

# Minutes

## TAC Funding and Programming Committee



**Meeting date:** May 15, 2025

**Time:** 1:00 PM

**Location:** Virtual

### Members present:

- |  |  |  |
|--|--|--|
| <input checked="" type="checkbox"/> Eden Prairie – Robert Ellis              | <input checked="" type="checkbox"/> MnDOT Metro District – Aaron Tag               | <input checked="" type="checkbox"/> Anoka Co. – Jerry Auge         |
| <input checked="" type="checkbox"/> Fridley – Jim Kosluchar (Chair)          | <input checked="" type="checkbox"/> MnDOT Metro District State Aid – Colleen Brown | <input checked="" type="checkbox"/> Carver Co. – Drew Pflaumer     |
| <input checked="" type="checkbox"/> Lakeville – Paul Oehme                   | <input checked="" type="checkbox"/> MnDOT Bike/Ped – Molly McCormick               | <input checked="" type="checkbox"/> Dakota Co. – Jacob Chapek      |
| <input checked="" type="checkbox"/> Eagan – Russ Matthys                     | <input checked="" type="checkbox"/> MPCA – Innocent Eyoh                           | <input checked="" type="checkbox"/> Hennepin Co. – Emily Buell     |
| <input checked="" type="checkbox"/> Minneapolis – Nathan Koster              | <input checked="" type="checkbox"/> DNR – Nancy Spooner-Walsh                      | <input type="checkbox"/> Ramsey Co. – Kevin Roggenbuck             |
| <input checked="" type="checkbox"/> Plymouth – Michael Thompson (Vice Chair) | <input checked="" type="checkbox"/> Suburban Transit Assoc. – Heidi Scholl         | <input checked="" type="checkbox"/> Scott Co. – Adam Jessen        |
| <input checked="" type="checkbox"/> St. Paul – Anne Weber                    |  | <input checked="" type="checkbox"/> Wash Co. – Madeline Dahlheimer |
| <input checked="" type="checkbox"/> Met Council – Cole Hiniker               |  | <input type="checkbox"/> = present, E = excuse                     |
| <input checked="" type="checkbox"/> Metro Transit – Scott Janowiak           |  |  |
| <input type="checkbox"/> TAB Coordinator – Elaine Koutsoukos                 |  |  |

### Call to order

A quorum being present, Committee Chair Kosluchar called the regular meeting of the TAC Funding and Programming Committee to order at 1:00 p.m.

### Agenda approved

Chair Kosluchar 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 Russ Matthys, Eagan, and seconded by Jerry Auge, Anoka Co., to approve the minutes of the March 20<sup>th</sup>, 2025, regular meeting of the TAC Funding and Programming Committee. **Motion carried**

### Public comment on committee business

None.

### TAB report

Joe Barbeau, MTS Planning, reported on the April 16<sup>th</sup>, 2025, regular TAB meeting.

### Business

**2025-18:** Scope Change Request – Minnesota Valley Transit Authority's Technology and ADA Enhancements Project (Joe Barbeau, MTS Planning)

Joe Barbeau, MTS Planning, presented. Chair Kosluchar noted elements from the original application and asked if the proposed modification would include ADA upgrades to the stations. Heidi Scholl, MVTA, confirmed and elaborated, listing several ADA and technological enhancements, including indoor interactive kiosks, platform displays, text-to-speech announcement buttons, PA systems, bus stop beacons, and smart lighting.

Nathan Koster, Minneapolis, sought clarification regarding the change from 53 to eight stations. He stated that, based on past applications and considerations from TAC and TAB, he wanted to understand the rationale behind focusing on fewer stations. He suggested that instead of spreading limited improvements across 53 stations, the revised plan seemed to concentrate a full suite of enhancements at eight higher-use stations. He asked if this interpretation was correct.

Scholl responded that Koster's understanding was accurate. She affirmed that MVTA plans to implement a broader array of features at major customer facilities. She clarified that the original 53 locations might have included minimal improvements, such as signage, rather than substantial technological upgrades. She referred to Barbeau's submittal summary, which stated that MVTA requested full retention of federal funding because, while the number of stations was reduced, the total project cost remained unchanged due to the higher per-site cost at the more comprehensive sites. These are larger facilities requiring more extensive implementation.

Koster reiterated that his understanding was the eight stations would receive significant upgrades, while the other 45 might have only seen light improvements such as signage. He inquired whether staff had reviewed those 45 stops and if budget constraints or limited cost-benefit justified their exclusion from the enhanced upgrades. Scholl responded that many of the remaining bus stops don't have the same needs as they used to, partly due to the expansion of micro-transit. While signage is still necessary for those stops, she explained that the eight selected stations represent high-ridership areas, making them the most effective locations to target for impactful upgrades.

It was moved by Matthys, and seconded by Innocent Eyoh, MPCA, that the TAC Funding and Programming Committee recommend that TAC recommend approval of MVTA's scope change request to replace e-paper and real time signage improvements at 53 bus stops and shelters with enhanced improvements for eight stations in its technology and ADA enhancements project (SP# TRS-TCMT-24K) with no reduction in federal funds. **Motion carried.**

**2025-19:** Adoption of the Draft 2026-2029 Transportation Improvement Program (TIP), Pending Public Comment (Joe Barbeau, MTS Planning and Aaron Tag MnDOT)

Joe Barbeau, MTS Planning, and Aaron Tag, MnDOT, presented. Chair Kosluchar asked about the stability of overall investment numbers and specific investment types, referencing a pie chart presented earlier. He expressed interest in identifying any trends or illustrative patterns over the past few years, suggesting this analysis could be brought to the TAC or TAB committees.

Tag responded, confirming an upward trend in investment totals over recent years, driven largely by the Bridge Formula Program (BFP) funding. He noted that fiscal year 2027 is one of the smallest program years in a while, with a subsequent increase due to the influx of IJJA formula and state funding. He explained a drop in targets for 2029, attributing it to the difference between forecasted revenue and actual legislative appropriations. He emphasized that funds entering the Trunk Highway Fund are not automatically available for MnDOT use without legislative approval, causing a lag in usable funds.

Tag also addressed investment types, referencing the MnSHIP (Minnesota State Highway Investment Plan). The most recent update to MnSHIP shifted focus from mobility to "Main Streets" and urban pavements—specifically, urban arterials in both the Metro District and smaller towns throughout Greater Minnesota.

Chair Kosluchar asked about potential impacts to the program if federal funding is reclaimed or withdrawn. Tag acknowledged the risk, noting that loss of expected federal grants could significantly affect the program. He gave examples such as and I-494 Project – A large grant has already been awarded, and a grant agreement is in place, so the project is secure. In a contrasting example, the Minnesota Highway 3/Robert Street Project – A grant was announced but no agreement has been signed. Since it was issued before a new federal administration took office, there is concern about whether those funds will be received. Tag stressed that a decrease in federal formula funding would broadly and materially impact the transportation program.

Barbeau added clarification about regional planning boundaries. He noted that the ATIP (Area Transportation Improvement Program) Tag referenced includes 680 project lines and includes Chisago County. In contrast, the MPO planning area includes 621 project lines, excluding Chisago County but including small portions of Wright and Sherburne counties due to urban boundary changes from the census.

It was moved by Tag, and seconded by Auge, that the TAC Funding and Programming Committee recommend that TAC recommend adoption of the draft 2026-2029 Transportation Improvement Program (TIP). **Motion carried.**

**2025-20:** Corridors of Commerce Local Recommendation: City of Anoka's Highway 47/BNSF Railway Crossing Project (Steve Peterson, MTS Planning) \*

Steve Peterson, MTS Planning, presented. He stated that the Met Council is supporting the City of Anoka's request for project readiness funds because there are two more applications being submitted from Anoka County. This action enables all three projects to apply and is not an endorsement of the project over the other regional applications in the program. The Council has provided a letter of support for all seven projects.

It was moved by Auge, and seconded by Drew Pflaumer, Carver Co., that the TAC Funding and Programming Committee recommend that the Metropolitan Council recommend the City of Anoka's Highway 47/BNSF Railway Crossing Project to MnDOT for scoring consideration in the Corridors of Commerce Readiness Advancement solicitation. **Motion carried.**

## Information

### Regional Safety Action Plan (Heidi Schallberg, MTS Planning)

Heidi Schallberg, MTS Planning, presented. Emily Buell, Hennepin Co., asked about coordination with cities and counties currently developing their own safety action plans. She asked for more detail on how consistency is being ensured across different local planning efforts.

Schallberg responded that local jurisdictions are at varying stages of their planning processes. For example, Minneapolis has already engaged in long-term safety planning, such as identifying high-injury streets. Coordination has occurred partly through including local partners on the project's technical advisory group. She emphasized that the regional analysis does not always align with local analyses due to differences in scale, years of data used, and threshold definitions. This discrepancy is not seen as a concern but rather as a natural outcome of looking at issues from a broader, regional perspective. For jurisdictions that have received federal safety grants, Schallberg explained that key coordination elements stem from required components of those grants—such as adopting the Safe System Approach, focusing on fatal and serious injury crashes, and prioritizing those over general crash reduction (e.g., property-damage-only crashes). This targeted focus is a major aspect of ongoing coordination. Schallberg also clarified that the current regional safety planning effort is not funded by a federal grant, so it does not preclude local jurisdictions from pursuing their own federal funding independently. However, if local agencies intend to use the regional plan to qualify for future funding, closer coordination would be required.

Kosluchar noted a potential side benefit of the regional plan: it could help document conditions that support local funding applications or planning efforts.

Schallberg added that the Transportation Policy Plan (TPP) includes a potential follow-up strategy—creating a regional safety task force. While not yet discussed in detail, such a task force could serve as a continuing venue to ensure coordination among all stakeholders working on safety planning.

Regional Transportation and Climate Change Multimodal Measures Study (Tony Fischer, MTS Planning)

Tony Fischer, MTS Planning, presented.

### Other Business

Tag provided an update regarding the upcoming statewide freight investment solicitation, expected to be released in late June, with applications due in early September. The solicitation will cover Fiscal Years 2029 and 2030, with approximately \$25 million available each year for projects statewide. This year's solicitation will prioritize projects that are either exempt from the state's greenhouse gas (GHG) legislation or do not trigger the need for a GHG review (i.e., non-capacity expansion projects). The goal of this approach is to streamline the application and review process by avoiding the complexities associated with meeting new GHG requirements.

### Adjournment

Business completed; the meeting adjourned at 2:41 p.m.

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