

Agenda

TAB Technical Advisory Committee



Meeting date: July 2, 2025

Time: 9:00 AM

Location: Virtual

Public participation:

If you have comments, we encourage members of the public to email us at public.info@metc.state.mn.us.

You may pre-register to speak at a virtual public meeting of the TAB Technical Advisory Committee by emailing us at public.info@metc.state.mn.us.

Dakota Land, Water, and People Acknowledgment

The Metropolitan Council acknowledges that the land we currently call Minnesota and specifically the seven-county region is the ancestral homeland of the Dakota Oyate who are present and active contributors to our thriving region. As part of the Metropolitan Council's commitment to address the unresolved legacy of genocide, dispossession, and settler colonialism and the fact that government institutions, including the Metropolitan Council, benefitted economically, politically, and institutionally after the forceable removal of the Dakota Oyate, the Metropolitan Council is dedicated to instilling Land, Water, and People Commitments in regional policy. These commitments support the Dakota Oyate, the eleven federally recognized Tribes in Minnesota, Ho-Chunk Nation, and the American Indian Communities representing over 150 diverse Tribal Nations that call the seven-county region home.

Call to order

1. Approval of the agenda (Agenda is approved without vote unless amended)
2. Approval of June 4, 2025, TAB Technical Advisory Committee Minutes— roll call

Public comment on committee business

TAB report

Committee reports and business

Executive Committee (Joe MacPherson, Chair)

1. 2025-24: 2025-2028 Streamlined TIP Amendment: MnDOT's I-494 Sign Replacement (Joe Barbeau, MTS) – roll call
2. 2025-25: 2025-2028 Streamlined TIP Amendment: Two MnDOT Signal Replacement Cost Increases (Joe Barbeau, MTS) – roll call

TAC Bicycle-Pedestrian Planning Technical Working Group (Steve Elmer, MTS Planning)

Planning Committee (Gina Mitteco, Chair)

1. 2025-23: Review of Flying Cloud Airport 2040 Long Term Comprehensive Plan (Joe Widing) – roll call

Funding & Programming Committee (Jim Kosluchar, Chair)

Information

Other business

Adjournment

Council contact:

Joe Barbeau, Planning Analyst
Joseph.Barbeau@metc.state.mn.us
651-602-1705



Minutes

TAB Technical Advisory Committee



Meeting date: June 4, 2025,

Time: 9:00 AM

Location: Virtual

Members present:

- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> Anoka Co – Joe MacPherson (Chair) | <input type="checkbox"/> Brooklyn Park – Dan Ruiz | <input checked="" type="checkbox"/> MnDOT – Molly McCartney (Vice Chair) |
| <input checked="" type="checkbox"/> Carver Co – Lyndon Robjent | <input checked="" type="checkbox"/> Chanhassen – Charlie Howley | <input checked="" type="checkbox"/> MPCA – Innocent Eyoh |
| <input checked="" type="checkbox"/> Dakota Co – Erin Laberee | <input checked="" type="checkbox"/> Eagan – Russ Matthys | <input checked="" type="checkbox"/> MAC – Bridget Rief |
| <input checked="" type="checkbox"/> Ramsey Co – Brian Isaacson | <input checked="" type="checkbox"/> Eden Prairie – Robert Ellis | <input checked="" type="checkbox"/> STA – Matt Fyten |
| <input checked="" type="checkbox"/> Hennepin Co – Chad Ellos | <input checked="" type="checkbox"/> Fridley – Jim Kosluchar | <input checked="" type="checkbox"/> Metro Transit – Adam Harrington |
| <input checked="" type="checkbox"/> Scott Co – Craig Jenson | <input checked="" type="checkbox"/> Lakeville – Paul Oehme | <input type="checkbox"/> Freight – Shelly Meyer |
| <input checked="" type="checkbox"/> Washington Co – Lyssa Leitner | <input type="checkbox"/> Plymouth – Michael Thompson | <input type="checkbox"/> DEED – Colleen Eddy |
| <input checked="" type="checkbox"/> Extended Urban Area – Chad Hausmann | <input checked="" type="checkbox"/> Woodbury – Chris Hartzell | <input type="checkbox"/> MnDNR – Vacant |
| <input checked="" type="checkbox"/> Council MTS – Steve Peterson | <input checked="" type="checkbox"/> Minneapolis Engineering – Jenifer Hager | <input checked="" type="checkbox"/> Bicycle – Kyle Sobota |
| <input type="checkbox"/> Council CD – Patrick Boylan | <input checked="" type="checkbox"/> Minneapolis Planning – Kathleen Mayell | <input checked="" type="checkbox"/> Pedestrian – Mackenzie Turner Borgen |
| <input checked="" type="checkbox"/> TAB – Elaine Koutsoukos | <input checked="" type="checkbox"/> Saint Paul Engineering – Nick Peterson | <input type="checkbox"/> FHWA – Scott Mareck (ex-officio) |
| | <input checked="" type="checkbox"/> Saint Paul Planning – Reuben Collins | <input checked="" type="checkbox"/> = present, E = excused |

Dakota Land, Water, and People Acknowledgement

The Metropolitan Council acknowledges that the land we currently call Minnesota and specifically the seven-county region is the ancestral homeland of the Dakota Oyate who are present and active contributors to our thriving region. As part of the Metropolitan Council's commitment to address the unresolved legacy of genocide, dispossession, and settler colonialism and the fact that government institutions, including the Metropolitan Council, benefitted economically, politically, and institutionally after the forceable removal of the Dakota Oyate, the Metropolitan Council is dedicated to instilling Land, Water, and People Commitments in regional policy. These commitments support the Dakota Oyate, the eleven federally recognized Tribes in Minnesota, Ho-Chunk Nation, and the American Indian Communities representing over 150 diverse Tribal Nations that call the seven-county region home.

Call to Order

A quorum being present, Committee Chair MacPherson called the regular meeting of the TAB Technical Advisory Committee to order at 9:00 a.m. on roll call.

Agenda approved

Chair MacPherson noted that a roll call vote was not needed for approval of the agenda unless a committee member offered an amendment to the agenda. Committee members did not have any comments or changes to the agenda.

Approval of minutes

It was moved by Elaine Koutsoukos, TAB Coordinator, and seconded by Lyssa Leitner, Washington Co., to approve the minutes of the May 7, 2025, regular meeting of the TAB Technical Advisory Committee. **Motion carried.**

Public comment on committee business

TAB Report

Elaine Koutsoukos reported on the May 21, 2025, regular meeting of the Transportation Advisory Board.

Business – Committee reports

Executive Committee (Joe MacPherson, Chair)

Chair MacPherson reported on the June 4, 2025, regular meeting of the TAC Executive Committee.

1. **2025-21:** 2025-2028 Streamlined TIP Amendment: Two HSIP Project Adjustments (Joe Barbeau, MTS Planning)

Joe Barbeau, MTS Planning, presented. Chris Hartzell, Woodbury, moved, and Paul Oehme, Lakeville, seconded, that the Technical Advisory Committee recommend adopting an amendment to the 2025-2028 TIP to reduce the project cost of two MnDOT safety projects and to add two STBG Program-funded roundabout projects. **Motion carried.**
2. **2025-22:** Streamlined 2025-2028 TIP Amendment – MnDOT MN 280 Pavement and Bridge Rehabilitation (Joe Barbeau, MTS Planning)

Joe Barbeau, MTS Planning, presented. Jim Kosluchar, Fridley, moved, and Nick Peterson, Saint Paul, seconded, that the Technical Advisory Committee recommend adopting an amendment to the 2025-2028 TIP to reduce the length of MnDOT's Minnesota Highway 280 pavement and bridge rehabilitation project, add a bridge, and increase the project cost. **Motion carried.**

TAC Transit Planning Technical Working Group (Bradley Bobbitt, MTS Planning)

Bradley Bobbitt, MTS Planning, reported on the May 22, 2025, regular meeting of the TAC Transit Planning Technical Working Group.

Planning Committee (Gina Mitteco, Chair)

Gina Mitteco, MnDOT, reported on the May 8, 2025, regular meeting of the TAC Planning committee.

1. **2025-17:** Recommending 2050 Transportation Policy Plan Amendment 1: Blue and Gold Line Extensions (Bradley Bobbitt, MTS Planning; Nick Thompson, Metro Transit)

Bradley Bobbitt, MTS Planning and Nick Thompson, Metro Transit, presented. Brian Isaacson, Ramsey Co., asked how the operating costs are being identified and discussed in the plan for both the Blue and Gold Line extensions. Bobbitt responded by stating that for the Blue Line Extension, staff anticipates a net increase in operating costs of approximately \$329 million over the life of the plan, with the first full year of operations costing around \$56.5 million. Bobbitt explained that a portion of those costs would be covered by fares, which are expected to increase compared to the current plan. The remaining costs would be covered by unallocated sales and use tax revenues.

Isaacson asked whether the referenced unallocated sales and use tax referred to the regional sales tax administered by the Metropolitan Council or Hennepin County's local option sales tax. Nick Thompson, Metro Transit, clarified that the funding would come from the Metropolitan Council's regional sales tax. Charles Carlson, MTS Executive Division

Director, added that, by law, operating costs must be covered by the Metropolitan Council's share, and the amendment reflects that legal requirement. Isaacson noted that the term "sales and use tax" is often used to describe county-level local option taxes, so he requested clearer language in the documentation.

Isaacson also asked whether the fare recovery covered about 10% of the net increase in operating costs. Bobbitt confirmed slightly over 10% of the net change would be covered by fares, noting that fare revenues were already partially factored into the base plan for the Blue Line Extension. He added that he would need to consult the analysis to confirm the total fare recovery rate.

Isaacson asked if the net increase in operating costs for the Gold Line Extension was more than \$2 million annually. Bobbitt estimated the figure to be approximately \$3.7 million but stated he would verify the exact number.

Molly McCartney, MnDOT, noted that MnDOT will supply letters of support for both amendments in time for the Transportation Advisory Board (TAB) meeting.

Russ Matthys, Eagan, asked whether the committee's action would indicate formal support for the project or merely support for releasing it for public comment. Chair MacPherson stated that the action is an endorsement for releasing it for public comment. Lyssa Leitner, Washington Co., clarified that she did not interpret the vote as a formal endorsement of the project by individual agencies but acknowledged that others might view it differently. Thompson stated that the only action at this stage is to release the amendment for public comment. He emphasized that the committee would receive the results of the public comment period but would not vote on whether to adopt the amendment. Final adoption will be the responsibility of the Metropolitan Council. Chair MacPherson thanked him for the clarification and noted that final action would likely occur between August and September.

Chair MacPherson asked about the potential impact of federal funding uncertainty on the Blue Line Extension. Specifically, he asked what would happen if anticipated federal funding does not materialize; would the project pause, or would local partners contribute more? Nick Thompson responded that the Gold Line Extension is fully funded and does not rely on federal funds, so the concern applies only to the Blue Line Extension. He explained that projects like the Blue Line Extension that seek Capital Investment Grant (CIG) funds from the Federal Transit Administration (FTA) face uncertainty because the federal funding commitment isn't confirmed until late in the process. The Metropolitan Council plans to request 49% of the total project cost from the federal government in the coming year, likely next spring. The FTA decision is expected before the project enters procurement or construction. If the approved federal funding is less than requested, the Metropolitan Council and Hennepin County would need to reevaluate funding options. Thompson noted that while the CIG program continues to be supported in the current federal administration's budget, competition for funds remains high. He assured the committee that staff will keep them updated as more information becomes available.

Isaacson moved, and Harrington, Metro Transit, seconded, that the Technical Advisory Committee recommend that the Transportation Advisory Board advise the Metropolitan Council to release the draft 2050 TPP Amendment 1 for public comment. **Motion carried.**

Funding and Programming Committee (Jim Kosluchar, Chair)

Jim Kosluchar, Fridley, reported on the May 15, 2025, regular meeting of the TAC Funding and Programming Committee.

1. **2025-18:** Scope Change Request – Minnesota Valley Transit Authority's Technology and ADA Enhancements Project (Joe Barbeau, MTS Planning)

Joe Barbeau, MTS Planning, presented. Isaacson expressed confusion about the reduction from 53 locations to eight while still maintaining federal funding levels. He stated the amendment lacks sufficient explanation and wouldn't make sense to a TAB member.

Barbeau explained that staff considers the requested change analogous to roadway projects with multiple locations.

Heidi Scholl, MVTA, clarified that e-paper signage costs range from \$2,500 to \$5,000 per unit, including installation. Instead, the focus shifted to outfitting fewer, more significant stations like Burnsville Transit Station. Scholl explained that some previously listed locations already received upgrades through other grants, some are no longer served, and others were replaced based on projected ridership increases. She said the locations added either have high ridership, are planned for more service, or MVTA wants to see have higher ridership.

Harrington questioned the assumptions about the original 53 locations and what was assumed to be installed at the remaining 45 bus stops. Scholl noted that a separate MVTA initiative (not federally funded) addresses updates at other stops with static signage and QR codes. Matt Fyten, MVTA, explained that MVTA has shifted priorities based on ridership data, reallocating resources from low-ridership stops to microtransit. This strategic shift drove the focus to improving amenities at key hubs. Harrington expressed skepticism that the original budget could cover upgrades at 53 stops and noted that the revised plan seems more feasible. He expressed support for the focus on core locations but emphasized the need to clearly explain the shift scope.

Leitner emphasized that the current amendment would not pass TAB scrutiny. She suggested rewriting the memo to clearly explain the scope change, technology involved, service updates, and ridership rationale. Leitner also noted confusion in the original application where 53 locations are mentioned but not clearly mapped or listed.

Chair MacPherson reviewed possible next steps: reject the amendment and request a rewritten version, recommend rescoring based on 2022 applicants, and request resubmission in the 2026 Regional Solicitation. Harrington suggested a re-write including a better description of e-paper, adding that he would not want to see a re-application. Issacson said that an updated application makes sense, adding that he did not favor voting for it as written.

Koutsoukos noted that re-scoring wouldn't change outcomes since all applicants in the category were funded, and scoring relied on mapped points rather than the full 53 locations. Barbeau reminded the group that rescoring is not a preferred or effective tool under current policy and emphasized focusing on whether the project is substantially new.

Harrington, Mayell, and Jenson, stated that the revised submission should: include a side-by-side comparison of old vs. new scope, clarify ADA improvements as stated in the project title, and ensure local jurisdictions are aware of changes.

Leitner moved and Issacson seconded to send the amendment back to staff for revision and additional documentation, to be reconsidered by the Funding and Programming Committee and eventually returned to TAC. **Motion carried.**

2. **2025-19:** Adoption of the Draft 2025-2028 Transportation Improvement Program (TIP), pending public comment (Joe Barbeau, MTS Planning)

Joe Barbeau, MTS Planning, and Molly McCartney, MnDOT, presented. Lyndon Robjent, Carver Co., clarified that the recommendation is subject to completion of public comments. Chair MacPherson confirmed.

McCartney moved, and Kosluchar seconded, that the Technical Advisory Committee recommend that TAB recommend adoption of the draft 2026-2029 Transportation Improvement Program (TIP). **Motion carried.**

3. **2025-20:** Corridors of Commerce Local Recommendation: City of Anoka's Highway 47/BNSF Railway Crossing Project (Steve Peterson, MTS Planning)

Steve Peterson, MTS Planning, presented. Kosluchar moved, and Leitner seconded, that the Transportation Advisory Committee recommend that the Metropolitan Council

recommend the City of Anoka's Highway 47/BNSF Railway Crossing Project to MnDOT for scoring consideration in the Corridors of Commerce Readiness Advancement solicitation.
Motion carried.

Information

1. Transportation GHG Emissions Impact Assessment (Chris Berrens, MnDOT)

Christopher Berrens (MnDOT) presented.

Harrington asked for clarification on the assumptions behind the stated 2,700 metric ton carbon offset associated with electric buses. He inquired about the expected number of service days, the operational assumptions per vehicle, and how electric buses offset diesel usage, including passenger mileage factors. Berrens responded that the Carbon Emissions Tool assumes 250 annual service days and a 10-year vehicle lifespan. He offered to send the detailed assumptions to Harrington and the broader group, noting this is a frequently asked question.

Chair MacPherson asked about training opportunities. Berrens said training opportunities will occur.

Chair MacPherson asked where the group is in developing VMT procedures. Berrens responded that the emissions reductions assumptions in the tool are derived from VMT assumptions.

McCartney asked for updates on recent legislative discussions, particularly regarding a possible postponement of the 2027 assessment date. Berrens acknowledged that such language had been introduced in a bill but could not confirm its status due to ongoing legislative negotiations. He had not seen updates in the agreement documents and emphasized that MnDOT and partners are proceeding cautiously in interpreting and applying implementation timelines.

Robjent explained that the project assessment is just the first phase. Most current large expansion projects are already in the STIP and thus exempt. New projects beginning up to 2027 would be affected. He emphasized that the legislation requires programmatic-level assessments by 2027-2028, including all trunk highway projects in MnDOT's CIP and corresponding mitigation. Robjent added that TAC has started work on developing a system-wide programmatic approach, which he supports as more comprehensive than project-level assessments.

Peterson asked if the example shown during the meeting had been monetized and whether MnDOT had examples of packages of offsets with associated costs. Berrens responded that MnDOT did analyze cost ranges within the nine mitigation categories identified by the legislature. He explained that costs vary by and noted that some categories (e.g., land use changes and parking management) involve no capital costs. Berrens highlighted the legislature's creation of a mitigation account and compared the cost allocation structure to wetland mitigation. Responsibility for offset funding depends on the project sponsor and context, introducing complexity to cost estimates. Chair MacPherson added context based on working group discussions, noting that for capacity expansion projects, additional mitigation costs could range from 20 to 40% added to the project total.

2. Aviation System Plan Objectives Update (Joe Widing, MTS Planning)

To be rescheduled.

3. Regional Solicitation Evaluation Special Issue Working Group Update (Steve Peterson, MTS Planning)

Not addressed due to time constraint.



Other business

Adjournment

Business completed; the meeting adjourned at 11:00 a.m.

Council contact:

Joe Barbeau, Planning Analyst

Joseph.Barbeau@metc.state.mn.us

651-602-1705



Action Transmittal

Transportation Advisory Board



Committee meeting date: July 2, 2025

Date: June 23, 2025

Action Transmittal: 2025-24

Streamlined 2025-2028 TIP Amendment Request – I-494 Sign Replacement

To: Technical Advisory Committee

Prepared by: Joe Barbeau, Planning Analyst, phone 651-602-1705

Requested action

MnDOT requests an amendment to the 2025-2028 TIP to add sign replacement on I-494 from Argenta Trail in Eagan to MN Highway 77 in Bloomington.

Recommended motion

That the Technical Advisory Committee recommend adoption of an amendment to the 2025-2028 to add sign replacement on I-494 from Argenta Trail in Eagan to MN Highway 77 in Bloomington (SP # 1986-50).

Background and purpose

MnDOT requests an amendment to add a new project to the TIP to replace signs along 4.6 miles of I-494 from Argenta Trail in Eagan to MN Highway 77 in Bloomington. This request is made to match the project with the currently-in-draft 2026-2029 TIP in case the project is let prior to USDOT approval of the 2026-2029 TIP and STIP.

This project is proposed to be funded with National Highway Performance Program (NHPP) funds, which are not disbursed through the Regional Solicitation.

Relationship to regional policy

Federal law requires that all TIP amendments meet the following tests: fiscal constraint; consistency with the adopted regional transportation plan; and opportunity for public input. It is the TAB's responsibility to recommend TIP amendments to the Council for adoption, provided these requirements are met.

Staff analysis

The TIP amendment meets fiscal constraint because the federal and state funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on February 12, 2025. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings.

Routing

To	Action Requested	Date Completed (Scheduled)
Technical Advisory Committee	Review and recommend	<i>July 2, 2025</i>
Transportation Advisory Board	Review and recommend	<i>July 14, 2025</i>
Metropolitan Council Transportation Committee	Review and recommend	<i>July 28, 2025</i>
Metropolitan Council	Review and adopt	<i>August 13, 2025</i>



2025-2028 TIP/STIP AMENDMENT REQUEST

Please amend the 2025-2028 Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP) to add the below project.

Project Identification

Seq #	NEW
Fiscal Year (State)	2027
ATP and District	M
Route System	I 494
Project Number (S.P. #)	1986-50
Agency	MnDOT
Description	*ELLE**: I494, FROM ARGENTA TRAIL IN EAGAN TO MN77 IN BLOOMINGTON - SIGN REPLACEMENT
Miles	4.6
Program	Safety Capacity
Type of work	Signing
Proposed Funds	NHPP
Total \$	1,200,000
FHWA \$	1,080,000
State \$	120,000
Other \$	NA

Background and TIP Amendment Need

This formal amendment is to add a new 2027 (2026 ELLE) project into the 2025-2028 TIP/STIP. This project runs risk of being in the Jan 2026 letting and the 2026-2029 STIP not being approved for federal authorization in time.

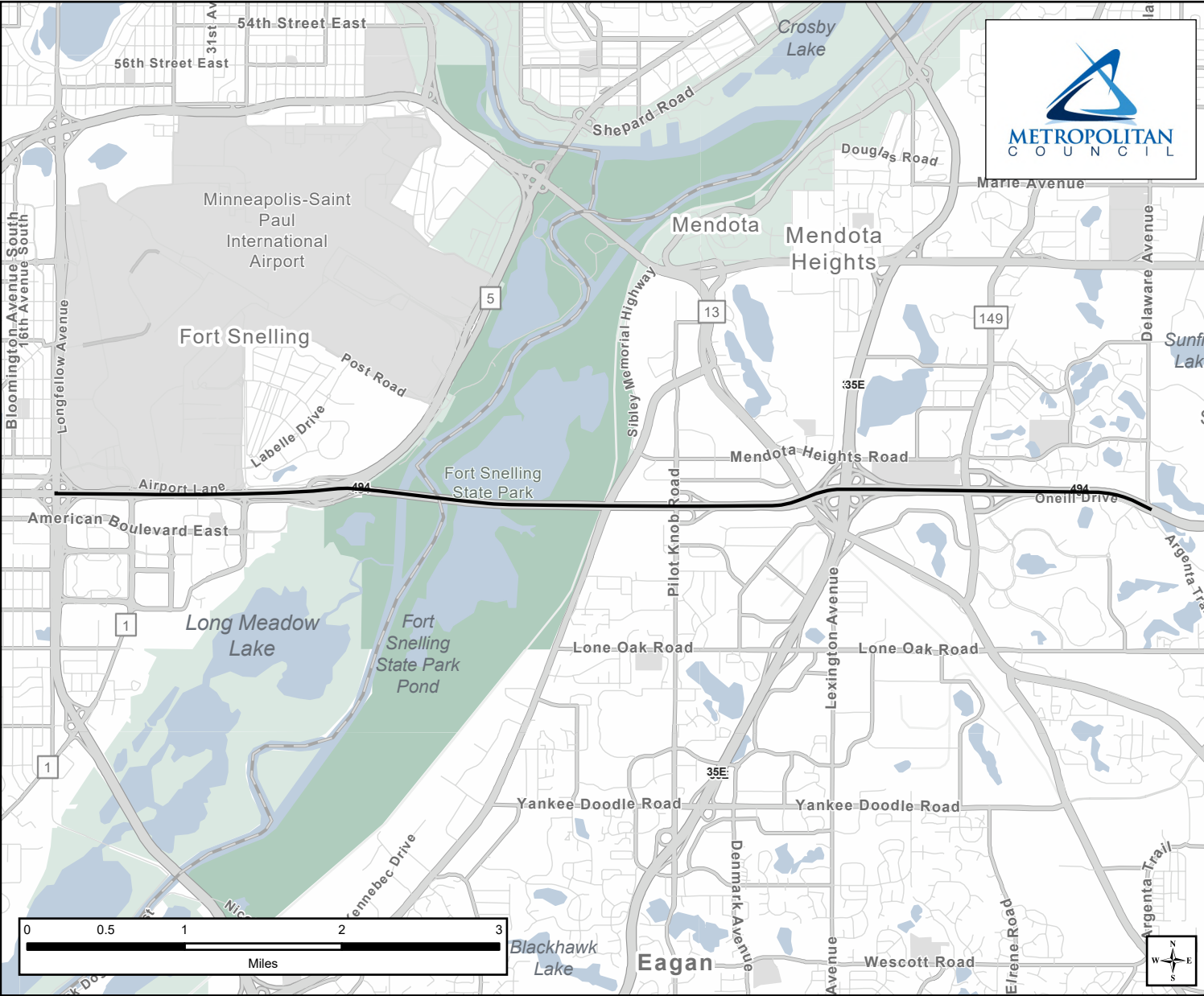
Fiscal Constraint (as Required by 23 CFR 450.216)

Because this is a 2027 project, it will be included in the 2026-2029 TIP and Metro District will program the project in the final 2026-2029 STIP and align its program to meet the MNDOT 2026-2029 STIP funding guidance. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on February 12, 2025.

2025-2028 Streamlined TIP Amendment Request – I-494 Sign Replacement



— Project Area

Action Transmittal

Transportation Advisory Board



Committee meeting date: July 2, 2025

Date: June 23, 2025

Action Transmittal: 2025-25

Streamlined 2025-2028 TIP Amendment Request – Two Signal Replacement Cost Increases

To: Technical Advisory Committee

Prepared by: Joe Barbeau, Planning Analyst, phone 651-602-1705

Requested action

MnDOT requests an amendment to the 2025-2028 TIP to increase the cost of two signal replacement projects.

Recommended motion

That the Technical Advisory Committee recommend adoption of an amendment to the 2025-2028 to increase the cost of two signal replacement projects (SP # 2772-134 and 6222-191).

Background and purpose

The following MnDOT-sponsored projects are proposed for amendment in the 2025-2028 TIP:

- Signal replacement, ADA, and drainage at US 169 in St. Louis Park and Minnetonka (SP #2772-134). The project cost is set to increase from \$1,000,000 to \$4,180,000. This project is funded through the National Highway Performance Program (NHPP).
- Drainage and signal project at US 61 and County Road B in Maplewood (SP #6222-191). The project cost is set to increase from \$405,000 and \$1,320,000, add ADA improvements and TMS. The proposed amendment also includes changing the funding from NHPP to Surface Transportation Block Grant Program (STBGP).

This request is made to match the projects with the currently-in-draft 2026-2029 TIP in case they are let prior to USDOT approval of the 2026-2029 TIP and STIP. The projects will be funded by NHPP and STBGP, respectively, and were not funded through the Regional Solicitation.

Relationship to regional policy

Federal law requires that all TIP amendments meet the following tests: fiscal constraint; consistency with the adopted regional transportation plan; and opportunity for public input. It is the TAB's responsibility to recommend TIP amendments to the Council for adoption, provided these requirements are met.

Staff analysis

The TIP amendment meets fiscal constraint because the federal, state, and local funds are sufficient to fully fund the projects. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on February 12, 2025. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings.

Routing

To	Action Requested	Date Completed (Scheduled)
Technical Advisory Committee	Review and recommend	<i>July 2, 2025</i>
Transportation Advisory Board	Review and recommend	<i>July 14, 2025</i>
Metropolitan Council Transportation Committee	Review and recommend	<i>July 28, 2025</i>
Metropolitan Council	Review and adopt	<i>August 13, 2025</i>



2025-2028 TIP/STIP AMENDMENT REQUEST

Please amend the 2025-2028 Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP) to adjust the below project.

Project Identification

Seq #	2172
Fiscal Year (State)	2026
ATP and District	M
Route System	US 169
Project Number (S.P. #)	2772-134
Agency	MnDOT
Description	US169, AT CEDAR LK RD EAST RAMP IN ST LOUIS PARK AND WEST RAMP IN MINNETONKA - SIGNAL REPLACEMENT, ADA AND DRAINAGE
Miles	0.5
Program	Safety Capacity
Type of work	Traffic Signal Revision
Proposed Funds	NHPP
Total \$	1,000,000 4,180,000
FHWA \$	378,603 2,179,613
State \$	86,397 497,387
Other \$	535,000 1,503,000

Background and TIP Amendment Need

This amendment is for a project cost increase. The scope remains the same. The increase is due to the revised signal standards, which have added considerable cost increases to signal replacement projects.

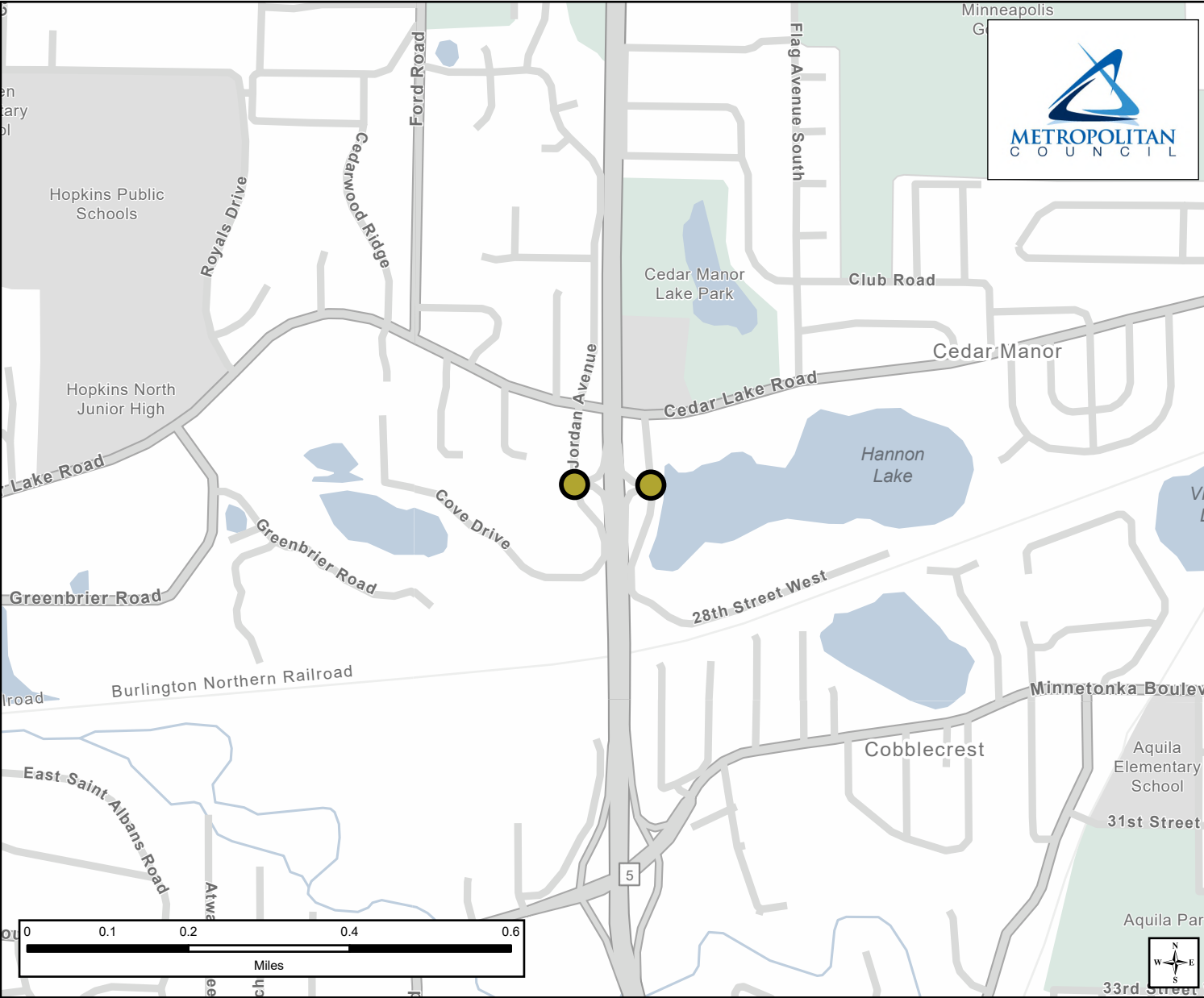
Fiscal Constraint (as Required by 23 CFR 450.216)

The total project cost increased from \$1,000,000 to \$4,180,000. Because this is a 2026 project, it will be included in the 2026-2029 TIP and Metro District will program the project in the final 2026-2029 STIP with the updated cost and align its program to meet the MnDOT 2026-2029 STIP funding guidance. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on February 12, 2025.

2025-2028 Streamlined TIP Amendment Request – US 169 Signal Replacement, ADA Cost Increase



● Project Area

2025-2028 TIP/STIP AMENDMENT REQUEST

Please amend the 2025-2028 Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP) to adjust the below project.

Project Identification

Seq #	2184
Fiscal Year (State)	2026
ATP and District	M
Route System	US 61
Project Number (S.P. #)	6222-191
Agency	MnDOT
Description	US61, AT CR B IN MAPLEWOOD- <u>ADA IMPROVEMENTS, TMS, DRAINAGE AND SIGNAL</u>
Miles	0.1
Program	Safety Capacity
Type of work	Traffic Signal Revision
Proposed Funds	NHPP <u>STBGP</u>
Total \$	405,000 <u>1,320,000</u>
FHWA \$	253,216 <u>830,484</u>
State \$	57,784 <u>189,156</u>
Other \$	94,000 <u>300,000</u>

Background and TIP Amendment Need

This amendment is for a scope and project cost increase. The increase is due to the revised signal standards, which have added considerable cost increases to signal replacement projects.

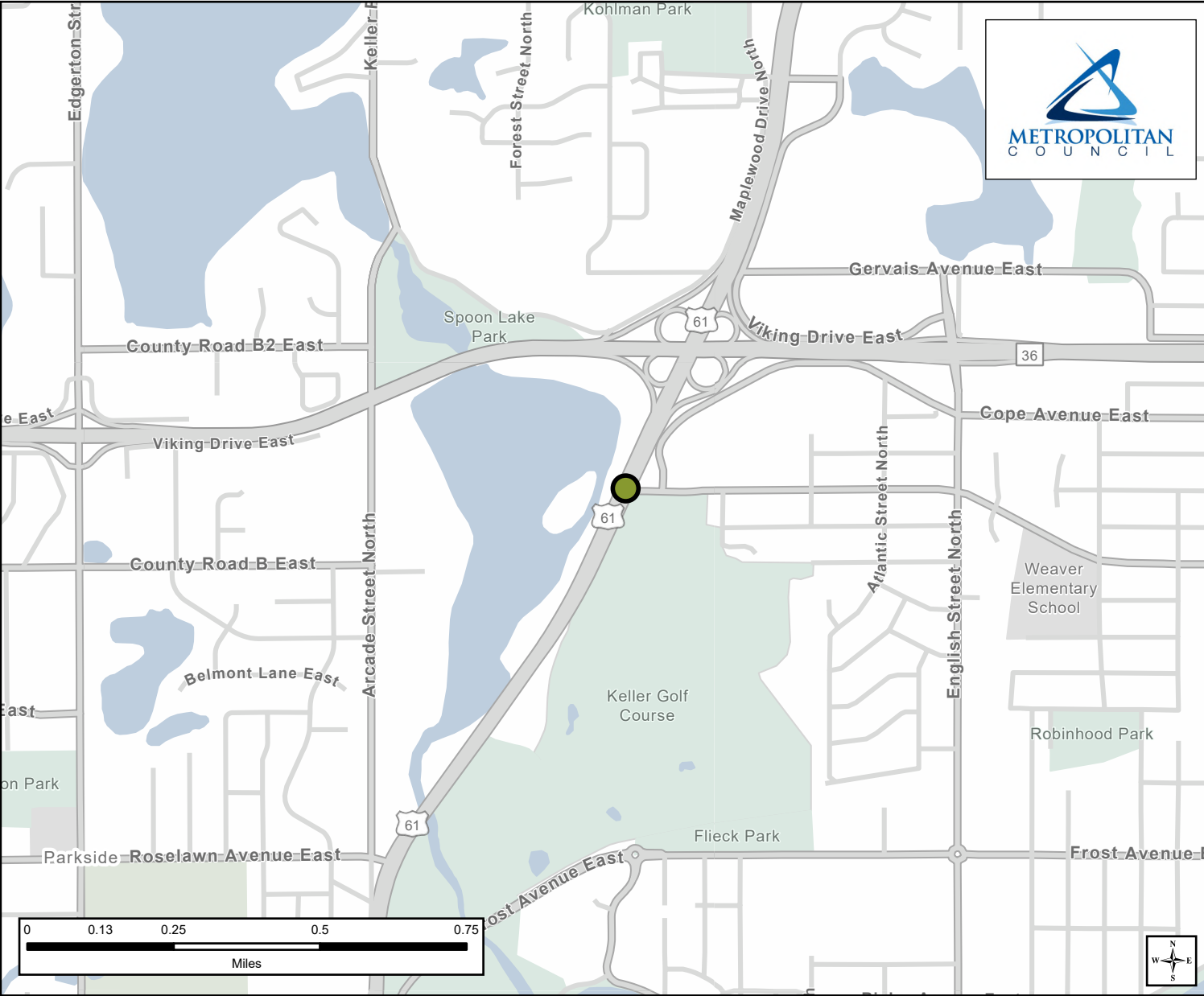
Fiscal Constraint (as Required by 23 CFR 450.216)

The total project cost increased from \$405,000 to \$1,320,000. Because this is a 2026 project, it will be included in the 2026-2029 TIP and Metro District will program the project in the final 2026-2029 STIP with the updated cost and align its program to meet the MNDOT 2026-2029 STIP funding guidance. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on February 12, 2025.

2025-2028 Streamlined TIP Amendment Request – US 61 ADA, Drainage, Signal Cost Increase and Scope Change



● Project Area

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: July 2, 2025

Date: June 25, 2025

Action Transmittal: 2025-23

Review of Flying Cloud Airport 2040 Long Term Comprehensive Plan

To: TAB Technical Advisory Committee

From: TAC Planning Committee

Prepared By: Joe Widing, Senior Transportation Planner, 651-602-1822

Requested Action

State statute (473.165, 473.611) requires the Metropolitan Airports Commission (MAC) to submit a determination of conformance of the Final Draft Flying Cloud Airport (FCM) 2040 Long-Term Comprehensive Plan with Council systems and consistency with Council policy.

Recommended Motion

Recommend to the TAB that the Metropolitan Council find that the Final Draft Flying Cloud Airport 2040 LTCP has a multi-city impact as well as conforms to the regional systems and is consistent with regional policies.

Background and Purpose

The Metropolitan Airports Commission (MAC) prepares a Long-Term Comprehensive Plan (LTCP) for each airport in their system regularly to update activity forecasts, identify airport needs, and potential impacts to the surrounding community and environment.

Under MS 473.165 and MS 473.611, the Council reviews the individual LTCP for each airport owned and operated by the Metropolitan Airports Commission (MAC). The FCM International Airport 2040 LTCP replaces the 2025 plan approved in 2010 and moves the planning horizon to 2040. The MAC has adopted a preferred development alternative for FCM Airport that retains its system role as one of three primary reliever airports for the region and a Minor Airport, and plans for modest capacity enhancements and airfield improvements, which is consistent with the Transportation Policy Plan.

Relationship to Regional Policy

Under the aviation planning process and TPP policy, airport LTCP's are to be regularly updated. MAC plans are to be consistent with all components of the metropolitan development guide. LTCP's are used as a basic input to the Council's update of the regional aviation system plan and in reviewing community comprehensive plans. The 2040 FCM LTCP anticipates slow and steady growth in total aircraft operations through 2040, with the airport anticipated to attract almost a majority of all regional corporate and business jet activity (45% by 2040). This growth will not require significant new airside (runways and airfield including support facilities) improvements or capacity enhancements, instead the anticipated projects will be focused on safety, and efficiency enhancements on the airfield and continued build out of jet hangers on the southside of the airfield.

following the relocation of the air traffic control tower. Operations are anticipated to grow slowly through the planning period but remain in the range of previous activity peaks for overall operations with additional growth in the share of regional reliever jet activity. As such, environmental impacts are expected to be similar to those experienced in the past and expected in previous LTCPs. As part of the aviation planning process, the preferred alternative will undergo required environmental review with further specifics. FCM's footprint is not planned to increase, and its role in the regional system is not anticipated to change. As such, the FCM 2040 LTCP conforms to regional policy.

Staff Analysis

Flying Cloud Airport is located entirely within Hennepin County and Eden Prairie, approximately 14 miles southwest of downtown Minneapolis. Flying Cloud is an important regional reliever to MSP airport, seeing the highest overall activity levels of the regional relievers and significant corporate and business jet traffic. The airport has three runways, ranging from 2,690 feet to 5,000 feet in length, and the airport can serve up to C-II types of aircraft (small to medium sized business jets like the Bombardier Challenger 300). Flying Cloud also has an air traffic control tower that operates on a part-time basis, three flight schools, fixed-based operators, and many recreational users.

Flying Cloud Airport is classified as a Minor Airport in the regional aviation system and a Key General Aviation airport in the state system. The airport's primary role in the airport system is to be a secondary reliever airport for MSP Airport, primarily serving air taxi, business jet, recreation, flight training, and other piston aircraft. Flying Cloud Airport has become the most active reliever in the regional system, with over 140,000 operations in 2023. The role and classification of the airport will not change with this LTCP.

The FCM 2040 LTCP has been in development since 2021. The planning process hit delays as certain elements in the proposed preferred alternative required additional review from the Federal Aviation Administration (FAA). MAC conducted continual community engagement through this process to help inform the planning process. This process included stakeholder and public meetings through 2025. A full summary of the engagement process can be found in attachment 5.

The Plan identified three main objectives to be achieved through the 2040 LTCP:

- Enhance airport safety.
- Preserve and, if possible, improve operational capabilities for the current family of aircraft using the airport.
- Promote financial sustainability of the Metropolitan Airports Commission Reliever Airport system by exploring revenue opportunities for aeronautical and non-aeronautical development.

Activity Forecasts:

The aviation industry has changed since the previous plan was adopted. This includes robust growth in passenger airline demand and the need for substantially greater pilot training. Industry trends have most affected airports within large population and business centers that host pilot training or business jet operations. FCM lies in the heart of the southwest metro which is home to many major corporate campuses and hosts substantial training fleets.

Overall, the plan projects continued growth in operations and based aircraft at the airport through 2041, and outlines investments in order to facilitate that growth. The updated forecasts project that operations will increase from a 2021 baseline of 133,217, to 143,298 in 2041. The based aircraft forecast reflects existing conditions and growth commensurate with forecast operations growth, resulting in an increase from 333 to 354 aircraft over the planning period. The main driver of this activity and fleet growth is on account of an increase in business and corporate jet activity at the airport. This growth will make FCM the main base for corporate jet activity in the region, with its share of this type of aircraft in region growing to 45% of all operations from 33% today.

Preferred Alternative:

The MAC examined several alternatives for FCM based on the identified facility requirements. The

alternatives were developed to address the runways, taxiways, taxilanes, building area, fuel facility, ATCT location, and overall capacity and safety improvements. These various alternatives were evaluated against each other in how they meet different evaluation criteria including user convenience, safety, landside, airside, operation and capital expenses and mission/goals of the MAC.

Needed safety improvements and projected growth in airport activity informed the outlined facilities found in the preferred alternative. The Final Preferred Alternative can be found in attachment 1.

Advantages of the preferred alternative include:

- Safety enhancements to the main runway 28L-10R and taxiway realignments.
- Expanding operations capacity without the growth of the airport grounds or runways.
- Relocation of ATCT to allow for building area expansion and maintain ATCT line of sight requirements.

The refined preferred alternative is responsive to the most prominent stakeholder concerns while still meeting the stated planning objectives. The 2040 FCM LTCP underwent an extensive public engagement process that included listening to airport tenants, discussions with the city of Eden Prairie, and engaging the community through public workshops. None of the outlined projects in the plan would represent major impacts on the regional system.

Environmental compatibility:

Due to the geographic location and immediate adjacency to developed residential land, the FCM 2040 LTCP includes discussion on land use and environmental compatibility including modeling future noise impacts from projected aviation operations to 2040. The Day-Night Average Sound Level (DNL) noise metric is used to reflect a person's cumulative exposure to sound over a 24-hour period. The Council has established noise compatibility guidelines relating to certain levels of noise and land use which are appropriate within those noise levels. The key levels of DNL which are measured are 75 DNL, 70 DNL, 65 DNL and 60 DNL.

Table 1. Estimated area impacted by aircraft noise levels

DNL Level	2021 Acres within Contour	2040 Acres within Contour
75 DNL	32 acres (within airport property)	66 acres (within airport property)
70 DNL	115 acres (within airport property)	141 acres (within airport property)
65 DNL	252 acres (within airport property)	306 acres (within airport property)
60 DNL	545 acres	759 acres

Forecast increases in operations result in an increase in the size of the noise contours however, there are limited expected impacts from the projected contours on surrounding land uses. The increased size of the projected 65 DNL contour, the level at which the FAA considers residential development incompatible with aircraft noise, grows but remains completely within airport property. The MAC also maintains a voluntary noise abatement plan with airport users to ensure the greatest impacts from ongoing operations are mitigated as much as possible.

As this is a long-range plan, similar to community comprehensive plans, direct environmental impacts from the conceptual preferred alternative are not analyzed in the document. Following adoption, the MAC will begin the environmental review process for many of the projects outlined in the preferred alternative which will study potential impacts in depth with additional engagement with the surrounding communities, needed federal and state reviews are identified in the plan. The Council will work with the MAC on this effort to ensure that environmental impacts are minimized and mitigated for future airport development projects.

This plan will also give the surrounding communities assurance of the airport's future footprint and impacts for comprehensive community planning. The attachments will detail the preferred alternative, runway safety zones, 2040 noise contours and public engagement process overview.

The Executive Summary of the Plan is also included as an attachment. The full plan can be found on the web at [Long-Term Planning | FCM Airport](#).

Committee Comments and Action

At its June 12, 2025, meeting, the TAC Planning Committee reviewed and discussed the Flying Cloud 2040 LTCP. Committee members voted to recommend acceptance of the staff analysis of the Flying Cloud 2040 LTCP and to forward to the TAC and TAB that the Metropolitan Council find that the Flying Cloud Airport 2040 LTCP has a multi-city impact as well as conforms to the regional systems and is consistent with regional policies.

Routing

To	Action Requested	Date Completed
TAC Planning Committee	Review & Recommend	June 12, 2025
Technical Advisory Committee	Review & Recommend	<i>July 2, 2025</i>
Transportation Advisory Board	Review & Recommend	<i>July 16, 2025</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>August 11, 2025</i>
Metropolitan Council	Review & Adopt	<i>August 27, 2025</i>

Flying Cloud Airport 2040 Long Term Comprehensive Plan Attachments

The MAC 2040 FCM LTCP materials included in this memorandum reflects the actions of the Metropolitan Airports Commission to submit for the Council's consistency determination review on June 16, 2025.

Materials for the Met Council/TAB review are included in the following summaries:

Attachment 1: FCM 2040 LTCP Preferred Development Plan

Attachment 2: FCM 2040 LTCP Runway Protection Zones and State Safety Zones

Attachment 3: FCM 2040 LTCP Preferred Alternative 2040 Noise Contours

Attachment 4: FCM 2040 LTCP Executive Summary

Attachment 5: FCM 2040 LTCP Public Engagement Overview and Public Comments Summary

