Minutes

TAB Technical Advisory Committee

Meeting date: May 06, 2026 **Time**: 9:00 AM **Location:** Virtual

Members present:

- ☒ Anoka Co – Joe MacPherson (Chair)
- ☐ Carver Co – Lyndon Robjent
- ☒ Dakota Co – Erin Laberee
- ☒ Ramsey Co – Mike Rogers
- ☒ Hennepin Co – Chad Ellos
- ☒ Scott Co – Adam Jessen
- ☒ Washington Co – Madeline Dahlheimer (Alt)
- ☐ Extended Urban Area – Chad Hausmann
- ☒ Council MTS – Steve Peterson
- ☒ Council CD – Patrick Boylan
- ☒ TAB – Elaine Koutsoukos
- ☒ Brooklyn Park – Marc Culver
- ☒ Chanhassen – Charlie Howley
- ☒ Eagan – Russ Matthys
- ☒ Eden Prairie – Schulze (Alt)
- ☒ Fridley – Brodhag (Alt)
- ☒ Lakeville – Paul Oehme
- ☐ Plymouth – Michael Thompson
- ☒ Woodbury – Chris Hartzell
- ☐ Minneapolis Engineering – Jenifer Hager E
- ☒ Minneapolis Planning – Kathleen Mayell
- ☒ Saint Paul Engineering – Nick Peterson
- ☒ Saint Paul Planning – Reuben Collins
- ☒ MnDOT – Molly McCartney (Vice Chair)
- ☐ MPCA – Lauren Dickerson E
- ☐ MAC – Bridget Rief E
- ☒ STA – Matt Fyten
- ☐ Metro Transit – Jonathan Ahn
- ☒ Freight – Torey Hunkus
- ☐ DEED – Colleen Eddy
- ☒ MnDNR – Nancy Spooner Walsh
- ☐ Bicycle – Kyle Sobota
- ☒ Pedestrian – Mackenzie Turner Bargen
- ☐ FHWA – Scott Mareck (ex-officio)

☒ = present, E = excused

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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

Chair MacPherson announced a change to agenda: the Committee will hear from the TAC Bicycle-Pedestrian Planning Technical Working Group instead of the TAC Transit Planning Technical Working Group as originally listed. It was moved by Molly McCartney, MnDOT and seconded by Nancy Spooner-Walsh, MnDNR, to amend and update the committee report agenda to reflect this. **Motion carried.**

Approval of minutes

It was moved by McCartney and seconded by Chad Ellos, Hennepin Co., to approve the minutes of the April 1, 2026, regular meeting of the TAB Technical Advisory Committee. **Motion carried.**

Public comment on committee business

TAB report

Elaine Koutsoukos, TAB Coordinator, reported on April 15, 2026, regular meeting of the Transportation Advisory Board.

Business – Committee reports

Executive Committee (Joe MacPherson, Chair)

1. **2026-27**: Streamlined 2026-2029 TIP Amendment Request – Three Metro District Project Adjustments (Joe Barbeau, MTS Planning)

   Joe Barbeau, MTS Planning, presented. It was moved by Patrick Boylan, Council CD, and seconded by Paul Oehme, Lakeville, to recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2026-2029 Transportation Improvement Program (TIP) to make the following project adjustments:

   - Increase the cost of MnDOT's Lowry Hill Tunnel electrical systems replacement and move it from 2026 to 2027.
   - Decrease the cost of, and add two funding sources to, Coon Rapids' CSAH 1 interchange at MN 610 in Coon Rapids.
   - Increase the cost and update the scope of MnDOT's I-494 mobility and safety project.

   Motion carried.

2. **2026-28**: Streamlined 2026-2029 TIP Amendment Request – Two Sherburne County Project Adjustments (Joe Barbeau, MTS Planning)

   Barbeau presented. It was moved by Boylan and seconded by McCartney to recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2026-2029 Transportation Improvement Program (TIP) to make the following project adjustments:

   - Add culvert work, move the project to fiscal year 2026, and increase the cost of Sherburne County's CSAH 33 reconstruction project.
   - Increase the cost of Sherburne County's County Road 44 reconstruction and safety improvement project.

   Motion carried.

TAC Bicycle-Pedestrian Planning Technical Working Group (Jed Hanson, MTS Planning)

Jed Hanson, MTS Planning, announced that he will administer this working group, updated the group on the opening of regional solicitation applications, and asked members to contact him if they are interested in serving as scorers. He reported that Christina Neal, Hennepin County, volunteered to serve as the TAC bicycle modal member alternate, pending TAC Executive Committee consideration; the committee confirmed her appointment this morning. The working group did not fill the chair, vice chair, or two suburban city seats at the last meeting, and those positions remain vacant. Met Council staff are working with members to recruit for these roles. Staff have secured a volunteer for vice chair, identified one suburban city member, and are communicating with another suburban city to confirm participation.

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Planning Committee (Gina Mitteco, Chair)
Planning Committee did not meet in April. The next regularly scheduled committee meeting will take place on May 14 at 1:00pm.

Funding and Programming Committee (Jim Kosluchar, Chair)

1. **2026-25:** Active Transportation Scope Change - Richfield 73rd St. Pedestrian Facilities (Joe Widing, MTS Planning)

   Robbie King, MTS Planning, presented. Chair MacPherson requested clarification regarding the proposed pedestrian improvements along Diagonal Boulevard. Matt Hardegger, Transportation Engineer for the City of Richfield, explained that the project would rehabilitate the existing eight-foot bituminous trail on the north side of Diagonal Boulevard, including resurfacing the trail and upgrading pedestrian ramps to meet ADA standards. He stated that the original proposal included constructing an additional sidewalk on the south side of the roadway; however, the scope change request eliminates that addition and instead focuses on improving the existing north-side facility. Hardegger also explained that, within another project segment, the proposed sidewalk would shift from the south side of the roadway to the north side to create a continuous pedestrian facility and reduce impacts within the corridor.

   Kathleen Mayell, Minneapolis, asked whether ADA-related pedestrian ramp improvements would still occur at crossing locations. Hardegger confirmed that applicable ADA improvements would remain part of the project.

   Mike Rogers, Ramsey County, asked whether the existing eight-foot trail would be widened during reconstruction. Hardegger stated that the trail would remain eight feet wide due to right-of-way constraints and required clear zones.

   Pedestrian member Mackenzie Turner Bargen asked whether the revised proposal removed the originally planned south-side pedestrian facility along Diagonal Boulevard. Chair MacPherson confirmed that the project would now include a single upgraded multi-use trail on the north side rather than facilities on both sides of the roadway. He explained that public feedback during engagement activities supported preserving boulevard trees and minimizing additional right-of-way impacts.

   Turner Bargen also requested clarification regarding sidewalk improvements. MacPherson explained that the proposed sidewalk had been relocated from the south side to the north side of the roadway following additional design review and public engagement. Hardegger confirmed this and noted that the project would add a new sidewalk where no sidewalk currently exists between Bloomington Avenue and Portland Avenue.

   It was moved by Marc Culver, Brooklyn Park, and seconded by Elaine Koutsoukos, TAB Coordinator, to recommend that the Transportation Advisory Board approve the City of Richfield's scope change request to adjust the proposed pedestrian facilities from the south side to the north side of 73rd Street/Diagonal Boulevard; remove new sidewalk construction on the south side of Diagonal Boulevard between Bloomington Avenue and Cedar Avenue; improve the existing multiuse trail on the north side of Diagonal Boulevard, including bituminous path reclamation and ADA upgrades; and reduce grant funding by $144,840 to account for the change in scope. **Motion carried.**

2. **2026-26:** Scope Change: St. Paul's Maryland Avenue Traffic Signal Enhancements Project (Robbie King, MTS Planning)

   King presented. Chair MacPherson noted that, despite removal of the fiber optic interconnect segment and one signal upgrade with associated ADA improvements from the project scope, overall project costs had still increased from the original application because of rising construction costs. He stated that, under the updated scope change policy, projects may retain their original funding if removed work will be completed through another programmed project and the revised project scope still meets the required 80 percent

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funding threshold.

It was moved by Rogers and seconded by Ellos to recommend that the Transportation Advisory Board approve the City of Saint Paul's scope change request to remove signal improvements at Maryland Avenue and Hazelwood Street and remove traffic signal interconnect on Maryland Avenue between Johnson Parkway and White Bear Avenue from its Maryland Avenue traffic signal enhancements project with full federal funds retention. **Motion carried.**

Information

1. Speed Camera Pilot Update (Ethan Fawley, Minneapolis and Chief Kelly McCarthy, Mendota Heights)

   Ethan Fawley, Minneapolis and Police Chief Kelly McCarthy, Mendota Heights, presented. Chair MacPherson asked presenters about the implementation of automated traffic enforcement cameras and whether jurisdictions began with a single camera location or expanded to multiple corridors over time. Fawley stated that the City of Minneapolis currently operates five camera locations and noted that state law allows one camera per 10,000 residents. McCarthy stated that Mendota Heights is limited to a single camera location under the current law.

   Chair MacPherson asked whether the jurisdictions experienced public resistance or complaints regarding the accuracy and fairness of automated citations. Fawley stated that Minneapolis issued more than 30,000 warnings and citations during the first three months of the program but received very few escalated complaints. He explained that individuals may contest citations through an established review process and stated that public support for the program has been stronger than anticipated. Fawley noted that many residents expressed frustration with unsafe driving behaviors and supported additional enforcement measures. McCarthy stated that Mendota Heights has also received relatively few complaints regarding the program. She explained that drivers receive multiple opportunities to correct their behavior before receiving a citation and noted that many residents have instead requested additional speed enforcement in their neighborhoods.

   Koutsoukos asked whether the jurisdictions were conducting public outreach campaigns to share program data and demonstrate safety benefits. Fawley stated that Minneapolis emphasized public education and transparency regarding enforcement practices, privacy protections, and program outcomes. He noted that speeding violations have declined over time and stated that media coverage and annual reporting have helped communicate the program's effectiveness and safeguards to the public.

   Maddie Dahlheimer asked about potential next steps and future expansion opportunities for the automated enforcement program. Fawley explained that the state pilot program continues through 2029 and that the Legislature would need to take additional action to authorize expansion or permanent implementation. He noted that lawmakers have already discussed broader authorization proposals and stated that future discussions will likely include operational and court- capacity considerations associated with processing citations at larger scales.

   MacPherson commented on the high volume of warnings issued during the initial implementation period and noted the significant level of traffic activity captured by the program.

2. 2026 Regional Solicitation: Excessive Delay Map (Steve Peterson, MTS Planning)

   Steve Peterson, MTS Planning, presented. Chair MacPherson asked for clarification regarding changes to the congestion mapping methodology used in the Regional Solicitation process and whether the updated map differed from the version used during the previous Regional Solicitation cycle because of an error or a revised use of data. Steve Peterson explained that the previous methodology evaluated congestion using a single peak hour, which allowed more

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arterial segments to qualify for scoring. He stated that the updated methodology now evaluates corridors experiencing congestion for two or more hours and applies a 1.25 travel time index threshold, resulting in significantly fewer qualifying arterial segments.

Chair MacPherson encouraged committee members to review the updated congestion map closely, particularly for projects applying under the Congestion Management Strategy and Interchange categories, before the item returns to TAC as an action item. He noted that staff would continue developing potential options and recommendations for addressing the issue.

McCartney asked who would participate in evaluating possible revisions to the scoring approach. Peterson stated that solicitation staff, highway staff, and the data science team had already been reviewing the issue over several months. He explained that staff would present potential options to the Funding and Programming Committee and noted that, if adjustments were made, staff recommended keeping any reallocated points within the existing green criteria framework because those criteria had already undergone public review and committee discussion.

McCartney also asked whether the updated methodology would effectively reduce scoring opportunities because interstate projects are not eligible for Regional Solicitation funding. Peterson confirmed and stated that, under the revised map, few or no projects would likely receive points within the measure, effectively diminishing the value of that scoring category compared to prior solicitation cycles.

Mayell expressed concern about making significant scoring or process changes after the solicitation period had already begun. She stated that applicants were already preparing projects based on the adopted framework and suggested that the issue may be better addressed during future solicitation cycles rather than through mid-cycle adjustments. MacPherson acknowledged the concern and encouraged committee members to continue discussing the issue with their Funding and Programming representatives before the upcoming committee action.

Steve Peterson reminded members about upcoming Regional Solicitation training sessions, application deadlines, and information sessions related to the Shared Investment Program (SIP).

Other business

Adjournment

Business completed; the meeting adjourned at 10:32 a.m.

Council contact:

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