT's Volpe National Transportation Systems Center on a metropolitan freight study. This will strengthen the ability of Mn/DOT and Metro Council to address the highest priority freight issues in the state's major metropolitan region, by bringing freight planning more fully into on-going statewide and metropolitan planning processes and by promoting institutional arrangements that match the complexity of and funding requirements for an efficient regional freight system.

### **Evaluation of Methods and Technology Applications for Monitoring System Aircraft Activity**

The Council is committed to improving aviation system data and forecasts. Not all airports have air traffic control towers to document aircraft operational activity, nor are all air traffic control towers open 24 hours per day. Activity is usually estimated using number of operations per based aircraft, but this methodology should be re-examined to take advantage of newer technology, such as a video imaging or a multi-latera-

tion system. The Council proposes to work through the TAC Aviation Technical Task Force to prepare an evaluation and assess steps for improving data and forecasts before the next system plan update.

## **Studies to be Conducted by Other Agencies, with Council Participation**

### **Mode and Alignment Studies - as recommended in Transit Chapter**

#### **Interregional Corridor System Review – Mn/DOT lead**

The Interregional Corridor System is a priority network of trunk highways designed to provide safe and timely travel connections between the major trade centers and regions of the state. As such, it supports the continued economic vitality/competitiveness of the state in the changing global economy, serves both people and freight, and connects to or accommodates other modes of transportation. The system was established over ten years ago and was designed to help guide priority highway investments and management efforts. Mn/DOT is currently reviewing the system to determine whether modifications to the network itself or the measures and targets used to evaluate its performance should be considered in light of current trends and conditions in transportation and the future outlook for Minnesota's economy and livability. This work will be completed in approximately a year. Any proposed changes to the system will be formally considered in the next update of Mn/DOT's 20 Year Highway Investment Plan.

#### **Reassess Trunk Highway Non-Freeway Principal and "A" Minor Arterial Plans – Mn/DOT lead**

Mn/DOT, working with the Council and TAC/TAB will develop a process to reassess the policy guidance and plans for improvement to these trunk highways. This work will begin once Mn/DOT Central Office has completed the IRC Study (noted above). The intent is to develop lower-cost approaches to manage and improve these trunk highways consistent with Council and Mn/DOT plans.

#### **MSP Long-term Comprehensive Plan Environmental Assessment – Traffic Analysis**

The Council indicated in its review of the MSP 2030 LTCP that "The MAC shall continue to work with all appropriate agencies to implement the I-494/34th Ave, and TH5/Glumack Drive – TH5/Post Rd. interchange modifications included in the 2030 Concept Plan, including preliminary environmental scoping and analysis, since these proposed modifications are not included in the region's fiscally-constrained 2030 highway plan." MAC, MnDOT and city of Bloomington have recently agreed to share the cost of further work on traffic forecasting and concept development for these interchanges. The LTCP environmental work is estimated to take up to two years to complete.