

Minutes

TAC Funding and Programming Committee



Meeting date: November 20, 2025,

Time: 1:00 PM

Location: Virtual

Members present:

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| ☐ Eden Prairie– Robert Ellis | ☒ MnDOT Metro District – Aaron Tag | ☒ Anoka Co. – Jerry Auge |
| ☐ Fridley – Jim Kosluchar | ☒ MnDOT Metro District State Aid – Colleen Brown | ☒ Carver Co. – Darin Mielke |
| ☐ Lakeville – Paul Oehme (Vice Chair) | ☒ MnDOT Bike/Ped – Molly McCormick | ☒ Dakota Co. – Jacob Chapek |
| ☒ Minneapolis – Katie White (Chair) | ☒ MPCA – Innocent Eyoh | ☒ Hennepin Co. – Emily Buell |
| ☐ Plymouth – Michael Thompson | ☒ DNR – Nancy Spooner-Walsh | ☐ Ramsey Co. – Kevin Roggenbuck |
| ☐ Eagan – Russ Mathys | ☒ Suburban Transit Assoc. – Heidi Scholl | ☒ Scott Co. – Jon Rudolph |
| ☒ St. Paul – Anne Weber | | ☒ Wash Co. – Madeline Dahlheimer |
| ☒ Met Council – Cole Hiniker | | ☐ FHWA – Scott Mareck (ex-officio) |
| ☒ Metro Transit – Scott Janowiak | | ☒ = present, E = excused |
| ☒ TAB Coordinator – Elaine Koutsoukos | | |

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 Katie White called the regular meeting of the TAC Funding and Programming Committee to order at 1:00 p.m.

Agenda approved

Chair White noted that a roll call vote was not needed for approval of the agenda unless a committee member offered an amendment to the agenda. Committee members did not have any comments or changes to the agenda.

Approval of minutes

It was moved by Nancy Spooner-Walsh, DNR, seconded by Emily Buell, Hennepin Co., to approve the minutes of the July 17, and October 16, 2025, regular meeting of the TAC Funding and Programming Committee.

Motion carried.

Public comment on committee business

TAB report

Elaine Koutsoukos, TAB Coordinator, reported on November 19th, 2025, Executive Committee, and TAB meeting.

Business

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

It was moved by Colleen Brown, MnDOT Metro District State Aid, seconded by Madeline Dahlheimer, Washington Co., that the TAC Funding & Programming Committee recommend the Technical Advisory Committee recommend approval of 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

Electric Vehicle Public Charging Needs Analysis (Tony Fischer, MTS Planning and Siri Simons, HDR)

Madeline Dahlheimer asked Fischer to explain how this work may inform the Regional Solicitation's EV category

Tony Fischer responded that the project will ultimately produce an interactive map showing the geographic scale and priority needs for EV charging. He explained that Regional Solicitation funds are unlikely to support Level 1 chargers or individual Level 2 chargers. Instead, eligible projects would likely involve groups of Level 2 chargers and fast chargers. Fischer clarified that the project integrates EV goals and forecasts to identify and distribute EV charging needs across the region. He added that the current draft for the next solicitation cycle (not this upcoming year, but the cycle two years from now) includes funding for an EV category, and this project's prioritization map could directly support that process.

Cole Hiniker, Met Council, asked the source of the data and whether it is point-based or tied to census geography.

Fischer explained that the data is point-based trip information, with beginning and ending locations. He stated that unlike most travel-based analyses, this effort focuses on how long a trip endpoint remains stationary. The team studies time-duration bins of less than 30 minutes, 30 minutes to two hours, and more than two hours.

Hiniker asked whether the team had considered normalizing geography using a regional hexagon grid to better identify pockets within larger geographies.

Fischer replied that the team previously discussed that approach. However, he was unsure whether a final decision had been made about the visualization and would need to check the project status.

Preview of December Regional Solicitation Action Items (Steve Peterson, MTS Planning and Lydia Statz, SRF)

Dahlheimer asked whether the group needs to specify that some requirements apply only to the current round, given that the application structure will change in future years.

Peterson responded that such clarification could be added. He noted that a slide already indicates the content will be revisited after this round. He stated the 2028 cycle will differ significantly, making the current requirements essentially a one-time approach.

Dahlheimer then asked whether unused credits kept by TAB for project applications would be returned each year or banked for future years. Peterson acknowledged the question and read the applicable sentence: unused offsets revert to the original project sponsor. He said additional guidance from MnDOT, the Technical Advisory Committee, is needed to determine whether credit usage is evaluated annually or long-term.

Dahlheimer asked whether the scoring tiers for regional bicycle facilities Tier 1, Tier 2, and regional trails, would change in the upcoming round.

Lydia Statz stated that no changes are proposed for the next round. She added that Dahlheimer and others submitted comments about scoring distribution, but the proposed scoring remains aligned with the Council's priorities.

Peterson confirmed that comments were received and that the scoring tiers range from 30 to zero points depending on project length along RBTN alignments. He noted the full scoring materials will be released with the applications prior to the December Funding & Programming meeting.

Peterson then presented changes to Active Transportation: Local Bike and Pedestrian Facilities. He noted that while right-of-way remains ineligible, state active transportation funds can support studies, preliminary engineering, design, and construction engineering. He explained that this flexibility is intended to help smaller communities that struggle with federal requirements. There is also no local match proposed at this time. For Active Transportation Planning, the maximum award is \$200,000, and applicants must not have completed an equivalent plan within the past 10 years.

Madeline Dahlheimer stated that she supports excluding right-of-way for these categories. She then formally stated for the record that Washington County supports removing snow-removal requirements for active transportation projects under these state funds. She explained snow removal is a barrier, especially for small communities. She emphasized that while federal funds include winter maintenance requirements, the state funds do not require the same approach.

Joe Widing, MTS Planning, stated that the work group interpreted statutory language requiring the ability to maintain infrastructure after project completion to include day-to-day and seasonal maintenance. Because of this interpretation, the group included snow-removal language. He acknowledged that legislative language can be interpreted multiple ways.

Dahlheimer responded that no other funding category dictates specific maintenance practices and that her interpretation of "maintenance" does not necessarily include seasonal operations. She reiterated that many communities lack resources for winter trail clearing.

Peterson said this is a sensitive topic and suggested bringing it to the upcoming Technical Steering Committee meeting on November 25th.

Statz added that staff plan to clarify language, noting the request is for information on snow-removal and maintenance practices, not a commitment to perform winter maintenance. She acknowledged complexities in municipal sidewalk and trail maintenance responsibilities.

Chapek asked for more information about what “community benefits” entail and whether criteria were shared with the group.

Statz said detailed scoring guidance exists but was not immediately accessible. She noted that examples are provided for low, medium, and high-scoring responses.

Peterson said the group can distribute the revised redlined version and scoring guide.

Amy Vennewitz, Director, MTS Planning, clarified the measure is now titled “Community Need and Future Engagement.” She explained the emphasis is on how applicants understand and engage with the community, what the community needs, and how the project will benefit that community. She noted that applicants must read background information to fully understand all definitions and expectations.

Chapek asked how scoring accounts for differences across dense urban, suburban, and rural communities to ensure fairness.

Vennewitz responded that scoring does not consider population size or concentrations of specific groups. Instead, it evaluates how well an applicant understands and engages with the community affected by the project.

Buell asked how safety scoring for bridge connections differs from other categories, given bridges’ unique replacement and load-posting considerations.

Statz said bridge connections are undergoing the most substantial revisions due to comments. Updates will likely include changes to system resilience scoring and an additional measure related to detour impacts.

Peterson confirmed that a draft version will be brought to the Technical Steering Committee for review.

Statz then explained that MnDOT will offer additional HSIP training and has added more scoring guidance for pedestrian and non-motorized improvements, updated service-life recommendations, and clarified plan-connection scoring.

Peterson added that MnDOT is making modest improvements but not a full rewrite of the HSIP application.

Other Business

Innocent Eyoh, MPCA, announced his retirement after nearly 40 years of service. His final day will be January 12, 2026



Adjournment

Business completed; the meeting adjourned at 2:40 p.m.

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