

# Business Item

Transportation Committee



Committee meeting date: January 12, 2026

For the Metropolitan Council: January 28, 2026

## Business Item: 2026-8

Transportation Policy Plan Amendment 2: Update to the 2050 Aviation System Plan

**District(s), member(s):** All

**Policy/legal reference:** 473.146

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**Division/department:** Metropolitan Transportation Services (MTS)

### Proposed action

That the Metropolitan Council accept the 2050 TPP Amendment 2 public comment report and adopt 2050 TPP Amendment 2 (attached), updating and replacing the 2050 Aviation System Plan.

### Background

The Met Council develops a long-range transportation plan, called the Transportation Policy Plan (TPP), and updates it at least every five years as required under federal law. The plan identifies the region's transportation system goals and multimodal investment priorities over a 25-year period. The Met Council adopted the most recent update to the TPP, the 2050 Transportation Policy Plan, on February 12, 2025. The Aviation System Plan, which is a part of the TPP, is not an investment plan and not a federally required document. The Aviation System Plan was a standalone plan until it was incorporated into the 2030 TPP. Due to this, staff prepared a minor update to be included with the 2050 TPP that was adopted in February 2025 and simultaneously worked on developing a full update to be amended into the plan at a later date.

Prior to releasing the plan for public comments, Met Council staff and support staff worked to develop research papers for industry and technology trends in aviation, incorporated new airport long term comprehensive plans for Flying Cloud Airport and MSP International Airport, and incorporated updated regional aviation data. Staff also coordinated with regional partners from the aviation industry and impacted communities from aviation activity to review and update the regional aviation policies and actions to align with Imagine 2050 goals and objectives and address changes in the industry since the previous plan was adopted. This process included three meetings with both groups to review and update early content and offered additional review of the draft plan prior to releasing for public comment. In addition, the plan was offered for review to the Transportation Advisory Board and its technical committees and the Metropolitan Council prior to action to release for public comment.

Plan amendments to the TPP must go through a 45-day public comment period before they can be amended into the Plan.

### Rationale

The proposed amendment was made available for public comment between September 25, 2025 and November 10, 2025. The Met Council hosted a public hearing on the amendment on October 27, 2025. Attachment 2 contains the public comment summary report, which provides an overview of the methods the Council used to advertise the comment period, information on engagement achieved, a summary of themes, and a list of individual comments and responses to those comments.

In general, the nature of the comments are beyond the scope of the Aviation System Plan, which is primarily a policy document that addresses the aviation system at a regional level. Due to this, no changes are recommended based on the comments received.

### **Thrive lens analysis**

On Feb. 12, 2025, the Council adopted Imagine 2050, which builds on policy direction in Thrive MSP 2040. This amendment to the TPP would update the 2050 Aviation System Plan to conform to the goals and objectives identified in Imagine 2050. Under the Thrive lens, this action supports all of the regional goals to some extent. For example, this action will support *prosperity*, *sustainability*, *equity*, and *livability* by setting policy guidance to guide the region to balance mitigation of any impacts from aviation activity with maximizing the economic benefit of regional airports. This includes consideration of the regional airport system, their role in the regional multimodal transportation system, and considering the future of aviation beyond airports.

### **Funding**

This action has no funding implications. Unlike the other plans found in the TPP, the Aviation System Plan is a policy-based system plan, not an investment plan.

### **Small business inclusion**

There are no direct impacts to small business with this action.

