

2027 REGIONAL TRANSPORTATION PLANNING WORK PROGRAM

Regionally Funded Transportation Planning in the Twin Cities Metropolitan Area

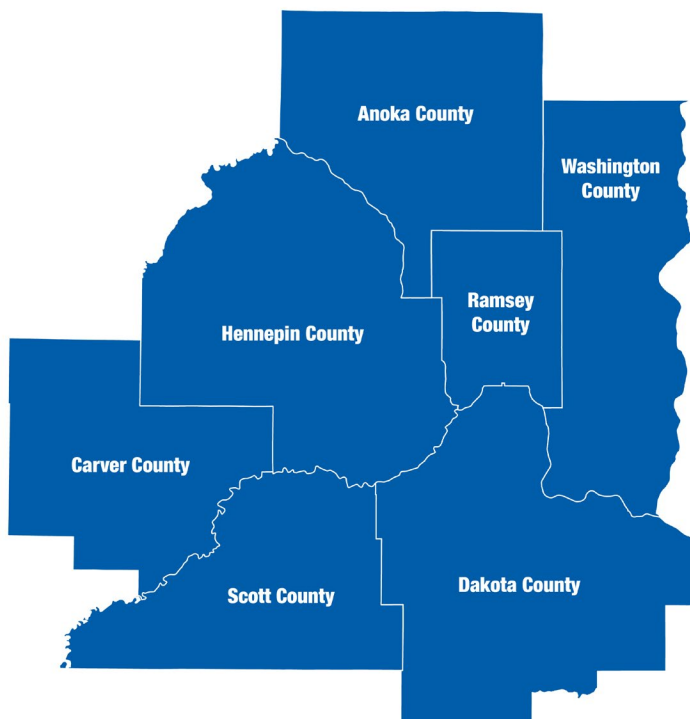


DRAFT – July 28, 2026

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

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

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.

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Introduction

The Metropolitan Council serves as the Metropolitan Planning Organization (MPO) for the Twin Cities region and facilitates the cooperative, continuing, and comprehensive (3-C) transportation planning process for the region. The Metropolitan Council’s jurisdiction includes the seven counties surrounding the core cities of Minneapolis and Saint Paul, including Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington counties. In addition, the 2020 Census 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.

The Regional Transportation Planning Work Program is a description and documentation of transportation and transportation-related planning activities in the Twin Cities metropolitan area for calendar year 2027 that are funded by local sources and grants, not federal planning funds. These activities, when paired with the federally funded planning activities, help ensure the efficient operation of the region’s transportation system and advance the mission of the Met Council and the values, vision, and goals of Imagine 2050 and the 2050 Transportation Policy Plan.

Historically, these activities have been included in the federally funded Unified Planning Work Program to demonstrate the whole body of work produced by the Council’s regional transportation planning department. However, some regional priorities may not align with current federal policy or funding eligibility. The Met Council remains committed to shared regional and state goals, and those activities described in this document continue to be funded with non-federal sources.

Regional Transportation Planning Tasks Funding

The Regional Transportation Planning Work Program is funded through a variety of regional funding sources including Metropolitan Airports Commission funds for aviation planning, federal funds for Travel Demand Management Program activities awarded as part of the TDM Regional Solicitation project, Council sales tax funds for the Midtown Greenway project and other Council funds for non-federally eligible planning activities.

Figure 1: 2027 Regional Work Program Budget Sources



Regionally Funded Transportation Planning Tasks

Task 1: Active Transportation Program

Purpose

In 2023, the Minnesota legislature established the regional transportation sales and use tax. A portion of this tax revenue, approximately \$21 million annually, is allocated to the Transportation Advisory Board (TAB) to competitively select active transportation projects for funding.

The Active Transportation Program includes a competitive funding process to select active transportation projects that advance the goals of the Imagine 2050 regional development guide and 2050 Transportation Plan and meet state enabling legislation. The solicitation includes regional sales and use tax proceeds from the seven-county metropolitan area. In 2026, the Regional Solicitation Evaluation project was completed. In accordance with legislation, the active transportation solicitation was developed in alignment with other TAB funding processes resulting in project selection categories, criteria, and scoring measures which meet legislative intent and advance regional priorities.

The regional sales and use tax was identified for the TAB to distribute to selected projects. As the TAB does not have formal staffing, the Met Council staff administers and manages awarded project grants.

Activities

Solicitation

- Work with members of the TAB and TAB's Active Transportation Task Force to establish policy guidance for the solicitation and grant administration.
- Correspond with applicants and awardees on any questions on the solicitation of administration of awarded projects.
- Select Active Transportation Solicitation Projects in early 2027, for program years 2027, 2028 and 2029.
- Serve on the scoring committee for Active Transportation projects, if necessary, and bring project funding recommendations through the committee process.
- Complete review of the new structure and measures after the 2026 solicitation as part of a larger project, Review of the 2026 Regional Solicitation.
- Implement the findings from the Review of the 2026 Regional Solicitation and launch the 2027 Active Transportation Solicitation.

Administration

- Facilitate TAB's Active Transportation Task Force, which meets every other month.
- Develop project element eligibility for infrastructure and planning awards.
- Keep current the Active Transportation Grant Administration Guide; update or develop any grant administration policies, procedures, or process as needed.
- Update the online mapping tool and database of funded projects and the Data Atlas regional datasets tool.
- Manage the projects selected through the Active Transportation 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 to discuss scope and funding changes and program year extensions.
- Directly administer awarded grants for selected projects including project review, approval and reimbursement of eligible expenses.

Major Products

Product	Completion Date
Active Transportation Solicitation for 2027, 2028, 2029 projects	Q4 2026/Q1 2027
Update online information on selected projects	Q4 (annually)
Review the 2026 Active Transportation Solicitation	Q2 2027
Establish and update policy guidance for future solicitations	Ongoing
Manage and administer awards for selected active transportation projects	Ongoing

Task 2: Aviation Transportation Planning

Purpose

To maintain the long-term viability of the regional aviation system by ensuring compatible land use planning, development, system efficiency, and project effectiveness; to develop and implement long-range regional aviation policy, monitor and periodically review and update the Aviation System Plan, which is included in the TPP; and to ensure that airport plans are consistent with regional policies and 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 regional airport system planning and works closely with the Metropolitan Airports Commission (MAC), who owns and operates most of the region's public airports, and MnDOT Office of Aeronautics for statewide air system planning and airport project funding, and the Federal Aviation Administration (FAA) for federal regulations, and funding. Other cities and agencies participate in the Council's aviation planning activities through the Council's TAC/TAB process and special working groups.

Activities

Aviation Planning Coordination

- Coordinate activities with MnDOT Aeronautics, Metropolitan Airports Commission (MAC), FAA, other airport sponsors, communities, and users on the various regional aviation activities.
- Review airport annual capital improvement programs and land use (noise, safety, and infrastructure) compatibility planning.
- Attend and provide support for MAC meetings at regional airports. Develop monthly status updates for MAC Council Member liaison.
- Coordinate development and review Airlake EA for runway extension project.

Aviation System Planning

- Continue an aviation system planning program including an aviation database, identification of needs, and evaluation of system performance.
- Include ongoing reviews of the aviation elements of local comprehensive plans and comprehensive plan amendments. Conduct consistency review and approve the St Paul Downtown Airport Long-Term Comprehensive Plan.
- Participate in the Anoka County-Blaine Airport Long-Term Comprehensive Plan development.
- Adopt the 2050 TPP Aviation System Plan with updated technical analysis, policy review and public comment.
- Conduct minor update to the Builders Guide to Mitigating Aircraft Noise document.

Major Products

Product	Completion Date
Review of Local Plan Amendments and EAs for Aviation	Ongoing
Review MAC's Capital Improvement Program	Q1 2027
Consistency Review for the Long-Term Comprehensive Plan for St. Paul Downtown Airport	Q1 2027

Task 3: Travel Demand Management Program

Purpose

To manage aspects of the regional travel demand management (TDM) program that involve multiple implementing partners, ensuring coordinated and collaborative implementation. In addition, to develop a regional TDM work plan and budget that builds technical capacity and tools for implementors, providing consistent implementation frameworks, and monitors performance for future 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

Travel Demand Management Program Coordination

- Administer TDM advisory and technical groups, including creating agendas, meetings summaries, and providing content when needed.
- Maintain a regional TDM workplan and collect consistent workplan information, budgets, and progress reporting from regional TDM partners to facilitate coordination and grant administration activities.
- Provide support to MnDOT’s I-494 INFRA grant that includes TDM elements in conjunction with highway investment.
- Offer assistance to regional TDM partners on industry best practices and foster collaboration for regional TDM projects.

Travel Demand Management Program Administration

- Identify available data sources or research tools that could support TDM performance measures to be included in regional TDM program and projects.
- Continue to work on creating a consistent, public and stakeholder facing brand and website for the regional TDM program (including the promotion of events such as International Car Free Day, Bike to Work Day, National Walk to Work Day, etc.) that also connects to TDM implementation and service provider partner websites.
- Provide TDM partners with tools that capture data that will be used for regional analysis.
- Develop reporting tool to capture data for TDM partner performance measurement.

Major Products

Product	Completion Date
Public-facing brand and website creation	Q1 2027

Task 4: Other Regionally Funded Planning Studies

Purpose

The Metropolitan Council has planning activities funded throughout the agency that support the goals established in Imagine 2050 the regional development guide. 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 transportation planning 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.

Activities

Consultant Studies

This task includes the following consultant studies:

- Community Considerations and Equity Framework & Tool Training.
- Electric Vehicle Curbside Charging Implementation Cohort.
- Electric Vehicle Public Engagement & City Support.

Study descriptions are shown in Appendix A at the end of this document.

Major Products

Product	Completion Date
Community Considerations and Equity Framework & Tool Training	Ongoing
Electric Vehicle Curbside Charging Implementation Cohort	Q2 2028
Electric Vehicle Public Engagement & City Support	Q1 2029

APPENDIX A. REGIONALLY FUNDED PROJECT DESCRIPTIONS



COMMUNITY CONSIDERATIONS AND EQUITY FRAMEWORK & TOOL TRAINING

Project Overview

This project focuses on best practices for community engagement and understanding community data to identify transportation needs and developing community support and understanding of potential projects. It also seeks to implement lessons learned from the recently completed Equity Evaluation of Regional Transportation Investment Processes project regarding community engagement and the need to engage and involve representatives from overburdened communities in project identification, development and decision making. This training is primarily for local partners on the use and application of the Equity Framework and Tool at the project purpose and need phase and also will assist Regional Solicitation applicants in understanding expectations and what constitutes good community engagement and involvement for the community considerations criteria.

Key Tasks & Deliverables

- Develop training plan and schedule.
- Deliver training sessions.
- Review session evaluations and implement any needed changes for future training.

Schedule & Budget

☒ Project Initiated Before 2027

☐ Project to be Initiated in 2027

Estimated Project Dates: Ongoing

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

Staff Contact

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ELECTRIC VEHICLE PUBLIC ENGAGEMENT & CITY SUPPORT

Project Overview

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.**

Key Tasks & Deliverables

- Review available public engagement materials and develop materials to fill in needs that are not yet addressed.
 - Develop a public engagement plan, address stakeholder feedback, and implement the plan.
 - Collect and report metrics describing outcomes of public engagement.
 - Review city technical support materials and develop materials to fill in needs that are not yet addressed.
 - Develop a city technical support plan, address stakeholder feedback and implement the plan.
 - Collect and report metrics describing outcomes of city technical support.
-

Schedule & Budget

☒ Project Initiated Before 2027

☐ Project to be Initiated in 2027

Estimated Project Dates: Q2 2026 – Q1 2029

Estimated Total Budget	Estimated 2027 Budget
\$300,000 - \$400,000	\$170,000

Staff Contact

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ELECTRIC VEHICLE CURBSIDE CHARGING IMPLEMENTATION COHORT

Project Overview

To accelerate electrification, it is important to serve people without access to home charging. This often includes people who live in multifamily housing and those with low incomes. People in these categories often live in older neighborhoods that rely more heavily on-street parking than those in newer housing, single family housing and/or higher income neighborhoods. Curbside charging could serve people without access to home charging well. Charging at on-street parking in commercial areas could also be an economic boost to older neighborhoods with a variety of small businesses. On-street parking is also a place where many of our road authority partners have a greater degree of interest and control. However, this remains a space with new and quickly changing technologies, with a range of issues to address at specific locations and a range of often unfamiliar possible solutions.

Key Tasks & Deliverables

- Bring together a cohort of local governments that are interested in the topic and give them the general and place specific information they need to consider implementing projects.
- Summarize relevant best practices, example projects and potential private sector partners with solutions in this area.
- Gather and organize to the degree possible applicable general data and local agency participants specific data.
- Propose a variety of possible approaches to serve people with on-street charging in specific residential and commercial areas.
- Prepare local agencies to pursue utility and other funding opportunities.

Schedule & Budget

☐ Project Initiated Before 2027

☒ Project to be Initiated in 2027

Estimated Project Dates: Q3 2027 – Q2 2028

Estimated Total Budget	Estimated 2027 Budget
\$150,000	\$70,000

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