

2025 TRANSPORTATION UNIFIED PLANNING WORK PROGRAM FOR THE TWIN CITIES METROPOLITAN AREA



Adopted XX, 2024

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

METROPOLITAN COUNCIL MEMBERS

Charlie Zelle	Chair	Diego Morales	District 9
Judy Johnson	District 1	Peter Lindstrom	District 10
Reva Chamblis	District 2	Gail Cederberg	District 11
Tyronne Carter	District 3	Susan Vento	District 12
Deb Barber	District 4	Chai Lee	District 13
John Pacheco Jr.	District 5	Toni Carter	District 14
Robert Lilligren	District 6	Tenzin Dolkar	District 15
Yassin Osman	District 7	Wendy Wulff	District 16
Anjuli Cameron	District 8		



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

On request, this publication will be made available in alternative formats to people with disabilities. Call Metropolitan Council information at 651-602-1140 or TTY 651-291-0904.

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

CONTENTS

- I. Introduction to the Unified Planning Work Program 2**
 - A. Introduction 2
 - B. Organization of the UPWP 4
 - C. Status of Metropolitan Council Planning Documents 4
 - D. 2024 Accomplishments 5
 - E. Roles and Responsibilities of Participants 5
 - F. Work Continuing from 2024 6
- II. Work Activities 7**
 - A. Planning and Programming Process 8
 - B. Modal System Planning 12
 - C. Long-Range System Planning 18
 - D. Travel Research and Modeling 24
 - E. Short-Range Planning and Performance Monitoring 27
 - F. Non-CPG Planning Activities 30
- III. Appendices 34**
 - Appendix A: 2025 Unified Planning Work Program Budget 34
 - Appendix B: Explanation of Fund Allocation, Indirect Costs, and Local Contributions 36
 - Appendix C: Planning Study Development Process and Description of 2025 Consultant Studies 37
 - Appendix D: Federal Planning Factors 52
 - Appendix E: Acronyms 54

I. INTRODUCTION TO THE UNIFIED PLANNING WORK PROGRAM

A. Introduction

The Unified Planning Work Program (UPWP) is a description and documentation of transportation and transportation-related planning activities in the Twin Cities metropolitan area for calendar year 2025. The Metropolitan Council serves as the Metropolitan Planning Organization (MPO) for the region and facilitates the cooperative, continuing, and comprehensive (3-C) transportation planning process for the region. The Metropolitan Council's jurisdiction includes the seven counties surrounding the core cities of Minneapolis and St. Paul, including Anoka, Carver, Dakota, Hennepin, Ramsey, Scott and Washington counties. In addition, the 2020 Census continues to identify 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, 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 provided on page 3 of this document. For more information on how the UPWP is used in the context of the activities of the Metropolitan Council, please reference the [Transportation Planning and Programming Guide](#).

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 are described in the UPWP (see section E in this section for roles and responsibilities). The 2025 UPWP also serves as the Metropolitan Council's application to the USDOT for transportation planning funds. The projects in which the Metropolitan Council participates are outlined with staff hours and consultant costs to detail how the federal transportation planning money will be spent. All federal transportation planning funds must be "matched" with at least a 20 percent local contribution, which is also detailed in this document.

Many of the tasks are required by state or federal law and are continuous and ongoing. Such activities include the TAB/TAC committee process and the creation of the region's annual [Transportation Improvement Program](#) (TIP). The long-range transportation plan for the Council, the [2040 Transportation Policy Plan](#) (TPP) was updated and adopted in November 2020 and the [2050 TPP](#) will be adopted in early 2025. This plan complements the region's overall development plan, [Thrive MSP 2040](#), which is mandated by state law and was last updated in 2014. The regional development plan is also being updated in 2024 and will be adopted in early 2025 along with the TPP. The draft Work Program chapter of the 2050 TPP is reflected in the work tasks of this UPWP and any necessary updates due to changes after the draft 2050 TPP public comment and revision process will be accomplished through UPWP amendments during 2026.

Many of the projects in this UPWP work towards and stem from the goals, objectives, policies and actions articulated within the draft 2050 TPP. The draft 2050 TPP 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. This cycle of planning project identification, conducting planning work, learning, development of recommendations, and implementation between the TPP to UPWP is part of the continuous process of regional transportation planning.

The Metropolitan Council is committed to a proactive, effective public participation process, and uses a variety of internal and external strategies, including newsletters, 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 2050 TPP and other ongoing planning studies.

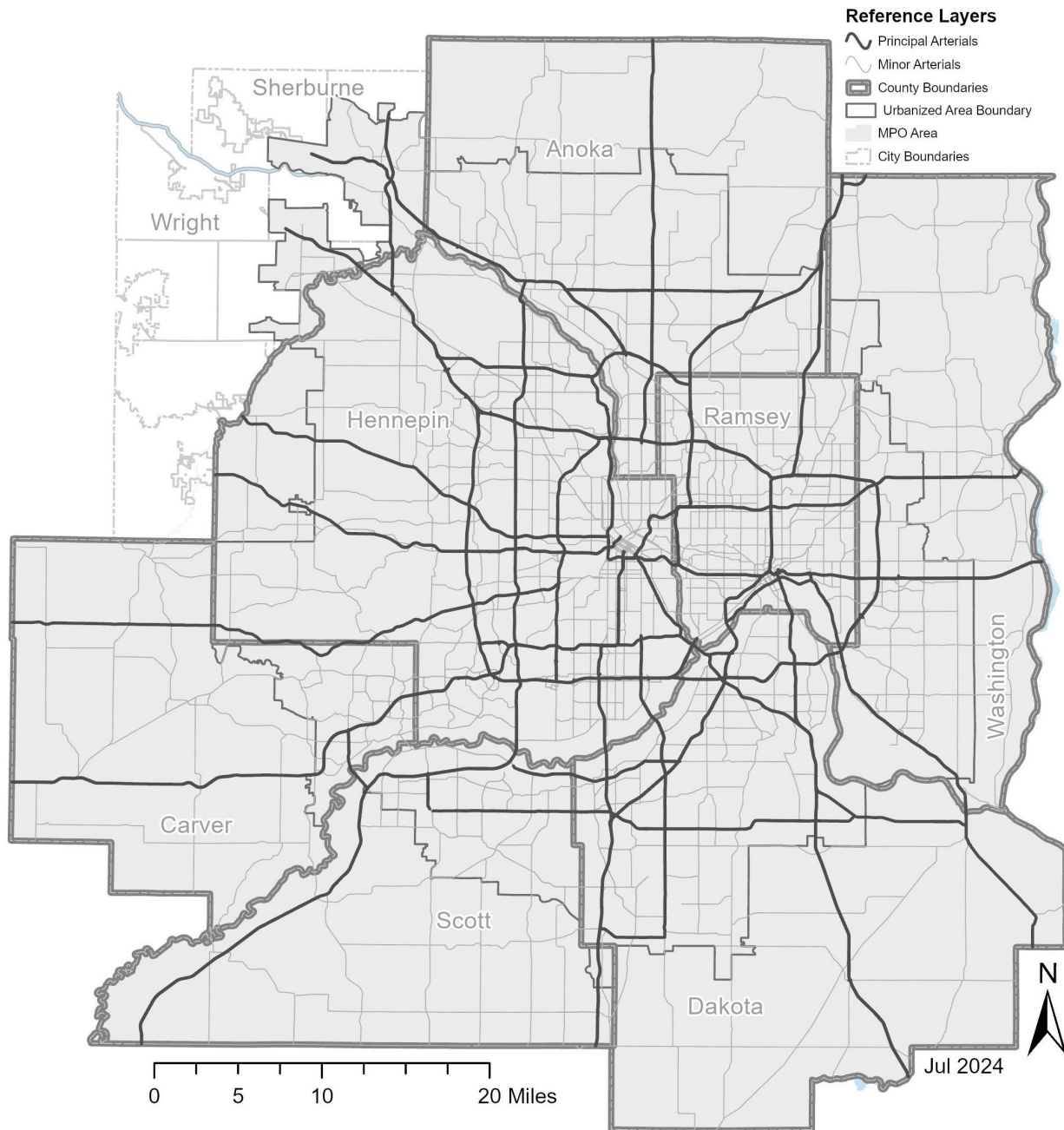


Figure 1: The Council's MPO Planning Area Boundary

B. Organization of the UPWP

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

- A. Planning and Programming Process
- B. Modal System Planning
- C. Long-Range System Planning
- D. Travel Research and Modeling
- E. Short-Range Planning and Performance Monitoring
- F. Non-CPG Planning Activities

The 2025 transportation planning work activities, their products, and their relationship with the work of other agencies planning work are detailed in Section II. The work activities are directly linked to the region’s long-term vision for the transportation system, as articulated in Imagine 2050 and the 2050 Transportation Policy Plan (TPP). The plan includes five overall regional goals; broad statements of aspiration that describe a desired future for the region:

- Our region is equitable and inclusive.
- Our communities are healthy and safe.
- Our region is dynamic and resilient.
- We lead on addressing climate change.
- We protect and restore natural systems.

The link between the work activities and how they support the region’s goals is included in section II. Work Activities.

C. Status of Metropolitan Council Planning Documents

The following table lists the most recent status (as of July 2024) of the Transportation Policy Plan, the Transportation Improvement Program, and other key planning documents produced by the Council.

Document	Action/Date
2040 Regional Development Guide, Thrive MSP 2040	Adopted May 2014
2050 Regional Development Guide, Imagine 2050	Expected adoption February 2025
2040 Transportation Policy Plan	Adopted November 2020, Amended March 2022, amended November 2023
2050 Transportation Policy Plan	Expected adoption February 2025
2025-2028 Transportation Improvement Program (TIP)	Adoption anticipated November 2024
Aviation System Plan (included in TPP)	Adopted November 2020, Plan update anticipated adoption in February 2025
Transportation Public Participation Plan	Adopted July 2022
Congestion Management Process Policies and Procedures Document	Completed 2022; process ongoing

D. 2024 Accomplishments

Major activities accomplished in 2024 include:

- Developed the draft 2050 Transportation Policy Plan (TPP) for public comment that includes updated goals, objectives, policies, actions, and modal investment plans. Facilitated an informal technical review of plan that elicited over 3,000 comments from regional partners that contributed to a more complete draft.
- Completed the [Principal Arterial Intersection Conversion Study Phase 2](#) (also known as the Intersection Mobility and Safety Study) and presented study findings at a national MPO conference.
- Developed [Regional Solicitation](#) funding options and TAB awarded over \$280 million to projects using both federal and Active Transportation regional sales tax funds.
- As part of the [Regional Solicitation Evaluation](#) project, Council staff facilitated over 25 listening sessions, six MPO peer reviews, and targeted outreach to disadvantaged populations, including tribal nations, regarding the future of the Regional Solicitation.
- Completed the consultant-led [Urban Freight Distribution Study](#) (begun in 2023) that assessed e-commerce-related freight distribution best practices, emerging technologies for last-mile deliveries, and opportunities to reduce the region's e-commerce delivery-related vehicle miles traveled and associated greenhouse gas emissions; incorporated findings and guidance into the 2050 TPP.
- Completed the Regional Safety Action Plan (begun in 2023) that analyzed vehicle crashes and bicycle-vehicle crashes for trends, identified high injury streets, and conducted systemic risk analysis; identified potential countermeasures; engaged underrepresented communities; and made programmatic recommendations.
- Published data for the 2023 Household Travel Survey.
- Sponsored four shared transportation goals workshops bringing together perspectives from throughout the region to help inform future shared research and work.
- Finalized the region's smoothed Urbanized Area Boundary.

E. Roles and Responsibilities of Participants

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).

Transportation agency staff from the agencies, counties, and cities are involved in the technical- and policy-making process through the Technical Advisory Committee (TAC), which advises the Transportation Advisory Board (TAB). Other subcommittees and task forces of the TAC deal with

specific transportation issues. Refer to Figure 3 in the [Transportation Planning and Programming Guide](#) for a flowchart that delineates transportation committees of the TAB and TAC involved in the 3-C (continuing, comprehensive, cooperative) transportation planning process.

Two new work groups were formed in 2022 to guide the development of the 2050 Transportation Policy Plan (TPP). The [2050 TPP Technical Working Group](#) served as a forum for engaging transportation and planning professionals in the 2050 TPP and 2050 Regional Development Guide development. The Technical Working Group included existing TAC Planning Committee members and additional agency and organization partners. The [2050 TPP Advisory Work Group](#) similarly served as a forum to seek decisionmaker assessment and advice on policy development; the group also served to identify topics to elevate for in-depth discussion by the Metropolitan Council, its Transportation Committee, and the TAB. The Advisory Work Group included Met Council members, TAB members, and partner agency leaders. These groups completed their review of the draft 2050 TPP in May 2024 and forwarded any remaining feedback to the Council and TAB for consideration when acting to release the plan for public comment in July and August of 2024.

F. Work Continuing from 2024

The 2040 TPP was last updated in November 2020 and the 2050 TPP will be adopted in early 2025. The TPP includes a Work Program chapter that identifies planning studies that will be completed over approximately five years and prior to the next plan update. After being identified in the TPP, the work is described in the UPWP for the year in which the scope of work is developed, and work is expected to begin. Many of these studies will involve consultant assistance. Some studies began prior to the 2025 UPWP development and continue to be identified as work tasks; other studies will begin sometime during 2025. In most instances, major planning studies require two to three years to complete and carry through multiple UPWPs. For example, the Regional Transportation and Climate Change Multimodal Measures study began work in late 2022, continued through 2023 and 2024 and will conclude in early 2025, spanning four UPWP documents. These ongoing studies are described under the appropriate work activities areas within this document and are listed in Appendix C: Planning Study Development Process and Description of 2025 Consultant Studies, along with planned new studies to be initiated during 2025.

Consultant work that began in, or prior to, 2024 and that will carry into 2025:

- Regional Solicitation Evaluation (4th quarter 2023 start)
- Outreach and Engagement Focused on Diversity, Equity, and Inclusion for Transportation Studies Bench Contract (early 2022 start, to be rebid in late 2024)
- Metropolitan Highway System Harms, Impacts and Mitigation Priorities Study (est. mid 2024 start)
- Regional Sidewalk Dataset Study, Phase 1 (est. 4th quarter 2024 start)
- Regional Microtransit Policy Framework (est. 4th quarter 2024 start)
- Regional Transportation and Climate Change Multimodal Measures (4th quarter 2022 start)
- Electric Vehicle Public Engagement and City Support (est. 4th quarter 2024 start)
- Electric Vehicle Public Charging Needs Analysis (est. 4th quarter 2024 start)
- ActivitySim Local Implementation Phase 2 (2nd quarter 2023 start)
- Transportation Research Program (ongoing)
- Evaluation of Forecast Accuracy and Robustness(est. 4th quarter 2024 start)
- Congestion Management Process Pilot Corridor Analysis (est. 4th quarter 2024 start)

Estimated completion dates for these studies are included in the Work Activities section of this document and in Appendix C: Planning Study Development Process and Description of 2025 Consultant Studies.

II. WORK ACTIVITIES

This section of the 2025 UPWP identifies the Council's work activities for the year, including a description of the purpose of the work, the activities that will be performed, and the products that will be produced as a result of the activity. There are six major work areas (Planning and Programming Process, Modal System Planning, Long-Range System Planning, Travel Research and Modeling, Short-Range Planning and Performance Monitoring, and Non-CPG Planning Activities) in which projects are categorized. The work activities are directly linked to the goals of the TPP.

Each year, the Council receives an estimate from MnDOT on the amount of federal transportation planning funds that will be available in the upcoming year. These funds, which come from both the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), are consolidated into an overall transportation planning grant (referred to as the Consolidated Planning Grant, or CPG), and provided to MnDOT for administration and oversight. The Council is eligible to receive approximately \$6 million in federal CPG funds in 2025, which must be "matched" at a rate of at least 20 percent with non-federal funds.

The Council annually assesses the CPG allocation, the goals of the TPP, and regional priorities to determine the planning studies that are needed and will be funded for the year. Many of the planning studies are meant to inform future updates to regional planning documents, transportation policy development, and to help prioritize regional transportation investments. Candidate UPWP studies are brought to the TAB subcommittees and other stakeholders at the beginning of the development of the UPWP for input and feedback. For the 2025 UPWP, potential planning studies work was discussed as part of the 2050 TPP draft development. Some of the studies identified in the 2050 TPP draft Work Program are identified to begin in 2025 and are contained within this document.

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). Additionally, planning studies are identified and prioritized based on comments and feedback from past public comment processes, such as comments received during the 2050 TPP development and TIP adoption processes.

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

The [Travel Behavior Inventory](#) (TBI), a travel survey and modeling program used by the region to forecast and prepare for future growth, is also administered by the Council. The TBI is not funded with the Council's annual CPG allocation but is a fundamental program supporting the short and long-range planning activities within the region. Current funding sources include Surface Transportation Block Grant (STBG) federal funds allocated from the Regional Solicitation and from MnDOT, as well as non-federal matching funds provided by the Council. The 2025 TBI budget utilizing these sources is shown in Appendix A of this document. In addition to the annual TBI budget shown in Appendix A, in 2025, \$1,170,000 in federal funds awarded to the TBI from the 2018 Regional Solicitation and MnDOT,

\$1,466,000 from the 2022 Regional Solicitation and MnDOT has been transferred into an FTA grant to be administered by the Council and used for the 2025 and 2027 household surveys and other forecasting and survey work. These funds, along with matching funds provided by the Council, will be shown in the 2025, 2026, 2027, and 2028 UPWP budgets when planned for expenditure.

Each of the below sections include a table with the cumulative staff time, consultant costs, estimated expenditures, and total cost for the projects within the activity area. The tables identify staff time by the number of weeks that staff will spend on a particular activity. Staff weeks are considered to be 40 hours of work.

A. Planning and Programming Process

The tasks and activities in this section support the management of the MPO functions including the work of the Council and Transportation Advisory Board (TAB), the creation of the annual Transportation Improvement Program (TIP) and UPWP, and administer the Regional Solicitation for federal funds. 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.

TASK A-1 PLANNING PROGRAM PROCESS SUPPORT

Purpose:

To provide planning and administrative support to the metropolitan transportation planning process of the Council, TAB, TAB's Technical Advisory Committee (TAC) (including Planning and Funding and 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 Transportation Committee meetings, go to www.metrocouncil.org/Council-Meetings/Committees. Details on roles and responsibilities are further spelled out in the [Transportation Planning and Programming Guide](#).

Activities:

- Provide a forum and input process for regional transportation decision making and review of plans and programs for all transportation modes. Process participants are the Metropolitan Council (including Metro Transit), the Minnesota Pollution Control Agency (MPCA), the Minnesota Department of Transportation (MnDOT), the Metropolitan Airports Commission (MAC), local units of government including tribal nations, transit providers, and residents.
- Draft Action Items and move them through the regional transportation planning process, with recommendation actions by the Transportation Advisory Board (TAB) and its Technical Advisory Committee (TAC), followed, when necessary, by action from the Council's Transportation Committee and full Council.
- Provide training opportunities and information items and presentations for new Council, TAB, and TAC members.
- Provide general support, background, and information on the upcoming meetings and related decision-making to the Council members, TAB members, and other regional policy makers, as needed.
- Prepare the UPWP in cooperation with MnDOT, FHWA, MPCA, MAC, and other stakeholders.
- Provide quarterly reports on the progress of activities outlined in the UPWP.
- Attend the quarterly statewide MPO Directors' meetings and the annual Minnesota MPO workshop.

- Review and update the TAB and TAC bylaws and policies, as needed.
- Participate in the Association of Metropolitan Planning Organizations' committees, peer reviews, trainings, conferences, and other opportunities as necessary and relevant.

PRODUCTS	COMPLETION DATES
TAB, TAC (including subcommittees), and Council Committee Agendas, Minutes, Reports	Monthly
Updates to TAB and TAC Bylaws and Policies	As needed
Training/background sessions for TAB and Council members	As needed
Audited (Consolidated Planning Grant) Fund Statements	April 2025
Annual Update of Title VI and DBE Goals	July 2025
2026 Unified Planning Work Program	October 2025
UPWP Progress Reports to MnDOT/FHWA	Quarterly
UPWP Midyear Monitoring Meeting	Q2/Q3 (annually)

Relationship To Other Agencies' Work:

- MnDOT is involved in the planning process as an ongoing participant. MnDOT staff provides technical input, serves as committee members on several TAB and TAC committees, and is in frequent contact with Council staff regarding many issues.
- MnDOT administers the federal planning funds that finance most of the planning work done by the Council and provides guidance to ensure that federal planning requirements are met.
- MPCA staff participates in the ongoing interagency coordination activities to administer the Clean Air Act and the Infrastructure Investment and Jobs Act by participating in the review of the TPP, TIP, and the UPWP; participating in the work of the TAB and TAC; serving as committee members on TAB and TAC committees; by providing needed technical assistance; and categorizing projects for air quality conformity purposes.
- MAC staff and Commission participates in the work of the TAB and TAC; serving as committee members on TAB and TAC committees.

TASK A-2 TIP DEVELOPMENT AND MANAGEMENT

Purpose:

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

Activities:

- Prepare the draft 2026-2029 TIP.
- Facilitate and host a public comment and review process for the draft TIP.
- Incorporate comments and adopt the 2026-2029 TIP.
- Review and process requests for TIP amendments and administrative modifications.
- Prepare the Annual Listing of Obligated Projects showing projects with federal funds obligated in the previous fiscal year.
- Develop online maps showing the location and pertinent information of projects within the current and future TIPs.

PRODUCTS	COMPLETION DATES
Draft 2026-2029 TIP	June 2025
TIP Public Comment Report	August 2025
Final 2026-2029 TIP	September 2025
Annual Listing of Obligated Projects	October 2025
TIP amendments and administrative modifications	Ongoing (as needed)
Online TIP Map	Q4 (annually)

Relationship To Other Agencies’ Work:

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

TASK A-3 REGIONAL SOLICITATION

Purpose:

The Regional Solicitation for federal transportation project funding is a competitive application process that selects projects as part of three federal programs: the Surface Transportation Block Grant (STBG) Program, the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, and Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). The Carbon Reduction Program is a fourth federal program that is distributed by the Council with input from TAB. In the 2023 legislative session, a new regional transportation sales tax was created, and five percent of these funds are directed to TAB for expenditure on Active Transportation. The Regional Solicitation Evaluation project, using workgroups that include TAB and technical members, will develop options for allocating these funds. TAB will review and adopt the final process for allocating Active Transportation funds. The Council also participates in the Highway Safety Improvement Program (HSIP) solicitation, administered by MnDOT. The application components are evaluated and updated every two years prior to releasing the next application. In addition, work on the Regional Solicitation Evaluation project will continue. This major update is conducted approximately every 10 years along with the updates to the Regional Development Guide and TPP. This study will be completed in 2026 and will first impact the 2026 Regional Solicitation (primarily 2030 and 2031 funds).

Activities:

- Showcase project successes of completed projects funded through the Regional Solicitation.
- Update online mapping tool and database of past funded projects.
- Work with MnDOT to prepare for the 2026 HSIP solicitation.
- Continue work on the Regional Solicitation Evaluation study with Council and TAB members including the new regional sales tax funds for Active Transportation (This study will carry into early 2026 and be used for the 2026 Regional Solicitation).
- Management of 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.

PRODUCTS	COMPLETION DATES
2026 Regional Solicitation Engagement	Ongoing
Update Online Mapping Tool of Funded Projects	Q4 (annually)
Regional Solicitation Evaluation	Q1 2026
2026 Regional Solicitation and HSIP Application Release	Q2 2026
Regional Solicitation 2030-2031 Projects Selection (including HSIP projects)	Q4 2026

Relationship To Other Agencies’ Work:

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

TASK A-4 PLANNING PROCESS ENGAGEMENT AND OUTREACH

Purpose:

This activity focuses on 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:

- Annual TIP update public comment process, including hosting public meetings, comment response development, and a written public comment report.
- Annual UPWP public engagement process and public comment.
- TPP, TIP, UPWP, and other process amendments and public comments processes as needed.
- Use the Outreach and Engagement Focused on Diversity, Equity, and Inclusion for Transportation Studies Bench Contract contractors to implement transportation engagement activities with disadvantaged communities within ongoing planning work.
- Identify additional opportunities for focused engagement with Black people, Indigenous People, and People of Color (BIPOC) and low-income communities for ongoing transportation studies.
- Select new contractors for the Outreach and Engagement Focused on Diversity, Equity, and Inclusion for Transportation Studies Bench Contract and identify engagement work tasks within planning studies.

PRODUCTS	COMPLETION DATES
Implement work orders using the Outreach and Engagement Focused on Diversity, Equity, and Inclusion for Transportation Studies Bench Contract and complete work	Ongoing
Select contractors for a new Outreach and Engagement Focused on Diversity, Equity, and Inclusion for Transportation Studies Bench Contract	Q1 2025
TIP Public Comment Report	August 2025

Relationship To Other Agencies' Work:

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

PLANNING AND PROGRAMMING PROCESS SUBTOTAL

Activity A Subtotal	Total
<i>Consultant Studies Continuing into 2025:</i>	
Regional Solicitation Evaluation	\$450,000
Outreach and Engagement Focused on Diversity, Equity, and Inclusion for Transportation Studies Bench Contract	\$100,000
<i>Memberships and Contract Purchases in 2025:</i>	
AMPO Membership	\$16,000
Regional Solicitation Software	\$30,000
Total Activity A Consultant & Purchases (\$)	\$596,000
Total Person-Weeks	436 Weeks
Total Including Personnel Time (\$)	\$2,610,050

B. Modal System Planning

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

TASK B-1 HIGHWAY SYSTEM PLANNING

Purpose:

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

Activities:

- Council staff will lead system studies and contribute to corridor studies or statewide efforts led by partner agencies.
- Participate in the development of MnDOT’s Capital Highway Investment Plan (CHIP).
- Develop and track approved highway performance measures.
- Review and approve, as necessary, functional classification change requests.
- Work with MnDOT staff on the Joint Interchange Review Committee to review and approve proposed interchange locations consistent with the TPP and Appendix F.
- Complete Metro Freeway Project Approvals as necessary for new freeways in the region.
- Continue work on the consultant study, Metropolitan Highway System Harms, Impacts and Mitigation Priorities Study, started in 2024.
- In cooperation with MnDOT, start work on an Excess Highway Capacity Study to identify highway corridors where there is or is not excess capacity when considering parallel corridors and the importance of the linkage for entire transportation system.
- Begin work on a new project, Integrating Travel Demand Management into Highway Project Development Project, that will create tools and resources for considering TDM in different project development phases from planning to post-construction.
- Participate in the steering committee and technical advisory committee for MnDOT’s Highway Corridor Planning work effort.

PRODUCTS	COMPLETION DATES
Preliminary Interchange Approvals (as outlined in TPP Appendix F)	As Needed
Submittal of Functional Classification Changes	As Needed
Metro Freeway Project Approvals	As Needed
Excess Highway Capacity Study	Q4 2026
Metropolitan Highway System Harms, Impacts and Mitigation Priorities Study	Q4 2026
Integrating Travel Demand Management into Highway Project Development Project	Q3 2026

Relationship To Other Agencies’ Work:

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

TASK B-2 FREIGHT PLANNING

Purpose:

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

Activities:

- Represent the Council on the Minnesota Freight Advisory Committee (MFAC) and its Executive Committee.
- Support MnDOT and the University of Minnesota, Center for Transportation Studies in planning the Annual Freight & Logistics Symposium program.
- Coordinate with MnDOT on regional and state freight policy directives and Metro Freight Initiative strategies implementation.
- Support the development of the MnDOT Metro District Freight Plan.
- 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 evaluating local agency proposals to add [Regional Truck Freight Corridors](#).

PRODUCTS	COMPLETION DATES
Regional Truck Freight Corridor updates	Q4 2025

Relationship To Other Agencies’ Work:

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

TASK B-3 TRANSIT PLANNING

Purpose:

To work with partners to plan a regional transit system that is consistent with the goals, objectives, and policies in Imagine 2050 and the 2050 TPP and to conduct the short-, mid-, and long-range regional transit studies, policy, and planning activities that inform transit corridor and transit system implementation activities for the whole region.

Activities:

- Support the update to the region’s arterial bus rapid transit plan.
- Participate in and support Metro Transit’s Network Now initiative as well as other transit provider service planning efforts. Coordinate major outcomes with the TPP Transit Investment Plan, as needed.
- Update the 2050 TPP Transit Design and Performance Guidelines to incorporate results of ongoing transit planning studies, analysis, and policy coordination with the region’s transit providers.
- Work on the Regional Microtransit Policy Framework, including stakeholder engagement, and report drafting.
- Provide technical research and peer region assessments on transit trends or planning initiatives that could inform regional plans and policies.
- Consult with partners to identify regional transit planning studies that would inform investment opportunities and priorities for the regional transit system.

- Develop technical planning resources and planning guidance to help implementation of regional plans by transit agencies and other implementing partners.
- Provide technical expertise on transit planning and regional policy perspectives for coordination with other planning efforts, including other modal efforts and local community planning.
- Continue holding meetings of the Transit Planning Technical Working Group to discuss transit elements of the transportation planning process with regional technical experts.
- Develop a scope of work and budget and release request for proposals for the Public Transit-Human Services Transportation Coordinated Plan update to begin in 2025.

PRODUCTS	COMPLETION DATES
Regional Microtransit Policy Framework	Q4 2025
Public Transit-Human Services Transportation Coordinated Plan	Q2 2026

Relationship To Other Agencies’ Work:

- The Council works closely with regional transit providers that plan and implement local transit improvements to coordinate the evaluation and planning of the regional transit system.
- The Council works closely on various committees with transit providers, MnDOT and local governments (primarily counties or county regional railroad authorities) on corridor-specific work to ensure consistency with regional system planning and development. This includes coordination with cities, counties, and transit providers that may be leading specific efforts or be affected by plans through their own land use planning or implementation activities. Metropolitan Transportation Services (MTS) planning staff generally serve as technical liaisons to corridor efforts after a locally preferred alternative has been identified and adopted into the Transportation Policy Plan. Metro Transit staff generally take a more prominent implementation role at this stage. More information on partner-agency-led studies can be found in Task B-5 Corridor Studies and Work Led by Partner Agencies.
- MnDOT, the Council, Metro Transit, other transit providers, and local governments work jointly on various ad-hoc committees to coordinate the planning and implementation of the regional transit system (e.g., Team Transit for transit advantages).

TASK B-4 BICYCLE AND PEDESTRIAN PLANNING

Purpose:

To participate in bicycle and pedestrian planning in the region; coordinate with and provide technical assistance to transportation agency partners; and to collaborate with agencies on regional or sub-regional transportation corridor studies to advance Council goals and objectives.

Activities:

- Coordinate with and provide technical assistance to state and local agencies on bicycle/pedestrian planning issues, studies, and initiatives.
- Oversee the planning and implementation of regional bicycle systems, including:
 - Managing the process to evaluate local agency proposals for modifying the Regional Bicycle Transportation Network (RBTN).
 - Managing the process to evaluate local agency proposals to add regional bicycle barriers and priority barrier crossing improvement locations.
- Participate on and coordinate with key bicycle and pedestrian planning committees, as appropriate; these have included standing and ad-hoc committees such as:

- MnDOT Bicycle and Pedestrian Data Task Force
- Minneapolis Pedestrian Advisory Committee
- Minneapolis Bicycle Advisory Committee
- Provide technical assistance on Regional Solicitation application development by working on changes required to reflect policies or react to feedback on the process.
- Coordinate with 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](#) and regional trails.
- 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.
- Participate on study advisory committees or panels (e.g., Technical Advisory Panels for MnDOT research projects) as appropriate to advance Council goals and policies.
- Manage the Bicycle-Pedestrian Planning Working Group to discuss non-motorized modal elements of the transportation planning process with state and local agency staff involved with bicycle and pedestrian planning.
- Begin managing the consultant-led Midtown Greenway Bicycle and Pedestrian Trail Expansion Planning Project as a non-Consolidated Planning Grant funded project.
- Complete the Regional Sidewalk Dataset Study, Phase 1 study to inform the development and implementation of a regional sidewalk dataset by identifying needs and options. Begin Regional Sidewalk Dataset Study, Phase 2 implementation of regional sidewalk dataset consistent with the recommendations of Phase 1.
- Develop a scope of work, complete a request for proposals process, and begin a Safer Connections to Transit Study that will identify needs and tools to improve safe access to transit for pedestrians and bicyclists.
- Begin work on the creation of a Pedestrian and Bicycle Demand Estimation Tool that will facilitate geographic-based demand estimation for use in project selection processes.

PRODUCTS	COMPLETION DATES
Regional bicycle system inventory update	Q1 2025
RBTN corridor and alignment updates	Q4 2025
Regional Bicycle Barrier updates	Q4 2025
Regional Sidewalk Dataset Study, Phase 1	Q3 2025
Regional Sidewalk Dataset Study, Phase 2	Q4 2026
Pedestrian and Bicycle Demand Estimation Tool	Q2 2026
Safer Connections to Transit Study	Q4 2026

Relationship To Other Agencies’ Work:

- Coordinate, review, and advise on state, county, and city bicycle and pedestrian plans and plan updates to ensure consistency with Council transportation policies, incorporate regional studies into partner agency project development and/or funding processes, and facilitate incorporation of regional planned networks and systems.
- Collaborate and advise on bike and pedestrian transportation policies by sharing best practices and regional policy perspectives through the following groups and committees:

- Bicycle-Pedestrian Planning Technical Working Group
- TAB/TAC
- County Boards/Commissions and City Councils, as appropriate

TASK B-5 CORRIDOR STUDIES AND WORK LED BY PARTNER AGENCIES

Purpose:

To participate in major corridor studies to ensure implementation of the regional transportation and development policies outlined in the 2050 TPP and Imagine 2050.

Activities:

- 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: Highway 55 Transit Study, American Boulevard Transit Study, Highway 169 Bus Rapid Transit Study.
- Participate in ongoing work for transitway corridor development including environmental review, station-area planning, and other implementation-related planning work for the following corridors: Blue Line Extension, Purple Line, Riverview Modern Streetcar, Arterial BRT corridors.
- Participate in highway corridor studies and interchange work that guide investments to improve mobility and safety for all users: MnDOT’s Rethinking I-94 Environmental Impact Statement (EIS), MnDOT’s Highway 61, MnDOT’s Highway 55, MnDOT’s Highway 169, MnDOT’s Highway 36, MnDOT’s Highway 252/I-94 EIS, MnDOT’s and Our Street’s Highway 55 (Olson Memorial Highway) studies.
- Participate in corridor studies for intercity passenger rail as needed including environmental review, engineering, and other implementation-related planning work for the following corridors: Northern Lights Express Passenger Rail.
- Participate in the Reconnect Rondo project funded by the Reconnecting Communities Pilot (RCP) program grant.

PRODUCTS	COMPLETION DATES
Purple Line Station Area Planning	2026
Blue Line Extension Station Area Planning	2026

Relationship To Other Agencies’ Work:

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

MODAL SYSTEM PLANNING SUBTOTAL

Activity B Subtotal	Total
<i>New Consultant Studies in 2025:</i>	
Excess Highway Capacity Study	\$20,000
Integrating Travel Demand Management into Highway Project Development Project	\$75,000
Public Transit-Human Services Transportation Coordinated Plan	\$70,000
Safer Connections to Transit Study	\$75,000
Regional Sidewalk Dataset Study, Phase 2	\$10,000
Pedestrian and Bicycle Demand Estimation Tool	\$100,000
<i>Consultant Studies Continuing into 2025:</i>	
Metropolitan Highway System Harms, Impacts and Mitigation Priorities Study	\$450,000
Regional Sidewalk Dataset Study, Phase 1	\$25,000
Regional Microtransit Policy Framework	\$90,000
Total Activity B Consultant & Purchases (\$)	\$915,000
Total Person-Weeks	364 weeks
Total Including Personnel Costs (\$)	\$2,456,401

C. Long-Range System Planning

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

TASK C-1 TRANSPORTATION POLICY PLAN

Purpose:

To prepare updates to the TPP and engage with stakeholders and regional partners on major updates and changes to the TPP including 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:

- Finalize the TPP in 2025, including the website, supporting materials, and any remaining graphics.
- Work to translate the 2050 TPP into other processes described elsewhere in this document, such as the creation of System Statements in Task C-2 Transportation and Land Use

PlanningTask C-2 Transportation and Land Use PlanningTask C-2 Transportation and Land Use Planning.

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

PRODUCTS	COMPLETION DATES
TPP Amendments	As needed
TPP Administrative Modifications	As needed
2050 Regional Development Guide Update and Engagement Activities	Q1 2025
2050 Transportation Policy Plan	Q1 2025

Relationship To Other Agencies’ Work:

- The draft 2050 TPP was created with significant input from regional policymakers, county and city partners, regional transit providers, federal and state agencies, other transportation implementation agencies, advocacy groups, and the public. TPP activities in 2025 will focus on final recommendation by TAB and adoption by the Council. Staff will continue to engage with regional partners on implementation of the TPP actions.
- Major regional investments by MnDOT and counties in the highway system and by transit providers in the transit system must be articulated in the TPP and shared through a public process. TPP amendments and modifications are made in cooperation with and with participation by all the region’s transportation planning partners.

TASK C-2 TRANSPORTATION AND LAND USE PLANNING

Purpose:

To ensure land use 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 update of the Land Use Policy Plan in Imagine 2050 to assure consistency with the policies and actions in the TPP.

Activities:

- Review of the transportation components of comprehensive plans, comprehensive plan amendments, and environmental review documents for major projects and developments.
- Participate in the review and scoring of [Livable Communities Act grant program](#) applications and other funding opportunities that support development and have a transportation relationship.
- Participate in ongoing station area planning work on transitway corridors including Purple Line and Blue Line Extension.
- Analyze the relationship between land use and development patterns and regional travel, as needed, to support transportation planning and policy development and implementation.
- Continue implementation efforts for the [Regional TDM Action Plan](#) and related TPP actions consistent with the related non-CPG funded activity.
- Work with the Council’s Community Development Division to create System Statements on the 2050 TPP for release to communities by end of the year to initiate the Comprehensive Plan update cycle.

PRODUCTS	COMPLETION DATES
Reviews of local Comprehensive Plans, Comprehensive Plan amendments, and environmental review requests	Ongoing
Review of Livable Communities Act Grant Applications	Semi-annually
2050 TPP System Statements	November 2025

Relationship To Other Agencies’ Work:

- Local governments implement land use policies and strategies through their comprehensive plans and other land use implementation tools. These are reviewed by the Council for consistency with regional policies and systems, such as Imagine 2050 and the 2050 TPP.
- The Metropolitan Council works with other cabinet-level state agencies to implement the wide-ranging impacts of regional plans, including the 2050 TPP.
- Imagine 2050 integrates work from the Council’s various divisions, including transit and wastewater operations as well as various system planning and investment authorities.

TASK C-3 ENVIRONMENTAL JUSTICE AND EQUITY

Purpose:

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

Activities:

- Develop an action plan and schedule to implement recommendations of the [Equity Evaluation of Regional Transportation Investments study](#) and identify needs for future consulting assistance for implementation.
- Implement training on the Equity Evaluation of Regional Transportation Investment study framework and tool that was developed through a non-CPG funded consultant project completed in 2024.
- Develop scope of work and select consultant team to create Community Assessment and Engagement Guide for use in transportation projects.
- Coordinate with the Council’s [Equity Advisory Committee](#) (EAC) to incorporate their recommendations into the Council’s transportation work.
- Continue work on the consultant study, Metropolitan Highway System Harms, Impacts and Mitigation Priorities Study, started in 2024, that is primarily listed in Task B-1 Highway System Planning.

PRODUCTS	COMPLETION DATES
Participate in Equity Related Internal and External Committees	Ongoing
Equity Evaluation Framework and Tool Training	Annual
Community Assessment and Engagement Guide	Q4 2026

Relationship To Other Agencies’ Work:

- Provide support to other agencies in learning best practices for incorporating equity into transportation planning and investment practices by sharing the work and results of the Equity Evaluation of Regional Transportation Investment study.

- Work with MnDOT in the Advancing Transportation Equity initiative to better understand how the transportation system, services, and decision-making processes help or hinder the lives of people in underserved and underrepresented communities in the Twin Cities.

TASK C-4 AIR QUALITY AND CLIMATE CHANGE PLANNING

Purpose:

To implement long-term air quality planning required by state and federal law including implementing the green-house gas assessments for major highway projects required in legislation passed by the 2023 legislature and the integration of congestion management, transportation, land use, and air quality planning with the requirements of the Clean Air Act (CAA).

CAA conformity planning is done collaboratively through the Minnesota Interagency Air Quality and Transportation Planning Committee (MNIQTPC), consisting of technical staff from the Council, MnDOT, MPCA, FHWA, FTA, and EPA. In November 2019, the region completed its maintenance period for carbon monoxide and is in full attainment of federal air quality standards from transportation-related sources. In 2022 a remaining small portion of Ramsey County completed its maintenance status for coarse particulate matter (PM₁₀) and the region is now in full air quality attainment.

Activities:

- Provide data and technical assistance to partner agencies to assist in air quality and travel demand analyses and modeling.
- Organize and work with the MNIQTPC to consult on air quality issues and State Implementation Plan (SIP) updates as necessary.
- Conduct any required air quality conformity analysis.
- Participate in the activities of Clean Air Minnesota, a public-private partnership that works to achieve measurable, voluntary emissions reductions.
- Prepare for a potentially needed SIP revision to comply with the anti-backsliding provisions of the CAA.
- Participate in MnDOT's Sustainable Transportation Advisory Council.
- Participate in update to Minnesota Climate Action Framework.
- Collaborate on internal and inter-agency efforts to address climate change.
- Continue a consultant study on Regional Transportation and Climate Change Multimodal Measures to conduct a peer review, technical analysis and identify appropriate multimodal measures to use in the TPP, TIP, and Regional Solicitation processes.
- Work with MnDOT to implement new Transportation GHG Emissions Impact Assessment required by 2023 Minnesota legislation.
- Work with the Council's Community Development division and broad Metropolitan Statistical Area on implementing Climate Pollution Reduction Grants Program.
- Scope, procure, and begin the Greenhouse Gas Reduction Strategy Development project.
- Participate in interagency meetings on air quality with the MPCA and MnDOT to come up with initiatives and strategies to deal with past and ongoing impacts and harms caused by highway systems especially in the environmental justice communities.

PRODUCTS	COMPLETION DATES
SIP Revision	As needed
Regional Transportation and Climate Change Multimodal Measures	Q2 2025
Greenhouse Gas Reduction Strategy Development	Q2 2027

Relationship To Other Agencies’ Work:

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

TASK C-5 TRANSPORTATION FINANCE

Purpose:

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

Activities:

- Participate 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.
- Work with MnDOT on Metro District funding levels and allocation of available funding to major highway projects for the TPP.
- 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 counties and metro transit to review funding plans for planned transitway investments and include this information as part of any TPP amendments.
- Work with TAB to develop revenue and spending plans for the regional Active Transportation funds.
- Review Council transit capital and operating budget plans and assure consistency with the TPP.

PRODUCTS	COMPLETION DATES
Adopted 2050 TPP with fiscally constrained revenue and spending plans for highways, transit and local transportation	Q1 2025
Transit Unified Operating Budget	December 2025
Transit Unified Capital Budget	December 2025

Relationship To Other Agencies’ Work:

- Council staff work with the transit operating agencies and suburban transit providers on transit operating and capital planning and allocation of federal formula funds.
- MnDOT works in cooperation with the Council on estimating metro area highway revenues and spending and identifying major highway investments.
- Council staff work with county transportation staff to estimate local transportation revenues and spending and track local contributions to regional highway and transit investments.

TASK C-6 ELECTRIC VEHICLES

Purpose:

Support national and state research and collaboration on electric vehicle technologies; analyze anticipated impact of electric vehicle implementation on the region’s transportation system and work with MnDOT and local transportation entities to share knowledge and accelerate implementation.

Activities:

- Participate in MnDOT Electric Vehicle Infrastructure Plan activities and electric vehicle work.
- Participate in research work led by the Council’s Community Development Division to identify regional greenhouse gas emissions reduction strategies, including the adoption of electric vehicles, and develop a tool for predicting emission levels and comparing strategy effectiveness.
- Support and coordinate research activities related to electrification with the Center for Transportation Studies and other regional partners.
- Participate in quarterly Drive Electric MN and subgroup meetings.
- Continue Electric Vehicle Public Charging Needs Analysis study.
- Continue Electric Vehicle Public Engagement and City Support contract work.

PRODUCTS	COMPLETION DATES
Electric Vehicle Public Charging Needs Analysis	Q2 2026
Electric Vehicle Public Engagement and City Support	Q2 2026

Relationship To Other Agencies’ Work:

- MnDOT continues to implement the National Electric Vehicle Infrastructure program in Minnesota and is conducting a study titled Electric Vehicle Infrastructure Needs Assessment for the state. Many cities, counties and non-profits are also active in understanding, planning for and investing in electrification within the Twin Cities region.

LONG RANGE SYSTEM PLANNING SUBTOTAL

Activity C Subtotal	Total
<i>New Consultant Studies in 2025:</i>	
Equity Evaluation Framework and Tool Training	\$50,000
Community Assessment and Engagement Guide	\$30,000
Greenhouse Gas Reduction Strategy Development	\$10,000
<i>Consultant Studies Continuing into 2025:</i>	
Regional Transportation and Climate Change Multimodal Measures	\$5,000
Electric Vehicle Public Engagement and City Support	\$100,000
Electric Vehicle Public Charging Needs Analysis	\$100,000
Total Activity C Consultant & Purchases (\$)	\$295,000
Total Person-Weeks	329
Total Budget Including Personnel Costs (\$)	\$1,668,494

D. Travel Research and Modeling

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.

TASK D-1 DATA COLLECTION AND MANAGEMENT

Purpose:

To continue a 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:

- Coordinate meetings and agendas of the Regional Travel Forecasting Technical Committee.
- Manage and distribute data for all TBI surveys up to and including 2025, including household travel surveys from 2010, 2019, 2021 and 2023, and transit on-board surveys from 2020, 2016, and 2022.
- Conduct 2025 household travel survey.
- Plan for future waves of TBI household travel survey and transit on board survey.
- Plan for future special generator surveys, including at MSP airport, regional colleges, and universities.
- Provide technical assistance to and satisfy data requests from other agencies, local units of government, and consultants.
- Collaborate with peer agencies on best practices for data collection and analysis. This will include membership and active participation with the Zephyr Foundation.
- Facilitate the purchase of StreetLight InSight or other passive origin-destination and speed data subscriptions to assist with understanding travel patterns within the region.
- Develop a framework for inventorying, mapping, and calculating accessibility for essential public health destinations.

PRODUCTS	COMPLETION DATES
Origin-Destination Data Subscription	2025
Framework for Accessibility to Public Health Destinations	Q2 2026
2025 TBI Household Travel Survey Implementation	Q3 2026

Relationship To Other Agencies' Work:

- The Council coordinates closely with MnDOT in public and local government outreach related to transportation data collection. Council staff works closely with other Council divisions, including Community Development and Metro Transit, and with suburban transit providers and the University of Minnesota to plan data collection work. Data is shared with partner agencies, local governments, and academic researchers.

TASK D-2 RESEARCH, DATA ANALYSIS, AND 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:

- 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.
- 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.
- 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.

PRODUCTS	COMPLETION DATES
Transportation Research Program	Ongoing

Relationship To Other Agencies' Work:

- Geospatial data and survey data and applications produced by Council staff are heavily used by MnDOT, counties, cities, and other regional partners. Data and analyses are broadly shared with partners and with researchers.

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 2040 and beyond; and to provide projections of travel demand, greenhouse gas and air pollution emissions, transit ridership, and other data needed to evaluate regional transportation investments.

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

Activities:

- Continue to support, enhance, and keep current the Tourcast activity-based travel model.
- Participate in the national ActivitySim collaborative project.
- Implement the ActivitySim activity-based model in the region.

- 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.
- Continue rebuilding travel demand model input networks.
- Take advice from and collaborate with peer agencies, federal partners, and industry organizations locally and nationally in understanding the need for and implementing model improvements.
- Continue to develop, enhance, and re-calibrate models considering recent sensitivity testing and new survey data.
- Distribute socio-economic forecasts, regional transportation forecasting networks, and the regional model to partners as needed.
- Distribute and support regional implementation of the FTA STOPS model for transitway forecasting.

PRODUCTS	COMPLETION DATES
ActivitySim Local Implementation Phase 2	Q3 2025
ActivitySim Local Implementation Phase 3	Q1 2027
Zephyr Foundation Membership	Ongoing
AMPO Research Foundation Membership (ActivitySim)	Ongoing

Relationship To Other Agencies’ Work:

- The Council coordinates closely with MnDOT in the development and operation of forecasting models and techniques. Through the Regional Travel Forecasting Technical Committee, the Council coordinates with local and partner agency stakeholders in the forecasting process.

TASK D-4 TRAVEL FORECASTING

Purpose:

To apply travel forecast models to support planning; to provide projections of travel demand, greenhouse gas and 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:

- Review the reasonableness of forecasts in local comprehensive plans, environmental documents, etc. that are submitted to the Council.
- Complete the Evaluation of Forecast Accuracy and Robustness project.
- Produce forecasts for Council and MnDOT plans and studies.
- Develop and analyze travel demand forecasts to support the 2050 TPP.
- 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.

PRODUCTS	COMPLETION DATES
Evaluation of Forecast Accuracy and Robustness	Q2 2025

Relationship To Other Agencies' Work:

- The Council coordinates closely with MnDOT and the Regional Travel Forecasting Technical Committee in conducting travel demand forecasts. Council forecasting staff coordinate with agency and consultant forecasting staff in providing technical assistance and reviews.

TRAVEL RESEARCH AND MODELING SUBTOTAL

Activity D	Total
<i>New Consultant Studies in 2025:</i>	
ActivitySim Local Implementation Phase 3	\$20,000
Framework for Accessibility to Public Health Destinations	\$30,000
<i>Consultant Studies Continuing into 2025:</i>	
ActivitySim Local Implementation Phase 2	\$5,000
Evaluation of Forecast Accuracy and Robustness	\$80,000
Transportation Research Program	\$100,000
<i>Memberships and Contract Purchases in 2025:</i>	
AMPO Research Foundation Membership (ActivitySim)	\$35,000
Origin-Destination Data Subscription	\$43,000
Zephyr Foundation Membership	\$2,000
Total Activity D Consultant & Purchases (\$)	\$315,000
Total Person-Weeks	254 weeks
Total incl. Personnel Costs (\$)	\$1,351,461

E. Short-Range Planning and Performance Monitoring

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 as well as monitoring and evaluating the development and implementation of Complete Streets components in corridors and projects in the region.

TASK E-1 CONGESTION MANAGEMENT PROCESS

Purpose:

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

Activities:

- Facilitate meetings of the CMP Advisory Committee, which is composed of partner agencies and stakeholders representing transportation agencies and operators throughout the metro

area. This Committee coordinates efforts and performs several activities to develop strategies that mitigate congestion on the transportation system.

- Continue work on the Congestion Management Process Pilot Corridor Analysis project to vet selected corridors from partner agencies in cooperation with MnDOT.
- Update the Congestion Management Process Policies and Procedures document and Corridor Analysis Handbook based on feedback and findings from other studies.
- Update the travel time index analysis tool as new data becomes available.
- Explore new thresholds for congestion based upon a peer review and best practices.
- Update and apply methodologies for analyzing congestion levels and identifying areas of concern along the entire transportation system, including non-freeway principal and minor arterials systems.
- Implement mechanisms and incorporate prioritized CMP strategies/corridors into the project selection process.
- Revise the CMP documentation to better align with regional goals and priorities as the 2050 TPP is developed.
- Report and create visual dashboards depicting traffic trends and congestion data within the region.
- Assess the effectiveness of previously implemented strategies.
- Coordinate a comprehensive and coordinated program for collecting data used to assess system performance and determine both the extent and causes of congestion in the metro area.

PRODUCTS	COMPLETION DATES
Congestion Management Process Pilot Corridor Analysis	Q4 2026

Relationship To Other Agencies’ Work:

- The Council coordinates closely with regional stakeholders to identify areas of concern for congestion. Through the CMP Advisory Committee, the Council has established a coordinated and transparent process that allows for all regional stakeholders and transportation officials to be informed and have a forum for input into the region’s CMP.

TASK E-2 COMPLETE STREETS RELATED ACTIVITIES

Purpose:

This section outlines all complete streets activities and budget to ensure the federal requirement that at least 2.5 percent of the FHWA portion of the transportation planning funds is devoted to Complete Streets related activities. Federal legislation broadly categorizes Complete Streets activities as including the following elements:

- Safety and Accessibility
- Multimodal Considerations
- Context Sensitivity
- Equity and Inclusion
- Integration with Land Use

Incorporating Complete Street principles ensures the 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.

Activities:

Many of the activities 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 following is a list of activities described in other tasks within the UPWP that have a Complete Streets component. A Complete Streets tasks estimated budget reflecting the approximate staff weeks salary, benefits, and consulting costs dedicated to Complete Streets is included in Appendix A: 2025 Unified Planning Work Program Budget. The budget is calculated by applying the number of hours each member of staff works on applicable tasks and applies their hourly rate.

The following are the Complete Streets related tasks within this UPWP:

- Task A-3 Regional Solicitation
- Task B-1 Highway System Planning
- Task B-2 Freight Planning
- Task B-3 Transit Planning
- Task B-4 Bicycle and Pedestrian Planning
- Task C-1 Transportation Policy Plan
- Task C-2 Transportation and Land Use Planning
- Task C-3 Environmental Justice and Equity
- Task E-1 Congestion Management Process

The Council has identified the following Complete Streets-specific activities to begin in 2025:

- Early stakeholder engagement and scoping efforts for a Complete Streets Local Implementation Guide project anticipated to begin in 2026.

TASK E-3 TRANSPORTATION SYSTEM PERFORMANCE MONITORING AND DATA COLLECTION

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:

- Work with MnDOT as regional partners to update federally required performance targets and report to the USDOT as necessary to fulfill federal requirements.
- Track travel time impacts on congestion and delay, producing reports and maps illustrating congestion on the region's A-minor arterial system and non-instrumented principal arterials.
- 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 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.
- 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.

PRODUCTS	COMPLETION DATES
Updated Safety Performance Measure Targets	February 2025
Update Other Performance Measure Targets	As Needed
Updated Transit Asset Management Targets	As Needed
Updated Transit Safety Targets	As Needed
2024 Transit Route Analysis	Q4 2025

Relationship To Other Agencies' Work:

- Council staff works closely with MnDOT and other state MPOs to coordinate statewide performance targets. The Council will continue to work closely with regional and federal partners as it develops a performance dashboard for the region.
- Council staff monitors MnDOT's Annual Congestion Report. The Council also works with MnDOT to develop the required data needed for federal performance measures.

SHORT-RANGE PLANNING AND PERFORMANCE MONITORING SUBTOTAL

Activity E Subtotal	Total
Consultant Studies Continuing into 2025:	
Congestion Management Process Pilot Corridor Analysis	\$60,000
Total Task E Consultant & Purchases (\$)	\$60,000
Total Person-Weeks	159 weeks
Total Including Personnel Costs (\$)	\$703,164

F. Non-CPG Planning Activities

The activities in this work area are components of the work performed by the MPO, but federal planning (CPG) dollars are not used. These activities are included as part of the narrative of the whole body of work that the department produces. The Council has been involved in this work for several decades and this work relates to the efficient operation of the region's transportation system.

RIGHT-OF-WAY ACQUISITION LOAN FUND

Purpose:

To administer the [Right-of-Way Acquisition Loan Fund](#) (RALF), established by the Minnesota legislature in 1982, to give loans to cities and counties for the advance acquisition of property located within an officially mapped metropolitan highway right-of-way.

This work is funded locally since it is not eligible for federal planning funds, but it is included here to more fully illustrate the work of the Council's transportation planning department.

Activities:

- Council staff consults with interested cities and MnDOT to determine the eligibility of specific parcels for RALF loans, prepares reviews of RALF loan applications for Council approval, and if approved, processes loan documents and check requisitions.
- Staff processes loan repayments after the property is sold to the road building authority, which is generally MnDOT.

- Staff works with loan holders on sale and repayment related to parcels determined not to be needed for highway purposes.
- Staff reports to the Council on the status of the RALF program and the available balance in the revolving loan fund each year.
- The Council originally levied a property tax to fund this program, but loan repayments made into the revolving fund when the highway is constructed have been sufficient to support the program for many years without the need for an annual levy.

PRODUCTS	COMPLETION DATES
Process loan applications and repayments	As needed

Relationship To Other Agencies’ Work:

- Council staff works with MnDOT to determine whether parcels proposed for acquisition are needed for future state highway expansions.

AVIATION TRANSPORTATION PLANNING

Purpose:

To maintain the long-term viability of the [regional aviation system](#) by ensuring compatible land use planning, development, system efficiency, and project effectiveness; to develop and implement long-range regional aviation policy, monitor and periodically review and update the Aviation Policy Plan, which is included in the TPP; and to ensure that airport plans are consistent with regional policies, current and anticipated technical, economic, and political conditions.

Other aviation planning activities include reviewing and coordinating aviation planning activities among agencies and municipalities. The Council is the lead agency on metro airport system planning and works closely with the Metropolitan Airports Commission (MAC), who owns and operates most of the region’s public airports, an MnDOT Office of Aeronautics for statewide air system planning and airport project funding and the Federal Aviation Administration (FAA) for federal regulations, and funding. Staff will conduct COVID-19 research to analyze the impacts of the disease on the aviation industry in general as well as the regional aviation industry and facilities. Other cities and agencies participate in aviation planning activities through the Council’s TAC/TAB process.

Activities:

- Continue an aviation system planning program including an aviation database, identification of needs, and evaluation of system performance.
- Coordinate activities with MnDOT Aeronautics, Metropolitan Airports Commission (MAC), FAA, other airport sponsors, communities, and users on the various metro aviation activities.
- Review airport annual capital improvement programs, and land use (noise, safety, and infrastructure) compatibility planning.
- Include ongoing reviews of the aviation elements of local comprehensive plans and comprehensive plan amendments.
- Review/approve the Flying Cloud Airport Long Term Comprehensive Plan.
- Participate in the St Paul Airport Long Term Comprehensive Plan preparation.
- Continue the update to the Regional Aviation System Plan. Produce an updated technical assessment of the regional aviation system to amend into the 2050 Aviation System Plan.
- Update regional aviation policies and actions, identify future trends and needed follow up studies or research to perform.

PRODUCTS	COMPLETION DATES
Update/Amend Regional Aviation System Plan	Q2 2025
Review MAC's Capital Improvement Program	Q1 2025
Review of Local Plan Amendments and EAs for Aviation	Ongoing
Long-Term Comprehensive Plan for Flying Cloud Airport	Q4 2024/Q1 2025

Relationship To Other Agencies' Work:

- Council staff works with MnDOT Aeronautics and the Metropolitan Airports Commission to coordinate and review aviation system needs throughout the region. The MAC is responsible for planning and development for many of the region's airports in the regional aviation system. The Council reviews local planning and development proposals to ensure compatibility between regional airports and new development.

TRAVEL DEMAND MANAGEMENT PROGRAM MANAGEMENT

Purpose:

To manage aspects of the regional travel demand management (TDM) program that relate to multiple implementing partners to help facilitate a regional TDM program so that implementors are working in a coordinated, collaborative manner; and to build a regional TDM work plan and budget that includes creating technical capacity and tools for implementors, providing frameworks for consistent strategy implementation, and monitoring performance for potential program enhancements.

The activities in this task are ongoing but will also include oversight of specific projects every year, some of which may be reflected in other tasks within the CPG-funding tasks if they are eligible planning projects.

Activities:

- Create a TDM advisory group, including identifying participants and creating a purpose statement, bylaws, and operating procedures.
- Manage a regional TDM workplan and develop a workplan template for partners that include consistent performance measure and tracking and reporting structure.
- Identify available data sources or research tools that could support TDM performance measures to be included in regional TDM program and projects.
- Begin scoping future regional TDM program tasks that may require consultant support or additional software tools (e.g., OneCommute modules).
- Work with OneCommute to create a client account module for partner agencies to track data.
- Create a public-facing brand and website for regional TDM program (including the promotion of events such as CarFreeMSP, Bike to Work Day, National Walk to Work Day, etc.).
- Provide support for the Integrating Travel Demand Management into Highway Project Development Project.

PRODUCTS	COMPLETION DATES
Website creation and brand consultation	2025 Q4

NON-CPG FUNDED STUDIES

Purpose:

The Metropolitan Council has planning activities funded throughout the agency that support the goals established in the regional development guide. These studies often involve transportation planning staff time and are mentioned in the previous planning activities, however, the consultant contract itself is funded with non-CPG funds. In 2025, one study effort as noted below will be receiving non-CPG funding. The Midtown Greenway Bicycle and Pedestrian Trail Expansion Planning Project is funded using Council funds and transportation planning staff will serve as the lead project manager in coordination with Community Development regional parks planning staff and through collaboration with transportation and parks partnering agencies.

Activities:

- Serve as project lead and facilitate involvement and coordination with transportation and parks agency partners.

PRODUCTS	COMPLETION DATES
Midtown Greenway Bicycle and Pedestrian Trail Expansion Planning Project	Q4 2025

III. APPENDICES

Appendix A: 2025 Unified Planning Work Program Budget

Table 1: Work Activity CPG Budget

TASK	TASK TITLE	STAFF WEEKS	SALARY COST	CONSULTANT COST	MEMBERSHIPS & CONTRACT PURCHASES	OVERHEAD & EXPENSES	TOTAL COST
A	Planning and Programming Process	436	\$1,353,345	\$550,000	\$46,000	\$660,704	\$2,610,050
B	Modal System Planning	364	\$1,113,569	\$915,000	-	\$427,833	\$2,456,401
C	Long-Range System Planning	329	\$987,916	\$295,000	-	\$385,578	\$1,668,494
D	Travel Research and Modeling	254	\$738,915	\$235,000	\$80,000	\$297,546	\$1,351,461
E	Short-Range Planning and Performance Monitoring	159	\$456,537	\$60,000	-	\$186,627	\$703,164
	<i>Eligible for Federal Funding</i>	1,541	\$4,650,283	\$2,055,000	\$126,000	\$1,958,287	\$8,789,570
						Federal CPG Funds	\$6,142,753
						20% Local Match	\$1,535,688
						Local Overmatch	\$1,111,129
						Total	\$8,789,570
						Total Match	30%

Table 2: Complete Streets Related Activities Spending

TASK	TASK TITLE	STAFF WEEKS	STAFF COST (INCLUDING BENEFITS)
A	Planning and Programming Process	80	\$310,484
B	Modal System Planning	150	\$469,544
C	Long Range System Planning	150	\$501,456
D	Travel Research and Modeling	0	\$0
E	Short-Range Planning and Performance Monitoring	25	\$84,897
Total		405	\$1,366,381
Percent of Total Federal Allocation			22%

Table 3: Travel Behavior Inventory Budget

TASK	TASK TITLE	STAFF WEEKS	SALARY COST	CONSULTANT COST	OVERHEAD & EXPENSES	TOTAL COST
D	Travel Behavior Inventory Program			\$1,303,500		\$1,303,500
Total Cost						\$1,303,500
Federal Funds						\$869,000
Local Match						\$260,700
Overmatch Funds						\$173,800
Total % Local						33%

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. See page 6 for information.

Appendix B: Explanation of Fund Allocation, Indirect Costs, and Local Contributions

1. ALLOCATION OF FEDERAL FUNDS

Since 2002 the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) funds have come to the Metropolitan Council in the form of a “Consolidated Planning Grant” (CPG) which recognizes the intermodal nature of urban transportation and allows flexibility in planning for issues that frequently result in multimodal solutions. CPG funds are not used for aviation planning, which is funded almost entirely with non-federal dollars. The exception to this would be periodic special studies funded by Federal Aviation Administration (FAA) grants, which may occur pending funding availability. This is also true for the Right-of-Way Acquisition Funds (RALF) program, which is funded with local monies. These activities are included in the 2025 UPWP to illustrate the full work completed by the Metropolitan Council; however, the money spent on these activities is excluded from federal funding as shown in the budget table.

2. STATEMENT OF METROPOLITAN COUNCIL REGARDING AUDITS AS REQUIRED BY 2 CFR 200.501 (B)

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

3. METROPOLITAN COUNCIL COST ALLOCATION PLAN

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

4. LOCAL SUPPORT

The local match shown with the activity descriptions in the following sections refer to dollar contributions of the Metropolitan Council to provide at least a 20 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 number more than 150 persons, most of whom meet monthly in regular committee working sessions. Such representatives put in additional hours dealing with written material prepared for their review and response. It is impossible to accurately calculate the hundreds of thousands of local dollars thus contributed to state and federal project planning for the region. The participation of such persons has been freely given by their respective employers as their contribution to local-regional cooperation. Because these local contributions of time and consultation help to advance federal and state funded highway and transit projects, it is appropriate to acknowledge this further contribution to the 3-C process for the region.

Appendix C: Planning Study Development Process and Description of 2025 Consultant Studies

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

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

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

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

This appendix provides a more detailed description of each of the consultant work studies programmed in 2025. Most consultant studies are programmed over a series of calendar years. The first section describes consultant studies expected to be initiated during 2025 and the following section provides descriptions of consultant studies carrying forward from previous years into 2025. Modifications to the UPWP will be made in accordance with the UPWP amendment policy.

Each study describes the overall purpose of the study; major tasks; deliverables and outcomes from the work; estimated project schedule; an estimated cost range for new 2025 studies and ongoing studies the total project budget; and the planned 2025 project budget for all studies. For new planning studies proposed to get underway in 2025, the estimated total project cost is shown as a range to recognize that the project work scope will be detailed in the development of the Request for Proposals and the budget finalized based upon the selected proposal(s). The total budget will be finalized in the second year's UPWP (i.e., the 2025 UPWP for projects initiated in 2024). Each study described below may result in one or more contracts dependent upon the most advantageous and appropriate method to accomplish the proposed work scope. A summary of each consultant project is provided below.

CONSULTANT STUDIES TO BE INITIATED IN 2025

Work Activity B: Modal System Planning

Public Transit-Human Services Transportation Coordinated Plan

PURPOSE:

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.

TASKS:

- Review past plans and activities accomplished.
- Establish 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 AND BUDGET:

- Est. Project Dates: Q2 2025 – Q2 2026
- Est. Total Budget: \$100,000
- 2025 Budget: \$70,000

Safer Connections to Transit Study

PURPOSE:

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 study on the relationship with pedestrian safety and elements of transit system design and roadway design that can affect traffic safety outcomes for pedestrians, such as 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 MnDOT and other partner agencies. This study may also engage transit riders and residents living near transit to collect information on the barriers that are challenging for safely accessing transit services by walking, rolling, or biking to stops or stations.

TASKS:

- Review literature and best practices for transit and roadway design elements affecting pedestrian safety.
- Engage riders and nearby residents on safety-related barriers to accessing nearby transit services.
- Analyze data for risk factors relating to transit system design and severity of pedestrian crashes.
- Create methodology and identify locations where improvements may be needed and strategies to address those needs.

SCHEDULE AND BUDGET:

- Est. Project Dates: Q2 2025 – Q2 2026
- Est. Total Budget: \$200,000
- 2025 Budget: \$75,000

Integrating Travel Demand Management into Highway Project Development Project**PURPOSE:**

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 to for highway expansion. The [Congestion Management Process](#) also places TDM as high-priority strategies 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 for how TDM strategies can be incorporated in different phases of highway project development, including post-construction considerations.

TASKS:

- 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 process, that can easily integrate into existing processes.
- Identify cases studies, as available, that illustrate real world examples of applied approaches.

SCHEDULE AND BUDGET:

- Est. Project Dates: Q2 2025 – Q3 2026
- Est. Total Budget: \$150,000
- 2025 Budget: \$75,000

Pedestrian and Bicycle Demand Estimation Tool**PURPOSE:**

The Council has assessed various existing tools for estimating pedestrian and bicycle demand include MnDOT's Suitability for the Pedestrian and Cycling Environment (SPACE) and Priority Areas for Walking (PAWS) tools and the regional travel demand forecast model. These tools have some value, but the 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 facilitate better demand estimating for funding prioritization processes like the Regional Solicitation and Active Transportation. The tool could also assist local agencies in planning for pedestrians and bicycles when working on local transportation plans or comprehensive plans.

TASKS:

- Identify key characteristics of pedestrian and bicycle demand using a combination of literature review, data analysis from sources like the Travel Behavior Inventory and observed counts, and stakeholder engagement.
- Design a geographic-based data tool that reflects key characteristics of pedestrian and bicycle demand and calculate results using latest available data.
- Validate output using observed data and stakeholder reviews.
- Test application of tool with a set of expected use-cases.
- Provide a how-to guide for updating the data and recommendations on the frequency of updates.

SCHEDULE AND BUDGET:

- Est. Project Dates: Q2 2025 – Q2 2026
- Est. Total Budget: \$150,000
- 2025 Budget: \$100,000

Excess Highway Capacity Study**PURPOSE:**

The Excess Highway Capacity Study will be a joint effort between MnDOT Metro District and the Met Council to identify trunk highway corridors where there is or is not excess motor vehicle capacity on the transportation system both today and into the future. The effort will focus on MnDOT's freeways and arterials to better understand each corridor's importance to local and regional travel while accounting for both the capacity of parallel routes and needed redundancy of the system. The study may also include city and county owned minor arterial routes that are parallel to MnDOT owned facilities. The study will examine the entire trunk highway system to better understand if there are segments that have too much capacity and may be candidates for capacity reductions or road diets, segments where there is no clear answer and more detailed study is required, and segments that are poor candidates for any future reductions in capacity. This regional-level study will be exploratory in nature and potential follow up studies may be needed. Study findings may inform other future Work Program items (e.g. the Twin Cities Incident Management and Redundancy System Plan). Study results should be combined with local corridor planning efforts for future project development.

TASKS:

- Identify the benefits and drawbacks for reducing capacity on the freeway or arterial system, and connections with 2050 TPP and the Statewide Multimodal Transportation Plan.
- Analyze both existing and future capacity needs on MnDOT's system.
- Identify trunk highway corridors/segments with excess capacity or opportunity for reduced capacity as well as corridors where capacity should not be removed because it would cause regional problems (identify what those problems/issues are).
- Place segments into different tiers based on study findings and analysis.
- Identify reasons why reducing capacity may still be appropriate even if there is not excess capacity on a segment (e.g., major pedestrian safety issue on an arterial).
- Document missing links in the existing system such as missing interchange ramp movements or overpasses could add needed redundancy to the system.
- Propose next steps for further studying this issue.

SCHEDULE AND BUDGET:

- Est. Project Dates: Q3 2025 – Q4 2026
- Est. Total Budget: \$250,000
- 2025 Budget: \$20,000

Regional Sidewalk Dataset Study, Phase 2**PURPOSE:**

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 hampers 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 would be a consultant study to assist the

Council with reviewing the internal work done in 2018 and 2019, convening external and internal stakeholders to prioritize data needs, and reviewing best options available for addressing these data needs. Phase 2, which would begin in 2025, would entail selecting an option(s) to acquire, purchase or collection the sidewalk data, along with identification of fundings for the recommended path, consistent with the recommendations from the Phase 1 work.

TASKS:

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

SCHEDULE AND BUDGET:

- Est. Project Dates: Q4 2025 – Q4 2026
- Est. Total Budget: \$10,000 – TBD
- 2025 Budget: \$10,000

Work Activity C: Long-Range System Planning

Community Assessment and Engagement Guide

PURPOSE:

This project was identified as a need in the Equity Evaluation of Regional Transportation Investments study completed in 2024. A more equitable distribution of transportation benefits and burdens starts with including community in identification of a project’s purpose and need. This guide will draw on existing work, like the [Federal Highway Administration’s Community Impact Assessment: A Quick Reference Guide](#) and other resources, to develop a project-level guide. 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 of people; past or ongoing transportation policies or investments that have benefited or harmed the community; the physical environment such as current transportation barriers or access, tree canopy, bodies of water, parks and trails; the social and cultural environment, such as community centers, schools, religious centers, employment and businesses; and other data.

TASKS:

- Review and summarize relevant local, regional, state and federal work related to methodologies for identifying community assets.
- Engage community members and our partner staff and policy makers at key points to develop this guide.
- Develop guide to provide assistance with developing transportation projects.

SCHEDULE AND BUDGET:

- Est. Project Dates: Q2 2025 – Q4 2026
- Est. Total Budget: \$150,000 – \$200,000
- 2025 Budget: \$30,000

Equity Evaluation Framework and Tool Training

PURPOSE:

This project continues implementation of the Equity Evaluation of Regional Transportation Investments study with training for local partners on the use and application of the framework and tool.

TASKS:

- Develop training plan and schedule and deliver training sessions.
- Review evaluations and implement any needed changes.

SCHEDULE AND BUDGET:

- Est. Project Dates: ongoing
- Est. Total Budget: ongoing annual budget of \$50,000
- 2025 Budget: \$50,000

Greenhouse Gas Reduction Strategy Development

PURPOSE:

This study will follow up on global, national, and state work on greenhouse gas reduction strategies to further develop local priorities and implementation details in coordination with partners. The work will build off the Regional Transportation and Climate Change Multimodal Measures Study which is identifying methods for estimating the emissions impacts of projects. It will further consider solutions and implementation strategies. This work will follow from the state's [Climate Action Framework](#), [Statewide Multimodal Transportation Plan](#), MnDOT's [Carbon Reduction Strategy](#), and other local and regional work. It will include work in the areas of electrification, transportation choices, low carbon infrastructure, and operations.

TASKS:

- Review and summarize relevant local, regional, state, and federal work related to greenhouse gas reduction strategies, greenhouse gas inventory and forecasts methods, and strategy evaluation methods.
- Conduct a scenario planning exercise to explore the impacts of potential futures including business as usual, a variety emphasizing specific strategies to reduce greenhouse gas emissions, and a variety of mixed approaches.
- Evaluate greenhouse gas reduction strategies within the areas of electrification, vehicle miles traveled reduction, land use, and construction practices (e.g., low carbon steel and concrete, electric powered equipment) for a variety of considerations including cost-effectiveness with respect to greenhouse gas emission reduction, equity, public health and other co-benefits, implementation ease, and geographic context.
- Develop local priorities and implementation details (e.g., funding, roles of various agencies, needed technical support, applicability to different geographies of the region).
- Engage partner staff and policy makers and the public at key milestones during this project.
- Propose next steps for further work in the area of greenhouse gas reduction in the region.

SCHEDULE AND BUDGET:

- Est. Project Dates: Q4 2025 – Q2 2027
- Est. Total Budget: \$400,000
- 2025 Budget: \$10,000

Work Activity D: Travel Research and Modeling

Framework for Accessibility to Public Health Destinations

PURPOSE:

Accessibility measures frequently focus on how many jobs people reach in a certain amount of time by different travel modes (for example, bus, car, bike, etc.), but people need to access more than just jobs and shopping centers. To maintain and improve their quality of life, people need access to services such as food, health care, educational facilities, restorative open spaces, and social and cultural events. This study will help communities identify where and how they can improve peoples' access to these services.

TASKS:

- Work with partners to identify and then create an inventory of essential destinations in different community contexts (including rural areas) that positively contribute to public health.
- Expand existing accessibility analysis to include an evaluation of accessibility to these public health destinations across the region.

SCHEDULE AND BUDGET:

- Est. Project Dates: Q2 2025 – Q2 2026
- Est. Total Budget: \$100,000
- 2025 Budget: \$30,000

ActivitySim Local Implementation Phase 3

PURPOSE:

The goal of this project is to follow up on Phase 2 of ActivitySim implementation (conducted in 2023-2025) by adding sub-models and ancillary models based on policy needs, re-calibrating existing components based on new local data as necessary, and further enhancing network and other data handling within the model.

SCHEDULE AND BUDGET:

- Est. Project Dates: Q4 2025 – Q1 2027
- Est. Total Budget: \$300,000
- 2025 Budget: \$20,000

CONSULTANT STUDIES INITIATED PRIOR TO 2025 AND CARRYING INTO THE 2025 UPWP

Work Activity A: Planning and Programming Process

Regional Solicitation Evaluation

PURPOSE:

This study, which started in late 2023, is evaluating the entire Regional Solicitation program and process for selecting projects and is done approximately once every 10 years. The main purpose of the Regional Solicitation Evaluation is to tie project selection more closely to the Regional Development Guide and the 2050 Transportation Policy Plan. In doing so, the MPO will ensure that the region's current transportation goals and objectives are being incorporated into project selection in the Regional Solicitation.

TASKS:

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

SCHEDULE AND BUDGET:

- Est. Project Dates: Q4 2023 – Q3 2026
- Est. Total Budget: \$919,000
- 2025 Budget: \$450,000

Outreach and Engagement Focused on Diversity, Equity, and Inclusion for Transportation Studies Bench Contract

PURPOSE:

The Metropolitan Council initiated a bench contract with three consultants to provide outreach and engagement services on an as-needed basis for two years. These consultants will plan, design and facilitate outreach activities designed to engage Black people, Indigenous people, and People of Color (BIPOC), Hispanic, low-income, and other traditionally underrepresented communities in transportation studies that may include equity, safety, climate change, transportation attitudes and needs, travel demand management, and transportation policy goals. The original bench contract will be extended into early 2024 and a new request for qualifications will be released to select firms for a second round of the master contract.

TASKS:

- 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, measuring and reporting.

SCHEDULE AND BUDGET:

- Est. Project Dates: Annual
- Est. Total Budget: ongoing annual budget of \$100,000
- 2025 Budget: \$100,000

Work Activity B: Modal System Planning

Metropolitan Highway System Harms, Impacts and Mitigation Priorities Study

PURPOSE:

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

TASKS:

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

SCHEDULE AND BUDGET:

- Est. Project Dates: Q3 2024 – Q4 2026
- Est. Total Budget: \$980,000
- 2025 Budget: \$450,000

Regional Sidewalk Dataset Study, Phase 1**PURPOSE:**

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 hampers 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 would be a consultant study to assist the Council with reviewing the internal work done in 2018 and 2019, convening external and internal stakeholders to prioritize data needs, and reviewing best options available for addressing these data needs. Phase 2 would entail selecting an option(s) to acquire, purchase or collect the sidewalk data, along with identification of funding for the recommended path.

TASKS:

- Create a technical advisory group of external and internal stakeholders to guide the Phase 1 study.
- Work with partners to prioritize initial desired data attributes.
- Conduct a review of current technological options available for sidewalk data collection.
- Develop recommendations for Phase 2 regional sidewalk data collection implementation.

SCHEDULE AND BUDGET:

- Est. Project Dates: Q4 2024 – Q3 2025
- Est. Total Budget: \$25,000 – \$30,000
- 2025 Budget: \$25,000

Regional Microtransit Policy Framework

PURPOSE:

The region is experiencing a growth in a relatively new transit service model known as microtransit. This service is typically on-demand, with individualized scheduling, smaller vehicles, and short trips. All the transit providers in the region are operating some form of microtransit but there are inconsistencies between how the services are offered to customers, managed by providers, and coordinated between different service types. This consultant study will assess the state of microtransit in the region, assess national best practices for microtransit operations and coordination across providers, and make recommendations for areas where regional microtransit policies are needed and what those regional policies should be.

TASKS:

- Create a technical advisory team of microtransit providers to guide the results of the work.
- Assess and document the microtransit programs in the region including their policies, strengths, opportunities, aspirations, and results.
- Conduct a peer review of similar microtransit programs, including those where different providers operate in the same region, and best practice literature.
- Develop a policy framework for microtransit operations in the region.

SCHEDULE AND BUDGET:

- Est. Project Dates: Q4 2024 – Q4 2025
- Est. Total Budget: \$100,000
- 2025 Budget: \$90,000

Work Activity C: Long-Range System Planning

Regional Transportation and Climate Change Multimodal Measures

PURPOSE:

As the Council has increased its focus on reducing greenhouse gas emissions from transportation sources, it requires a more detailed way of evaluating the emissions benefits and impacts of plans, programs, and individual projects. The category of “transportation projects” includes a variety of different types of investments at tremendously different scales. It is important to be able to evaluate the emissions effects across project types for planners and policymakers to evaluate the emissions tradeoffs of investment and planning decisions. To make this possible, the Council will undertake a study to develop measures and methods for evaluating the emissions impacts of transportation projects, focusing on mobility projects for any mode, and transportation electrification and travel demand management investments.

TASKS:

- Inventory and evaluate current greenhouse gas estimation methodologies used in the Regional Solicitation, TIP, and TPP.
- Review and summarize best practices for other relevant transportation planning and implementing agencies.
- Recommend methodologies for estimating GHG impacts from mobility type investments in the Regional Solicitation, TIP and TPP by project category.
- Review, refine and update a GHG inventory and business-as-usual forecast of the transportation sector in sufficient detail to support recommended methodologies in various time frames.

- Implement recommended methodologies for several example projects and programs, extending and refining “R” code as necessary for the Regional Solicitation and the TPP (does not include the TIP).
- Develop approaches to mitigate GHG impacts of projects that are forecast to result in a net GHG increase.
- Conduct a sensitivity test of the Council’s Activity Based Model to assess the degree to which modeled results are consistent with literature with respect to induced demand and explore adjustments that would be informed by literature as well as the Activity Based Model.

SCHEDULE AND BUDGET:

- Est. Project Dates: Q4 2022 – Q2 2025
- Est. Total Budget: \$340,000
- 2025 Budget: \$5,000

Electric Vehicle Public Engagement and City Support

PURPOSE:

Individuals and cities will play a central role in determining how fast the benefits of transportation electrification are realized. This work will develop and provide the information these important stakeholders need to make decisions related to charging infrastructure and electric vehicles and accelerate the adoption of electric vehicles.

SCHEDULE AND BUDGET:

- Est. Project Dates: Q4 2024 – Q2 2026
- Est. Total Budget: \$125,000 – \$175,000
- 2025 Budget: \$100,000

Electric Vehicle Public Charging Needs Analysis

PURPOSE:

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

TASKS:

- Identify the existing charging network and additional investments expected from individuals, utilities, the private sector and public investments using available federal funding.
- Identify ranges of expected charging needs under differing adoption rates for electric vehicles in the region.
- Geographically describe various gaps in the charging system that we might anticipate in the Twin Cities region and a mix of charging investments that might fill that gap.
- Identify any known or expected issues and investment needs for the regional energy transmission network.
- Identify criteria and measures to prioritize charging network gaps and transmission needs.
- Identify potential charging funding sources and levels and needs for additional regional funding.

SCHEDULE AND BUDGET:

- Est. Project Dates: Q4 2024 – Q2 2026
- Est. Total Budget: \$125,000– \$175,000
- 2025 Budget: \$100,000

Work Activity D: Travel Research and Modeling***ActivitySim Local Implementation Phase 2*****PURPOSE:**

The goal of this project is to follow up on Phase 1 of ActivitySim implementation (conducted in 2021-2022) by refining sub-models based on local data as necessary. This includes fully validating the Council's ActivitySim model using observed local conditions. Phase 2 will also explore opportunities to enhance the local model's ability to answer policy questions by incorporating ongoing improvements to the ActivitySim platform into the Council's model.

SCHEDULE AND BUDGET:

- Est. Project Dates: Q2 2023 – Q2 2025
- Est. Total Budget: \$300,000
- 2025 Budget: \$5,000

Transportation Research Program**PURPOSE:**

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 two or three individual grants.

TASKS:

- *Transit Impact Research Program* will fund a portion of a transit research project to be selected in early 2025 by the funding partners of the program at the UMN. This is an activity the Council participates in on an annual basis. The 2025 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 2025 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), begins 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. The initial focus areas will be sustainability in transportation and climate change impacts. 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 2025 budget for this part of the project is \$55,000.

SCHEDULE AND BUDGET:

- Est. Project Dates: Q1 2025 – Q4 2025
- Est. Total Budget: \$100,000
- 2025 Budget: \$100,000

Evaluation of Forecast Accuracy and Robustness

PURPOSE:

Several recent corridor studies and projects have demonstrated that regional traffic growth over the past two decades is inconsistent with past highway forecasts and current future forecasts with contemporary models. An examination is needed to identify the accuracy of previous forecasts, reasons for inaccuracies, and to develop recommendations to improve current forecasting practice.

TASKS:

- Review past corridor-level highway forecasts in the region from 2000 to 2020.
- Conduct an analysis of overall accuracy and the causes of any inaccuracies.
- Review current forecasting practices and make recommendations for improvement.

SCHEDULE AND BUDGET:

- Est. Project Dates: Q4 2024 – Q4 2025
- Est. Total Budget: \$100,000
- 2025 Budget: \$80,000

Work Activity E: Short-Range Planning and Performance Monitoring

Congestion Management Process Pilot Corridor Analysis

PURPOSE:

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

TASKS:

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

SCHEDULE AND BUDGET:

- Est. Project Dates: Q3 2024 – Q4 2026
- Est. Total Budget: \$150,000
- 2025 Budget: \$60,000

2025 MEMBERSHIPS AND CONTRACT PURCHASES

Work Activity D: Travel Research and Modeling

Zephyr Foundation Membership

Agency membership dues in the Zephyr Foundation. The Foundation's mission is to advance rigorous transportation and land use decision-making for the public good by advocating for and supporting improved travel analysis and facilitating its implementation. The Foundation's goals are to advance the field through flexible and efficient support, education, guidance, encouragement, and incubation. In 2025, staff will also participate in planning a tentatively named "Modeling Mobility" conference to be sponsored by Zephyr and held in Minneapolis in fall 2025.

SCHEDULE AND BUDGET:

- Est. Project Dates: Q1 2025 – Q4 2025
- Est. Total Budget: \$2,000
- 2025 Budget: \$2,000

AMPO Research Foundation Membership (ActivitySim)

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

SCHEDULE AND BUDGET:

- Est. Project Dates: Q2 2025 – Q2 2026
- Est. Total Budget: \$35,000
- 2025 Budget: \$35,000

Origin-Destination Data Subscription

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

SCHEDULE AND BUDGET:

- Est. Project Dates: Q4 2024 – Q3 2025
- Est. Total Budget: \$43,000
- 2025 Budget: \$43,000

NON-CPG FUNDED STUDY CONTRACTS

Regional Aviation System Plan

This study, which will be funded with a combination of local and Metropolitan Airports Commission (MAC) funds, will update the technical assessment which underlies the 2050 Regional Aviation System Plan by evaluating how the aviation system is performing in the region and identify aviation trends and issues that are relevant to the systems operation through 2050. The plan will look to update the region's aviation policies and associated actions, key information about system facilities, update the forecast and facility requirements for the regional airport system, incorporate updated regional airport long term comprehensive plans, MnDOT's updated State Aviation Plan, any relevant regulations from the FAA

and aviation trends which could impact airport operations or regional airspace. This study will help to fulfill and align the Imagine 2050 regional goals to the 2050 TPP aviation policies, actions and system performance.

SCHEDULE AND BUDGET:

- Est. Project Dates: Q4 2023 – Q4 2025
- Total non-CPG Budget: \$350,000

Midtown Greenway Bicycle and Pedestrian Trail Expansion Planning Project

This project is in response to the 2023 Omnibus Transportation Finance Bill that directed the Council to plan a continuous and dedicated bicycle/pedestrian trail from the eastern terminus of the current Midtown Greenway in Minneapolis across the Mississippi River and terminating at Allianz Field in St. Paul. The purpose of the project is to develop the concept for extending the Greenway and to advance it into project development planning. The Final Report will include a Project Implementation Plan that lays out the processes and detailed steps to complete design and construct the project.

SCHEDULE AND BUDGET:

- Est. Project Dates: Q4 2024 – Q4 2025
- Total non-CPG Budget: \$540,000

Appendix D: 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). The IIJA builds upon previous legislation entitled Fixing America's Surface Transportation Act (FAST Act) and identifies ten planning factors to be considered by MPO's in developing plans and programs that are reflected in the various tasks and activities:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and nonmotorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
10. Enhance travel and tourism.

The following table demonstrates the direct and indirect relationship between the UPWP tasks and activities and the federal planning factors.

- = Direct relationship
- ◐ = Indirect relationship

	1	2	3	4	5	6	7	8	9	10
A-1 Planning Program Process Support	●	●	◐	●	●	◐	◐	◐		
A-2 TIP Development and Management	●	●	◐	●	◐	◐	◐	●		
A-3 Regional Solicitation	●	●	◐	●	●	●	◐	●		
A-4 Planning Process Engagement	●	●	◐	●	●	◐	◐	◐	◐	◐
B-1 Highway System Planning	●	●	●	●	●	●	●	●	◐	◐
B-2 Freight Planning	●	●	●	●	●	●	●	●		◐
B-3 Transit Planning	●	●	●	●	●	●	●	●	◐	◐
B-4 Bicycle and Pedestrian Planning	●	●	◐	●	●	●	●	●	◐	◐
B-5 Corridor Studies and Work Led by Partner Agencies	●	●	◐	●	●	●	●	●	●	
C-1 Transportation Policy Plan	●	●	●	●	●	●	●	●	●	◐
C-2 Transportation and Land Use Planning	●	◐	◐	●	●	●	◐	◐		●
C-3 Environmental Justice and Equity	●	◐	◐	●	●	◐		◐		
C-4 Air Quality and Climate Change Planning	◐	◐	◐	◐	●	◐		◐	◐	
C-5 Transportation Finance	◐	◐	◐	◐	◐	◐	◐	●	◐	◐
C-6 Electric Vehicles	◐	◐	◐	◐	●	◐	◐			
D-1 Data Collection and Management	◐	◐	◐	◐	◐	◐	●	◐		
D-2 Research, Data Analysis, and Visualization	◐	◐	◐	◐	◐	◐	◐	◐	◐	◐
D-3 Model Development	◐	◐	◐	◐	◐	◐	◐			
D-4 Travel Forecasting	◐	◐	◐	◐	◐	◐	◐	◐		
E-1 Congestion Management Process	●	◐	◐	●	◐	◐	◐	●	◐	
E-2 Complete Streets Related Activities	◐	●	◐	●	●	●	●	●	◐	◐
E-3 Transportation System Performance Monitoring and Data	●	●	◐	●	●	◐	◐	●		
F Non-CPG Planning Activities	◐	◐		◐	◐	◐	●			◐

Appendix E: Acronyms

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



390 Robert Street North
St Paul, MN 55101-1805

Amy Vennewitz
651-602-1058
Amy.Vennewitz@metc.state.mn.us

Follow us on:
twitter.com/MetCouncilNews
facebook.com/MetropolitanCouncil