2027 UNIFIED PLANNING WORK PROGRAM

Federally Funded Transportation Planning in the Twin Cities Metropolitan Area

METROPOLITAN COUNCIL

DRAFT – June 2026

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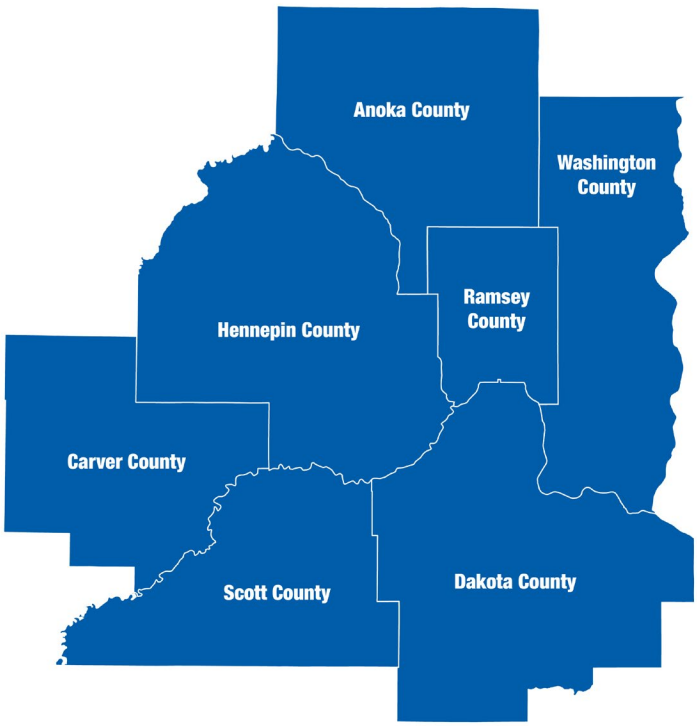

The Metropolitan Council is the regional planning organization for the seven-county Twin Cities area. The Met Council operates the regional bus and rail system, collects and treats wastewater, coordinates regional water resources, plans and helps fund regional parks, and administers federal funds that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

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I. INTRODUCTION TO THE UNIFIED PLANNING WORK PROGRAM

The Metropolitan Council serves as the Metropolitan Planning Organization (MPO) for the Twin Cities region and facilitates the cooperative, continuing, and comprehensive (3-C) transportation planning process for the region. The Metropolitan Council's jurisdiction includes the seven counties surrounding the core cities of Minneapolis and Saint Paul, including Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington counties. In addition, the 2020 Census identified developed areas of Wright and Sherburne counties, primarily along the I-94 and U.S. Highway 10 corridors, to also be included in the urbanized area (UZA) for transportation planning purposes, even though these areas are not otherwise part of the Metropolitan Council's jurisdiction. Due to changes in the 2020 census definition of urbanized areas, a small portion of Houlton, Wisconsin which was part of the urbanized area under the 2010 census, is no longer included. A map depicting the MPO boundaries is shown in **Figure 1**.

What is the Unified Planning Work Program?

The Unified Planning Work Program (UPWP) is a description and documentation of transportation and transportation-related planning activities in the Twin Cities metropolitan area for calendar year 2027. The 2027 UPWP serves as the Metropolitan Council's application to the US Department of Transportation for transportation planning funds. The projects in which the Metropolitan Council participates are outlined with staff hours and consultant costs to detail how the federal transportation planning money will be spent. All federal transportation planning funds must be "matched" with at least a 20 percent local contribution, which is also detailed in this document. For more information on how the UPWP is used in the context of the activities of the Metropolitan Council, please reference the Transportation Planning and Programming Guide.

Who is involved?

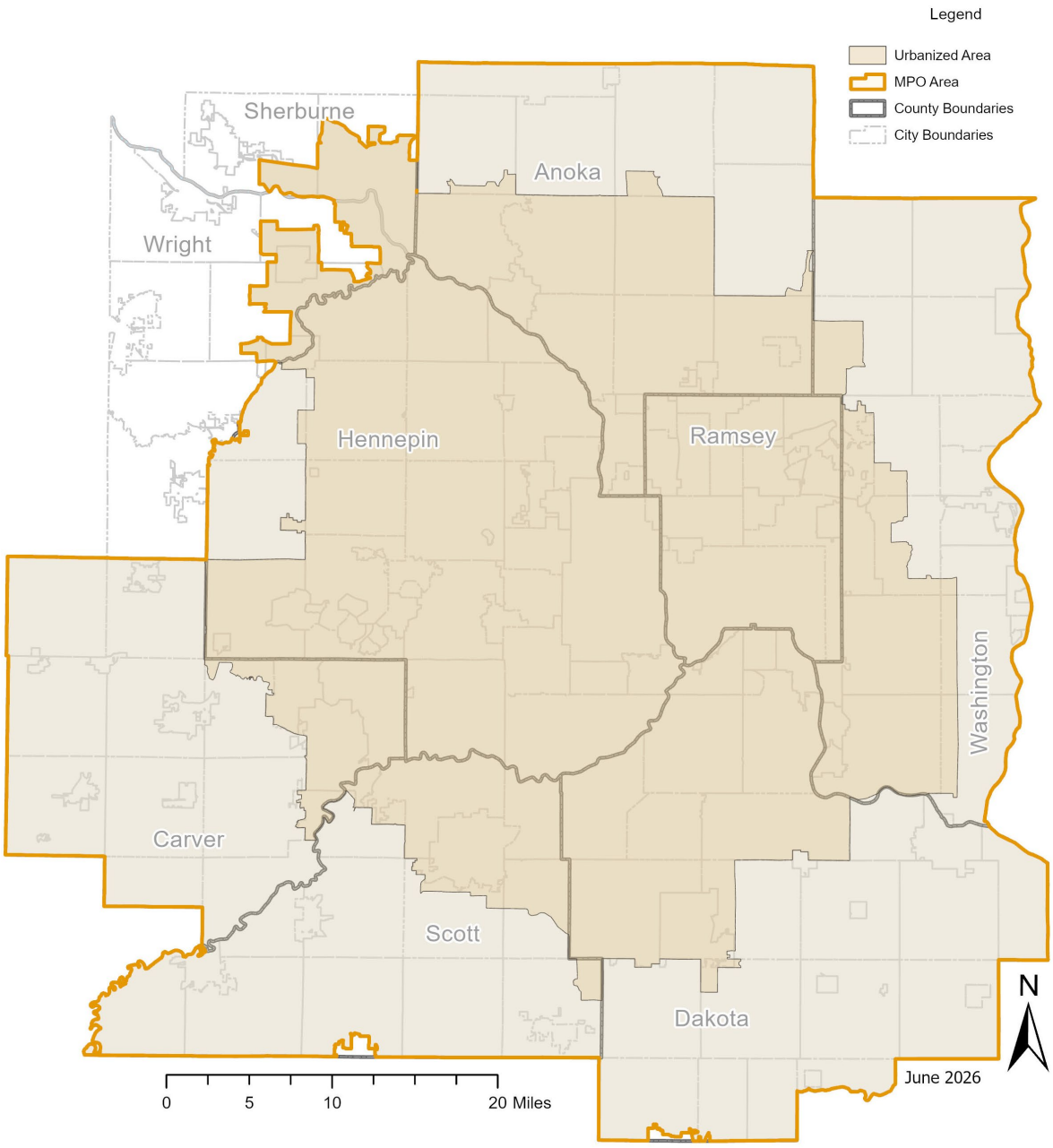
The participants in the UPWP include three agencies: the Metropolitan Council (Council), the Minnesota Department of Transportation (MnDOT) and the Minnesota Pollution Control Agency (MPCA). The Metropolitan Airports Commission (MAC) also participates in regional planning activities that are not covered under the federal planning grant funding but may be referenced within the UPWP.

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

Participants in the transportation planning process include the Metropolitan Council (including Metro Transit); the Minnesota Department of Transportation (MnDOT); the Minnesota Pollution Control Agency (MPCA); regional transit operators (in addition to Metro Transit); tribal governments and representatives; local elected (city/county/township) officials and staff; the Metropolitan Airports Commission (MAC); residents of the region; and the U.S. Department of Transportation (US DOT), including Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

Transportation agency staff from the agencies, counties, and cities are involved in the technical- and policy-making process through the Technical Advisory Committee (TAC), which advises the Transportation Advisory Board (TAB). Other subcommittees and task forces of the TAC deal with specific transportation issues. Refer to Figure 3 in the Transportation Planning and Programming Guide for a flowchart that delineates transportation committees of the TAB and TAC involved in the 3-C (continuing, comprehensive, cooperative) transportation planning process.

Figure 1: Metropolitan Council's MPO Planning Area Boundary



The Metropolitan Council is committed to a proactive, effective public participation process, and uses a variety of internal and external strategies, including newsletters, e-mail, information posted on the Council's website, an online forum, media relations, social media, community meetings, public hearings, and public information campaigns. These public participation strategies help keep the public and stakeholders informed as the Council carries out the programmed work program activities. The Transportation Public Participation Plan, adopted in 2022, is used to inform the engagement and

outreach activities for the region's long-range transportation plan, the 2050 Transportation Policy Plan (TPP), and other ongoing planning studies.

Relationship to Partner Agencies' Work

In the spirit of a cooperative, continuing, and comprehensive transportation planning process, the Council regularly engages with state, local, and community partners to coordinate work activities and tasks. This ensures the MPO efforts contribute to an efficient and effective transportation system for all users. The key relationships between partners and Council's work products are shown in **Table 1**.

Table 1: Relationship to Partner Agencies' Work

Partner	Key Activities
U.S. Department of Transportation, including FHWA and FTA	• Authorize federal planning funds. • Conduct Transportation Management Area Certification Reviews. • Approve UPWP and amendments. • Review/comment on Transportation Policy Plan, TIP, and amendments. • Provide technical transportation planning guidance and assistance in interpreting federal MPO planning regulations.
Minnesota Department of Transportation	• Participate in planning processes, committees, and studies. • Administer and oversee federal planning funds. • Provide Transportation Improvement Program revenue assumptions, coordination, and monitoring. • Participate in Regional Solicitation to award funding to local projects. • Collaborate and coordinate on corridor-specific efforts.
Minnesota Pollution Control Agency	• Participate in planning processes, committees, and studies. • Air quality monitoring coordination. • Participate in Regional Solicitation to award funding to local projects.
Metropolitan Airports Commission	• Participate in planning processes, committees, and studies.
Local agencies	• Participate in planning processes, committees, and studies. • Participate in Regional Solicitation to award funding to local projects. • Communicate with MnDOT and Council staff on TIP projects. • Collaborate and coordinate on corridor-specific efforts. • Implement land use policies that support transportation investments.
Transit providers	• Participate in planning processes, committees, and studies. • Participate in Regional Solicitation to award funding to local projects. • Collaborate and coordinate on corridor-specific efforts. • Plan and implement transit improvements.
Community organizations & general public	• Participate in planning processes, committees, and studies to provide feedback on issues, needs, priorities, and opportunities.

Status of Metropolitan Council Planning Documents

The Council maintains and keeps current MPO-required planning, procedure, and process documents. The most recent status of each document (as of July 2026) is shown in **Table 2.**

Table 2: Status of Required MPO Documents

Product	Action/Date
2050 Regional Development Guide, Imagine 2050	Adopted February 2025
2050 Transportation Policy Plan	Adopted February 2025
2050 Aviation System Plan (included in TPP)	Adopted February 2026
2027-2030 Transportation Improvement Program	Adoption anticipated November 2026
Transportation Public Participation Plan	Adopted July 2022, update anticipated in 2027
Congestion Management Process Policies & Procedures Document	Completed 2022; process ongoing
Public Transit-Human Services Transportation Coordinated Plan	Adoption of update anticipated in 2027
Title VI Plan	Adopted December 2025

2026 Year in Review

Major Accomplishments

Major activities accomplished in 2026 include:

- Completed the Regional Solicitation Evaluation consultant project and distributed a final report to stakeholders.
- Released the 2026 Regional Solicitation applications for public comment, made changes based on these public comments, and received approvals to release the applications as part of a call for projects in May.
- Released first Active Transportation Solicitation for applications in May.
- Built, tested, and implemented a new software program for the Regional Solicitation application input, scoring, and project tracking.
- Convened volunteer scoring committees to score and rank Regional Solicitation submittals.
- Developed and evaluated Regional Solicitation funding options for TAB's consideration based on connections to regional goals.
- Produced and adopted the 2027-2030 Transportation Improvement Program.
- Amended the 2050 Transportation Policy Plan for transit projects METRO Bronze, J, and K Lines.
- Adopted the 2050 Aviation System Plan update.
- Conducted dozens of trainings on transportation topics for local partners to aid in the development of 2050 local comprehensive plans.
- Completed the Evaluation of Forecast Accuracy and Robustness Study.
- Completed the Phase 1 study for the Regional Sidewalk Dataset Study.
- Completed the Regional Microtransit Policy Study in February.

- Completed validation and adoption of the ActivitySim model.
- Conducted data collection for the 2026 Household Travel Survey (Our Daily Trips).
- Completed the Midtown Greenway Bicycle/Pedestrian Trail Expansion Planning Study.
- Completed a metro-wide update of the roadway functional classification system in coordination with MnDOT.
- Updated the CMP online dashboard to reflect more recent data.

Work Continuing from 2026

Many major planning studies require multiple years to complete and carry through multiple UPWPs. For example, the Regional Solicitation Evaluation began work in late 2023, continued through 2024 and 2025, and will conclude in early 2026, spanning four UPWP documents. These ongoing studies are described under the appropriate work activities areas within this document and are listed in ***Appendix A. Federally Funded Consultant Supported Study Descriptions***, along with planned new studies to be initiated during 2027. Consultant studies that began in, or prior to, 2026 and that will carry into 2027 are shown in **Table 3.**

Table 3: Work Continuing from 2026 into 2027

Product	Estimated/Actual Start
Outreach & Engagement Services for Transportation Studies	Ongoing since 2022
Integrating Travel Demand Management into Highway Planning Processes	Q2 2026
Metropolitan Highway System Harms, Impacts, & Mitigation Priorities	Q4 2024
Public Transit-Human Services Transportation Coordinated Plan	Q1 2027
Regional Sidewalk Dataset Study	Phase 1 Q4 2025; Phase 2 Q1 2027
Complete Streets Local Implementation Guide	Q2 2026
Safer Connections to Transit Study	Q2 2026
Bicycle & Pedestrian Demand Estimation Tool	Q4 2025
Community Assessment & Engagement Guide	Q3 2026
Travel Forecasting Model Updates	Ongoing
Transportation Research Program	Ongoing
Congestion Management Process Pilot Corridor Analysis	Q4 2024

II. TRANSPORTATION PLANNING FUNDING

Establishing Funding Levels

The Council's federal transportation planning funds, known as the Consolidated Planning Grant or CPG, come from both the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The Minnesota Department of Transportation (MnDOT) administers these funds and provides oversight of the contract and spending of the funds. In 2026, the Council is eligible to receive approximately $5.8 million in federal CPG funds, which must be "matched" at a rate of at least 20 percent with non-federal funds as shown in **Figure 2**.

The Council typically budgets matching funds that exceed the required 20 percent local match due to the planning needs identified by our regional partners and the public. Each year, the Council will first spend federal CPG funds at an 80 percent to 20 percent ratio until all federal funds are expended. After that point in the year all activities are funded 100 percent with the remaining local over-match funds programmed for the year.

Figure 22: 2027 Federal UPWP Budget Sources

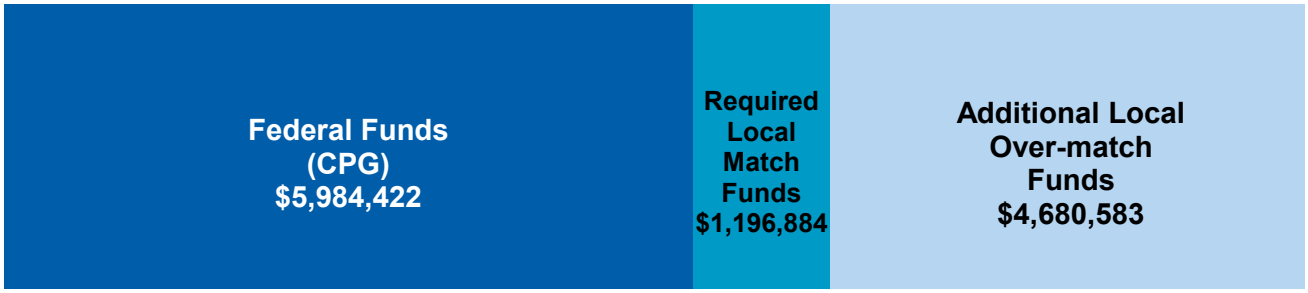


Table 4 shows total staff salary and benefit costs, consultant study costs, and overhead and expenses for each task within the UPWP eligible for federal funding.

Table 4: 2027 Federally eligible UPWP Budget by Work Activity

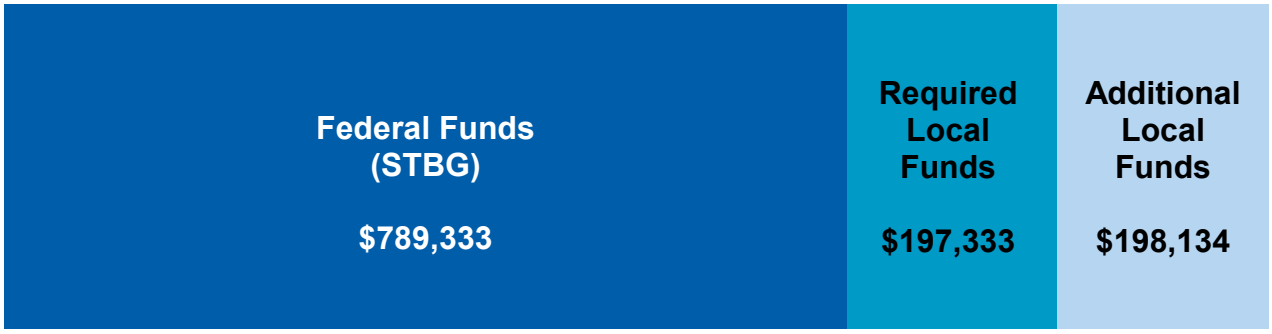
Task	Staff Weeks	Salary & Benefit Cost	Consultant Study Cost	Overhead & Expenses	Total Cost
A. Planning & Programming Process	429	$1,476,844	$400,000	$1,345,343	$3,222,187
B. Modal System Planning	475	$1,529,194	$1,185,000	$1,225,008	$3,939,202
C. Long-Range System Planning	345	$1,157,330	$100,000	$929,321	$2,186,651
D. Research & Travel Forecasting	332	$854,467	$290,000	$689,610	$1,834,077
E. Short-Range Planning & Monitoring	137	$371,643	$10,000	$298,129	$679,772
Total Eligible for Federal Funding	**1,716**	**$5,389,478**	**$1,985,000**	**4,487,411**	**$11,861,889**

Travel Behavior Inventory Funding

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

The 2026 TBI budget utilizing these sources is shown in **Figure 3.** Previously, $1,170,000 in federal funds awarded to the TBI from the 2018 Regional Solicitation and MnDOT and $1,466,000 from the 2022 Regional Solicitation and MnDOT have been transferred into an FTA grant to be administered by the Council. In 2026, $2,100,000 will be transferred from the 2024 solicitation. These funds will be used for the 2026 and 2028 household surveys, the 2028 transit on-board survey and other forecasting and survey work. These funds, along with matching funds provided by the Council, will be shown in the 2027, 2028, 2029, 2030, and 2031 UPWP budgets when planned for expenditure.

Figure 3: 2027 Travel Behavior Inventory Funding Sources



Note: The 2025 TBI funds reflect federal funding sources received from the 2018 and 2022 Regional Solicitations and MnDOT, along with Council local matching funds.

Table 5: 2027 Travel Behavior Inventory Program Budget

Task	Consultant Study Cost	Total Cost
Travel Behavior Inventory Program (D-1)	$1,184,800	$1,184,800

Required Financial Statements & Disclosures

Allocation of Federal Funds

Since 2002 the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) funds have come to the Metropolitan Council in the form of a “Consolidated Planning Grant” (CPG) which recognizes the intermodal nature of urban transportation and allows flexibility in planning for issues that frequently result in multimodal solutions. CPG funds are not used for aviation planning, which is funded almost entirely with non-federal dollars. The exception to this would be periodic special studies funded by Federal Aviation Administration (FAA) grants, which may occur pending funding availability. These activities are referenced in some Work Activities in the 2027 UPWP to illustrate the full work completed by the Metropolitan Council; however, the money spent on these activities is excluded from federal funding as shown in the budget table.

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

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

Metropolitan Council Cost Allocation Plan

Indirect costs budgeted in the Unified Planning Work Program for the Metropolitan Council activities were developed in accordance with the Metropolitan Council’s cost allocation plan. The cost allocation plan is in accordance with the provisions of 2 CFR 200. The Metropolitan Council’s cognizant agency is the US Department of Transportation, Federal Transit Administration. The Metropolitan Council annually submits a cost allocation plan. The 2027 UPWP budget reflects a planned cost allocation rate of 100% which is lower than the current rate of 170.24% approved by the FTA for use in 2026. The 2027 approved rate will be used if lower than the planned 100% rate.

Local Support

The local match shown with the activity descriptions in the following sections refer to dollar contributions of the Metropolitan Council to provide at least a 20 percent local match to the federal CPG grant, as required. The UPWP budget does not include the contributions made by counties, cities, and other agencies that regularly participate in the 3-C process through the TAB and TAC advisory committees. Staff, elected officials, and citizen members of the TAB and TAC committees are more than 150 persons, most of whom meet monthly in regular committee working sessions. Such representatives put in additional hours responding to written material prepared for their review and response. It is impossible to accurately calculate the hundreds of thousands of local dollars thus contributed to state and federal transportation planning and federal funds programming 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.

III. WORK ACTIVITIES

Determining Planning Priorities

The Council annually assesses the available funding, the goals of the TPP, and regional priorities to determine the planning tasks and studies that are needed and will be funded for the year.

Many of the tasks are required by federal law and are continuous and ongoing. Such activities include the TAB/TAC committee process (A-1) and the creation of the region's annual Transportation Improvement Program (A-2). Other tasks and many of the studies in this UPWP work towards and stem from the goals, objectives, policies and actions articulated within the 2050 TPP. The 2050 TPP and its Work Program chapter was informed by extensive review and input from local agency partners and policy makers, which provided direction to the Council on the most pressing regional transportation issues and topics to be studied to inform future updates to regional planning and policy. This cycle of planning, study identification, conducting planning work, learning, development of recommendations, and implementation between the TPP to UPWP is part of the continuous process of regional transportation planning.

Federal Planning Factors

The UPWP contains activities to assist in the implementation of provisions contained in surface transportation legislation. The most current federal authorizing legislation is the Infrastructure Investment and Jobs Act (IIJA), which builds upon previous legislation entitled Fixing America's Surface Transportation Act (FAST Act). This Act identified ten planning factors to be considered by MPO's in developing plans and programs and are reflected in the various tasks and activities within the UPWP which are reflected in the work activities described in this document.

Planning Studies

The Council regularly completes special planning studies based on issues and work identified during the TPP update process as needing additional analysis, study, and policy or investment direction development. Most planned consultant studies are first identified in the adopted TPP Work Program chapter. Candidate UPWP studies are then brought to the TAB and its technical committees and working groups as well as other stakeholders at the beginning of the development of the UPWP for input and feedback. Activities are primarily scheduled for a particular year based on the urgency in which they need to be completed for the Council to meet its requirements as an MPO and for the work to inform scheduled regional planning and investment processes (i.e., TPP, Regional Solicitation). For 2027, new planning studies were identified from the 2050 TPP Work Program and based on input and coordination with key stakeholders and committees.

UPWP Organization

The Council's five transportation planning Work Activities are directly linked to the goals of the Imagine 2050 and the 2050 Transportation Policy Plan (TPP) and are consistent with requirements in federal law. The five Work Activities include the following as described in this section:

A. Planning & Programming Processes
B. Modal System Planning
C. Long-Range System Planning
D. Travel Research & Modeling
E. Short-Range Planning & Performance Monitoring

Each Work Activity includes a table with the activity and summary of staff time (in weeks), consultant costs, estimated expenditures, and total cost for identified projects. Each task includes a description of the purpose of the work, the activities that will be performed, and major work products and deliverables.

A. Planning & Programming Processes

Overview

The tasks and activities in this section support the management of the Metropolitan Planning Organization (MPO) functions including the work of the Council and Transportation Advisory Board (TAB), the creation of the annual Transportation Improvement Program (TIP) and UPWP, and the Regional Solicitation. This task focuses on engaging with and receiving input from regional partners to better connect regional transportation policies and investments to achieve the outcomes and goals of Imagine 2050 and the 2050 Transportation Policy Plan.

Planning And Programming Process Expenditures

Activity A. Planning & Programming Processes	2027 Total
Consultant Studies	$400,000
Review of the 2026 Regional Solicitation	$200,000
Community Assessment & Engagement Guide	$100,000
Outreach & Engagement Services for Transportation Studies	$100,000
Operating Costs	$2,822,187
Staff Weeks	429 Weeks
Salary & Benefit Cost	$1,476,844
Overhead & Expenses	$1,345,343
Activity A Subtotal	$3,222,187

Task A-1: Planning Program Processes

Purpose

The Council provides planning and administrative support to the metropolitan transportation planning process of the Council, TAB, TAB's Technical Advisory Committee (TAC) (including Planning and Funding & Programming sub-committees), and others pursuant to state and federal statutes and regulations. The process is required under federal law to certify the region for continued federal transportation funding. For specific information on the TAB, TAC, or Council Transportation Committee meetings, go to https://metrocouncil.org/Council-Meetings/Committees.aspx. Details on roles and responsibilities are further spelled out in the Transportation Planning and Programming Guide.

Activities

Regional Transportation Decision Making

- Provide a forum and input process for regional transportation decision making and review of plans and programs for all transportation modes.
- Host monthly meetings of the TAB, TAC and its subcommittees as follows: TAB meeting on the third Wednesday, TAC meeting on the first Wednesday, TAC Planning meeting on the second Thursday, TAC Funding and Programming meeting on the third Thursday and the modal Work Groups meeting on an as needed basis. Meeting days are subject to change.
- Draft action items and move them through the regional transportation planning process, with recommendation actions by the Transportation Advisory Board (TAB) and its Technical Advisory Committee (TAC), followed, when necessary, by action from the Council's Transportation Committee and full Council.
- Provide support, training, background, and information on the upcoming meetings and related decision-making to the Council members, TAB members, and other regional policy makers.
- Review and update the TAB and TAC bylaws and policies and the Planning and Programming Guide as needed.
- Update the Metropolitan Planning Organization MOU between the Met Council and MnDOT.
- Update the Planning and Programming Guide.

Unified Planning Work Program (UPWP)

- Prepare the annual UPWP in cooperation with key stakeholders.
- Provide quarterly reports on the progress of activities outlined in the UPWP.

Coordination & Training

- Attend quarterly statewide MPO Directors' meetings and the annual Minnesota MPO workshop.
- Participate in the Association of Metropolitan Planning Organizations' committees, peer reviews, trainings, conferences, and other opportunities as necessary and relevant.

Major Products

Product	Completion Date
TAB, TAC (including subcommittees), and Council Committee Agendas, Minutes, Reports	Monthly
Update TAB and TAC Bylaws and Policies, Planning and Programming Guide	As needed
Training/background sessions for TAB and Council members	As needed
Audited (Consolidated Planning Grant) Fund Statements	April 2027
Annual Update of Title VI and DBE Goals	July 2027
2028 Unified Planning Work Program	October 2027
UPWP Progress Reports to MnDOT/FHWA	Quarterly
UPWP Midyear Monitoring Meeting	Q2/Q3 (annually)
Updated Metropolitan Planning Organization MOU between the Met Council and MnDOT	Q4 2027
Updated Planning and Programming Guide	Q4 2027

Task A-2: Transportation Improvement Program Development & Management

Purpose

Federal law requires preparation and approval of the four-year Transportation Improvement Program (TIP), inclusive of the spending of all federal funds on projects within the region. The Council prepares a TIP each year for review by TAB and approval by the Council.

Activities

Transportation Improvement Program Development

- Prepare the draft 2028-2031 Transportation Improvement Program (TIP).
- Facilitate and host a public comment and review process for the draft TIP.
- Incorporate public and stakeholder comments and adopt the 2028-2031 TIP.
- Prepare the Annual Listing of Obligated Projects showing projects with federal funds obligated in the previous fiscal year (2027).
- Develop static and dynamic maps showing the location and pertinent information of projects within the current and future TIPs. These maps are prepared for print and online display.

Transportation Improvement Program Management

- Review and process requests for TIP amendments and administrative modifications.

Major Products

Product	Completion Date
Draft 2028-2031 TIP	June 2027
TIP Public Comment Report	August 2027
Final 2028-2031 TIP	September 2027
2027 Annual Listing of Obligated Projects	October 2027
Online TIP Map	Q4 (annually)
TIP amendments and administrative modifications	As needed

Task A-3: Regional Solicitation

Purpose

The Regional Solicitation is a competitive funding process to select transportation projects that advance the goals of Imagine 2050 and the 2050 Transportation Policy Plan. The Regional Solicitation includes federal funds (Surface Transportation Block Grant Program; Congestion Mitigation and Air Quality Program; Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation; and Carbon Reduction Program) and regional active transportation sales tax funds. The Council also approves the Highway Safety Improvement Program (HSIP) projects, but the solicitation for those funds is administered by MnDOT.

In 2026, the Regional Solicitation Evaluation project was completed, resulting in the alignment of project selection categories, criteria, and scoring measures with Imagine 2050 and the 2050 TPP. The Council will award funds in early 2027 using the updated process.

Activities

Regional Solicitation

- Select Regional Solicitation Projects in early 2027, primarily for program years 2030 and 2031.
- Serve on the scoring committee for HSIP projects and bring project funding recommendations through the committee process.
- Complete review of the new structure and measures after projects selection for the 2026 Regional Solicitation cycle.
- Begin preparation of the 2028 Regional Solicitation.

Selected Project Management

- Showcase successes of completed projects funded through the Regional Solicitation.
- Update online mapping tool and database of past funded projects.
- Update Data Atlas online tool with updated regional datasets.
- Manage the projects selected through the Regional Solicitation process including review of scope change requests to determine whether they are administrative, informal or formal changes, and coordinating and meeting with project sponsors and grants management staff at the Council, MnDOT State Aid, and Metro Transit to discuss scope and funding changes and program year extensions.

Major Products

Product	Completion Date
Regional Solicitation 2030-2031 Projects Selection (including HSIP projects)	Q1 2027
Update Data Atlas	Q1 2027
Update Online Mapping Tool of Funded Projects	Q4 (annually)
Review of the 2026 Regional Solicitation	Q4 2027

Task A-4: Planning Process Outreach & Engagement

Purpose

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

Activities

Public Engagement Plan Management

- Update the Metropolitan Council Public Engagement Plan and Transportation Addendum to address recommendations from the 2024 Met Council federal certification review.

Annual Public Comment Periods

- Annual TIP update public comment process, including hosting public meetings, comment response development, and a written public comment report.
- Annual UPWP public engagement process and public comment.
- TPP, TIP, UPWP, and other process amendments and public comment processes as needed.

Outreach & Engagement Services for Transportation Studies

- Continue developing the Community Assessment & Engagement Guide to support local agency staff and policy makers in transportation planning and decision-making processes.
- Identify supplemental community engagement needs for transportation studies and efforts.
- Develop and execute work orders for the Outreach & Engagement Services for Transportation Studies Master Contract.

Major Products

Product	Completion Date
TIP, UPWP, and TPP public comment processes	As needed
Council Public Engagement Plan and Transportation Addendum	Q4 2027
Community Assessment & Engagement Guide	Q4 2027
Execute Outreach & Engagement Services for Transportation Studies work orders	As needed

B. Modal System Planning

Overview

Metropolitan Council staff work closely with MnDOT and regional partners to plan and invest in all modes of transportation within the regional transportation system. The tasks and planning activities within this section are meant to connect the region's transportation investment philosophy, direction, and priorities for each mode toward achieving the adopted outcomes of Imagine 2050 and the 2050 Transportation Policy Plan.

Modal System Planning Expenditures

Consultant Studies	$1,185,000
Metropolitan Highway System Harms, Impacts, & Mitigation Priorities Study	$185,000
Integrating Travel Demand Management into Highway Planning Processes	$115,000
Managed Lane System Study, Phase 4	$125,000
Modernizing Existing Interchanges Study	$250,000
Public Transit-Human Services Transportation Coordinated Plan	$5,000
Safety Plan Updates & Implementation	$50,000
Regional Transit System Vision Update	$25,000
Regional Sidewalk Dataset Study, Phase 2	$10,000
Safer Connections to Transit Study	$50,000
Bicycle & Pedestrian Demand Estimation Tool	$95,000
Complete Streets Local Implementation Guide	$275,000
Operating Costs	$2,754,202
Staff Weeks	475 weeks
Salary & Benefit Cost	$1,529,194
Overhead & Expenses	$1,225,008
Activity B Subtotal	$3,939,202

Task B-1: Highway Planning

Purpose

To work with agency partners to plan a regional highway system that is consistent with the goals and objectives in the 2050 Transportation Policy Plan and to lead and participate in regional studies that inform highway investment decisions.

Activities

Highway Planning Coordination

- Work with MnDOT staff on the Preliminary Interchange Approval Process to review proposed interchange locations and approve those consistent with the 2050 Transportation Policy Plan; engage internal and external stakeholders to update this approval process.
- Review and approve, as necessary, functional classification change requests.
- Complete Metro Freeway Project Approvals as necessary for new freeways in the region.
- Participate in highway corridor studies and interchange work that guide investments to improve mobility and safety for all users.

Highway Planning Management

- Develop and track approved highway performance measures.
- Participate in the development of MnDOT's Capital Highway Investment Plan (CHIP).

Highway Planning Studies

- Council staff will lead system studies and contribute to corridor studies or statewide efforts led by partner agencies.
- Continue work on the consultant study, Integrating Travel Demand Management into Highway Project Development Project, to create tools and resources for considering TDM in different project development phases from planning to post-construction.
- Continue work on the consultant study, Metropolitan Highway System Harms, Impacts and Mitigation Priorities Study, started in 2024.
- Continue joint work with MnDOT on the Managed Lane Vision and System Study, Phase 4.
- Continue work on the consultant study Modernizing Existing Interchanges Study.
- Begin work on the consultant study Safety Plan Updates and Implementation.

Major Products

Product	Completion Date
Preliminary Interchange Approvals	As Needed
Update Preliminary Approval Process	Q4 2027
Functional Classification Review and Update	As Needed
Metro Freeway Project Approvals	As Needed
Integrating Travel Demand Management into Highway Planning Processes	Q2 2027
Metropolitan Highway System Harms, Impacts and Mitigation Priorities Study	Q4 2027
Managed Lane System Study, Phase 4	Q4 2027
Modernizing Existing Interchanges Study	Q1 2029
Safety Plan Updates and Implementation	Q3 2028

Task B-2: Freight Planning

Purpose

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

Activities

Freight Planning Coordination

- Represent the Council on the Minnesota Freight Advisory Committee (MFAC).
- Support MnDOT and the University of Minnesota, Center for Transportation Studies in planning the Annual Freight & Logistics Symposium program.
- Coordinate with MnDOT on regional and state freight policy directives and Metro Freight Initiative strategies implementation.
- Support the development and implementation of MnDOT freight-related plans, studies, and other events or activities.
- Provide technical assistance to MnDOT in freight project programming and selection processes.
- Conduct technical research and peer region assessments on freight trends or planning initiatives that could inform regional plans and policies.
- Manage the process for updating Regional Truck Freight Corridors.

No major products in 2027.

Task B-3: Transit Planning

Purpose

The Council works with partners to plan and implement a regional transit system that is consistent with the goals, objectives, and policies in Imagine 2050 and the 2050 TPP. This work includes conducting short-, mid-, and long-range regional transit studies, policy, and planning activities that inform and evaluate transit corridor and transit system implementation activities for the whole region. The Council also coordinates with transit providers and regional partners on corridor-specific work to ensure consistency with regional system planning and development.

Activities

Transit Planning Coordination

- Facilitate the Transit Planning Technical Working Group to discuss transit elements of the transportation planning process with regional technical experts.
- Provide technical expertise on transit planning and regional policy for coordination with other planning efforts, including corridor, system, and community planning.
- Participate in and support transit provider service planning efforts. Coordinate major outcomes with the TPP Transit Investment Plan, as needed.
- Participate in transitway studies or transit area studies that evaluate and/or prioritize transit improvements for recommended implementation, typically on a corridor or sub-regional level for the following: Route 757 Transit Study, Highway 169 Bus Rapid Transit Study, METRO L Line, and Franklin/Grand/3rd.
- Participate in ongoing work for transitway corridor development including environmental review, station-area planning, and other implementation-related planning work for the following corridors: Blue Line Extension, Gold Line Extension, Bronze Line, J & K lines.
- Participate in corridor studies for intercity passenger rail, including environmental review, engineering, and other implementation-related planning work, as needed.
- Convene discussions with transit providers and local government stakeholders about potential future analysis of regional park-and-ride facility needs and reuse opportunities.

Transit Planning Management

- Develop technical planning resources and planning guidance to help implementation of regional plans by transit agencies and other implementing partners.
- Update the 2050 TPP Transit Design and Performance Guidelines to incorporate results of ongoing planning studies, analysis, and policy coordination with regional transit providers.
- Consult with partners to identify regional transit planning studies that would inform investment opportunities and priorities for the regional transit system.

Transit Planning Studies

- Complete the Public Transit-Human Services Transportation Coordinated Plan update.
- Begin work on developing a Regional Transitway Vision Update.

Major Products

Product	Completion Date
Transit Planning Technical Working Group Administration	Ongoing
Public Transit-Human Services Transportation Coordinated Plan	Q1 2027
Regional Transitway Vision Update	Q4 2028

Task B-4: Bicycle & Pedestrian Planning

Purpose

To coordinate bicycle and pedestrian planning in the region, provide technical assistance to transportation agency partners, and collaborate with agencies in developing and implementing bicycle and pedestrian plans/studies to advance the Imagine 2050 and the 2050 TPP goals, objectives, and policies.

Activities

Bicycle & Pedestrian Planning Coordination

- Facilitate the Bicycle-Pedestrian Planning Technical Working Group to discuss non-motorized modal elements of the transportation planning process with regional partners.
- Participate in key bicycle and pedestrian planning committees such as MnDOT Bicycle and Pedestrian Data Task Force, Minneapolis Pedestrian Advisory Committee, Minneapolis Bicycle Advisory Committee, and Minnesota Active Transportation Advisory Committee; and others as needed to coordinate regional transportation planning.
- Manage updates to the regional bicycle system inventory database through coordination with local agencies and MnDOT; work to incorporate updated data into regional bicycle system planning through collaboration with local and state government agencies.
- Convene a regional conversation on bicycle and trail facility asset management processes. Explore opportunities and responsibilities for related research and development of best practice guidance.

Bicycle & Pedestrian Planning Management

- Coordinate with and provide technical assistance to state and local agencies on bicycle and pedestrian planning issues, studies, and initiatives.
- Coordinate with the Council's Regional Parks and Trails staff in identifying and implementing methods and means to improve collaboration with regional park implementing agencies to plan the Regional Bicycle Transportation Network (RBTN) and regional trails.
- Oversee the planning and implementation of regional bicycle systems, including evaluation of local agency proposals for modifying the RBTN, regional bicycle barriers, and priority regional bicycle barrier crossing improvement locations.
- Finalize process to identify RBTN connectors to rural communities and advance through approval.

Bicycle & Pedestrian Planning Studies

- Continue work on the Pedestrian and Bicycle Demand Estimation Tool that will facilitate geographic-based demand estimation for use in project selection processes.
- Complete the Safer Connections to Transit Study that will identify needs and tools to improve safe access to transit for pedestrians and bicyclists.
- Begin the Regional Sidewalk Dataset Study, Phase 2 for data acquisition based on the Phase 1 study recommendations.

Major Products

Product	Completion Date
Bicycle-Pedestrian Planning Technical Working Group Administration	Ongoing
Regional Sidewalk Dataset Study, Phase 2	TBD
Safer Connections to Transit Study	Q2 2027
Bicycle & Pedestrian Demand Estimation Tool	Q4 2027
Adopt RBTN Rural Connections evaluation recommendations	Q3 2027

Task B-5: Complete Streets Planning

Purpose

Complete Streets ensure safe and accessible options across multiple travel modes for people of all ages and abilities. Incorporating Complete Streets principles ensures the Met Council helps to create a transportation system that is safer, accessible to all users, and aligns with the needs of all communities within the region. Federal law requires MPOs spend at least 2.5 percent of the FHWA portion of the transportation planning funds on Complete Streets related activities.

Many of the work activities and tasks listed in the UPWP incorporate elements of Complete Streets activities. Both staff hours and consultant studies count towards meeting the 2.5 percent federal requirement for Complete Streets activities. The Council exceeds this requirement.

Activities

Complete Streets Technical Assistance & Community Support

- Provide technical assistance for local agencies pursuing Complete Streets plans, programs, and policies, including materials for local 2050 Comprehensive Plan updates.
- Implement 2050 Transportation Policy Plan actions that promote safe and accessible travel options for all road users, including actions related to project selection criteria.
- Continue the regional Complete Streets Local Implementation Guide study to provide guidance on Complete Streets best practices based on land use context, roadway typology, and regional transportation needs.

Major Products

Product	Completion Date
Complete Streets Local Implementation Guide	Q1 2028

C. Long-Range System Planning

Overview

This work relates to planning policies, studies, and federal and state requirements for regional transportation planning that cross all modes including preparing and implementing the region's long-range plan, informing land use planning activities as it relates to transportation, environmental and air quality planning activities, and transportation finance. The work within this area strongly ties to helping understand and develop strategies for how regional transportation investments can help achieve the goals and objectives of the regional development guide and Transportation Policy Plan (TPP).

Long-Range System Planning Expenditures

Activity C. Long-Range System Planning	2027 Total
Consultant Studies	$100,000
2050 Comprehensive Planning Technical Assistance	$25,000
Twin Cities Transportation Resilience Plan	$75,000
Operating Costs	$2,086,651
Staff Weeks	345 Weeks
Salary & Benefit Cost	$1,157,330
Overhead & Expenses	$929,321
Activity C Subtotal	$2,186,651

Task C-1: Transportation Policy Plan

Purpose

To prepare updates to the Transportation Policy Plan (TPP) and engage with stakeholders and regional partners on major updates and changes to the TPP, including shared regional goals and TPP objectives, policies, and actions; to coordinate with MnDOT, transit providers, and other partners on TPP investment changes; and, as necessary, move amendments through a public review and participation and adoption process, incorporate any necessary administrative modifications to the TPP, and ensure implementation of the TPP.

Activities

Transportation Policy Plan Management

- Review changes in revenue allocation, proposed projects, and scope for major highway and transitway projects; prepare and process TPP amendments, as needed.
- Incorporate administrative modifications to the TPP due to federal, state, or regional policy initiatives and minor changes to the plan that do not affect fiscal constraint, as needed.

Major Products

Product	Completion Date
TPP Amendments	As needed
TPP Administrative Modifications	As needed

Task C-2: Transportation & Land Use Planning

Purpose

To ensure land use and comprehensive planning and development activities are supported by and consistent with the region's regional development guide (Imagine 2050) and the Transportation Policy Plan (TPP) and to work with the Council's Community Development Division to coordinate the development and implementation of content and policy plans in Imagine 2050 to assure consistency with the policies and actions in the TPP.

Activities

Comprehensive Planning Review & Technical Support

- Review of the transportation components of comprehensive plans and comprehensive plan amendments.
- Continue technical assistance efforts for required comprehensive planning. Work with the Council's Community Development Division to develop resources and other guidance documents for local communities for the 2050 Comprehensive Plan update cycle. Work could include developing topical fact sheets, informative webinars, on-site demonstrations and workshops to explain transportation planning concepts to local government staff working on Comprehensive Plans.

Transportation & Land Use Planning

- Analyze the relationship between land use and development patterns and regional travel, as needed, to support transportation planning and policy development and implementation.

Major Products

Product	Completion Date
Review local Comprehensive Plans updates and amendments	Ongoing
2050 Comprehensive Plan update technical assistance	Ongoing
Purple Line (now Bronze Line) station area planning	Q2 2027
Blue Line station area planning	Q4 2027

Task C-3: Air Quality & Environment

Purpose

To implement long-term air quality planning required by state and federal law including the integration of congestion management, transportation, land use, and air quality planning with the requirements of the Clean Air Act (CAA) and evaluate weather and climate vulnerabilities and develop greater resilience in the transportation system. CAA conformity planning is done collaboratively through the Minnesota Interagency Air Quality and Transportation Planning Committee (MNIAQTPC), consisting of technical staff from the Council, MnDOT, MPCA, FHWA, FTA, and EPA. Since 2022 the region has been in full air quality attainment for all federal air quality standards from transportation-related sources.

Activities

Air Quality Modeling & Reporting

- Provide data and technical assistance to partner agencies to assist in air quality and travel demand analyses and modeling.
- Organize and work with the MNIAQTPC to consult on air quality issues and State Implementation Plan (SIP) updates as necessary.
- Review any required project-level air quality conformity analyses.
- Prepare for a potentially needed SIP revision to comply with the anti-backsliding provisions of the CAA.

Environmental Planning

- Review environmental review documents for major projects and developments to ensure consistency with the Transportation Policy Plan.
- Scope, procure, and begin Twin Cities Transportation Resilience Improvement Plan.

Major Products

Product	Completion Date
Review environmental documents for transportation and land development projects	Ongoing
Twin Cities Transportation Resilience Improvement Plan	Q4 2028

Task C-4: Transportation Finance

Purpose

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

Activities

Financial Reporting

- Review Council transit capital and operating budget plans and ensure consistency with the TPP.
- Participate in the MnDOT Project Update Workgroup (PUW) to provide feedback on the metro perspective of statewide funding allocations.
- Continue revising and updating the 20-year spreadsheet of expected highway and transit revenues and expenditures within the 2050 TPP to assure and track fiscal constraint.

Financial Coordination

- Work with TAB to develop revenue and spending plans for the regional Active Transportation funds.
- Work with counties and metro transit to review funding plans for planned transitway investments and include this information as part of any TPP amendments.
- Review and comment on MnDOT financial estimates, including the metro-area Capital Highway Investment Plan (CHIP) and metro district share from any new state or federal funding programs.
- Work with MnDOT on Metro District funding levels and allocation of available funding to major highway projects for the TPP.

Major Products

Product	Completion Date
Financial analysis for TPP amendments	As needed

D. Travel Research & Modeling

Overview

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

Travel Research & Modeling Expenditures

Activity D. Travel Research & Modeling	2027 Total
Consultant Studies	$290,000
Travel Forecasting Model Updates	$190,000
Transportation Research Program	$100,000
Operating Costs	$1,544,077
Staff Weeks	332 Weeks
Salary & Benefit Cost	$854,467
Overhead & Expenses	$689,610
Activity D Subtotal	$1,834,077

Task D-1: Data Collection & Management

Purpose

The Council maintains a robust program of travel and socio-economic data research including the Travel Behavior Inventory (TBI), a continuing program including a biennial household travel survey, an every five-year transit on-board survey, and additional travel behavior data collection that forms the factual basis for the region's forecasting models.

The scope of the TBI program is managed in consultation with a Regional Travel Forecasting Technical Committee.

Activities

Data Collection & Management Coordination

- Coordinate meetings and agendas of the Regional Travel Forecasting Technical Committee.
- Collaborate with peer agencies on best practices for data collection and analysis. This will include membership and active participation with the Zephyr Foundation.

Data Collection

- Complete the 2025 household travel survey and begin processing results.
- Plan for future waves of TBI household travel survey and transit on-board survey.
- Plan for future special generator surveys, including at MSP airport, regional colleges, and universities.
- Develop a framework for inventorying, mapping, and calculating accessibility for essential public health destinations.
- Facilitate the purchase of StreetLight InSight or other passive origin-destination and speed data subscriptions to assist with understanding travel patterns within the region.

Data Management

- Manage and distribute data for all TBI surveys up to and including 2026, including household travel surveys from 2010, 2019, 2021 and 2023, and transit on-board surveys from 2020, 2016, and 2022.
- Provide technical assistance to and satisfy data requests from other agencies, local units of government, and consultants.

Major Products

Product	Completion Date
Origin-Destination data subscription	2027
Framework for Accessibility to Public Health Destinations	Q2 2027
2025 and 2027 TBI Household Travel Survey Implementation	Q4 2029

Task D-2: Transportation Research, Analysis, & Visualization

Purpose

To use Council-collected or purchased data to provide insights to other parts of the planning process; to monitor transportation trends and inform planners and policymakers; to develop and maintain mapping and visualization capabilities and tools; and to sponsor and participate in applied transportation research.

Activities

Transportation Research Program

- Perform and support research on regional travel patterns and provide information on the Council website.
- Cooperate with research into regional travel forecasting conducted at the University of Minnesota and other research institutions as appropriate.
- Work with the UMN Accessibility Observatory to participate in the Access Across America Phase II Pooled Fund Study and other accessibility research.
- Participate in the Transportation Research Program, including the UMN Transit Impact Research Program, the UMN Access Across America Phase II Study, and the UMN Applied Transportation Research Program.

Analysis & Visualization

- Develop interactive tools to support user analysis TBI data, congestion data, and other data.
- Perform analysis for internal and external partners, as requested.
- Maintain tools such as tc.sensors and StreetlightR that allow staff and others to more easily work with congestion and passive data.
- Maintain transportation GIS data and incorporate into Council databases and regional data distributions.
- Conduct mapping and geospatial analysis for planning projects.

Major Products

Product	Completion Date
Transportation Research Program	Ongoing

Task D-3: Travel Forecasting Model Development

Purpose

To maintain and apply travel forecast models to support planning for the orderly development and operation of transportation facilities; to maintain model inputs and to monitor, revise, and update travel forecasts to 2050 and beyond; and to provide projections of travel demand, air pollution emissions, transit ridership, and other data needed to evaluate regional transportation investments.

The scope of the model development program is managed in consultation with a Regional Travel Forecasting Technical Committee.

Activities

Travel Forecasting Model Coordination

- Participate in the national ActivitySim collaborative project.
- Take advice from and collaborate with peer agencies, federal partners, and industry organizations locally and nationally in understanding the need for and implementing model improvements.
- Distribute and support regional implementation of the FTA STOPS model for transitway forecasting.

Travel Forecasting Model Development & Maintenance

- Continue to support, enhance, and keep current the Tourcast activity-based travel model.
- Implement the ActivitySim activity-based model in the region.
- Continue rebuilding travel demand model input networks.
- Continue to develop, enhance, and re-calibrate models considering recent sensitivity testing and new survey data.

Major Products

Product	Completion Date
Zephyr Foundation Membership	Ongoing
ActivitySim Consortium Membership	Ongoing
Update Network Wrangler (tool for editing transportation networks)	Q1 2027
Regional Model Roadway Network Speeds	Q1 2027
Freight Model Update	Ongoing
Migrate Forecast Model to Updated Travel Demand Software	Q4 2027
Optimize Highway Assignment Performance	Q4 2027

Task D-4: Travel Forecasting

Purpose

To apply travel forecast models to support planning; to provide projections of travel demand, air pollution emissions, transit ridership, and other data needed to evaluate regional transportation investments; and to provide technical support on travel forecasting to regional partners to ensure that forecasts in the region are conducted thoroughly, consistently, and with integrity.

Activities

Technical Assistance

- Review the reasonableness of forecasts in local comprehensive plans, environmental documents, etc. that are submitted to the Council.
- Provide technical assistance to other Council divisions, other agencies, and local units of government in travel forecasting.
- Provide technical assistance and review of major highway, transit, and project forecasting.

Travel Forecasting

- Distribute socio-economic forecasts, regional transportation forecasting networks, and the regional model to partners as needed.
- Work with the Council's Community Development Division to produce land use and socio-economic forecasts for the region and with Council's Information Services Division to receive regional GIS databases.
- Produce forecasts for Council and MnDOT plans and studies.
- Update tools and methods for analyzing and summarizing performance measures that come from the model

Major Products

Product	Completion Date
Convene quarterly Regional Forecast Technical Committee meetings	Ongoing
Revise Regional Travel Demand Model to reflect updates to transportation network and socioeconomic forecasts	Ongoing
Improve and automate reports and analysis of travel demand model outputs	Ongoing

E. Short-Range Planning & Performance Monitoring

Overview

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

Short-Range Planning & Performance Monitoring Expenditures

Activity E. Short-Range Planning & Performance Monitoring	2027 Total
Consultant Studies	**$10,000**
Congestion Management Process Pilot Corridor Analysis	$10,000
Operating Costs	**$669,772**
Staff Weeks	137 Weeks
Salary & Benefit Cost	$371,643
Overhead & Expenses	$298,129
Activity E Expenditures Subtotal	$679,772

Task E-1: Congestion Management Process

Purpose

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

Activities

Congestion Management Process Management & Reporting

- Update the Congestion Management Process Policies and Procedures document and Corridor Analysis Handbook based on feedback from ongoing studies and to align with the 2050 TPP.
- Coordinate a region-wide program for collecting congestion and reliability data used to assess system performance and determine corridors to further assess and determine potential solutions.
- Revise and expand the CMP congestion analysis tool to include a more robust and user-friendly interface and enhanced features.
- Review the methodology and use of the Excessive Delay Map in the Regional Solicitation, including its applicability to non-freeway facilities.
- Congestion Management Process Coordination Facilitate meetings of the CMP Advisory Committee, which is composed of partner agencies and stakeholders representing transportation agencies and operators throughout the metro area.

Technical Assistance

- Continue work on the Congestion Management Process Pilot Corridor Analysis project to implement the CMP guidance on a representative group of highway corridors in the region to gain knowledge on implementation.

Major Products

Product	Completion Date
Congestion Management Process Advisory Committee meetings	Ongoing
Congestion Management Process Pilot Corridor Analysis	Q1 2027
Update of the CMP Policies and Procedures Document	Q2 2027

Task E-2: Transportation System Performance Monitoring

Purpose

To develop, maintain, and share information on the performance of the Twin Cities transportation system to inform policy decisions and funding allocations in the region; to analyze and adopt federally required transportation system performance targets and measures; and to monitor the region's transportation system performance and condition.

Activities

System Performance Reporting

- Track travel time impacts on congestion and delay, producing reports and maps illustrating congestion on the region's minor and principal arterial system.
- Evaluate the regional transportation system's performance with trend analysis, peer region comparisons, and on-request data analysis.
- Update the Transportation System Performance Evaluation to reflect current data and structure of the 2050 Transportation Policy Plan.
- Evaluate the application of transit service planning guidelines and performance standards.
- Develop annual route analysis that evaluates all routes in the regional transit system against regional transit performance standards.

Federal Performance Measure Tracking & Target Setting

- Work with MnDOT as regional partners to update federally required performance targets and report to the USDOT as necessary to fulfill federal requirements.
- Coordinate with regional transit providers on transit asset management performance management, evaluation, and planning.
- Organize and distribute key safety data and trends to metro area stakeholders.

Major Products

Product	Completion Date
Update System Performance and Infrastructure Condition Performance Measure Targets	Q2 2027
Update Transit Asset Management Targets	As Needed
Update Transit Safety Targets	As Needed
Update Safety Performance Measure Targets	Q1 2027
2027 Transit Regional Route Analysis	Q4 2027
Transportation System Performance Evaluation	Q4 2027

APPENDIX A. FEDERALLY FUNDED CONSULTANT SUPPORTED STUDY DESCRIPTIONS

METROPOLITAN COUNCIL

Introduction

The Met Council regularly completes transportation studies with consultant support. This appendix provides a detailed description of each of the Met Council's federally funded, consultant-supported studies programmed in 2027. Most consultant studies are programmed over a series of calendar years. Any changes to the Unified Planning Work Program (UPWP) will be made in accordance with the UPWP amendment policy.

Study Development Process

The Met Council uses an iterative approach to develop planning studies that allows for informing stakeholders of the project and supports a scope of work that better addresses regional transportation planning needs and stakeholder feedback.

1. **Planned consultant studies are identified in the adopted 2050 TPP Work Program chapter.** These study needs often represent issues identified during the TPP update process as requiring additional analysis, study, and policy or investment direction development. These studies are discussed thoroughly with regional planning partners at the time of the TPP update and include TAB and TAC committees. After adoption of the TPP, issues may arise in the planning process committees and discussions that point to the need for planning studies not identified in the TPP Work Program. When this occurs, the regional planning partners will play a similar role as described below to assist the Council in developing the study scope of work. The goal is to complete the identified studies over the next four years prior to the next TPP update and incorporate the findings and recommendations into the next update.
2. **Studies enter the Unified Planning Work Program.** During the first year a study is in the UPWP, Council staff work with partners to detail the project scope, prepare the final scope and request for proposals (RFP), release the RFP, and get the contract and work initiated. To develop a scope of work, the overall project purpose and high-level tasks are discussed with the partner agencies (e.g., MnDOT, transit providers) and the city and county partners to develop a more defined scope of work. For policy level studies and studies that will directly impact regional investment direction, the proposed scope of work is frequently brought before the TAC committees to get feedback and comment. Council staff will also meet with potential consultants prior to the release of the RFP to get feedback on the proposed high level project tasks, approach, and needed timeline.
3. **Studies carry forward into future UPWPs until completed.** Most of the studies in the UPWP take multiple years from scoping to completion. For example, the Regional Solicitation Evaluation began work in late 2023, continued through 2024 and 2025, and concluded in early 2026, spanning four UPWP documents. Once a project is under contract it continues into future annual UPWP documents and budgets until it is completed.

Consultant Study Descriptions

Each study listed has a project purpose and expected outcomes; key tasks and deliverables; schedule; estimated total and planned 2027 budget; and the staff contact. Some study budgets provided include a range to recognize that the project work scope will be detailed in the development of the Request for Proposals and the budget finalized based upon the selected proposal(s). The total budget will be finalized in the second year's UPWP (i.e., the 2027 UPWP for projects initiated in 2026).

Each study described below may result in one or more contracts dependent upon the most advantageous and appropriate method to accomplish the proposed work scope.

REVIEW OF THE 2026 REGIONAL SOLICITATION

Project Overview

UPWP Task: A-3: Regional Solicitation

This review will evaluate the measures, criteria, application categories, processes, and project selection outcomes of the 2026 Regional Solicitation and Active Transportation Solicitation funding cycle. A new goal-based application structure and other major changes were introduced for the 2026 funding cycle to more closely **tie project selection to Imagine 2050 Regional Development Guide and the 2050 Transportation Policy Plan**. The evaluation will work with stakeholders to analyze these changes and recommend revisions for the 2028 funding cycle.

Key Tasks & Deliverables

- Gather input from stakeholders on what worked and what didn't work well with the 2026 funding cycle.
- Determine which scoring measures did and did not influence project selection.
- Focus attention on brand new measures, criteria, and application categories that were introduced for the 2026 cycle to gauge effectiveness. Recommend changes if necessary.

Schedule & Budget

☐ Project Initiated Before 2027 ☑ Project to be Initiated in 2027

Estimated Project Dates: Q1 2027 – Q4 2027

Estimated Total Budget	Estimated 2027 Budget
$200,000	$200,000

Staff Contact

Staff Contact: Joe Barbeau

Staff Email: Joseph.Barbeau@metc.state.mn.us

COMMUNITY ASSESSMENT & ENGAGEMENT GUIDE

Project Overview

UPWP Task: A-4: Planning Process Outreach & Engagement

This guide will draw on existing community engagement guidance work like the Federal Highway Administration's Community Impact Assessment: A Quick Reference Guide and other resources, to develop a project-level guide for our region. This guide will provide guidance on identifying and defining community, methods for mapping community assets and context, methods for engaging with communities about their transportation needs, and integrating those findings into a project's purpose and need, planning, development, and decision-making. Community assets include, but are not limited to, demographic characteristics; past or ongoing transportation policies or investments that have benefited or harmed the community; the physical environment such as current transportation barriers or access; physical assets such as adjacent bodies of water and recreational assets such as parks and trails; and social and cultural assets such as community centers, schools, religious centers, employment and local businesses; and other data.

Key Tasks & Deliverables

- Review and summarize relevant local, regional, state and federal work related to methodologies for identifying community assets and transportation needs and data sources.
- Engage community members and partner staff and policy makers at key points to develop this guide.
- Develop and publish a regional guide on community asset mapping and community engagement to provide assistance with developing transportation projects.

Schedule & Budget

☑ Project Initiated Before 2027 ☐ Project to be Initiated in 2027

Estimated Project Dates: Q3 2026 – Q4 2027

Estimated Total Budget	Estimated 2027 Budget
$200,000	$100,000

Staff Contact

Staff Contact: Robbie King

Staff Email: Robbie.King@metc.state.mn.us

OUTREACH & ENGAGEMENT SERVICES FOR TRANSPORTATION STUDIES

Project Overview

UPWP Task: A-4: Planning Process Outreach & Engagement

The Metropolitan Council has a master contract with consultants to provide outreach and engagement services on an as-needed basis for two years. **These consultants will plan, design and facilitate outreach activities to support transportation studies and activities identified in the Unified Planning Work Program.**

Key Tasks & Deliverables

- Selected consultants will undertake various tasks, as needed, as part of transportation studies, plans, or projects including outreach and engagement planning, engagement activity facilitation, community consultation, and measuring and reporting.

Schedule & Budget

☑ Project Initiated Before 2027 ☐ Project to be Initiated in 2027

Estimated Project Dates: Ongoing, current contract covers 2025 through 2027

Estimated Total Budget	Estimated 2027 Budget
$100,000 annually	$100,000

Staff Contact

Staff Contact: Amy Vennewitz

Staff Email: Amy.Vennewitz@metc.state.mn.us

METROPOLITAN HIGHWAY SYSTEM HARMS, IMPACTS, & MITIGATION PRIORITIES

Project Overview

UPWP Task: B-1: Highway Planning

The construction of the Metropolitan Highway System has significantly influenced economic growth, regional mobility, and community development. However, highways also have major impacts on adjacent communities and may lead to unintended and lasting harm, both from the construction and continued operation and presence of these facilities. This study will use pilot corridors from around the region to identify the long-term and continuing harms/impacts of the Metropolitan Highway System on adjacent communities, considering characteristics of the highway (whether it's fully or partially access controlled, when it was constructed, how it has changed over time, whether it goes through or around places) and the land use context (rural, suburban, urban). **This study seeks to determine opportunities to improve planning and development processes to better mitigate harms, focusing on infrastructure, policy, and investment strategies.**

Key Tasks & Deliverables

- Create and implement an engagement plan for the overall project, emphasizing engagement along pilot corridors with communities impacted by the Metropolitan Highway System.
- Identify and categorize the community harms/impacts and develop criteria and measures for quantifying and qualifying the harms/impacts.
- Identify policy and process changes and investment types and funding sources that could mitigate the past and continuing harms/impacts to the affected communities.

Schedule & Budget

☑ Project Initiated Before 2027 ☐ Project to be Initiated in 2027

Estimated Project Dates: Q4 2024 – Q4 2027

Estimated Total Budget	Estimated 2027 Budget
$980,000	$185,000

Staff Contact

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INTEGRATING TRAVEL DEMAND MANAGEMENT INTO HIGHWAY PLANNING PROCESSES

Project Overview

UPWP Task: B-1: Highway Planning

The Regional Travel Demand Management (TDM) Action Plan and 2050 Transportation Policy Plan identified a need to better integrate TDM considerations into highway project development processes as one action to help reduce the need for highway expansion. The Congestion Management Process also places TDM as a high-priority strategy for congested corridors. However, the TDM strategies are high level and do not provide detailed implementation guidance for project managers to put into practice. **This project will create detailed tools, guidance, and best practices for how TDM strategies can be incorporated in different phases of highway project development, including post-construction considerations.**

Key Tasks & Deliverables

- Work with partners to document existing highway project development processes for different project types where TDM may be an appropriate tool.
- Relate TDM Action Plan to different project types to create a context sensitive approach.
- Create tools, such as guides, decision matrices, and model processes, that can easily integrate into existing processes.
- Identify cases studies, as available, that illustrate peer region examples of applied approaches.

Schedule & Budget

☑ Project Initiated Before 2027 ☐ Project to be Initiated in 2027

Estimated Project Dates: Q2 2026 – Q3 2027

Estimated Total Budget	Estimated 2027 Budget
$190,000	$115,000

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MANAGED LANE SYSTEM STUDY, PHASE 4

Project Overview

UPWP Task: B-1: Highway Planning

Managed lanes aim to provide more reliable trip times, along with transit and carpool advantages on corridors experiencing reliability issues. These advantages equate to fewer vehicles on the road carrying the same amount of people, serving also to assist in reducing excessive delay during peak periods. **The Met Council, in partnership with MnDOT, will update the MnPASS (now E-ZPass) System Study Phase 3, published in 2017 to identify priority areas for future E-ZPass lane investments.**

Key Tasks & Deliverables

- Conduct a peer review to understand how other metropolitan areas are planning for managed lane investments, including converting existing general purpose lanes to managed lanes.
- Evaluate the highway system to identify where managed lane investments would be most impactful, considering factors like unreliable vehicle and transit travel times, safety, and affordability.
- Develop a potential implementation framework with prioritized locations that coordinate with identified investments in the 2050 Transportation Policy Plan.
- Draft updates to the 2050 TPP resulting from the study findings.

Schedule & Budget

☑ Project Initiated Before 2027 ☐ Project to be Initiated in 2027

Estimated Project Dates: Q1 2026 – Q4 2027

Estimated Total Budget	Estimated 2027 Budget
$250,000	$125,000

Staff Contact

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MODERNIZING EXISTING INTERCHANGES STUDY

Project Overview

UPWP Task: B-1: Highway Planning

This study will prioritize improvements on existing interchanges based on infrastructure condition; presence of bicycle, pedestrian, and transit elements; and mobility, resiliency, freight, safety, and other factors. The study process will include close coordination with cities and counties who often own the cross-street at an existing interchange. This study will not analyze freeway to freeway connections as these were already assessed in the Freeway System Interchange Study (2020).

Key Tasks & Deliverables

- Perform an existing conditions system analysis to identify infrastructure condition, multimodal elements, safety, mobility, or other factors to identify planning level needs at existing interchanges in the region.
- Engage with city and county stakeholders and the public to identify important factors for consideration in analysis and prioritization.
- Conduct a regional project process review to understand how, when, and where local governments are making investments in this project type.
- Develop a prioritized list of interchanges for investment. Work with local agency partners to sketch planning level concepts that address deficiencies at a small number of high priority locations.
- Propose funding sources that could be used/pursued for these types of investment, including any potential changes to the Regional Solicitation scoring measures.

Schedule & Budget

☐ Project Initiated Before 2027 ☑ Project to be Initiated in 2027

Estimated Project Dates: Q4 2026 – Q1 2029

Estimated Total Budget	Estimated 2027 Budget
$700,000	$250,000

Staff Contact

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PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION COORDINATED PLAN

Project Overview

UPWP Task: B-3: Transit Planning

Federal law requires large MPOs to adopt and periodically update a Public Transit-Human Services Transportation Coordinated Plan. The current plan was last adopted in January 2020 and is recommended to be updated approximately every five years. **The purpose of the plan is to increase understanding of public transit and human service transportation coordination among stakeholders, elected officials, and the Metropolitan Council in the metro area and identify opportunities for better coordination with the assistance of federal funding, especially regarding service duplication and unmet needs in the region.**

Key Tasks & Deliverables

- Review past plans and activities accomplished.
- Establish a technical working group with agency partner representation to provide plan direction.
- Review changes in state and federal laws or rules.
- Establish and prioritize needs and strategies for associated federal funding sources that support coordination within the delivery of human services transportation.

Schedule & Budget

☑ Project Initiated Before 2027 ☐ Project to be Initiated in 2027

Estimated Project Dates: Q2 2025 – Q1 2027

Estimated Total Budget	Estimated 2027 Budget
$100,000	$5,000

Staff Contact

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SAFETY PLAN UPDATES AND IMPLEMENTATION

Project Overview

UPWP Task: B-1 Highway Planning

The Regional Safety Action Plan completed in 2024 included a regional High Injury Street identification, among other proactive safety analysis, identification of top corridors for potential improvements, and programmatic recommendations. This project will update the High Injury Streets analysis using the most recent available five years of crash data. Other proactive analyses from the 2024 plan will be updated at a later date in accordance with the plan recommendations. The project will also follow up on implementation recommendations in the plan. This will include working with local partners to identify infrastructure improvements made to address safety on High Injury Streets and other identified corridors with proactive safety concerns based on risk factors. The project will include other implementation work of the plan recommendations.

Key Tasks & Deliverables

- Update regional High Injury Streets with most recent 5 years of crash data.
- Identify infrastructure improvements made or programmed by local partners on High Injury Streets and other regionally identified priority corridors and intersections.
- Implement other programmatic recommendations from the plan, such as developing a modified benefit-cost ratio for safety funding evaluation.
- Identify opportunities for Council support for local safety planning work needed to further project implementation.

Schedule & Budget

☐ Project Initiated Before 2027 ☑ Project to be Initiated in 2027

Estimated Project Dates: Q1 2027 – Q3 2028

Estimated Total Budget	Estimated 2027 Budget
$100,000	$50,000

Staff Contact

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REGIONAL TRANSITWAY VISION UPDATE

Project Overview

UPWP Task: B-3: Transit Planning

The Transportation Policy Plan Transit Investment Plan states that “The Met Council also intends to update the regional transit vision by working with partners to consider if and how new corridors, modes, or other major transitway system investments might serve the region's needs and goals.” The Regional Transitway Vision Update will evaluate and refine the region’s long-term network of high-capacity transit corridors. The effort will assess changing travel patterns, regional growth forecasts, regional goals, and corridor readiness to establish an updated vision that informs future planning and investment decisions.

Key Tasks & Deliverables

- TBD

Schedule & Budget

☐ Project Initiated Before 2027 ☑ Project to be Initiated in 2027

Estimated Project Dates: Q1 2027 – Q4 2028

Estimated Total Budget	Estimated 2027 Budget
TBD	$25,000

Staff Contact

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REGIONAL SIDEWALK DATASET STUDY, PHASE 2

Project Overview

UPWP Task: B-4: Bicycle & Pedestrian Planning

While the region has a wide range of data available about roads, less is available for pedestrian facilities on the regional scale. Individual agencies may have data about the location of sidewalks with varying degrees of detail, but this is not consistently available in common formats across the region. **This lack of data creates challenges when planning for walking and rolling. Earlier Council internal work determined that the best course of action would be to create a regional dataset rather than trying to compile existing data from communities and filling in gaps.** This work builds on the previous Council assessment and pilot and is envisioned to be done in two phases**.** Phase 1 included a consultant study to assist the Council with reviewing the internal work done in 2018 and 2019, surveying external and internal stakeholders to prioritize data needs, and reviewing best options available for addressing these data needs. Phase 1 concluded 2026. Phase 2 will include selecting an option(s) to acquire, purchase, or collect the sidewalk data, along with identification of funding for the recommended path.

Key Tasks & Deliverables

-
- Phase 2: Create an advisory group of external and internal stakeholders to guide the work.
- Phase 2: Implement recommendations for Phase 2 regional sidewalk data collection.
- Phase 2: Review quality of data and prepare for availability for internal and external partners.

Schedule & Budget

☐ Project Initiated Before 2027 ☑ Project to be Initiated in 2027

Estimated Project Dates: Q1 2025 – Q4 2027

Estimated Total Budget	Estimated 2027 Budget
TBD based on Phase I conclusions	$10,000

Staff Contact

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SAFER CONNECTIONS TO TRANSIT STUDY

Project Overview

UPWP Task: B-4: Bicycle & Pedestrian Planning

The Regional Pedestrian Safety Action Plan identified that significant percentages of pedestrian crashes happen near transit stops or stations, although this does not mean that transit is causing these crashes. While these locations are common destinations for pedestrians, they are also proxies for where more people are likely to be walking**. To help reduce the numbers of pedestrians who are killed or seriously injured in the region, this project will conduct additional research on the relationship between pedestrian safety and elements of transit system design and roadway design that can affect traffic safety outcomes for pedestrians. These may include elements like stop spacing, crossing enhancements for mid-block stops, pedestrian countermeasures, etc.** This study will develop a methodology to identify locations where improvements are needed and identify strategies to address these needs. It will build on related work from Council safety studies as well as from MnDOT and other partner agencies.

Key Tasks & Deliverables

- Review literature and best practices for increasing pedestrian and bicyclist safety with transit and roadway design elements and programmatic strategies to prioritize these investments.
- Create methodology and identify locations where improvements may be needed.
- Develop framework tool for prioritizing site improvements.
- Pilot framework tool in local case studies.
- Develop programmatic recommendations for Safer Connections to Transit program.

Schedule & Budget

☑ Project Initiated Before 2027 ☐ Project to be Initiated in 2027

Estimated Project Dates: Q2 2026 – Q2 2027

Estimated Total Budget	Estimated 2027 Budget
$200,000	$50,000

Staff Contact

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BICYCLE & PEDESTRIAN DEMAND ESTIMATION TOOL

Project Overview

UPWP Task: B-4: Bicycle & Pedestrian Planning

The Met Council has assessed various existing tools for estimating bicycle and pedestrian demand, including MnDOT's Suitability for the Pedestrian and Cycling Environment (SPACE) and Priority Areas for Walking (PAWS) tools. These tools have some value, but the Met Council is interested in a tool that is specifically developed for the metro area and is able to be updated regularly with new data. A new tool would provide better estimates of existing and latent demand for funding prioritization processes like the Regional Solicitation. The tool could also assist local agencies in planning for bicycles and pedestrians when working on local transportation plans or comprehensive plans.

Key Tasks & Deliverables

- Identify bicycle and pedestrian demand factors using a combination of literature review, stakeholder engagement, and data analysis from various sources, such as observational data, land use, key destinations, and demographics.
- Design a maintainable mapping tool that estimates pedestrian and bicycle travel and future travel potential.
- Validate output using observed data and stakeholder reviews.
- Test application of tool with a set of expected use-cases.
- Provide recommendations based on the frequency of updates as well as opportunities to use the tool in project selection processes.

Schedule & Budget

☑ Project Initiated Before 2027 ☐ Project to be Initiated in 2027

Estimated Project Dates: Q4 2025 – Q4 2027

Estimated Total Budget	Estimated 2027 Budget
$200,000	$95,000

Staff Contact

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COMPLETE STREETS LOCAL IMPLEMENTATION GUIDE

Project Overview

UPWP Task: B-5: Complete Streets Planning

The Infrastructure Investment and Jobs Act (IIJA) provides increased design flexibility in federal-aid roadway projects. **This work will provide partners with guidance on using this flexibility, particularly adapting roadway design to different land use contexts or as a tool to guide desired land uses.** The project may provide partners implementation guidance on common Complete Streets project elements, recommend actions for prioritizing projects with Complete Streets elements in selection processes, and provide a land use and traveler-sensitive supplement to functional classification. This project will build upon existing guidance like the Federal Highway Administration's Complete Streets Transformations scenarios, Minnesota Department of Transportation's Complete Streets Handbook, National Association of City Transportation Officials' Urban Street Design Guide, and similar work by peer metropolitan planning organizations. This guide may be supported with assistance and workshops to support implementation.

Key Tasks & Deliverables

- A street typology guide, informed by land use community designations and road function, with paired design guidance.
- Recommended actions for implementing Complete Streets principles in project selection processes.
- Guidance for integrating other related topics (e.g., land use planning, snow storage, placemaking) with roadway modernization projects.
- Stakeholder engagement and training with implementing partners and other interested groups.

Schedule & Budget

☑ Project Initiated Before 2027 ☐ Project to be Initiated in 2027

Estimated Project Dates: Q2 2026 – Q1 2028

Estimated Total Budget	Estimated 2027 Budget
$400,000	$275,000

Staff Contact

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2050 COMPREHENSIVE PLANNING TECHNICAL ASSISTANCE

Project Overview

UPWP Task: C-2: Transportation & Land Use Planning

This project will develop technical assistance materials to support cities, townships, and counties in developing their comprehensive plan updates to meet or be consistent with the 2050 Transportation Policy Plan. This technical assistance will include materials like policy fact sheets, guides, workshops or training videos, technical resources like spreadsheet tools, and other support. The Council is working with local partners to identify the specific topics that will benefit from technical assistance and Council staff will then assess which topics need consultant support. This effort may be funded through multiple contracts, depending on identified topics.

Key Tasks & Deliverables

- Assess the technical assistance needs and determine which are high priority that will require consultant support.
- Hire consultant(s) to develop roughly three to six technical assistance materials based on prioritized list.

Schedule & Budget

☑ Project Initiated Before 2027 ☐ Project to be Initiated in 2027

Estimated Project Dates: Q1 2026 – Q1 2027

Estimated Total Budget	Estimated 2027 Budget
$100,000	$25,000

Staff Contact

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TWIN CITIES TRANSPORTATION RESILIENCE IMPROVEMENT PLAN

Project Overview

UPWP Task: C-3: Air Quality & Environment

This plan will identify areas prone to weather- and climate-related vulnerabilities in order to identify possible mitigation actions. As called for in the 2050 TPP, this plan will identify resilience needs and activities for the most common system vulnerabilities, share best practices, and allow the Metropolitan Council to convene partners and provide technical assistance as part of the planning process. The planning process will also include the development or consolidation of associated mapping applications.

Key Tasks & Deliverables

- Create a technical advisory group of external and internal stakeholders to provide project direction.
- Review past data sets, planning tools and plans, both internal and created by state and local partners, to identify gaps and ensure consistency.
- Conduct a risk-based assessment of vulnerabilities of transportation assets and systems to current and future weather events and natural disasters.
- Work with partners to develop a list of priority projects and strategies.

Schedule & Budget

☐ Project Initiated Before 2027 ☑ Project to be Initiated in 2027

Estimated Project Dates: Q3 2027 – Q4 2028

Estimated Total Budget	Estimated 2027 Budget
$300,000	$75,000

Staff Contact

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TRANSPORTATION RESEARCH PROGRAM

Project Overview

UPWP Task: D-2: Transportation Research, Analysis, & Visualization

The Council partners in several ways with the University of Minnesota, both participating in cooperative research and sponsoring research directly. Part of this project was formerly titled the Transitway Impact Research Program but has now been broadened to address transit research generally. This research may be funded by multiple grants.

Key Tasks & Deliverables

- *Transit Impact Research Program* will fund a portion of a transit research project to be selected in early 2027 by the funding partners of the program at the UMN. This is an activity the Council participates in on an annual basis. (The 2027 budget for this part of the project is $25,000.)
- *Access Across America pooled fund study*, led by MnDOT, provides locally focused accessibility data sets and reports from the Accessibility Observatory, as well as funding a set of Council directed accessibility analyses that focus on specific analytical needs with the University Accessibility Observatory. (The 2027 budget for this part of the project is $20,000.)
- *Transportation Applied Research in Transportation (ART) Program*, led by the Center for Transportation Studies (CTS), began in 2025 as a pilot to address time-sensitive research questions in a six-to-twelve-month timeframe. To reinforce the applied nature of the program, ART projects must directly address a current process, document, or policy need. CTS and agencies who contribute funding will select projects for funding and UMN researchers will complete the work. CTS and MnDOT have committed funding to launch the program and are seeking additional funding partners to support the program. After a 3-year pilot period, program sponsors will evaluate how successful the program has been in addressing short-term emerging research needs and determine if it should continue. (The 2027 budget for this part of the project is $55,000.)

Schedule & Budget

☐ Project Initiated Before 2027 ☑ Project to be Initiated in 2027

Estimated Project Dates: Q1 2027 – Q4 2027

Estimated Total Budget	Estimated 2027 Budget
$100,000	$100,000

Staff Contact

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TRAVEL FORECASTING MODEL UPDATES

Project Overview

UPWP Task: D-3: Travel Forecasting Model Development

Staff will continue to improve the ActivitySim travel forecasting model in 2027, building off the previously completed work to begin using it internally and with regional partners. **There are three 2026 model enhancement consultant projects that will continue through 2027: Regional Model Roadway Network Speed Update; Network Wrangler Update; and Freight Model Update. Two model improvement programs will begin in 2027:** Migrate Forecast Model to Updated Travel Demand Software and Optimize Highway Assignment Performance

Key Tasks & Deliverables

- *Regional Model Roadway Network Speed Update.* This project will identify and evaluate methods for improving how the model represents highway speeds during different time periods.
- *Network Wrangler Update.* From 2018-2024, the Council implemented the "Network Wrangler" software to manage and implement changes to the model's highway network. This software is now operational, but minor enhancements and bug fixes will require a small on-call contract.
- *Freight Model Update*. The freight model underlying the current regional model needs modernization. In mid-2026, the Council will begin a multi-year project to improve ActivitySim's freight model.
- *Migrate Forecast Model to Updated Travel Demand Software*. The Council's Activity Based Model uses specialized software to perform a number of functions The model currently uses an older version of the Cube software. This project will update the software used.
- *Optimize Highway Assignment Performance* This project will explore and implement methods to make the highway assignment more performant by reducing run times.

Schedule & Budget

☑ Project Initiated Before 2027 ☐ Project to be Initiated in 2027

Estimated Project Dates: Q3 2026 – Q4 2027

Estimated Total Budget	Estimated 2027 Budget
$320,000	$190,000

Staff Contact

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CONGESTION MANAGEMENT PROCESS PILOT CORRIDOR ANALYSIS

Project Overview

UPWP Task: E-1: Congestion Management Process

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

Key Tasks & Deliverables

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

Schedule & Budget

☑ Project Initiated Before 2026 ☐ Project to be Initiated in 2027

Estimated Project Dates: Q4 2024 – Q1 2027

Estimated Total Budget	Estimated 2027 Budget
$150,000	$10,000

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