

Minutes

TAB Technical Advisory Committee



Meeting date: March 4, 2026

Time: 9:00 AM

Location: Virtual

Members present:

- | | | |
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| <ul style="list-style-type: none">☒ Anoka Co – Joe MacPherson (Chair)☒ Carver Co – Lyndon Robjent☒ Dakota Co – Erin Laberee☒ Ramsey Co – Mike Rogers☒ Hennepin Co – Chad Ellos☒ Scott Co – Craig Jenson (Alt)☒ Washington Co – Lyssa Leitner☐ Extended Urban Area – Chad Hausmann☒ Council MTS – Steve Peterson☐ Council CD – Patrick Boylan☒ TAB – Elaine Koutsoukos | <ul style="list-style-type: none">☒ Brooklyn Park – Marc Culver☒ Chanhassen – Charlie Howley☒ Eagan – Russ Matthys☐ Eden Prairie – Robert Ellis☒ Fridley – Jim Kosluchar☒ Lakeville – Paul Oehme☒ Plymouth – Michael Thompson☒ Woodbury – Chris Hartzell☒ Minneapolis Engineering – Jenifer Hager☒ Minneapolis Planning – Kathleen Mayell☒ Saint Paul Engineering – Nick Peterson☒ Saint Paul Planning – Reuben Collins | <ul style="list-style-type: none">☒ MnDOT – Molly McCartney (Vice Chair)☒ MPCA – Lauren Dickerson☒ MAC – Bridget Rief☒ STA – Chris LaBounty (Alt)☒ Metro Transit – Adam Harrington (Alt)☒ Freight – Torey Hunkus☒ DEED – Colleen Eddy☒ MnDNR – Nancy Spooner WalshE Bicycle – Kyle Sobota☒ Pedestrian – Mackenzie Turner Bargaen☐ FHWA – Scott Mareck (ex-officio) |
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- ☒ = 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, Committee Chair MacPherson called the regular meeting of the TAB Technical Advisory Committee to order just after 9:00 a.m.

Agenda approved

Committee members did not have any changes to the agenda, rendering it approved.

Approval of minutes

It was moved by Molly McCartney, MnDOT, and seconded by Lyssa Leitner, Washington Co., to approve the minutes of February 4, 2026, regular meeting of the TAB Technical Advisory

Committee. **Motion carried.**

Public comment on committee business

TAB report

Elaine Koutsoukos, TAB Coordinator, reported on February 18, 2026, regular meeting of the Transportation Advisory Board.

Business – Committee reports

Executive Committee (Joe MacPherson, Chair)

Chair MacPherson reported that the TAC Executive Committee met just prior to the TAC meeting. The committee discussed how the recently updated scope change and the program year policies are being applied now. He also noted that the April TAC meeting is expected to be held virtually.

1. **2026-21:** Streamlined 2026-2029 TIP Amendment Request – I-394 Lighting Systems Replacement (Joe Barbeau, MTS Planning) – roll call

Joe Barbeau, MTS Planning, presented. It was moved by Jim Kosluchar, Fridley, and seconded by Marc Culver, Brooklyn Park, to recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2026-2029 Transportation Improvement Program (TIP) to reduce the length of MnDOT's I-394 lighting systems replacement from 3.64 miles to 2.968 miles. **Motion carried.**

2. **2026-25:** Streamlined 2026-2029 TIP Amendment Request – Cost Decrease for MnDOT's MN 77 Bridge Rehabilitation (Joe Barbeau, MTS Planning) – roll call

Barbeau presented. McCartney provided additional background on the project, explaining that MnDOT's Central Office bridge staff provided a late estimate after retiring the project risk toward the end of the process. The project is scheduled for letting in May, which will enable it to be let during the current fiscal year. It was moved by Paul Oehme, Lakeville, and seconded by Chad Ellos, Hennepin Co., to recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2026-2029 Transportation Improvement Program (TIP) to reduce the cost of MnDOT's MN 77 bridge rehabilitation project. **Motion carried.**

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

Steve Elmer, MTS Planning, provided an update, including a report on the February 25, 2026, regular meeting of the TAC Bicycle-Pedestrian Planning Technical Working Group.

Planning Committee (Gina Mitteco, Chair)

Committee Chair Gina Mitteco reported on February 12, 2026, regular meeting of the TAC Planning Committee.

Funding and Programming Committee (Jim Kosluchar, Chair)

1. **2026-18:** Program-Year Extension Request: City of Anoka's TH 47 Corridor Improvement (Joe Barbeau, MTS Planning) – roll call

Barbeau presented. Chair MacPherson asked whether the city would prefer to keep the two projects listed separately in the TIP, noting that keeping them separate could provide flexibility if one project encountered further delays. Ben Nelson, City of Anoka, responded that combining the projects had initially been recommended as the best path forward but maintaining them as separate, related projects would also be acceptable. Nelson then asked Barbeau about State Aid's recommendation. Barbeau replied that while combining the projects had been discussed previously, it might be wiser not to direct that change during the

meeting because the projects could still be combined later through an administrative modification. Based on that guidance, Nelson expressed preference that the motion proceed without combining the projects at this time. Chair MacPherson agreed and opened the floor for additional questions.

It was moved by Chris Hartzell, Woodbury, and seconded by Leitner, to recommend that the Transportation Advisory Board approve the program-year extension request to move Anoka's TH 47 corridor improvements and its TH 47 railroad crossing grade separation from 2027 and 2028, respectively, to 2030.

Motion carried.

2. 2026-19: Release of the 2026 Regional Solicitation: (Steve Peterson, MTS Planning) – roll call

Steve Peterson and Joe Widing, MTS Planning, presented. Mayell initiated the discussion by asking clarifying questions about whether proposed per-applicant limits on project applications would apply per year, per agency, or per solicitation cycle. Widing responded by explaining that the limits were being considered within the structure of one solicitation and the limit would be per category. Leitner expressed concerns about not being able to make many changes due to timing following a public comment report. Several committee members expressed concern that imposing limits before seeing demand could prevent worthy projects from being submitted or funded. Other members noted that larger agencies may have greater internal capacity to prepare applications, which could create perceived inequities if no limits are imposed. Steve Peterson indicated that the Technical Advisory Committee and the Transportation Advisory Board would retain discretion during project selection to address regional balance concerns if a disproportionate number of high-scoring projects came from a single jurisdiction.

Throughout the discussion, members raised concerns about the amount of information required in project application forms and the burden that places on smaller jurisdictions that often need to hire consultants to prepare submissions.

The committee examined eligibility requirements related to the Active Transportation Planning category. Leitner and Mayell discussed that language requiring projects to be included in a municipal or regional nonmotorized transportation system plan might be interpreted to include corridor studies. Staff explained that it interpreted that a system plan is needed.

Leitner asked why the project form cannot be reduced to only requiring some input to be provided upon award. Koutsoukos replied that in the future, when data is being pulled, having it in multiple places can be complicating. Bethany Brandt-Sargent, MTS Planning, said that the data should be ready by April 1. She added that there are coding reasons that the form cannot be amended right now.

Mayell suggested that because the \$750,000 maximum award for Travel Demand Management (TDM) could prevent two projects from being funded, the maximum award should be moved to \$1 million to open the category up to a wider array of application types.

Leitner asked whether Active Transportation should be considered as part of the regional balance discussion with the Regional Solicitation.

It was moved by Mayell and seconded by Koutsoukos to recommend that the Transportation Advisory Board recommend approval of the release of the 2026 Regional Solicitation, Active Transportation Solicitation, and Highway Safety Improvement (HSIP) Solicitation, including the following changes resulting from the public comment period.

- Change the crash years used in the Regional Solicitation safety applications and HSIP applications from 2020-2024 to 2021-2025.
- Change Active Transportation's Complete Streets scoring criterion to add "agencies or organizations without roadway ownership or jurisdiction may include the community's local ordinance or policy where the project is located and describe how the project would

support advancing complete streets in this community.”

- Change the Access to Key Destinations scoring criterion in Active Transportation’s Local Bicycle Facilities application and Regional Solicitation’s Regional Bicycle Facilities application to add the following language: “Applicants may identify additional destinations up to 1 mile from the project location but will need to demonstrate that these destinations have a continuous bicycle facility connection that provides safe access from the project location. These destinations must be clearly marked outside of the one-half mile buffer.”
- Increase the maximum funding award in the Travel Demand Management category to \$1,000,000.

Motion carried.

Information

1. Metro Bronze Line Update (Craig Lamothe, Metro Transit)

Craig Lamothe, Liz Jones, and Stephen Smith provided updates on the Metro Bronze Line.

Other business

Adjournment

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

Council contact:

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