

Minutes

TAC Funding and Programming Committee



Meeting date: May 15, 2025,

Time: 1:00 PM

Location: Virtual

Members present:

- | | | |
|--|--|--|
| <input 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 type="checkbox"/> Carver Co. – Drew Plfaumer |
| <input checked="" type="checkbox"/> Lakeville – Paul Oehme | <input checked="" type="checkbox"/> MnDOT Bike/Ped – Molly McCormick | <input 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 type="checkbox"/> Suburban Transit Assoc. – Vicky Loehrer | <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 Thompson 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 20th, 2025, regular meeting of the TAC Funding and Programming Committee. **Motion carried**

Public comment on committee business

TAB report

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

Business

1. **2025-18:** Scope Change Request – Minnesota Valley Transit Authority’s Technology and ADA Enhancements Project (Joe Barbeau, MTS Planning and Heidi Scholl, MVTA)

Joe Barbeau, MTS Planning and Heidi Scholl, MVTA, 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 8 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 8 higher-use stations. He asked if this interpretation was correct.

Scholl responded that Koster’s understanding was accurate. She affirmed that they planned 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 MVT 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 were larger facilities requiring more extensive implementation.

Koster reiterated that his understanding was the 8 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 were simply signposts with low ridership, 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**

2. **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.

Aaron Tag, MnDOT, responded, confirming an upward trend in investment totals over recent years, driven largely by the BFP (Bridge Formula Program) funding. He noted that FY 2027 is one of the smallest program years in a while, with a subsequent increase due to the influx of IAA formula and state funding. He explained a drop in targets for 2029, attributing it to the difference between forecasted revenue (used in CHIP planning) and actual legislative appropriations (used in the STIP). 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. This adjustment aims to address previous shortfalls in those areas.

Chair Kosluchar asked about potential impacts to the plan 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 I-494 Project – A large grant has already been awarded, and a grant agreement is in place, so the project is secure. HWY 3/Robert Street Project (FY 2027) – 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) Aaron referenced includes 680 project lines and includes Chisago County. In contrast, Barbeau's region includes 621 project lines, excluding Chisago but including small portions of Wright and Sherburn counties due to urban boundary changes from the census. These additions, though minor and hard to see visually, still require coordination with District 3. He emphasized the complexity this introduces in defining TIP (Transportation Improvement Program) coverage. He also pointed out that while the STIP (State Transportation Improvement Program) is composed of all ATIPs, some regions (like Central) do not need to manage multi-MPO coordination, unlike Metro.

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

3. **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. It was moved by Auge, seconded by Drew Pflaumer, Carver Co., that the TAC Funding & 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

1. 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 acknowledged this point and 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.

2. 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. Tag emphasized this is a heads-up for partners to begin preparing, as the solicitation will be released soon.

Adjournment

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

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