

# Minutes

## TAB Technical Advisory Committee



**Meeting date:** January 7, 2026,

**Time:** 9:00 AM

**Location:** Council Chambers

### Members present:

- Anoka Co – Joe MacPherson (Chair)
- Carver Co – Darin Mielke
- 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 – Cole Hiniker
- Council CD – Patrick Boylan
- TAB – Elaine Koutsoukos

- 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

- MnDOT – Molly McCartney (Vice Chair)
- MPCA – Lauren Dickerson
- MAC – Bridget Rief
- STA – Matt Fyten
- Metro Transit – Jonathan Ahn
- Freight – Vacant
- DEED – Colleen Eddy
- MnDNR – Nance Spooner-Walsh
- Bicycle – Kyle Sobota
- Pedestrian – Mackenzie Turner Bargaen
- 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, Committee Chair MacPherson called the regular meeting of the TAB Technical Advisory Committee to order at 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 Charlie Howley, Chanhassen, and seconded by Molly McCartney, MnDOT, to approve the minutes of December 3, 2025, regular meeting of the TAB Technical Advisory

Committee. **Motion carried**

## Public comment on committee business

### TAB Report

Elaine Koutsoukos, TAB Coordinator, reported on the December 17, 2025, regular meeting of the Transportation Advisory Board.

## Business – Committee reports

### *Executive Committee (Joe MacPherson, Chair)*

1. **2026-12:** Streamlined 2026-2029 TIP Amendment Request – Three Project Adjustments (Joe Barbeau, MTS Planning)

Joe Barbeau, MTS Planning, presented. It was moved by McCartney and seconded by Lyssa Leitner, Washington Co., to recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2026-2029 Transportation Improvement Program to (TIP) make the following project adjustments:

- Decrease the cost of MnDOT’s Minnesota 77 (Cedar Avenue) unbounded concrete overlay project in Apple Valley.
- Reduce the length of MnDOT’s I-94 landscaping project in Oakdale and Woodbury.
- Reduce the cost of Little Canada’s CSAH 21 (Little Canada Rd) at Country Road C (Lake Shore Avenue) projects and associate them with MnDOT’s I-35E at CSAH 21 signal project.

#### **Motion carried**

2. **2026-13:** Streamlined 2026-2029 TIP Amendment Request: Minneapolis Safe Streets for All (Joe Barbeau, MTS Planning)

Barbeau presented. It was moved by Nick Peterson, Saint Paul Engineering, and seconded by Patrick Boylan, Community Development, to recommend that the Metropolitan Council adopt an amendment to the 2026-2029 TIP to add Minneapolis’s Transportation Safety Countermeasures project. **Motion carried**

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

Cole Hiniker, MTS Planning, gave an update on the December 4, 2025 meeting of the Transit Planning Technical Working Group. The TAC Bicycle-Pedestrian Technical Working Group did not meet in December.

### *Planning Committee (Gina Mitteco, Chair)*

Gina Mitteco, MnDOT, Chair, gave an update on the December 11, 2025, regular meeting of the TAC Planning Committee.

### *Funding and Programming Committee (Jim Kosluchar, Chair)*

1. **2026-02:** 2026 Regional Solicitation Qualifying Requirements (Steve Peterson, MTS Planning)

Steve Peterson, MTS Planning, presented. Committee members discussed qualifying criteria related to snow and ice removal. Members reviewed whether applicant agencies could meet maintenance requirements through letters, resolutions, or existing municipal codes, particularly in cases where local governments lack staffing or resources for immediate maintenance. Staff clarified that documentation demonstrating a commitment to maintenance such as a letter, resolution, or code citation would generally satisfy qualifying requirements. Members expressed concern that the phrase “or a long-term plan for snow removal as part of a designated route.” was ambiguous.



The committee discussed an example project in which a trail segment was constructed ahead of future connections, making short-term maintenance inefficient until the broader network is completed. Members agreed that while such situations may warrant explanation, the qualifying criterion should emphasize a clear commitment to maintenance rather than an undefined long-term plan.

Chair MacPherson summarized the motion as approving the proposed modifications to the qualifying criteria without the redlined language related to long-term trail maintenance. Because that language was not in the attached materials, no change to the recommended motion was needed.

It was moved by Kathleen Mayell, Minneapolis Planning, and seconded by Robert Ellis, Eden Prairie, to recommend that the Transportation Advisory Board approve the attached qualifying requirements for the 2026 Regional Solicitation. **Motion carried**

2. **2026-03:** 2026 Active Transportation Solicitation Qualifying Requirements (Joe Widing, MTS Planning)

Steve Peterson presented. While this action is similar to the previous action, it was pointed out that the snow and ice removal requirement could deter smaller communities from applying.

It was moved by Cole Hiniker, MTS Planning, and seconded by Paul Oehme, Lakeville, to recommend that the Transportation Advisory Board approve the attached qualifying requirements for the 2026 Active Transportation Solicitation. **Motion carried**

3. **2026-04:** 2026 Active Transportation Solicitation Match Requirement (Steve Peterson, MTS Planning)

Steve Peterson presented. Committee members discussed the proposed match requirement for Active Transportation projects, including how the 5% match would be calculated and applied. Staff clarified that the 5% match would apply to total eligible costs submitted in the application, which could include planning, design, and construction costs. Members emphasized that the motion should clearly specify the basis of the match to avoid confusion among applicants.

The discussion included considerations for smaller communities and entities with limited access to funding, such as differences between state-aid and non-state-aid jurisdictions. Staff noted that the working group had discussed whether to require a match to balance reducing applicant burden while ensuring sufficient buy-in from participating communities.

Additional considerations included how the match would be applied across jurisdictions with multiple roadway owners, including park boards, and the potential administrative complexities of tracking contributions from multiple entities. The committee acknowledged that this was the first round of active transportation funding and that future solicitations could adjust the match requirement based on lessons learned from this initial round.

No change was made during the discussion, but members agreed that the match requirement should be clearly stated, and that flexibility could be maintained for future solicitations.

It was moved by Leitner, and seconded by Ellis, to recommend that the Transportation Advisory Board adopt a local match of 5% of all eligible costs as applied for in the application for the local bicycle facilities and local pedestrian facilities categories along with no match for the planning category in the 2026 Active Transportation Solicitation. **Motion carried**

4. **2026-05:** 2026 Regional Solicitation Criteria, Measures, and Scoring Guidance (Steve Peterson, MTS Planning)

Steve Peterson presented. The committee discussed whether scoring guidance should address year-round maintenance for pedestrian and bicycle connections to key destinations. Leitner recommended adding language to the scoring guidance to ensure that facilities not maintained year-round for winter use could not receive the highest score. She proposed



placing similar language in each relevant category that evaluates connections to key destinations. Hiniker expressed concern about making changes too quickly and recommended directing staff to incorporate the guidance consistently across categories before review by TAB, while retaining flexibility to ensure all applicable categories are addressed.

Members were hesitant to make changes, noting that the qualifying criteria itself is sufficient to meet federal requirements for year-round use and scorers should be trusted to make determinations.

No formal action was taken, but the committee reached general agreement to allow staff to incorporate scoring guidance for year-round maintenance where appropriate, while maintaining flexibility and keeping qualifying criteria straightforward.

It was moved by Leitner, and seconded by Chris Hartzell, Woodbury, to recommend that the Transportation Advisory Board approve the attached criteria, measures, and scoring guidance for the 2026 Regional Solicitation. **Motion carried**

5. **2026-06:** 2026 Active Transportation Solicitation Criteria, Measures, and Scoring Guidance (Joe Widing, MTS Planning)

Steve Peterson presented. It was moved by Michael Thompson, Plymouth, and seconded by Jenifer Hager, Minneapolis Engineering, to recommend that the Transportation Advisory Board approve the attached criteria, measures, and scoring guidance for the 2026 Active Transportation Solicitation. **Motion carried**

6. **2026-07:** 2026 Regional Solicitation Scoring Criteria and Measure Weighting (Steve Peterson, MTS Planning)

Steve Peterson presented.

Leitner stated that county staff have discussed Community Considerations for multiple months. Their preference of lowering the overall weight is not about devaluing equity/community considerations; the concern is that 20% for this measure is much higher than other technical measures. There is also a general concern that having 20% of the score based on a qualitative criterion, as some agencies with better writers or the ability to hire consultants will have an easier time scoring higher than other agencies. This could also impact on the scorer's ability to review and provide fair scores, even with scorer training.

Several participants highlighted the limited time available for discussion in prior working groups and stressed the importance of public comment to finalize certain decisions. It was noted that technical and policy perspectives sometimes diverge and that the committee's role is advisory, with ultimate decisions resting with TAB.

The discussion included procedural clarifications about un-allocated points in the scoring framework, the process for submitting recommendations to TAB, and opportunities for public comment and appeals. Members agreed on the importance of maintaining flexibility, acknowledging differing opinions, and allowing technical and policy considerations to be fully considered before finalizing scoring allocations.

The committee discussed forwarding both the Policymaker Work Group recommendation and the Funding & Programming Committee recommendation to TAB, with the suggestion that unallocated points be determined by special interest working groups during the public comment period.

It was moved by Leitner and seconded by Ellis to recommend that the Transportation Advisory Board approve the weighting of the criteria and scoring measures for the 2026 Regional Solicitation as shown in the attachment for the purpose of releasing for public comment with one of two options for weighing the Community Considerations criterion:

- Funding & Programming Committee Recommendation:
  - Adjustment of the Community Considerations criterion downward from a total of 20% to 10% in the Safety application categories; setting each Community



- Considerations measure at one-third of the criterion;
- Adjustment of the Community Considerations criterion downward from a total of 20% to 15% in all other application categories; setting each Community Considerations measure at one-third of the criterion; and
- Adjustment of another criterion and measure(s) in each application category upward by 10% in the Safety application categories and 5% in all other application categories.
- Policy Working Group Recommendation:
  - Adjustment of the Community Considerations criterion downward from a total of 20% to 15% in the Safety application categories; setting each Community Considerations measure at one-third of the criterion;
  - Adjustment of the People Outside of Vehicles criterion (and the Project-Based Pedestrian Safety Enhancement and Risk Element measure) upward from 20% to 25% in the Safety application categories.
- Direct the special issue working groups to reallocate any unallocated points during the public comment period.

**Motion carried.**

7. **2026-08:** 2026 Active Transportation Solicitation Scoring Criteria and Measure Weighting (Joe Widing, MTS Planning)

Steve Peterson presented. It was moved by Thompson, and seconded by Erin Laberee, Dakota Co., to recommend that the Transportation Advisory Board approve the weighting of the scoring criteria and measures for the 2026 Active Transportation Solicitation as shown in the attachment for the purpose of release for public comment with one of two options for weighing the Community Considerations criterion:

- Funding & Programming Committee Recommendation:
  - Adjustment of the Community Considerations criterion downward from a total of 20% to 15% in the Active Transportation application categories; setting each Community Considerations measure at one-third of the criterion; and
  - Adjustment of another criterion and measure(s) in Active Transportation application categories upward by 5%.
- Policy Working Group Recommendation:
  - No changes. Maintains the 20% weighting for Community Considerations for all three Active Transportation categories.
- Direct the applicable special issue working groups to reallocate any unallocated points during the public comment period

**Motion carried**

8. **2026-09:** 2026 Regional Solicitation Release for Public Comment (Steve Peterson, MTS Planning)

Steve Peterson presented. It was moved by Hager and seconded by Jim Kosluchar, Fridley, to recommend that the Transportation Advisory Board release the draft 2026 Regional Solicitation application package for public comment, inclusive of all changes in Action Transmittals 2025-31, 2025-33, 2025-35, 2026-02, 2026-05, and 2026-07. **Motion carried**

9. **2026-10:** 2026 Active Transportation Solicitation Release for Public Comment (Joe Widing, MTS Planning)

Steve Peterson presented. It was moved by Boylan and seconded by Oehme, to recommend that the Transportation Advisory Board approve the draft 2026 Active Transportation Solicitation application package, inclusive of the changes included in Action Transmittals 2025-32, 2025-34, 2025-36, 2026-03, 2026-04, 2026-06, and 2026-08, for release for public comment. **Motion carried**



10. **2026-11:** 2026 Highway Safety Improvement Solicitation Release for Public Comment (Steve Peterson, MTS Planning)

Steve Peterson presented. It was moved by McCartney and seconded by Chad Ellos, Hennepin Co., to recommend that the Transportation Advisory Board approve the draft 2026 Highway Safety Improvement Program (HSIP) applications for release for public comment including up to \$6 million total in HSIP funding in construction seasons of 2030 and 2031 to reduce lane departure on locally owned roads. **Motion carried**

## Information

## Other business

## Adjournment

Business completed; the meeting adjourned at 10:53 a.m.

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