

# Minutes

## TAB Technical Advisory Committee



**Meeting date:** December 3, 2025

**Time:** 9:00 AM

**Location:** Virtual

### Members present:

- |   |   |   |
|---|---|---|
| <input checked="" type="checkbox"/> Anoka Co – Joe MacPherson (Chair) | <input checked="" type="checkbox"/> Brooklyn Park – Marc Culver             | <input checked="" type="checkbox"/> MnDOT – Molly McCartney (Vice Chair)  |
| <input checked="" type="checkbox"/> Carver Co – Lyndon Robjent        | <input checked="" type="checkbox"/> Chanhassen – Charlie Howley             | <input checked="" type="checkbox"/> MPCA – Innocent Eyoh                  |
| <input checked="" type="checkbox"/> Dakota Co – Erin Laberee          | <input checked="" type="checkbox"/> Eagan – Russ Matthys                    | <input checked="" type="checkbox"/> MAC – Bridget Rief                    |
| <input checked="" type="checkbox"/> Ramsey Co – Brian Isaacson        | <input checked="" type="checkbox"/> Eden Prairie – Carter Schultze          | <input checked="" type="checkbox"/> STA – Matt Fyten                      |
| <input checked="" type="checkbox"/> Hennepin Co – Chad Ellos          | <input checked="" type="checkbox"/> Fridley – Jim Kosluchar                 | <input checked="" type="checkbox"/> Metro Transit – Jonathan Ahn          |
| <input checked="" type="checkbox"/> Scott Co – Craig Jenson           | <input checked="" type="checkbox"/> Lakeville – Paul Oehme                  | <input type="checkbox"/> Freight – Shelly Meyer                           |
| <input checked="" type="checkbox"/> Washington Co – Lyssa Leitner     | <input checked="" type="checkbox"/> Plymouth – Michael Thompson             | <input type="checkbox"/> DEED – Colleen Eddy                              |
| <input type="checkbox"/> Extended Urban Area – Chad Hausmann          | <input checked="" type="checkbox"/> Woodbury – Chris Hartzell               | <input type="checkbox"/> MnDNR – Nancy Spooner-Walsh                      |
| <input checked="" type="checkbox"/> Council MTS – Steve Peterson      | <input checked="" type="checkbox"/> Minneapolis Engineering – Jenifer Hager | <input checked="" type="checkbox"/> Bicycle – Kyle Sobota                 |
| <input checked="" type="checkbox"/> Council CD – Patrick Boylan       | <input checked="" type="checkbox"/> Minneapolis Planning – Kathleen Mayell  | <input checked="" type="checkbox"/> Pedestrian – Mackenzie Turner Bargaen |
| <input checked="" type="checkbox"/> TAB – Elaine Koutsoukos           | <input checked="" type="checkbox"/> Saint Paul Engineering – Nick Peterson  | <input type="checkbox"/> FHWA – Scott Mareck (ex-officio)                 |
|   | <input checked="" type="checkbox"/> Saint Paul Planning – Reuben Collins    | <input checked="" type="checkbox"/> = 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 just after 9:00 a.m.

### Agenda approved

With no changes proposed by members, Chair MacPherson said that the agenda was approved.

### Approval of minutes

It was moved by Lyssa Leitner, Washington Co. and seconded by Molly McCartney, MnDOT, to approve the minutes of the November 5, 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 November 19, 2025, regular meeting of the Technical Advisory Board.

## Business – Committee reports

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

Chair MacPherson reported that the TAC Executive Committee met prior to TAC meeting at 8:15 a.m. He noted that several TAB members requested that the Regional Solicitation Evaluation Technical Steering Committee review specific issues, including scoring criteria, percentage weighting, and considerations related to car-share and bike-share programs. He also announced that, due to the action items the group will address in January, the January meeting is planned to occur in person rather than virtually.

1. **2025-44:** 2025-2028 Streamlined TIP Amendment: Saint Paul Safe Streets for All (Joe Barbeau, MTS Planning)

Joe Barbeau, MTS Planning presented. It was moved by Brian Issacson, Ramsey Co., and seconded by Chad Ellos, Hennepin Co., that the Technical Advisory Committee recommend the Transportation Advisory Board recommend adoption of an amendment to the 2026-2029 TIP to add Saint Paul's Transportation Safety Countermeasures project with language corrections to reflect Saint Paul as the project sponsor and overseer. **Motion carried.**

2. **2025-45:** 2025-2028 Streamlined TIP Amendment: Four Project Changes (Joe Barbeau, MTS Planning)

Joe Barbeau, MTS Planning presented. It was moved by Patrick Boylan, Council CD, and seconded by Jim Kosluchar, Fridley, that the Technical Advisory Committee recommend the Transportation Advisory Board recommend adoption of an amendment to the 2026-2029 Transportation Improvement Program to make the following project adjustments:

- Addition of guardrail, grading, and ADA updates to MnDOT's US 10 mill and overlay project in Denmark Township with change of "route system" to US 10 as an error correction.
- Combining six MnDOT 2026 Enhanced Mobility of Seniors and Individuals with Disabilities program projects into one project line.
- Increasing the cost and adding a pedestrian bridge to MnDOT's MN 65 interchanges changes project in Blaine.
- Increasing the cost and removing one pedestrian bridge from MnDOT and Chisago County's US 8 expansion project.

**Motion carried.**

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

Joe Barbeau stated that the group did not meet and therefore had no report to provide.

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

Chair Mitteco reported on November 13, 2025, regular meeting of the TAC Planning Committee.

1. **2025-41:** Review of Metropolitan Airports Commission (MAC) 2026-2032 Capital Improvement Program (CIP) (Joe Widing, MTS Planning)– roll call

Joe Widing, MTS Planning, presented. Russ Matthys, Eden Prairie, asked whether maintenance the FAA-funded new air traffic control tower at Flying Cloud Airport will be the responsibility of the Metropolitan Airports Commission (MAC) FAA. Bridget Rief, MAC, stated

that the FAA will own the building and retain full responsibility for its maintenance and that MAC has no control over the design.

Charlie Howley, Chanhassen, asked whether maintenance of 34<sup>th</sup> Avenue is MAC's responsibility. Rief replied that MAC considers it a private road owned by MAC and that MAC responsible.

Eyoh asked whether future projects will be subject to environmental review, to which Rief replied that most future projects will be subject to review.

It was moved by Isaacson and seconded by Paul Oehme, Lakeville, that the Technical Advisory Committee recommend to the TAB acceptance of the staff analysis that MAC's 2026-2032 CIP is consistent with the Transportation Policy Plan and included adequate public participation and forward these comments to the Metropolitan Council for its consideration. **Motion carried.**

2. **2025-42:** Adoption of the 2026 Roadway Safety Performance Targets (Jed Hanson, MTS Planning)

Heidi Schallberg, MTS Planning, presented. It was moved by Howley and seconded by Leitner that the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of the 2026 roadway safety performance targets, which advance a long-term goal of zero deaths:

- Number of all fatalities: no more than 71
- Fatal injuries per 100 million VMT: no more than 0.25
- Number of all serious injuries: no more than 445
- Serious injuries per 100 million VMT: no more than 1.55
- Pedestrian and bicyclist fatalities and serious injuries: no more than 110

**Motion carried.**

Chair MacPherson, referencing a speed enforcement pilot program in Minneapolis and Mendota Heights, said he would like to be a presentation on the results. Kathleen Mayell, Minneapolis Planning, said that Minneapolis could provide a presentation.

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

Chair Kosluchar reported on November 20, 2025, regular meeting of the TAC Funding and Programming Committee.

1. **2025-43:** Program Year Extension Request: Hennepin County's Marshall Street NE (CSAH 23) Phase 2 Reconstruction Project (Joe Barbeau, MTS Planning)

Chair Kosluchar presented. It was moved by Oehme, seconded by Nick Peterson, Saint Paul Engineering, that the Technical Advisory Committee recommend that the Transportation Advisory Board approve Hennepin County's request to extend the program year of its Marshall Street NE Phase 2 reconstruction project from 2029 to 2030. **Motion carried.**

#### **Information**

1. Preview of January Regional Solicitation Action Items - updated 12/2/2025 (Steve Peterson, MTS Planning; Molly Stewart, SRF; and Allison Bell, Bellwether Consulting)

Molly Stewart, SRF, and Amy Vennewitz, MTS Planning, presented.

Brian Isaacson asked how the committee should address future scope changes for projects selected based significantly the Community Considerations criterion. Vennewitz said that scope change requests should reflect present community input. Isaacson asked how "harms" is defined.



Vennewitz explained there is no “harms” measure in the criterion, though there is a “benefits” measure and that the focus is on the need.

Leitner said that county staff would like to discuss the scoring value of the Community Considerations criterion.

Kyle Sobota, bicycle representative, asked whether the region tracks how many active transportation projects are not maintained in winter, noting that winter affects facility use. He asked if this influences scoring for roadway projects that add trails or sidewalks. Steve Peterson, MTS Planning, responded that technical groups debated whether winter maintenance requirements apply only to federal funds or also active transportation state funds. He noted the Active Transportation Working Group previously interpreted state requirements to include some level of winter maintenance. Steve Peterson cited ADA and TPP policies supporting year-round facility maintenance and stated the language could be lightly edited for clarity and confirmed the active transportation workgroup supports including snow removal expectations.

Sobota asked whether any data exists on what percentage of projects are not maintained. Steve Peterson responded that council staff does not routinely check winter maintenance conditions. He stated the council did receive one complaint about a facility that was not plowed despite the applicant’s commitment. The council would need to survey partners to get a comprehensive answer.

Leitner stated Washington County is particularly concerned about applying winter maintenance requirements to state-funded active transportation projects because many smaller municipalities lack capacity, staffing or equipment for winter maintenance. She went on to say that requiring winter maintenance may discourage entities from applying for funding, contradicting the program’s goal of broad participation.

Mackenzie Turner Borgen, pedestrian representative, emphasized that active transportation users are the most vulnerable roadway users and that transportation systems must remain accessible year-round. She noted that winter maintenance requirements could evolve over time, beginning with strict rules and eventually transitioning to signed acknowledgments or other mechanisms. Turner Borgen explained that a lack of maintenance forces people into unsafe alternatives, echoing earlier safety discussions. She also pointed out that agencies regularly maintain roadway systems but often struggle to maintain active transportation facilities with the same consistency, making regional collaboration essential. Mayell expressed agreement.

Matthys explained that even larger cities like Eagan struggle with maintenance; the city only maintains about 65% of its trail system due to staffing and resource limitations.

Sobota proposed adopting a graded scoring approach in which agencies could earn points for winter maintenance instead of facing an absolute yes/no requirement.

Chair MacPherson asked whether a city policy requiring property owners to clear adjacent sidewalks within a specific timeframe would meet the proposed winter maintenance requirement. Peterson confirmed that this type of policy fits within the proposed language. Widing reiterated that the intent is to recognize these local arrangements. Isaacson suggested that the committee consider levels of service such as timelines, conditions, and frequency, rather than treating snow removal as a binary requirement. Kosluchar said if a roadway project was not maintained it would be absurd and that public improvements should be available all year. Koutsoukos said that the application asks for policies. Sobota said that a lot of facilities will not have adjacent residents.

Leitner summarized recent county discussions, explaining that counties propose reducing the weighting of Community Considerations to 10% across all categories, with most applications likely to score in the medium range, reducing the measure’s value as a differentiator. She noted that some TAB policymakers favor guaranteeing funding for projects that score high on all three measures. As part of their proposal, the counties suggest redistributing the removed points into technical scoring areas that more directly influence project outcomes. Leitner suggested that the scoring document be emailed to TAC members instead of reviewing it line by line during the meeting.



Vennewitz explained that scoring levels and funding priorities are interconnected. She stressed the importance of consistent scoring across categories and also said that if scoring weights for Community Considerations decrease, the committee should consider increasing the number of priority projects to balance the change.

Peterson reported that TAB previously requested an assessment of whether the current categories sufficiently support car sharing and bike sharing projects. With the elimination of the Unique Projects category, staff examined where these project types could now fit. Peterson outlined two options: maintaining the existing structure or setting aside funds for this cycle while exploring whether new categories are needed over the next two years. He encouraged members to review the car-sharing and bike-sharing slides to prepare for further discussion.

Oehme recommended scheduling another Technical Steering Committee meeting before the December 18 TAC Funding and Programming Committee meeting due to the number of unresolved issues, including Community Considerations scoring, car sharing, and winter maintenance. Chair MacPherson acknowledged the suggestion and stated that he would discuss the scheduling need with the Technical Steering Committee chair and follow up with the project team and Oehme.

### **Other business**

Innocent Eyoh, MPCA, announced that he will retire on January 12 after more than 39 years of service with the State of Minnesota.

### **Adjournment**

Business completed; the meeting adjourned at 11:10 a.m.

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### **Council contact:**

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