



TECHNICAL STEERING COMMITTEE REGIONAL SOLICITATION

December 12, 2025

Steering Committee Attendees:

Paul Oehme, Molly McCartney, Joe MacPherson, Danny McCullough, Chris Hartzell, Reuben Collins, Lyssa Leitner, Matt Fyten, Lyndon Robjert, Jim Kosluchar, Aaron Tag, Gina Mitteco, Theresa Cain, Innocent Eyoh, Kathleen Mayell

Other Attendees:

Steve Peterson, Elaine Koutsoukos, Cole Hiniker, Joe Barbeau, Amy Vennewitz, Robbie King, Joe Widing, David Burns, Heidi Schallberg, Abe Olson, Bethany Brandt-Sargent, David Vessel (Met Council), Molly Stewart, Lydia Statz (SRF Consulting Group), Allison Bell (Bellwether Consulting), KC Atkins, Jason Pieper (Hennepin County), Derek Leuer, Girma Feyissa (MnDOT), Brian Martinson, Glen Johnson (TAB), Lauren Dickerson (MPCA), Craig Jenson (Scott County), Marcus Culver (City of Brooklyn Park), Robert Ellis (City of Eden Prairie)

2:00 PM – 3:30 PM

Virtual

Community Considerations

The committee discussed the weighing of Community Considerations in project scoring, which is currently proposed to comprise 20 percent of each application's score. Member Leitner wondered why this weighting has changed compared to the previous cycle, noting that equity previously accounted for 8–10 percent of most categories. Amy Vennewitz explained that earlier cycles included bonus points for projects scoring well on equity, which increased its influence.

Member Mayell expressed a preference to maintain community considerations at 20 percent, emphasizing her desire to focus on a data-driven approach focused on areas with demonstrated equity needs. Member Eyoh supported the weighting at 20 percent, noting the need to advance this work even as the federal administration has changed priorities. Both Member Mayell and Member Eyoh agreed that equity remains a major goal and should continue as a significant scoring factor.

Member MacPherson highlighted a proposal put forward by representatives from the seven counties to reduce the community considerations weighting 10 percent, suggesting that extra points be allocated elsewhere. Member Leitner noted that counties generally viewed community considerations as insufficiently data-driven and unlikely to differentiate projects, making its current emphasis excessive. Cole Hiniker asked whether the counties consulted transit providers on this proposal; the response was no, but they are open to input.

Amy Vennewitz requested a technical recommendation from the committee for the Policymaker Working Group, who will be recommending the overall weighting framework to the Transportation Advisory Board (TAB). Member Oehme suggested lowering the weighting in the safety category, favoring more emphasis on data and professional judgment, as safety projects typically involve limited engagement. Member MacPherson supported this view, noting county alignment on a consistent approach, which led to the 10 percent recommendation.

The group voted on a proposal to reduce community considerations weighting to 10 percent in the safety categories, and 15 percent in all other categories. The committee was split, with 7 voting in favor of the proposal, and 5 voting against. That information will be shared with the Policymaker Working Group at the next meeting as they will develop a recommendation for TAB.

Cole Hiniker proposed that any changes to weighting be reviewed by the Special Issue Working Groups who originally provided input into the weighting, with Members Mayell and Eyoh supporting this.

Cost Estimates

The committee then reviewed the proposed cost estimate requirements, originally intended to help applicants plan and reduce TIP amendments. A proposal has been put forward to simplify the cost estimate form in the spirit of making the applications more accessible to more agencies. Member Collins appreciated the detail provided but noted difficulty in separating costs by mode (e.g., roadway vs. bike path, lighting). Collins proposed eliminating duplicate cost reporting across modes. Member Kosluchar agreed and suggested simplifying and combining categories, with Member MacPherson expressing general support. Steve Peterson recommended a separate meeting with MnDOT State Aid to address this, as it is not a scoring measure.

RBTN Scoring

The group then discussed two separate proposals for scoring Regional Bike Facilities applications, one of which would give regional trails 20 points, and another that would give regional trails 25 points. Cole Hiniker noted recently added language that would allow trails that are parallel but not exact matches to RBTN facility to be scored as tier 2. Member Leitner stated Washington County supports assigning higher points to regional trails. The Policymaker Working Group will also discuss the two scoring proposals at its next meeting.

Year-Round Maintenance

The group returned to an earlier discussion around a proposal that would extend the year-round maintenance provision already required for federally funded projects to active transportation sales tax funded projects. Joe Widing clarified that compliance with the requirement could be as simple as a policy or ordinance mandating landowner snow clearance. Member Robjent disagreed with the requirement, citing concerns about creating inconsistent maintenance. Member Leitner warned this could disadvantage communities lacking enforcement capacity. Member Mayell requested Met Council legal interpretation, while Cole Hiniker emphasized that the policy requires year-round usability, not complete ice clearance. This discussion will also occur at the next Policymaker Working Group meeting.

HSIP Rumble/Mumble Strip

MnDOT provided an overview of the draft HSIP rumble/mumble strip pilot program. A proposal will go to TAB to include this pilot in HSIP applications, with Member Leitner expressing support.