Minutes

TAB Technical Advisory Committee

Meeting date: October 7, 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 Transportation Planning – Steve Peterson
- ☒ Council CD – Patrick Boylan
- ☐ TAB – Elaine Koutsoukos
- ☒ Brooklyn Park – Marc Culver
- ☒ Chanhassen – Charlie Howley
- ☒ Eagan – Russ Matthys
- ☒ Eden Prairie – Carter Schulze
- ☒ Fridley – Jim Kosluchar
- ☒ Lakeville – Paul Oehme
- ☒ Plymouth – Michael Thompson
- ☒ Woodbury – Chris Hartzell
- ☒ Minneapolis Engineering – Adam Heyow
- ☒ 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 – Torey Hunkus
- ☒ DEED – Colleen Eddy
- ☐ MnDNR – Nancy Spooner Walsh
- ☒ Bicycle – Kyle Sobota
- ☐ Pedestrian – Vacant
- ☐ 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 Vice Chair Molly McCartney, MnDOT, called the regular meeting of the TAB Technical Advisory Committee to order at 9:00 a.m.

Agenda approved

No action was needed because no changes were made.

Approval of minutes

It was moved by Jim Kosluchar, Fridley, and seconded by Lyssa Leitner, Washington Co., to approve the minutes of the August 5, 2026, regular meeting of the TAB Technical Advisory Committee. **Motion carried**.

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Public comment on committee business

TAB report

Joe Barbeau, Transportation Planning, reported on the August 19, 2026, regular meeting of the Transportation Advisory Board.

Business – Committee reports

Executive Committee (Molly McCartney, Vice Chair)

1. **2026-45**: Streamlined 2027-2030 TIP Amendment Request - 193rd Avenue NW Roundabout (Joe Barbeau, Transportation Planning)

   Barbeau presented. It was moved by Leitner and seconded by Patrick Boylan, Council CD, that the Transportation Advisory Board recommend adoption of an amendment to the 2027-2030 Transportation Advisory Board (TIP) to add Elk River's 193rd Avenue NW Roundabout project. **Motion carried**.

2. **2026-46**: Streamlined 2027-2030 TIP Amendment Request: Metro Transit Hybrid-Electric Bus Replacement (Joe Barbeau, Transportation Planning)

   Barbeau presented. It was moved by Kathleen Mayell, Minneapolis Planning and seconded by Chad Ellos, Hennepin Co., that the Transportation Advisory Board recommend adoption of an amendment to the 2027-2030 Transportation Improvement Program (TIP) to add Metro Transit's Low- and No-Emission Hybrid-Electric Bus Replacement project. **Motion carried**.

3. **2026-47**: Streamlined 2027-2030 TIP Amendment Request: Five SouthWest Transit Projects (Joe Barbeau, Transportation Planning)

   Barbeau presented. It was moved by Lyndon Robjent, Carver Co., and seconded by Marc Culver, Brooklyn Park, that the Transportation Advisory Board recommend adoption of an amendment to the 2027-2030 TIP to add the following five projects:

   • Purchase of four diesel-electric hybrid buses

   • SouthWest Transit bus facility rehabilitation project

   • Bus facility rehabilitation and preventative maintenance project

   • Procurement of bus technology and bus equipment

   • 2027 SWT service operational assistance

   Motion carried.

4. **2026-48**: Streamlined 2027-2030 TIP Amendment – Four Minnesota Valley Transit Authority (MVTA) Projects (Joe Barbeau, Transportation Planning)

   Barbeau presented. It was moved by Boylan and seconded by Russ Matthys, Eagan, that the Transportation Advisory Board recommend adoption of an amendment to the 2027-2030 Transportation Improvement Program (TIP) to add the following four projects:

   • Purchase of Diesel-Electric Hybrid Buses

   • Burnsville Bus Garage Modernization Phase IV

   • Eagan Bus Garage Modernization

   • Technology and ADA enhancement

   Motion carried.

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5. **2026-49**: Streamlined 2027-2030 TIP Amendment – Three Project Adjustments (Joe Barbeau, Transportation Planning)

   Barbeau presented. It was moved by Kosluchar and seconded by Nick Peterson, Saint Paul Engineering, that the Transportation Advisory Board recommend adoption of an amendment to the 2027-2030 TIP to reduce the cost of the Minneapolis's MSAS 249 Reconstruction project, reduce the cost of MnDOT's US 10 Resurfacing project and adjust the scope and increase the cost of MnDOT's I-35W Bridge Joint Repairs project. **Motion carried**.

Technical Working Group Updates

Bradley Bobbitt, Transportation Planning, provided an update on the September Transit Planning Working Group meeting. Vice Chair McCartney stated that the Pedestrian representative needs to be replaced and Barbeau said that the Bicycle-Pedestrian Planning Technical Working Group will fill that seat.

Planning Committee (Gina Mitteco, Chair)

Funding and Programming Committee (Jim Kosluchar, Chair)

It was moved by Culver and seconded by Paul Oehme, Lakeville, that the Technical Advisory Committee recommend approval of the following requests for program year extensions from 2026 to 2027:

1. **2026-39:** Program Year Extension Request - Three Rivers Park District Shingle Creek Regional Trail Reconstruction Active Transportation Pilot Project
2. **2026-40:** Program Year Extension Request: The City of Richfield 64th Street Sidewalk Active Transportation Pilot Project
3. **2026-41:** Program Year Extension Request: Dakota County State Aid Highway (CSAH) 42 Trail Gap Active Transportation Pilot Project
4. **2026-42:** Program Year Extension Request: The City of Farmington North Creek Greenway Active Transportation Pilot Project
5. **2026-43:** Program Year Extension Request: The City of Brooklyn Center Brooklyn Center High School Pedestrian Improvements Active Transportation Pilot Project
6. **2026-44:** Program Year Extension Request: The City of Arden Hills Old Highway 10 Safe Routes to School Active Transportation Pilot Project

Motion carried.

Information

1. Regional Solicitation Update (Steve Peterson, Transportation Planning)

   Steve Peterson, Transportation Planning, presented. Mike Rogers, Ramsey County, asked whether non-federal funding is impacted. Amy Vennewitz, Transportation Planning, said that this is unclear but given that the Community Considerations criterion is identified as out-of-compliance, it is likely only impactful on transportation. Leitner raised concerns about the revised Regional Solicitation process, the risk of further federal rejection, and whether staff committees and TAB should vote on the changes when FHWA ultimately determines compliance. Vennewitz explained that TAB could direct staff to bypass the committees or that committees could forward the item without a recommendation. Vennewitz also explained that actions like this go through the TAC/TAB process, though a committee could choose not to act.

   Mayell asked about the rationale of opening the process for applicants to re-respond to the Community Considerations criterion. Vennewitz said that some applicants may have replied differently had the language originally been written as updated and therefore it makes sense to allow for re-writing replies.

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Jessen asked whether reopening the entire application process was considered, to which Vennewitz replied that reopening the entire application process could cause delays and increase costs for applicants who use consultants. Jessen pointed out that the definition of community is to include commuters and commercial vehicles and questioned whether non-local users are excluded. Vennewitz replied that the other measures focus on users and Community Considerations focuses on the community as defined by applicants. Jessen asked how this would be conveyed to scorers. Vennewitz replied that scorers will be retrained.

McCartney asked whether Community Considerations scores can be appealed. Vennewitz replied that no qualitative scores can be appealed. She also noted that paired scorers discuss and reconcile qualitative scores to address inconsistencies.

Leitner said that Washington County is supportive of a shared-mobility set aside but that TAB members seem unclear about the issue and the timing.

2. Regional Solicitation GHG Evaluation (Olivia Dorow Hovland, Transportation Planning)

   Olivia Dorow Hovland, Transportation Planning, presented. Robjent asked what is creating approximately 10,900 metric tons of greenhouse gas (GHG) offsets across 13 applications in the Roadway Modernization category. Dorow Hovland explained that staff evaluated eligible project components, such as off-street bike paths and trails included in Roadway Modernization projects.

   Mayell asked whether applicants must provide their own GHG offsets or whether the Met Council could allocate offsets generated by other funded projects. Dorow Hovland explained that applicants submitted draft offset plans and that state legislation prioritizes offsets geographically close to the highway expansion project. The Met Council, MnDOT, and applicants are working together to determine how to allocate available regional offsets and address any gaps. Mayell asked whether proximity to a project requiring offsets could improve an application's score. Dorow Hovland clarified that GHG offsets do not factor into project scoring, although funded projects near an expansion project may be considered first for offset allocation. Ehrlich noted that the agencies are still developing the process and determining how to assign offset responsibilities.

   Leitner emphasized that applicants had agreed to contribute eligible offsets to a regional pool to support regionally significant projects, including planned interchange improvements. McCartney added that this is the first statewide project to undertake this process and that MnDOT and its partners are still clarifying implementation details.

3. Regional Travel Modeling and TBI Request and General Update (Jonathan Ehrlich, Transportation Planning)

   Jonathan Ehrlich, Transportation Planning, recommended that members review the materials in the agenda packet.

Other business

Adjournment

Business completed; the meeting adjourned.

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