

Minutes

TAC Planning Committee



Meeting date: February 12, 2026,

Time: 1:00 PM

Location: Virtual

Members present:

- | | | |
|--|--|---|
| <input type="checkbox"/> Anoka Co – Jorge Bernal | <input checked="" type="checkbox"/> Hennepin Co – Dan Patterson | <input checked="" type="checkbox"/> St. Paul – Anton Jerve |
| <input type="checkbox"/> Brooklyn Park – Marc Culver | <input checked="" type="checkbox"/> Metro Transit – Patrick Haney | <input checked="" type="checkbox"/> Scott Co – Craig Jenson |
| <input checked="" type="checkbox"/> Carver Co – Drew Pflaumer | <input type="checkbox"/> MAC – Bridget Rief | <input checked="" type="checkbox"/> Suburban Transit Assoc – Sunita Kasichhwa |
| <input checked="" type="checkbox"/> Chanhassen – Charlie Howley (Acting Chair) | <input checked="" type="checkbox"/> Minneapolis – Ethan Fawley (alternate for Bria Fast) | <input checked="" type="checkbox"/> TAB Coordinator – Elaine Koutsoukos |
| <input checked="" type="checkbox"/> Council Community Development – Patrick Boylan | <input checked="" type="checkbox"/> MnDOT – Jessica Hyink (alternate for Gina Mitteco) | <input checked="" type="checkbox"/> Washington Co – Sara Allen |
| <input checked="" type="checkbox"/> Council MTS – Joe Widing (alternate for David Burns) | <input checked="" type="checkbox"/> MPCA – Lauren Dickerson | <input checked="" type="checkbox"/> Woodbury – Chris Hartzell |
| <input type="checkbox"/> Dakota Co – Scott Peters | <input checked="" type="checkbox"/> Ramsey Co – Kevin Roggenbuck | <input type="checkbox"/> FHWA – Scott Mareck (ex-officio) |
- = present, E = excused

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, Acting Committee Chair Howley called the regular meeting of the TAC Planning Committee to order at 1:01 p.m.

Agenda approved

Chair Howley, Chanhassen, 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 Chris Hartzell, Woodbury, seconded by Lauren Dickerson, MPCA, to approve the minutes of December 11, 2025, regular meeting of the TAC Planning Committee. **Motion carried.**

Public comment on committee business

There were no public comments.

Business

There were no business items.

Information

1. Arterial Bus Rapid Transit Plan Update Recommendations (Kyle Burrows, Metro Transit)

Kyle Burrows, Metro Transit, presented.

Kevin Roggenbuck, Ramsey Co., asked whether the technical scoring criterion for “cost to provide service” referred only to capital construction costs or to operating costs. Burrows clarified that the score includes both capital costs and annualized operating costs.

Drew Pflaumer, Carver Co., asked whether staff had explored more cross-cutting routes to better connect BRT lines beyond the traditional hub-and-spoke model. Burrows responded that the team evaluated a variety of corridors serving both downtown-focused and cross-town purposes, noting that some routes, such as the H Line, serve multiple functions.

Patrick Boylan, Met Council Community Development, also asked whether arterial BRT lines can include branches or spurs, referencing arterial BRT routes that share portions of their corridors. Burrows explained that the model avoids branches to maintain simplicity, though separate lines may overlap along the same roadway while remaining distinct corridors.

Chair Howley asked whether the 25 passengers per service hour metric represents a break-even point on operating costs. Burrows stated that break-even is not a standard for most transit provider, though higher passengers per service hour typically results in a higher farebox recovery ratio.

Cole Hiniker, MTS Planning, asked Burrows to clarify how the evaluation framework relates to the Imagine 2050 plan and 2050 Transportation Policy Plan. Burrows said staff designed the criteria such as ridership, equity, cost, and land use to reflect and support the regional goals.

2. Complete Streets Local Implementation Guide – Project Overview (Jed Hanson, MTS Planning)

Jed Hanson, MTS Planning, presented.

Chair Howley said this would be helpful for cities like the one he represents.

Patrick Boylan asked Hanson to describe how the project timeline relates to 2050 comprehensive planning. Hanson said the project team is aware of the comprehensive plan update cycle, and that this project will not create new minimum requirements. Hanson said this guide would provide some best practices and basis for advisory comments during Met Council review of the plans. Boyland followed-up and asked when the final guidebook would be anticipated. Hanson said the final guidebook would be completed in 2028, but there is opportunity to sequence some tasks concurrently and potentially deliver some draft content in 2027. Boylan stated appreciation for discussing minimum requirements, as that is a common topic local governments ask about.

Anton Jerve, City of Saint Paul, suggested aligning complete streets typologies with comprehensive plan transportation chapter requirements related to functional classification, to avoid creating parallel frameworks that local jurisdictions would have to reconcile. Hanson agreed to bring that feedback to the project team to avoid duplication. Hiniker said the street types are not currently intended to be a requirement for local plans, and that could be a consideration for the 2060 planning cycle depending on the outcome of the project. Jerve clarified that the question related to the importance of fitting typologies within the existing functional classification framework, which cities identify in the transportation chapters of their comprehensive plans. Hiniker said this would require further consideration particularly relating to the variability across urban, suburban, and rural areas.

Howley said the Minnesota Department of Transportation’s State Aid staff need to be involved to ensure the guidance and any connection to Regional Solicitation does not conflict with



those requirements. Hanson said staff has consistently heard this concern during stakeholder outreach and will better emphasize that coordination in future presentations.

Other business

There were no other business items.

Adjournment

Business completed; the meeting adjourned at 2:07 p.m.

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