

Minutes

Transportation Advisory Board



Meeting date: December 17, 2025

Time: 12:30 PM

Location: 390 Robert Street

Members present:

Chair, James Hovland
1st Vice Chair Debbie Goettel
2nd Vice Chair Victor Lake
Doug Anderson
~~Myron Bailey~~
Deb Barber
Husniyah Bradley
~~Katie Cashman~~
~~Carl Crimmins~~ (Bridget Rief)
Don Do
Peter Dugan
Amity Foster
Torin Gustafson

Gary Hansen
Mary Liz Holberg
Taylor Hubbard
Julie Jeppson
Glen Johnson
~~Saura Jost~~ (Molly Coleman)
Stan Karwoski
Frank Kohlasch
William Lindeke
~~John Morast~~
Brian Martinson
~~Becky Petryk~~
~~Jess Robertson~~

Khani Sahebjam
George Schember
~~Mark Steffenson~~
Jon Ulrich
Christopher Vaughan
Jeff Weisensel
Tom Workman
Mai Chong Xiong

Staff
Elaine Koutsoukos, TAB
Joe MacPherson, TAC
Charles Carlson, MTS Director

Call to order

A quorum being present, Committee Chair Hovland called the regular meeting of the Transportation Advisory Board to order at 12:34 p.m.

Agenda approved

It was moved by Anderson, seconded by Goettel to approve the agenda. Committee members did not have any comments or changes to the agenda. **Motion carried.**

Public invitation

There was no one from the public who wished to speak to the TAB.

Reports

1. TAB Chair's Report – Chair James Hovland

Hovland presented awards to outgoing TAB Members: Amity Foster, Chris Vaughan, Carl Crimmins, and Katie Cashman.

Hovland reported

Agency Reports – Minnesota Department of Transportation, Minnesota Pollution Control Agency, Metropolitan Airports Commission, Metropolitan Council, Suburban Transit Association

MnDOT

Sahebjam reported on safety updates for all traffic fatalities in Minnesota. As of this meeting,

there have been 362 fatalities in traffic related incidents statewide on all local and state roads. Last year at this time, the fatality number was 461. Each month in 2025 there have been less traffic fatalities than the previous year. For 2025, the metro area has about 40% of all statewide traffic fatalities, but more than 2/3 of statewide pedestrian traffic fatalities. There were 41 pedestrian, 57 motorcycle, and 15 bicycle fatalities. The [Minnesota Rail Service Improvement Grant](#) (MRSI) Program is open for grant application through Jan 9, 2026. This program provides grants for freight rail service improvement projects that support economic development. Up to \$4 million is currently available as grants for projects that will improve freight rail service that supports local or statewide economic development. The funding includes \$1 million in new bond funding approved during the 2025 legislative special session, and \$3 million in bond funding reallocated from previous projects.

MPCA

Kohlasch reported on a Berlin company partnering with Minneapolis on charging emoto, e-bicycles, and e-scooters. The primary item that they were identifying was the ability for centralized charging networks. The federal government proposed to weaken the fuel economy standards for the country. MPCA is working with colleagues at the Department of Transportation for a comment letter opposing that repeal of the fuel economy standards. MPCA is also tracking EPA's action that they will finalize their repeal of vehicle greenhouse gas emission standards for motor vehicles. On the EV charging side, MnDOT received certification from Federal Highway Administration on their alternative vehicle corridors. I-35 and I-94 are considered fully built out for EV charging, which now allows MnDOT to begin spending some of that federal funding for EV charging in other places based on the needs assessment that they developed.

MAC

Rief reported that MAC is preparing for upcoming travel season. MAC and Delta held a joint press conference to celebrate the completion of the concourse and gate modernization project. This was a \$240 million upgrade to most of the concourses in terminal 1. In response to a question about ICE activities around the airport, Rief responded that MAC is aware of a few incidents of immigration enforcement activity by federal agencies and public areas at MSP airport. MAC's number one priority is the safety of all members of our airport community including travelers and the thousands of dedicated value employees that support operations in and around MSP. MAC does not interfere with law enforcement operations by federal agencies.

Met Council

Barber reported an update on TPP and aviation system plan and the public comment period and adoption. The public comments will be considered at the January 12th transportation committee. The amendments to aviation system update is anticipated to be approved and adopted by the metropolitan council on January 28, 2026. The E Line was launched so on December 6th replaced route 6 going from Minneapolis to Edina. A request was made to have the Council report on a 2024 legislature direction that Council to conduct a study of extending the Greenway from Minneapolis into Ramsey County to Saint Paul. The study is almost done and will be released in the spring. TAB would like a presentation on the findings.

STA

Hansen reported: Maple Grove Transit has made service adjustments based on ridership trends, noting increased demand for early afternoon service. Express ridership has increased nearly 10%, and MyRide on-demand ridership is up 12%. Plymouth Metrolink reports stable to slightly increasing ridership, and plans to consider future pilot routes based on transit needs assessment study findings. SouthWest Transit reports increasing Prime on-demand ridership despite reduction in service resulting in more compact service zones. Based on its Carver County Mobility Study, SouthWest is expanding service to meet ridership needs in



Waconia. Minnesota Valley Transit Authority's overall ridership was up more than 7% year-over-year. Connect microtransit ridership was up 30%, and local route ridership increased more than 11%. MVTA's "Stuff the Bus" effort at grocery stores is collecting donations for local food shelves.

TAC Report – Joe MacPherson, TAC Chair

The TAC report consisted of items on the agenda.

Approval of minutes

It was moved by Anderson, seconded by Bradley to approve the minutes of the November 19, 2025, regular meeting of the Transportation Advisory Board. **Motion carried.**

Consent business

1. 2025-44: 2026-2029 Streamlined TIP Amendment: Saint Paul Safe Streets for All
2. 2025-45: 2026-2029 Streamlined TIP Amendment: Four Project Changes

Moved by Goettel, seconded by Jeppson, to approve the consent agenda.

Non-consent business

1. 2025-41: Review of Metropolitan Airports Commission (MAC) 2026-2032 Capital Improvement Program (CIP)

Motion by Anderson, seconded by Martinson, that the Transportation Advisory Board recommend to the Met Council acceptance of the staff analysis that MAC's 2026-2032 CIP is consistent with the Transportation Policy Plan and included adequate public participation and forward these comments to the Metropolitan Council for its consideration. Motion carried.

2. 2025-42: Adoption of the 2026 Roadway Safety Performance Targets

Motion by Jeppson, seconded by Goettel, that the Transportation Advisory Board recommend that the Metropolitan Council adopt the 2026 roadway safety performance targets, which advance a long-term goal of zero deaths:

- Number of all fatalities: no more than 71
- Fatal injuries per 100 million VMT: no more than 0.25
- Number of all serious injuries: no more than 445
- Serious injuries per 100 million VMT: no more than 1.55
- Pedestrian and bicyclist fatalities and serious injuries: no more than 110

Motion carried.

3. 2025-43: Program Year Extension Request: Hennepin County's Marshall Street NE (CSAH 23) Phase 2 Reconstruction Project

Motion by Goettel, seconded by Karwoski, that the Transportation Advisory Board approve Hennepin County's request to extend the program year of its Marshall Street NE Phase 2 reconstruction project from 2029 to 2030. Motion carried.

Information

1. Preview of January Regional Solicitation Action Items

TAB members asked clarifying questions about the presentation and factors that went into the recommendations. The Policymaker Work Group received feedback on the criteria weighting for Community Considerations. After deliberation, the work group considered changing the weighting to 15% in the Safety applications and moving 5% to the criterion of Improvements for People Outside of Vehicles and keeping the weighting at 20% for all the other application



categories. The reallocation of 5% into Improvements for People Outside of Vehicles came in part from recognition of pedestrian fatalities and being a driver of increased fatalities. Through this process and in the broader transportation and development TAB has said that they want to make a difference on transportation safety and this is the chosen measure to increase. There will be additional discussion on the weighting to consider others' views of reducing the Community Considerations to 10% in safety and 15% in other categories. As follow-up to November TAB meeting conversation, it was pointed out that car sharing and bike sharing eligibility is in two categories.

Adjournment

Business completed; the meeting adjourned at 2:34 p.m.

Council contact:

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