

Minutes

Transportation Advisory Board



Meeting date: November 19, 2025

Time: 12:00 PM

Location: 390 Robert Street

Members present:

Chair, James Hovland
1st Vice Chair, Debbie Goettel
2nd Vice Chair, Victor Lake
Doug Anderson
Myron Bailey
Deb Barber
~~Husniyah Bradley (Andy Lewis)~~
Katie Cashman
~~Carl Crimmins (Bridget Rief)~~
Don Do
Peter Dugan
Amity Foster
Torin Gustafson

~~Gary Hansen (Dan Kealey)~~
Mary Liz Holberg
Taylor Hubbard
Julie Jeppson
Glen Johnson
~~Saura Jost (Molly Coleman)~~
Stan Karwoski
~~Frank Kohlasch (Amanda Jarret Smith)~~
William Lindeke
Brian Martinson
John Morast
Becky Petryk

Jess Robertson
~~Khani Sahobjam (Sheila Kauppi)~~
George Schember
~~Mark Steffenson~~
Jon Ulrich
Christopher Vaughan
~~Jeff Weisensel~~
Tom Workman
Mai Chong Xiong
Staff
Elaine Koutsoukos, TAB
Joe MacPherson, TAC
Charles Carlson, MTS Director

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 Hovland called the regular meeting of the Transportation Advisory Board to order at 12:00 p.m.

Agenda approved

It was moved by Anderson, seconded by Morast to approve the agenda.

Motion carried.

Public invitation

There was no one from the public who wished to speak to the TAB.

Reports

1. TAB Chair's Report – Chair James Hovland

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. 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. 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.

2. Agency Reports – Minnesota Department of Transportation, Minnesota Pollution Control Agency, Metropolitan Airports Commission, Metropolitan Council, Suburban Transit Association

MnDOT

Sheila Kauppi reported on 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. MN Rail service improvement grant announced \$4 million available for 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. Snow and ice season is approaching, and drivers should be prepared for winter weather conditions.

MPCA

No report given.

MAC

Bridget 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.

Met 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 December. 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.

STA

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 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.

3. TAC Report

Joe MacPherson, TAC Chair, reported the November 5, 2025, regular TAC meeting consisted of items on TAB agenda

Approval of minutes

It was moved by Doug Anderson, seconded by Debbie Goettel to approve the minutes of October 16, 2025, regular meeting of the Transportation Advisory Board.

Motion carried.

Consent business

Consent Business Adopted

1. **2025-38:** 2026-2029 Streamlined TIP Amendment: Southwest Transit Station Rehabilitation
2. **2025-39:** 2026-2029 Streamlined TIP Amendment: Two Bicycle and Pedestrian Project Cost Increases
3. **2025-40:** 2026-2029 Streamlined TIP Amendment: Three MnDOT Project Adjustments

It was moved by Mai Chong Xiong, seconded by Doug Anderson. **Motion carried.**

Non-consent business

1. **2025-30:** Scope Change: CSAH 40 HSIP

It was moved by Debbie Goettel, seconded by Taylor Hubbard, that the Transportation Advisory Board approve Carver County's scope change request to reduce the length of its CSAH 40 improvement project and retain full federal funding. **Motion carried.**

2. **2025-37:** Regional Bicycle Transportation Network and Bike Barriers

It was moved by Glen Johnson, seconded by Tom Workman, that the Transportation Advisory Board release the updated Regional Bicycle Barriers and RBTN maps for public comment as part of the 2026 Regional Solicitation. **Motion carried.**

3. **2025-31:** Regional Solicitation Application Categories

Xiong asked how the Safety category differs from bicycle-related categories and whether projects could blend funding across subcategories. Staff explained that while some projects, such as bike safety improvements, may be eligible in multiple categories, the Safety category is designed to focus more deeply on specific safety issues. Applicants

must select one category, and projects can receive funding from only that single category.

It was moved by Mary Liz Holberg, seconded by Debbie Goettel, that the Transportation Advisory Board approve the following federal funding 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 (non-competitive)
7. Roadway Modernization
8. Congestion Management Strategies
9. New Interchanges
10. Bridge Connections
11. Electric Vehicle Charging Infrastructure
12. Travel Demand Management (TDM)
 - Base funding (non-competitive)
 - Competitive funding
13. Regional Modeling/Travel Behavior Inventory (non-competitive)

Motion carried.

4. 2025-32: Active Transportation Solicitation Application Categories

It was moved by Stan Karwoski, seconded by Debbie Goettel, that the Transportation Advisory Board approve the funding categories to be used for the 2026 Active Transportation Solicitation:

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

Motion carried.

5. 2025-33: Regional Solicitation Minimum & Maximum Awards (Joe MacPherson, TAC Chair)

Members discussed how project scoring and funding cut-off decisions function in practice, noting that discretion and subjectivity often guide adjustments based on available funding, geographic balance, and project merit. The committee reviewed how emerging categories, particularly microtransit can compete within transit expansion scoring. Staff explained that new scoring criteria, including Coverage, should help microtransit compete more effectively. Members also discussed maintaining flexibility within the transit funding categories and ensuring agencies without ABRT projects can still advance worthy applications. TAC will be asked to provide feedback on adding Car Share to the grant expansion eligibility list.

It was moved by Mary Liz Holberg, seconded by Deb Barber, to approve

1. A minimum and maximum federal award for each 2026 Regional Solicitation funding category as listed in Table 1,
2. 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."
3. A \$5,800,000 funding award to the travel demand management base funding program recipients within the TDM funding category,

4. 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

It was moved by Katie Cashman, seconded by Molly Coleman to amend the 2026 TDM funding category maximum from \$750,000 to \$1 million. **Motion Failed.**

TAB members voted on the original motion. **Motion carried.**

6. **2025-34:** Active Transportation Minimum & Maximum Awards (Joe MacPherson, TAC Chair)

It was moved by Debbie Goettel, seconded by Mai Chong Xiong, that the Transportation Advisory Board approve a minimum and maximum award for each 2026 Active Transportation funding category as follows:

- Local Bike Facilities -- Minimum: \$150,000. Maximum: \$3,500,000.
- Local Pedestrian Facilities -- Minimum: \$150,000. Maximum: \$2,500,000.
- Active Transportation Funding -- Minimum: N/A. Maximum: \$200,000.

Motion carried.

7. **2025-35:** Regional Solicitation Category Funding Targets (Joe MacPherson, TAC Chair)

Members discussed whether to allocate more funding to the Environment category. Molly Coleman asked staff to explore options for increasing funding levels, noting that the category currently receives a smaller allocation than others and may become more significant as microtransit and last-mile projects grow.

Staff clarified that the listed percentages are targets rather than fixed limits, and TAB retains flexibility to adjust funding based on scoring results and application demand. Mary Liz Holberg emphasized that TAC and working groups should review how Car Share and similar projects fit within existing categories, potentially Transit Expansion, before making funding adjustments, to avoid unintended consequences.

Members agreed on the importance of continuing discussions about how to categorize Car Share, microtransit, and other projects that do not neatly align with current structures, and expressed support for ensuring these topics remain under active consideration.

It was moved by Julie Jeppson, seconded by Debbie Goettel, that the Transportation Advisory Board approve 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

Motion carried.

8. **2025-36:** Active Transportation Category Funding Targets (Joe MacPherson, TAC Chair)

Glen Johnson reported that the funding amount for this cycle represents a high point, noting that sales tax revenue is coming in below original estimates approximately \$20–21 million per year instead of \$24 million. He stated that the 2028 solicitation will likely total around \$150 million. Johnson emphasized the importance of moving funding quickly because, unlike federal funds, these dollars can be used almost immediately, with 2026 awards enabling construction as early as 2027. He added that keeping funds in reserve can make them vulnerable to being redirected for other purposes, so the intent is to put the money into use while maintaining a small, separate reserve.

It was moved by Debbie Goettel, seconded by Don Do, that the Transportation Advisory Board approve a \$50 million funding target for the 2026 Active Transportation Solicitation and a sub-target of \$2 million for the active transportation planning category.

Motion carried.

Information

Regional Solicitation, Active Transportation, and HSIP Updates (Steve Peterson, MTS Planning & Molly Stewart, SRF)

Christopher Vaughan asked why the reactive safety measure for fatal and serious injury crash history carries only 5% of the total points, noting that some dangerous locations may show few crashes simply because people avoid them. Staff clarified that the weighting does not diminish the importance of crash history; instead, the scoring prioritizes the five-year crash reduction estimate, which carries 35% of the points and provides the clearest indication of recent safety issues. They explained that the 10-year crash history serves mainly as a tiebreaker to highlight longer-term systemic concerns, aligning with MnDOT's HSIP methodology and the Regional Safety Action Plan. Because the total available 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 for weighting.

Martinson emphasized the need for stronger measures in both the regional and local bike categories. He advocated for scoring that rewards high-quality, state-of-the-art infrastructure—such as grade-separated protected bikeways—over lower-quality designs. He recommended disallowing projects like bike boulevards that implement only a few of the required elements of a true bike boulevard, and he stated that painted lanes should score lower. He added that sharrows should not receive funding and noted that current scoring criteria do not address these distinctions.

Glen Johnson asked for clarification on the new interchanges category associated with the Intersection Mobility and Safety Study. Staff explained that the study examined all metro-area roadways and identified high-, medium-, and low-priority projects, including both grade-separated and at-grade solutions. From that work, the study identified four intersections, which the 2050 TPP now includes as eligible to apply for the \$20 million requirement. Staff noted that the timing and number of applicants remain uncertain, so the category will stay competitive rather than follow a fixed 1–4 priority order. They emphasized that the qualifying criteria determine eligibility but do not influence scoring.



Adjournment

Business completed; the meeting adjourned at 2:10 p.m.

Council contact:

Elaine Koutsoukos, TAB Coordinator
Elaine.Koutsoukos@metc.state.mn.us

Abe Olson, Recording Secretary
Abe.Olson@metc.state.mn.us

