

Summary Report

Transportation Advisory Board



Meeting Date: November 19, 2025

Reports

- Chair's Report** – Hovland reported that the Regional Solicitation Policymaker Workgroup met before the TAB meeting. Discussion was primarily around Community Considerations and how to make equity work in a community context. There was discussion on the weighting of the criterion in relation to other criteria. The technical committees have been asked to provide feedback on the weighting on this criterion. Hovland welcomed new TAB alternate for St. Paul, Molly Coleman. Minneapolis TAB member Katie Cashman did not win re-election and will be stepping down from TAB at the end of the year. The TAB Executive Committee membership will be selected at the January TAB meeting. Please submit your interest in serving to Elaine Koutsoukos by the end of December. The Board Chair, MnDOT, and Metropolitan Council are members. Volunteers are needed to serve in the following positions: two county members, one city of first class (Minneapolis or St. Paul), two from remaining cities, one citizen member, and one from modal or other agencies.
- MnDOT Report** – Kauppi reported on safety updates for all traffic fatalities in Minnesota. There were 37 fatalities since the last TAB meeting, for a total of 335. Last year at this time, the fatality number was 477, with 158 fewer fatalities this year than last year at this time. Each month in 2025 there have been less traffic fatalities than the previous year, which is one of the first years since the COVID pandemic that the annual numbers are trending down. At the end of October 2025, there were 319 fatalities in traffic related incidents statewide. Of those traffic deaths, the following modes are broken out by county:

Metro Preliminary YTD Total Fatalities – end of October 2025

	Total	Pedestrians	Bikes	Motorcycles
Anoka	16	0	1	4
Carver	4	1	0	0
Chisago	8	0	0	1
Dakota	23	4	0	4
Hennepin	33	9	1	7
Ramsey	17	7	0	2
Scott	14	3	0	4
Washington	12	0	1	0
Metro Total	127	24	3	22
% of state	40%	66%	23%	39%
State total	319	36	13	57

In addition, statewide there have been 12 fatalities related to ATVs/UTVs and one (1) snowmobile related fatality in 2025. The trend continues that the metro area has about 1/3 of all statewide traffic fatalities, but also 2/3 of statewide pedestrian traffic fatalities. (*data source: Office of Traffic Safety, Minnesota Department of Public Safety)

The [Minnesota Rail Service Improvement Grant](#) (MRSI) Program provides grants for freight rail service improvement projects that support economic development. Up to \$4 million is currently available statewide 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. Eligible applicants include railroads, rail shippers, political subdivisions of Minnesota, and federal agencies that seek to complete a major improvement or rehabilitation of railroad rights of way or other railroad facilities. Applications are due Jan 9, 2026. More info can be found at the above link, including a webinar on Dec 3.

Snow and Ice season

- [Be prepared for winter weather conditions](#) – Reminders for travels for vehicle and personal preparation, following rules of the road and slowing down or staying home when winter weather conditions are present.
- [511mn.org](#) check conditions before you travel and during weather events
- MnDOT resources
 - [Winter Driving Tips](#)
 - [Snow and Ice Performance Measure Dashboard](#)

3. **MPCA** – There was no MPCA report.
4. **MAC Report** – Rief reported federal shutdown is over. There were about 400 cancelled flights in total. Twin Cities Live will be broadcasting from Terminal 1 on Thursday for the upcoming travel season. I-494 bridge project is complete. This year the airports participated in a North American wide Airport Carbon Accreditation (ACA) program that Airports Council International puts on. MSP is at Level 3 for the second year in a row. All six Reliever airports were enrolled in the program for the first time and they are at Level 1. Airports Council International recognized Jeff Hamiel with “William E Downes” Award recognizing outstanding leadership in promoting the cause of airports and aviation as a vital part of the local, national and worldwide community. There have been a couple of departures from the MAC; one is TAB member Carl Crimmins. MAC is working on filling the position. Rief will report until a new TAB member is appointed. Chair Rick King is retiring from the MAC board on November 21. He has served as chair since 2007. In addition, other MAC seats will open at the end of the year.
5. **Metropolitan Council** – Deb Barber reported on the ABRT B Line on Lake, Marshall, and Selby. There is an average of 9,700 rides per day, which is 39 percent higher than route 21 the same month as last year. B Line celebrated its one millionth rider. Barber will finish serving as interim Met Council chair at the end of November. A new chair will start on December 1. The applications for Council appointed TAB members are open for citizen districts A through D, alternates for districts E and F, and the modal representatives. Priority given to applications submitted before December 4.
6. **Suburban Transit Association** – Hansen submitted a report to be read. Suburban transit providers report continued overall ridership increases. Maple Grove Transit reports record express ridership and is working on potential service improvements resulting from its joint transit needs assessment study with Plymouth Metrolink. SouthWest Transit's overall ridership was up more than 15% in October from a year ago. Express ridership was its highest post-pandemic and on-demand service was at a record high. Minnesota Valley Transit Authority's overall ridership was up more than 7% year-over-year. Minneapolis and St. Paul Express service were up 11% and 13%, respectively. Connect microtransit ridership was

up 35%, setting a new record in October at over 19,000 rides. From November 7 through November 21, MVTA is offering free rides on Connect to make it easier for people to access food pantries within the Connect service area.

Business

TAB approved the following items (forwarded to the Transportation Committee).

1. 2025-38: 2026-2029 Streamlined TIP Amendment Request – Southwest Transit Station Rehabilitation (November 24, 2025, Transportation Committee)

The Transportation Advisory Board recommended adoption of an amendment to the 2026-2029 TIP to add Southwest Transit's Southwest Transit Station Rehabilitation project (SP# TRS-TCMT-26NEW).

2. 2025-39: 2026-2029 Streamlined TIP Amendment Request – Two Bicycle and Pedestrian Project Cost Increases (November 24, 2025, Transportation Committee)

The Transportation Advisory Board recommended adoption of an amendment to adjust the scope of Minneapolis' 21st Avenue South bicycle and pedestrian project (SP# 141-591-016) and to adjust the scope and cost of Saint Paul's Payne Avenue bicycle and pedestrian project (SP# 164-179-017).

3. 2025-40: 2026-2029 Streamlined TIP Amendment Request – Three MnDOT Project Adjustments (November 24, 2025, Transportation Committee)

The Transportation Advisory Board recommended adoption of an amendment to the 2026-2029 TIP to adjust the scope and cost of three projects.

4. 2025-30: Scope Change Request – Carver County CSAH 40 HSIP Project

The Transportation Advisory Board approved Carver County's scope change request to reduce the length of its CSAH 40 improvement project and retain full federal funding.

5. 2025-37: Regional Bicycle Barrier and Regional Bicycle Transportation Network (RBTN) Updates for 2026 Regional Solicitation

The Transportation Advisory Board recommended release the updated Regional Bicycle Barriers and RBTN maps for public comment as part of the 2026 Regional Solicitation.

6. 2025-31: 2026 Regional Solicitation Federal Funding Application Categories

The Transportation Advisory Board recommended the following 12 federal funding application categories to be used for the 2026 Regional Solicitation:

1. Proactive Safety
2. Reactive Safety
3. Regional Bike Facilities
4. Transit Expansion
5. Transit Customer Experience
6. Arterial Bus Rapid Transit
7. Roadway Modernization
8. Congestion Management Strategies
9. New Interchanges
10. Bridge Connections
11. Electric Vehicle Charging Infrastructure
12. Travel Demand Management (TDM)

7. 2025-32: 2026 Active Transportation Solicitation Funding Application Categories

The Transportation Advisory Board recommended the application categories to be used

for the 2026 Active Transportation Solicitation:

1. Local Bike Facilities
2. Local Pedestrian Facilities
3. Active Transportation Planning

8. 2025-33: 2026 Regional Solicitation Maximum and Minimum Federal Awards

The Transportation Advisory Board approved

- A minimum and maximum federal award for each 2026 Regional Solicitation funding category as listed in Table 1,
- A \$30,000,000 minimum award to the Arterial Bus Rapid Transit funding category with the footnote "TAB can award additional funding to Arterial BRT only within the transit funding target."
- A \$5,800,000 funding award to the travel demand management base funding program recipients within the TDM funding category,
- A funding award for the travel behavior inventory and modeling program to be approved through a future TAB action.

Table 1: Proposed Federal Minimum and Maximum Awards

Grouping	Funding Category	2026 Min	2026 Max
Safety	Proactive Safety	\$2,000,000	\$7,000,000
Safety	Reactive Safety	\$2,000,000	\$7,000,000
Bike/Ped	Regional Bike Facilities	\$1,000,000	\$5,500,000
Transit	Transit Expansion	\$500,000	\$10,000,000
Transit	Transit Customer Experience	\$500,000	\$10,000,000
Roadway	Congestion Management Strategies	\$1,000,000	\$10,000,000
Roadway	New Interchange Projects	\$1,000,000	\$20,000,000
Roadway	Roadway Modernization	\$1,000,000	\$10,000,000
Roadway	Bridge Connections	\$1,000,000	\$7,000,000
Environment	EV Charging Infrastructure	\$500,000	\$2,000,000
Environment	TDM	\$100,000	\$750,000

There was an amendment proposed to increase the maximum of the TDM category to \$1 million. The amendment failed. There was discussion on the importance of carshare. There were questions on the amount of funding that previous carshare projects received. The current categories don't appear have eligibility for carshare and bikeshare projects. There needs to be a category for these projects. TAB asked the technical committee to discuss the eligibility of electric vehicle carshare and bikeshare in the application categories. Are they eligible to apply in the TDM category or other categories? Member mentioned that bikeshare was not considered by Active Transportation Work Group because they thought it would be covered under Environment. If they are not eligible in the current draft applications, discuss how to revise the applications to allow eligibility.

9. 2025-34: 2026 Active Transportation Maximum and Minimum Federal Awards

The Transportation Advisory Board approved a minimum and maximum federal award for each 2026 Active Transportation funding category.

10. 2025-35: 2026 Regional Solicitation Modal Funding Targets

The Transportation Advisory Board recommended the following federal funding targets for the 2026 Regional Solicitation:

- 12% to Safety
- 14% to Bike and Pedestrian
- 24% to Transit
- 44% to Roadways
- 6% to Environment

11. 2025-36: 2026 Active Transportation Funding Targets

The Transportation Advisory Board recommended a \$50 million funding target for the 2026 Active Transportation Solicitation and a sub-target of \$2 million for the active transportation planning category.

Information

1. Regional Solicitation Evaluation Update

Steve Peterson, MTS, presented this item.

A member asked why the reactive safety measure for fatal and serious injury crash history carries only 5% of points, noting that some dangerous locations may show few crashes because people avoid them. Staff explained that the low weighting does not reflect a lack of importance; rather, the scoring emphasizes the five-year crash reduction estimate, which accounts for 35% of points and offers the clearest picture of recent safety issues. The 10-year crash history is included primarily as a tiebreaker to identify longer-term systemic problems, consistent with MnDOT's HSIP approach and the Regional Safety Action Plan. Because total points are limited, the working group prioritized near-term crash patterns and plan connections over longer-term data. TAB requested additional technical feedback on the criteria weighting.

A member commented on the need for additional measures in the both the regional and the local bike categories. There should be an element of scoring that rewards high quality state-of-the-art infrastructure more than lower quality not state-of-the-art infrastructure. For bicycle facilities, this would be grade separated protected bikeways. Some types of projects that should be disallowed like bike boulevards that only implement perhaps one or two of the 10 required elements of a of a genuine bike boulevard. Also, elements that are like just painted lanes on streets should be scored lower as well. Sharrows (shared line marking) should not be funded.

Link to November 19, 2025, TAB agenda and materials, [111925 Agenda - Transportation Advisory Board](#).