Minutes

TAB Technical Advisory Committee

Meeting date: June 03, 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 – Lyssa Leitner
- ☐ 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 – Carter Schulze (Alt)
- ☒ 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
- ☒ MnDOT – Molly McCartney (Vice Chair)
- ☐ MPCA – Lauren Dickerson
- ☒ MAC – Bridget Rief
- ☒ STA – Matt Fyten
- ☒ Metro Transit – Scott Janowiak (Alt)
- ☒ 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

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, Chair MacPherson called the regular meeting of the TAB Technical Advisory Committee to order at 9:00 a.m.

Agenda approved

Chair MacPherson noted that a roll call vote is not needed for approval of the agenda unless a committee member offers an amendment to the agenda. Committee members did not have any comments or changes to the agenda.

Approval of minutes

It was moved by Lyssa Leitner, Washington Co., and seconded by Molly McCartney, MnDOT, to approve the minutes of May 06, 2026, regular meeting of the TAB Technical Advisory Committee. **Motion carried**.

Public comment on committee business

TAB report

Elaine Koutsoukos, TAB Coordinator, reported on May 20, 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 prior to the meeting. He noted that chair positions for the TAC, Funding & Programming Committee, and Planning Committee will change next year and encouraged interested members to contact Joe Barbeau, MTS Planning. Chair MacPherson also referenced an email distributed earlier in the week soliciting volunteers to score applications for the current Regional Solicitation cycle. He noted that agency staff, not only committee members, are eligible to serve as scorers. Steve Peterson, MTS Planning, provided an update on funding available for the current two-year cycle; roughly $210 million is anticipated to be available, not counting overprogramming. Program year extensions have led to a roughly $30 million reduction. The likely loss of PROTECT and Carbon Reduction Program funding also reduces the amount. MacPherson announced that the committee will likely not meet in July.

1. **2026-33**: Streamlined 2026-2029 TIP Amendment Request – Four Project Adjustments (Joe Barbeau, MTS Planning)

   Barbeau presented. Russ Matthys, Eagan, asked whether the noise wall included in the amendment was a federal requirement or a response to adjacent property owner requests. McCartney explained that federal environmental regulations require noise analysis for expansion projects, and that impacted property owners vote on whether to include a noise wall. In this case, the vote was in favor of inclusion. McCartney noted that if enough property owners vote against a noise wall, it is not required, though that outcome is uncommon for interchange or lane-addition projects. Chair MacPherson noted the unit cost of noise walls had risen from approximately $40 per square foot to approximately $130 per square foot.

   It was moved by Paul Oheme, Lakeville, and seconded by Patrick Boylan, Met Council CD, 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 and make a technical correction to include the new bridge number to the description of MnDOT and Burnsville's MN 13 grade separation project.
   - Increase the cost and change the scope of MnDOT's MN 101 mill and overlay / turn lane extension project.
   - Increase the cost and project length of MnDOT's US 61 signal replacement and pavement reconstruction project.
   - Increase the cost and project length of MnDOT's I-94 / 694 traffic sign replacement project.

   Motion carried.

TAC Transit Planning Technical Working Group (Bradley Bobbitt, MTS Planning) or TAC

Bradley Bobbitt, MTS Planning, reported on the May 28, 2026, regular meeting of the TAC Transit Planning Technical Working Group.

Planning Committee (Gina Mitteco, Chair)

1. **2026-30**: Release of draft 2050 Transportation Policy Plan (TPP) Amendment 3 for public comment (Bradley Bobbitt, MTS Planning; Craig Lamothe and Kyle O'Donnel Burrows, Metro Transit)

   Bradley Bobbitt, MTS Planning, presented. Matt Fyten, MVTA, asked Bobbitt to walk through the assumption that no federal funding would be pursued for the Bronze Line and to clarify the total amount of unallocated sales and use tax funds from which the $103 million figure was drawn. Bobbitt explained that the Bronze Line had previously sought Capital Investment Grant (CIG) funding through the federal New Starts program. Craig Lamothe, Metro Transit, elaborated that the decision to forgo federal funding was made the prior year. Given uncertainty in the CIG program even in favorable conditions, the project partners elected to fund the project entirely with local sources.

   Bobbitt confirmed that the $196 million previously assumed for federal funding would be replaced largely by Ramsey County funding, with a portion from the Metropolitan Council. He noted that the $103 million in unallocated sales tax is primarily for operating costs and is reflected in the current financial model. He acknowledged that the model is being updated given recent shifts and that equivalent figures exist for the J and K Lines.

   Fyten stated that suburban providers have had ongoing conversations with the Metropolitan Council about the allocation of sales and use tax funds since the tax was adopted. He expressed concern that significant unallocated balances are being directed through the Council while suburban provider needs remain unaddressed.

   Lyssa Leitner, Washington County, asked whether the $36 million increase in operational costs referenced in the presentation was an annual figure or a life-of-plan figure through 2050. She also flagged that the Bronze Line's $129 million operational cost increase appeared inconsistently labeled in the materials and questioned whether fares were intended to cover the full first-year operations and maintenance cost of $21 million. Bobbitt confirmed that the $36 million and $129 million figures represent cumulative costs over the life of the plan to 2050, while the first-year operation and maintenance figure is an annual amount.

   Chair MacPherson asked Bobbitt to confirm that the motion before the committee incorporated the staff-proposed revisions shown on slides four and five in addition to the original TAC Planning Committee recommendation. Bobbitt confirmed this, explaining the revisions included a correction to an error in the Metro K Line total capital cost and language added in response to comments received from the City of Minneapolis.

   It was moved by Kathleen Mayell, Minneapolis, and seconded by Boylan to recommend that the Transportation Advisory Board release the 2050 TPP Amendment 3, updating the Bronze Line bus rapid transit project (formerly Purple Line) and adding the J and K Line bus rapid transit projects, for public review and comment. **Motion carried**.

Funding and Programming Committee (Jim Kosluchar, Chair)

1. **2026-31:** Adoption of the Draft 2027-2030 Transportation Improvement Plan (TIP), pending public comment- Richfield 73rd St. Pedestrian (Joe Barbeau, MTS Planning and Aaron Tag, MnDOT)

   Barbeau and Aaron Tag, MnDOT presented. It was moved by McCartney and seconded by Leitner to recommend that TAB recommend adoption of the draft 2027-2030 Transportation Improvement Program (TIP). **Motion carried**.

2. **2026-32:** Potential Regional Solicitation Scoring Adjustment for the Excessive Delay Measure (Steve Peterson, MTS Planning)

   Steve Peterson, MTS Planning, presented. Lyndon Robjent, Carver Co., expressed support for Option 2 — replacing the excessive delay measure with a Synchro-based delay analysis — because applicants already conduct Synchro analyses for another scoring measure and

that past solicitations used this approach. He argued it would allow for more meaningful project comparisons.

Erin Laberee, Dakota Co., raised concern about making changes given that applications are already open. She expressed support for a version of Option 3 in which the 10 points assigned to the excessive delay measure are redistributed to the other two congestion measures in the event no applications earn those points.

Leitner expressed reservations about Option 2, citing the risk of imposing a material change on applicants who have already made submission decisions based on the original criteria and that it would be difficult to communicate to applicants not connected with the TAB/TAC process, noting that agencies that decided not to apply to the Congestion Management category, in part because they expected to score zero on excessive delay. She indicated a slight preference for Option 3 but said she could also support Option 1 — making no change this cycle. Steve Peterson clarified that the registration deadline will have passed by the time TAB acts, which could impact Option 3. He noted staff did provide a recommendation because, as the Funding & Programming Committee acknowledged, all available options are suboptimal.

Elaine Koutsoukos, TAB, raised an additional concern: if the 10 points were made available and applicants became aware, some might submit projects they had not previously considered.

Mayell agreed with others that changing the measure at this stage would not reflect well on the process, characterizing a late adjustment as appearing to work behind the scenes. She recommended letting the current cycle proceed as-is and addressing the measure design in the next solicitation.

Robjent stated that proceeding without a fix would dilute the value of the Congestion Management category by redistributing weight to the remaining measures. Leitner concurred but reiterated that the late timing makes a change difficult to justify.

It was moved by Marc Culver, Brooklyn Park, and seconded by Matthys, to recommend that if no project receives the excessive delay points in the New Interchanges and Congestion Management Strategies application categories, that the Transportation Advisory Board approve no change to the excessive delay scoring measure for the 2026 funding cycle. **Motion carried.**

Information

1. EV Public Charging Needs Analysis (Tony Fischer, MTS Planning, and Siri Simons, HDR)

Tony Fischer, MTS Planning, and Siri Simons, HDR, presented.

Chair MacPherson asked about federal uncertainty and how proposed changes to Buy America requirements and program structure might affect a potential Regional Solicitation EV charging category. Fischer noted that the most significant risk to a regional EV charging category is a potential requirement of 100 percent Buy America compliance for EV chargers. At the time of prior analysis, no charger on the market met that threshold, which would have effectively precluded a federal-funded solicitation category. Simons added that original equipment manufacturers and EV charging station manufacturers are working to meet the requirement, and compliance is likely achievable by 2028. She also noted that the House version of the Surface Transportation Reauthorization Bill, while proposing to eliminate some programs such as NEVI, retains language allowing CMAQ and certain other federal funding streams to be used for EV charging infrastructure.

Other business

Adjournment

Business completed; the meeting adjourned.

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