

# Minutes

## TAC Planning Committee



**Meeting date:** May 8, 2025

**Time:** 1:00 PM

**Location:** Virtual

### Members present:

<input checked="" type="checkbox"/> Anoka Co – Jorge Bernal	<input checked="" type="checkbox"/> Met Council Community Development – Patrick Boylan	<input checked="" type="checkbox"/> Scott Co – Jon Rudolph
<input type="checkbox"/> Brooklyn Park – Dan Ruiz	<input checked="" type="checkbox"/> Met Council MTS – Dave Burns	<input checked="" type="checkbox"/> Suburban Transit Assoc – Ethan Buss
<input checked="" type="checkbox"/> Carver Co – Drew Pflaumer	<input checked="" type="checkbox"/> Metro Transit – Patrick Haney	<input checked="" type="checkbox"/> TAB Coordinator – Elaine Koutsoukos
<input checked="" type="checkbox"/> Chanhassen – Charlie Howley	<input checked="" type="checkbox"/> Minneapolis – Amy Barnstorff	<input checked="" type="checkbox"/> Washington Co – Madeline Dahlheimer, alternate for Sara Allen
<input type="checkbox"/> Dakota Co – Scott Peters	<input checked="" type="checkbox"/> MnDOT – Gina Mitteco (Chair)	<input checked="" type="checkbox"/> Woodbury – Chris Hartzell
<input type="checkbox"/> FHWA – Vacant (ex officio)	<input checked="" type="checkbox"/> MPCA – Innocent Eyoh	<input checked="" type="checkbox"/> = present, E = excused
<input checked="" type="checkbox"/> Hennepin Co – Dan Patterson	<input checked="" type="checkbox"/> Ramsey Co – Kevin Roggenbuck	
<input checked="" type="checkbox"/> MAC – Bridget Rief	<input checked="" type="checkbox"/> Saint Paul – Anton Jerve	

### 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

A quorum being present, Committee Chair Gina Mitteco, Minnesota Department of Transportation, called the regular meeting of the TAC Planning Committee to order at 1:00 p.m.

### Agenda approved

Committee members did not have any comments or changes to the agenda.

### Approval of minutes

It was moved by Anton Jerve, Saint Paul, and seconded by Kevin Roggenbuck, Ramsey County, to approve the minutes of the April 10, 2025, regular meeting of the TAC Planning Committee.

**Motion carried.**

### Public comment on committee business

There were no public comments.

## Business

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

Bradley Bobbitt, MTS Planning, presented the business item.

Innocent Eyoh, MPCA, asked what type of benefits and impacts environmental justice communities would experience. Bobbitt said that the amendment includes environmental justice analysis and does not anticipate disproportionate impacts. Bobbitt said the analysis was not a full Title VI analysis.

Eyoh asked if the amendment addresses displacement. Nick Thompson, Metro Transit, said transitway projects like Blue Line Extension typically have some property impacts which are addressed during the right-of-way acquisition process. Thompson said the Blue Line Extension includes new state funding for anti-displacement efforts to help retain businesses and households in the corridor, so they can benefit from the investment. Thompson said the project's environmental documentation will also include items to mitigate displacement, contingent on approval later this year. Thompson said Metro Transit is trying to minimize relocations. Bobbitt said the environmental analysis in the Transportation Policy Plan amendment focuses on transit service rather topics like displacement.

David Burns, MTS Planning, asked the presenters to describe the certainty of federal Capital Investment Grant (CIG) funding and contingency plans if that funding were not received. Bobbitt said the amendment assumes 49% of the project will be federally funded through CIG based on historical experience. Bobbitt said that, if federal funding is not received, Hennepin County would be responsible for funding the difference under state law. Thompson said Hennepin County would need to decide once the federal share is confirmed.

Chair Mitteco observed that some of the operating costs for these projects would be covered by the unallocated portion of the regional transportation sales and use tax. Mitteco asked if the sales and use tax amounts in the Transportation Policy Plan (TPP) finance section would be updated to reflect this change. Bobbitt said the amendment states the expected net impacts of the projects rather than updating the entire finance section. Bobbitt said there are sales and use tax considerations other than these two projects that could also influence the finance section. Cole Hiniker, MTS Planning, said staff does not revisit the entire financial assumptions unless an amendment is a larger programmatic amendment with several projects or new revenue sources. Hiniker said revising the finance section is a significant undertaking and requires revisiting inflationary assumptions and revenue rates. Hiniker said the amendment describes the relative impact to the TPP finance section. Mitteco acknowledged the challenge of project-specific updates and referenced legislative interest in unallocated funds.

Amy Vennewitz, MTS Planning, said that adopted TPP already removed the Riverview funds. Vennewitz said the current unallocated sales tax funding identified in the TPP was \$2.3 billion over 26 years, and that these revenues vary over the years. Vennewitz said the current amendment would reduce the unallocated amount by approximately \$400 million, leaving the remaining unallocated amount in the range of \$1.8 to \$1.9 billion. Vennewitz said, since adoption of the TPP, that sales tax revenues have been lower than expected. Vennewitz mentioned other anticipated revenue changes, including an expected legislative reduction in general fund support. Vennewitz said that the Met Council will produce a transit finance report covering a 10-year period in the late fall.

It was moved by Dave Burns, MTS Planning, and seconded by Anton Jerve, Saint Paul, that the TAC Planning Committee recommend that the Transportation Advisory Board recommend that the Metropolitan Council release the draft 2050 TPP Amendment 1 for public comment.

**Motion carried.**



## Information

### 1. 2050 Transportation Policy Plan Aviation System Plan Update (Joe Widing, MTS Planning)

Joe Widing, MTS Planning, presented the information item. Amy Vennewitz, MTS Planning, provided historical context on regional aviation planning engagement.

Anton Jerve, Saint Paul, asked if drones are being universally excluded from airport operations and if there are comparative examples nationally. Jerve noted our region has urban airports and asked how that may interact with drone activities like freight delivery. Widing said that the Federal Aviation Administration (FAA) is strict about drone operations around airports, primarily due interference with flight paths. Widing said that some drone manufacturers, including DJI, recently discontinued geofencing technology that prohibited drones from operating in restricted airspace. Widing said this is concerning as many drone operators may not know about these airspace restrictions. Widing said the U.S. Marshals have drone detection technology at airports and can locate unauthorized operators, but this requires manual enforcement and there are only two marshals at MSP airport. Widing said that, in the future, the FAA may designate "aerial highways" that would define flight paths and heights for certain vehicles, which could potentially allow some drones near airports. Widing said that the FAA regulations are still under development and could take a few years.

Chair Mitteco asked when this item would return to the committee. Widing said the Flying Cloud Airport Long Term Comprehensive Plan would come in June and the TPP amendment would return in July.

### 2. 2025 Regional Bicycle Transportation Network (RBTN) Update Evaluation Measures (Steve Elmer, MTS Planning)

Steve Elmer, MTS Planning, presented the information item.

Chair Mitteco asked if the Bicycle and Pedestrian Planning Working Group reviewed these materials prior to the TAC Planning Committee. Elmer responded that it was presented to that work group the previous month.

Madeline Dahlheimer, Washington County, asked how often data (e.g., population and regional destinations) used in RBTN evaluation criteria are updated. Elmer said that the data is updated with Transportation Policy Plan (TPP) updates, approximately every five years. Elmer said destinations meeting threshold definitions are updated as needed, such as the additions of Allianz Field and TCO Stadium.

Dahlheimer asked if the regional park implementing agencies were engaged in this process. Elmer said there are coordination meetings that will begin late this month and meeting regularly going forward. Elmer said these agencies were included in the wide email distribution sent recently.

Chair Mitteco asked if the RBTN changes would return to the TAC Planning Committee. Elmer said that bringing an action to the TAC Planning Committee would depend on timing. Elmer said that the TAC-TAB reference in the schedule was meant to reflect the full TAC-TAB process, so it will likely return to TAC Planning. Cole Hiniker, MTS Planning, said that the updated RBTN network would be included in the 2026 Regional Solicitation, and that part of the action would be taken through TAC Planning Committee in addition to the entire Regional Solicitation being acted on by the TAC Funding & Programming Committee. Hiniker said that this process is expected to occur around September or October.

### 3. 2026 Unified Planning Work Program (UPWP) Preview (Amy Vennewitz and Jed Hanson, MTS Planning)

Amy Vennewitz and Jed Hanson, MTS Planning, presented the item.

Jerve asked what procedural authority the TAC Planning Committee has over the Met Council's work program. Vennewitz said that the UPWP action originates in TAC Planning. That process typically begins with an informational item to gather early feedback on potential work program items. The current intent is to bring a draft copy of the UPWP and business item



to the committee in June and could be delayed until July if necessary. The draft would then be released for public comment; this is proposed earlier than normal to allow time for adjustments before final adoption. Vennewitz confirmed the committee will review the action item next month, with TAC and TAB scheduled to act on it in August. Jerve asked whether the time to provide comments would be now or within the next month. Vennewitz said feedback is most useful over the next. Vennewitz encouraged members to have internal discussions about the draft within their agencies and contact MTS staff with comments. Vennewitz said the public comment period is the time to make changes to the document.

Chair Mitteco said this meeting agenda was long and there may be some interest in further adjustments before releasing for public comment. Mitteco asked when feedback would be needed in order to incorporate changes into the draft to be released next month. Vennewitz said there was flexibility in the schedule and offered to delay the comment period until July to allow the committee more time for review. Chair Mitteco reiterated that comments might consider if the studies listed match available budget and staff time.

Vennewitz committed to deferring the action and returning in June for further discussion. Vennewitz prompted members to contact staff with ideas for missing or alternative studies.

Chair Mitteco said her agency (MnDOT) would need to have some internal discussions to consider priorities. Mitteco expressed intent to submit feedback and want all members to have that opportunity as well.

Vennewitz encouraged members to consider the following three categories of UPWP studies when preparing their feedback:

1. system studies on specific system issues and policies,
2. identifying regional investment priorities, and
3. technical assistance for local communities.

## Other business

There were no other business items.

## Adjournment

Business completed; the meeting adjourned at 3:00 p.m.

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