

Agenda

TAB Technical Advisory Committee



Meeting date: April 1, 2026

Time: 9:00 AM

Location: Virtual

Public participation:

If you have comments, we encourage members of the public to email us at public.info@metc.state.mn.us.

You may pre-register to speak at a virtual public meeting of the TAB Technical Advisory Committee by emailing us at public.info@metc.state.mn.us.

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

1. Approval of the agenda (Agenda is approved without vote unless amended)
2. Approval of March 4, 2026, TAB Technical Advisory Committee minutes – roll call

Public comment on committee business

TAB report

Committee reports and business

Executive Committee (Joe MacPherson, Chair)

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

Planning Committee (Gina Mitteco, Chair)

1. 2026-22: Approving RBTN and RBBs changes for the 2026 Regional Solicitation (Steve Elmer and Jed Hanson, MTS Planning) – roll call
2. 2026-23: Functional Classification Change Request: Hamline Avenue from Grand Avenue to University Avenue (David Burns, MTS Planning) – roll call
3. 2026-24 (PDF): Adoption of Functional Classification Map for use in 2026 Regional Solicitation (David Burns, MTS Planning) – roll call

Funding & Programming Committee (Jim Kosluchar, Chair)

Information

Other business

Adjournment

Key:

- * Agenda item changed following initial publication

Council contact:

Joe Barbeau, Planning Analyst
Joseph.Barbeau@metc.state.mn.us
651-602-1705



Minutes

TAB Technical Advisory Committee



Meeting date: March 4, 2026

Time: 9:00 AM

Location: Virtual

Members present:

- | | | |
|---|---|---|
| <ul style="list-style-type: none"><input checked="" type="checkbox"/> Anoka Co – Joe MacPherson (Chair)<input checked="" type="checkbox"/> Carver Co – Lyndon Robjent<input checked="" type="checkbox"/> Dakota Co – Erin Laberee<input checked="" type="checkbox"/> Ramsey Co – Mike Rogers<input checked="" type="checkbox"/> Hennepin Co – Chad Ellos<input checked="" type="checkbox"/> Scott Co – Craig Jenson (Alt)<input checked="" type="checkbox"/> Washington Co – Lyssa Leitner<input type="checkbox"/> Extended Urban Area – Chad Hausmann<input checked="" type="checkbox"/> Council MTS – Steve Peterson<input type="checkbox"/> Council CD – Patrick Boylan<input checked="" type="checkbox"/> TAB – Elaine Koutsoukos | <ul style="list-style-type: none"><input checked="" type="checkbox"/> Brooklyn Park – Marc Culver<input checked="" type="checkbox"/> Chanhassen – Charlie Howley<input checked="" type="checkbox"/> Eagan – Russ Matthys<input type="checkbox"/> Eden Prairie – Robert Ellis<input checked="" type="checkbox"/> Fridley – Jim Kosluchar<input checked="" type="checkbox"/> Lakeville – Paul Oehme<input checked="" type="checkbox"/> Plymouth – Michael Thompson<input checked="" type="checkbox"/> Woodbury – Chris Hartzell<input checked="" type="checkbox"/> Minneapolis Engineering – Jenifer Hager<input checked="" type="checkbox"/> Minneapolis Planning – Kathleen Mayell<input checked="" type="checkbox"/> Saint Paul Engineering – Nick Peterson<input checked="" type="checkbox"/> Saint Paul Planning – Reuben Collins | <ul style="list-style-type: none"><input checked="" type="checkbox"/> MnDOT – Molly McCartney (Vice Chair)<input checked="" type="checkbox"/> MPCA – Lauren Dickerson<input checked="" type="checkbox"/> MAC – Bridget Rief<input checked="" type="checkbox"/> STA – Chris LaBounty (Alt)<input checked="" type="checkbox"/> Metro Transit – Adam Harrington (Alt)<input checked="" type="checkbox"/> Freight – Torey Hunkus<input checked="" type="checkbox"/> DEED – Colleen Eddy<input checked="" type="checkbox"/> MnDNR – Nancy Spooner WalshE Bicycle – Kyle Sobota<input checked="" type="checkbox"/> Pedestrian – Mackenzie Turner Bargaen<input type="checkbox"/> FHWA – Scott Mareck (ex-officio) |
|---|---|---|
- = present, E = excused

Dakota Land, Water, and People Acknowledgment

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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

Committee members did not have any changes to the agenda, rendering it approved.

Approval of minutes

It was moved by Molly McCartney, MnDOT, and seconded by Lyssa Leitner, Washington Co., to approve the minutes of February 4, 2026, regular meeting of the TAB Technical Advisory

Committee. **Motion carried.**

Public comment on committee business

TAB report

Elaine Koutsoukos, TAB Coordinator, reported on February 18, 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 just prior to the TAC meeting. The committee discussed how the recently updated scope change and the program year policies are being applied now. He also noted that the April TAC meeting is expected to be held virtually.

1. **2026-21:** Streamlined 2026-2029 TIP Amendment Request – I-394 Lighting Systems Replacement (Joe Barbeau, MTS Planning) – roll call

Joe Barbeau, MTS Planning, presented. It was moved by Jim Kosluchar, Fridley, and seconded by Marc Culver, Brooklyn Park, to recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2026-2029 Transportation Improvement Program (TIP) to reduce the length of MnDOT's I-394 lighting systems replacement from 3.64 miles to 2.968 miles. **Motion carried.**

2. **2026-25:** Streamlined 2026-2029 TIP Amendment Request – Cost Decrease for MnDOT's MN 77 Bridge Rehabilitation (Joe Barbeau, MTS Planning) – roll call

Barbeau presented. McCartney provided additional background on the project, explaining that MnDOT's Central Office bridge staff provided a late estimate after retiring the project risk toward the end of the process. The project is scheduled for letting in May, which will enable it to be let during the current fiscal year. It was moved by Paul Oehme, Lakeville, and seconded by Chad Ellos, Hennepin Co., to recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2026-2029 Transportation Improvement Program (TIP) to reduce the cost of MnDOT's MN 77 bridge rehabilitation project. **Motion carried.**

TAC Bicycle-Pedestrian Planning Technical Working Group (Steve Elmer and Heidi Schallberg, MTS Planning)

Steve Elmer, MTS Planning, provided an update, including a report on the February 25, 2026, regular meeting of the TAC Bicycle-Pedestrian Planning Technical Working Group.

Planning Committee (Gina Mitteco, Chair)

Committee Chair Gina Mitteco reported on February 12, 2026, regular meeting of the TAC Planning Committee.

Funding and Programming Committee (Jim Kosluchar, Chair)

1. **2026-18:** Program-Year Extension Request: City of Anoka's TH 47 Corridor Improvement (Joe Barbeau, MTS Planning) – roll call

Barbeau presented. Chair MacPherson asked whether the city would prefer to keep the two projects listed separately in the TIP, noting that keeping them separate could provide flexibility if one project encountered further delays. Ben Nelson, City of Anoka, responded that combining the projects had initially been recommended as the best path forward but maintaining them as separate, related projects would also be acceptable. Nelson then asked Barbeau about State Aid's recommendation. Barbeau replied that while combining the projects had been discussed previously, it might be wiser not to direct that change during the



meeting because the projects could still be combined later through an administrative modification. Based on that guidance, Nelson expressed preference that the motion proceed without combining the projects at this time. Chair MacPherson agreed and opened the floor for additional questions.

It was moved by Chris Hartzell, Woodbury, and seconded by Leitner, to recommend that the Transportation Advisory Board approve the program-year extension request to move Anoka's TH 47 corridor improvements and its TH 47 railroad crossing grade separation from 2027 and 2028, respectively, to 2030.

Motion carried.

2. **2026-19:** Release of the 2026 Regional Solicitation: (Steve Peterson, MTS Planning) – roll call

Steve Peterson and Joe Widing, MTS Planning, presented. Mayell initiated the discussion by asking clarifying questions about whether proposed per-applicant limits on project applications would apply per year, per agency, or per solicitation cycle. Widing responded by explaining that the limits were being considered within the structure of one solicitation and the limit would be per category. Leitner expressed concerns about not being able to make many changes due to timing following a public comment report. Several committee members expressed concern that imposing limits before seeing demand could prevent worthy projects from being submitted or funded. Other members noted that larger agencies may have greater internal capacity to prepare applications, which could create perceived inequities if no limits are imposed. Steve Peterson indicated that the Technical Advisory Committee and the Transportation Advisory Board would retain discretion during project selection to address regional balance concerns if a disproportionate number of high-scoring projects came from a single jurisdiction.

Throughout the discussion, members raised concerns about the amount of information required in project application forms and the burden that places on smaller jurisdictions that often need to hire consultants to prepare submissions.

The committee examined eligibility requirements related to the Active Transportation Planning category. Leitner and Mayell discussed that language requiring projects to be included in a municipal or regional nonmotorized transportation system plan might be interpreted to include corridor studies. Staff explained that it interpreted that a system plan is needed.

Leitner asked why the project form cannot be reduced to only requiring some input to be provided upon award. Koutsoukos replied that in the future, when data is being pulled, having it in multiple places can be complicating. Bethany Brandt-Sargent, MTS Planning, said that the data should be ready by April 1. She added that there are coding reasons that the form cannot be amended right now.

Mayell suggested that because the \$750,000 maximum award for Travel Demand Management (TDM) could prevent two projects from being funded, the maximum award should be moved to \$1 million to open the category up to a wider array of application types.

Leitner asked whether Active Transportation should be considered as part of the regional balance discussion with the Regional Solicitation.

It was moved by Mayell and seconded by Koutsoukos to recommend that the Transportation Advisory Board recommend approval of the release of the 2026 Regional Solicitation, Active Transportation Solicitation, and Highway Safety Improvement (HSIP) Solicitation, including the following changes resulting from the public comment period.

- Change the crash years used in the Regional Solicitation safety applications and HSIP applications from 2020-2024 to 2021-2025.
- Change Active Transportation's Complete Streets scoring criterion to add "agencies or organizations without roadway ownership or jurisdiction may include the community's local ordinance or policy where the project is located and describe how the project would



support advancing complete streets in this community.”

- Change the Access to Key Destinations scoring criterion in Active Transportation’s Local Bicycle Facilities application and Regional Solicitation’s Regional Bicycle Facilities application to add the following language: “Applicants may identify additional destinations up to 1 mile from the project location but will need to demonstrate that these destinations have a continuous bicycle facility connection that provides safe access from the project location. These destinations must be clearly marked outside of the one-half mile buffer.”
- Increase the maximum funding award in the Travel Demand Management category to \$1,000,000.

Motion carried.

Information

1. Metro Bronze Line Update (Craig Lamothe, Metro Transit)

Craig Lamothe, Liz Jones, and Stephen Smith provided updates on the Metro Bronze Line.

Other business

Adjournment

Business completed; the meeting adjourned at 11:00 a.m.

Council contact:

Joe Barbeau, Planning Analyst
Joseph.Barbeau@metc.state.mn.us
651-602-1705



Action Transmittal

Transportation Advisory Board



Committee meeting date: April 1, 2026

Date: March 25, 2026

Action Transmittal: 2026-22

Approving RBTN and RBBs changes for the 2026 Regional Solicitation

To: Technical Advisory Committee
From: TAC Planning Committee
Prepared by: Steven Elmer, Planning Analyst, 651-602-1756
Jed Hanson, Senior Planner, 651-602-1716

Requested action

Recommend approval of the updated Regional Bicycle Transportation Network (RBTN) and Regional Bicycle Barriers (RBB) maps with changes, additions, and administrative adjustments for use in the 2026 Regional Solicitation.

Recommended motion

That the Technical Advisory Committee recommend approval of the updated RBTN and RBB maps with changes, additions, and administrative adjustments for use in the 2026 Regional Solicitation, as shown in attached Figures 1 and 2.

Background and purpose

RBTN and RBB changes and additions

The Metropolitan Council provided an opportunity starting May 7, 2025, through June 30, 2025, for local implementing agencies to propose changes or additions to the RBTN or RBB. The proposed RBTN and RBB changes were evaluated against established criteria. Technical committees and the Transportation Advisory Board (TAB) reviewed the RBTN changes and recommended their release for public comment within the draft 2026 Regional Solicitation application packet. The public comment period opened January 23, 2026 and concluded February 17, 2026; a virtual public meeting was held on February 10, 2026. Full details of the review process and criteria for accepting or not accepting proposals are documented in [TAB Action Transmittal 2025-37](#).

RBTN alignment designations

The draft 2026 Regional Solicitation Regional Bicycle Facilities application included proposed scoring guidance that would afford RBTN alignments 5 points more than RBTN corridors. Since applicants were not aware of this possibility at the time of the 2025 process to propose changes or additions to the RBTN, staff provided a brief opportunity for agencies to propose alignment designations for existing RBTN corridors.

Proposed alignment designations that met the following conditions were accepted and will be processed as administrative adjustments:

1. The proposed alignment designation must be an existing trail or bikeway or a planned alignment in an adopted bicycle, transportation, regional trail, or comprehensive plan.

2. The alignment must predominantly occur within an existing RBTN corridor buffer and run with the directional orientation of the established corridor (that is, run roughly parallel to the corridor centerline).
3. The proposed alignment must be an existing trail or bikeway project for which the agency intends to apply for 2026 Regional Solicitation funds.

Relationship to regional policy

The Transportation Policy Plan (TPP) Bicycle Investment Plan designates the RBTN and RBB which are planning tools that set priorities for providing connected regional bicycle transportation facilities.

Updating the RBTN and RBB supports the Imagine 2050 goal “our region is dynamic and resilient” and advances the transportation objective that “people have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability.” This update supports implementation of TPP actions [15A](#), [16A](#), and [16C](#), which call for regularly updating these tools and using them to prioritize regional investments.

Staff analysis

The full list of public comments received related to the RBTN and bicycle transportation are available in the [2026 Regional Solicitation, Active Transportation Solicitation & Highway Safety Improvement Program Applications Public Comment Report](#).

RBTN and RBB changes and additions

Comments from the public included requests to add specific corridors, most of which were already included in the RBTN, and suggestions for scoring criteria for the Regional Solicitation. No comments were received regarding the RBB. No changes to the RBTN or related scoring are proposed in response to public comments. The final proposed RBTN and RBB maps for use in the Regional Solicitation are shown in attached figures 1 and 2 (see also, the updated [online RBTN map](#)).

RBTN alignment designations

During the open period for local agencies to designate RBTN alignments within existing RBTN corridors, six alignment designation requests were received from three local agencies. These potential designations were reviewed against the criteria that were announced for consideration. Five of the six alignment designation requests met all criteria and will be processed as administrative adjustments for inclusion in the RBTN. One proposed alignment designation did not meet all criteria and is not accepted at this time.

During the public comment period, one agency made a general request to designate RBTN alignments after the official request period had concluded and without the required supporting information needed to evaluate the requests; therefore, those designations were not considered at this time.

The map in attached Figure 1 reflects these new RBTN alignment designations.

Committee comments and actions

The TAC Planning Committee recommended that the Technical Advisory Committee recommend approval of the updated RBTN and RBB maps with changes, additions, and administrative adjustments for use in the 2026 Regional Solicitation, as shown in attached Figures 1 and 2. A committee member asked whether the agency that submitted the one alignment designation request that was denied had accepted the result. Staff indicated the agency had been informed and had acknowledged receipt of the e-mail.

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Planning Committee	Review and recommend	March 12, 2026
Technical Advisory Committee	Review and recommend	<i>April 1, 2026</i>
Transportation Advisory Board	Review and adopt for use in 2026 Regional Solicitation	<i>April 15, 2026</i>

Attachments

Figure 1. Regional Bicycle Transportation Network map including 2025 changes and administrative adjustments

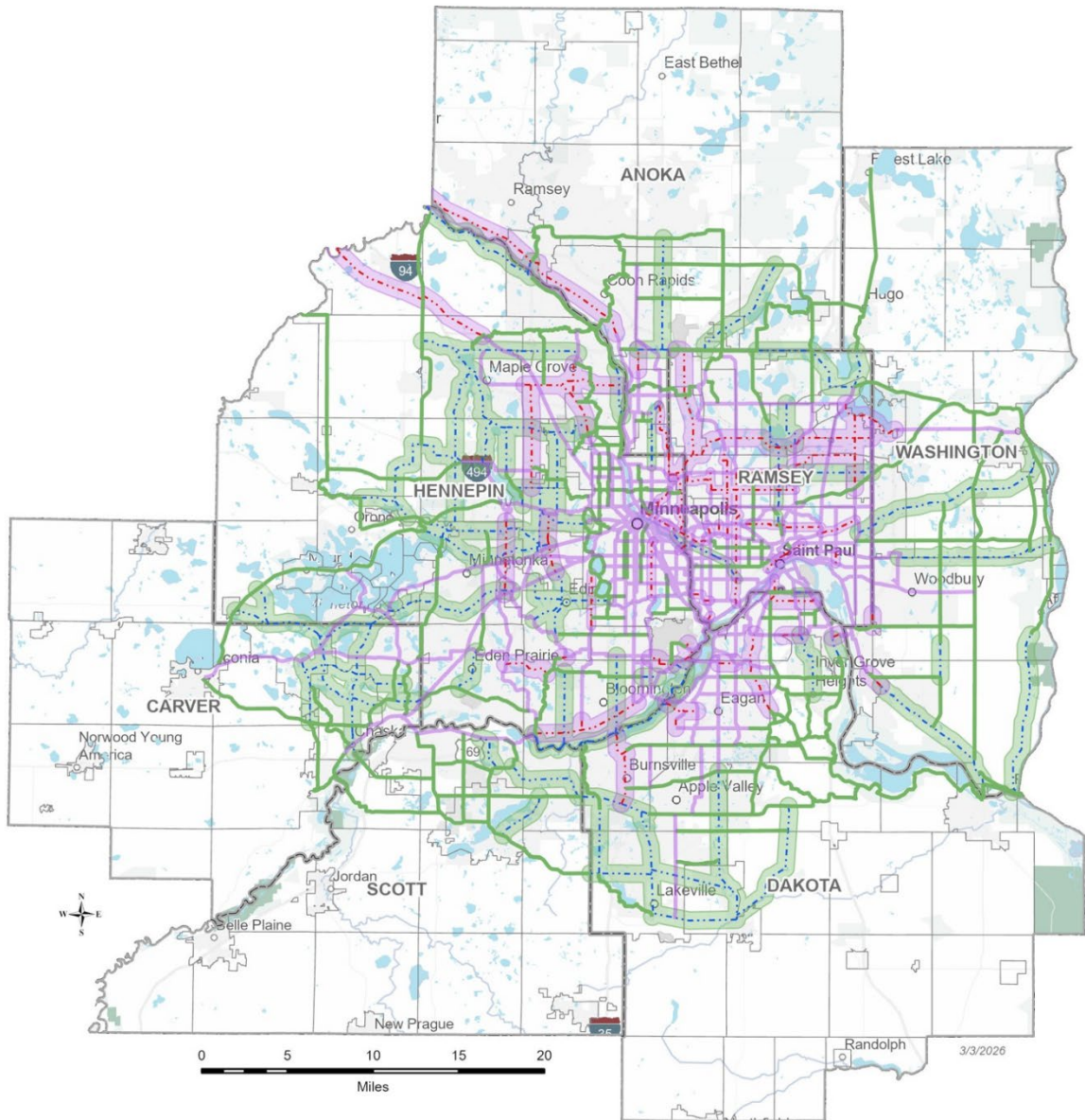
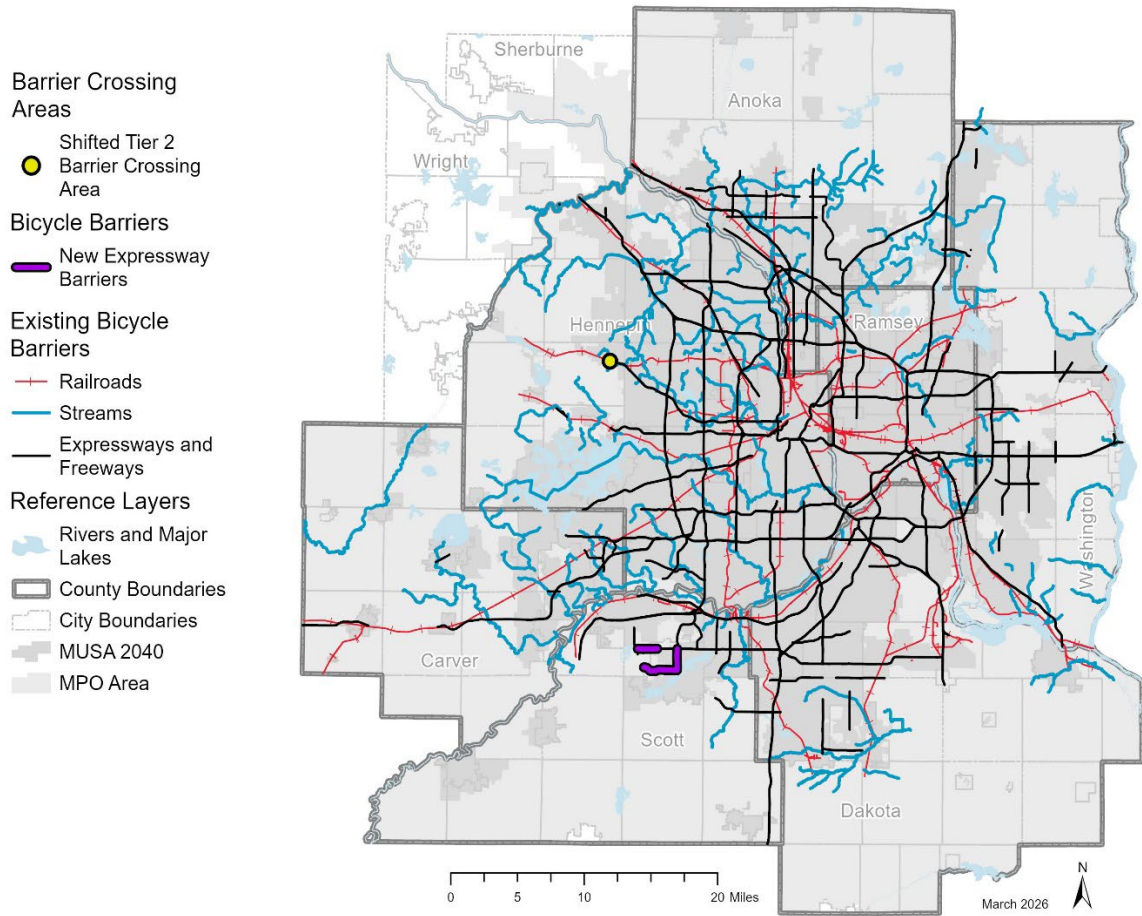


Figure 2. Regional Bicycle Barriers map including 2025 additions and changes



Action Transmittal

Transportation Advisory Board



Committee Meeting Date: April 1, 2026

Date: March 25, 2026

Action Transmittal: 2026-23

Functional Classification Change Request: Hamline Avenue from Grand Avenue to University

To: Technical Advisory Committee
From: TAC Planning Committee
Prepared By: David Burns, Planning Analyst, 651-602-1887

Requested action

The City of Saint Paul requests a roadway functional classification change from major collector to minor arterial – augmentor for Hamline Avenue from Grand Avenue to University Avenue.

Recommended motion

That the Technical Advisory Committee approve the functional classification change request from major collector to minor arterial – augmentor for Hamline Avenue from Grand Avenue to University Avenue in Saint Paul.

Background and purpose

The City of Saint Paul is requesting a change of the roadway functional classification of Hamline Avenue from its current designation of major collector to minor arterial - augmentor. Minor arterials are roadways that supplement and provide connections to the principal arterial system, typically serving short-to-medium trips and providing direct access to regional job concentrations, local commercial centers, and neighborhoods. They carry higher volumes of traffic than local roadways. Minor arterials also typically have lower speed limits (typically 30-45 miles per hour) than principal arterials. The augmentor sub-designation applies to roadways within densely developed areas within the urban core.

This segment of Hamline Avenue meets the criteria and typical characteristics for minor arterial roadways in the urban service area as outlined in the [Roadway Functional Classification section](#) of Imagine 2050, the region's Transportation Policy Plan (TPP). Average daily traffic volumes range from approximately 6,600 to over 15,000 near Concordia Avenue, which is a frontage road with direct access to I-94. It also provides access to Ayd Mill Road, serving as an important connection between I-35E and I-94. Hamline Avenue is also near Allianz Field, a regional destination which is also attracting significant development. The proposed change would also complete the connection between two existing east-west oriented minor arterials, Grand Avenue to the south and University Avenue to the north. The change is consistent with the spacing guidance identified in the TPP, which recommends parallel minor arterials be spaced at least $\frac{1}{4}$ to $\frac{1}{2}$ a mile in urban community designations. Hamline Avenue is approximately one half of a mile from the parallel minor arterials of Snelling Avenue and Lexington Parkway.

Attached is the application submitted by the City of Saint Paul and a map of the proposed change.

Staff analysis

The proposed change of Hamline Avenue from Grand Avenue to University Avenue from a major collector to the minor arterial – augmentor classification more closely reflects the characteristics and function of the roadway while completing an existing gap. It provides access to the interstate system, serves high volumes of traffic and transit service, and provides connections to major destinations in the heart of Saint Paul. The change would also be consistent with roadway functional classification guidance from [Imagine 2050](#).

Committee comments and actions

The TAC Planning Committee recommended that the Technical Advisory Committee approve the functional classification change request from major collector to minor arterial – augmentor for Hamline Avenue from Grand Avenue to University Avenue in Saint Paul.

Routing

To	Action Requested	Date Completed (Date Scheduled)
TAC Planning Committee	Review & Recommend	March 12, 2026
Technical Advisory Committee	Review & Adopt	April 1, 2026



Action Transmittal

Transportation Advisory Board



Committee meeting date: April 1, 2026

Date: March 25, 2026

Action Transmittal: 2026-24

Functional Classification Map for use in 2026 Regional Solicitation

To: Technical Advisory Committee
From: TAC Planning Committee
Prepared by: David Burns, Planning Analyst, 651-602-1887

Requested action

Adoption of the Roadway Functional Classification Map for use in the 2026 Regional Solicitation.

Recommended motion

That the Technical Advisory Committee recommend that the Transportation Advisory Board adopt the Roadway Functional Classification Map for use in the 2026 Regional Solicitation, inclusive of the changes included in Action Transmittal 2026-23.

Background and purpose

The Regional Solicitation is a competitive process conducted biennially to allocate federal transportation funds on projects within the 7-county metro area. Funded roadway projects in the Roadway Modernization, Congestion Management Strategies, and Interchange application categories are required to be on roadways functionally classified by the Council as principal arterial (non-freeway facilities only) or minor arterials to be eligible to apply. Projects in the Bridge Connections, Proactive Safety, and Reactive Safety application categories have broader eligibility and can also be located on a minor and major collector in the urban areas or a major collector in the rural areas.

MnDOT, in coordination with the Council, Federal Highway Administration, and local cities and counties regularly submit changes and update the functional classification system within the Council's planning area, so they best reflect the function of roadways within the region's transportation network. The map, which is also available on the Council's [website](#), depicts the region's functional classification system.

Relationship to regional policy

The Transportation Advisory Board (TAB) maintains the roadway functional classification system for all public roads within the Metropolitan Planning Area. TAB has delegated the responsibility of approving changes to the system to the Technical Advisory Committee with the exception of principal arterials, which must be approved by the Council. The TAB adopts a functional classification map for use in the Regional Solicitation. **The map serves, in part, to determine which roadways are eligible for funding via the Regional Solicitation.**

Staff analysis

The functional classification map reflects the designation of all roadways within the Metropolitan Planning Area and is consistent with the 2050 Transportation Policy Plan.

Committee comments and actions

The TAC Planning Committee recommended that the Technical Advisory Committee recommend the adoption of the Roadway Functional Classification Map for use in the 2026 Regional Solicitation, inclusive of the changes included in Action Transmittal 2026-23.




Routing

To	Action Requested	Date Completed <i>(scheduled)</i>
TAC Planning	Review and recommend	March 12, 2026
Technical Advisory Committee	Review and recommend	<i>April 1, 2026</i>
Transportation Advisory Board	Review and adopt	<i>April 15, 2026</i>



Functional Classification System

Twin Cities Metropolitan Area
2025

- Functional Class Roads**
-  Principal Arterial
 -  Minor Augmentor
 -  Minor Reliever
 -  Minor Expander
 -  Minor Connector
 -  Minor Arterial*
 -  Major Collector
 -  Minor Collector
 -  Local Road

*Only located in Wright and Sherburne Counties

