

# Agenda

## TAB Technical Advisory Committee



**Meeting date:** May 06, 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](mailto: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](mailto: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 April 1, 2026, TAB Technical Advisory Committee minutes – roll call

### Public comment on committee business

### TAB report

### Committee reports and business

#### ***Executive Committee (Joe MacPherson, Chair)***

1. 2026-27: Streamlined 2026-2029 TIP Amendment Request – Three Metro District Project Adjustments (Joe Barbeau, MTS Planning) – roll call
2. 2026-28: Streamlined 2026-2029 TIP Amendment Request – Two Sherburne County Project Adjustments (Joe Barbeau, MTS Planning) – roll call

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

#### ***Planning Committee (Gina Mitteco, Chair)***

#### ***Funding & Programming Committee (Jim Kosluchar, Chair)***

1. 2026-25: Active Transportation Scope Change - Richfield 73rd St. Pedestrian Facilities (Joe Widing, MTS Planning) – roll call

2. 2026-26: Scope Change: St. Paul's Maryland Avenue Traffic Signal Enhancements Project (Robbie King, MTS Planning) – roll call

## Information

1. Speed Camera Pilot Update (Ethan Fawley, Minneapolis and Chief Kelly McCarthy, Mendota Heights)
2. 2026 Regional Solicitation: Excessive Delay Map (Steve Peterson, MTS)

## Other business

## Adjournment

### Key:

- \* Agenda item changed following initial publication

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### Council contact:

Joe Barbeau, Planning Analyst  
[Joseph.Barbeau@metc.state.mn.us](mailto:Joseph.Barbeau@metc.state.mn.us)  
651-602-1705



# Minutes

## TAB Technical Advisory Committee



Meeting date: April 1, 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 – Carla Stueve (Alt)
- Scott Co – Adam Jessen
- Washington Co – Lyssa Leitner
- Extended Urban Area – Chad Hausmann
- Council MTS – Steve Peterson
- Council CD – Patrick Boylan
- TAB – Elaine Koutsoukos

- Brooklyn Park – Marc Culver
- E Chanhassen – Charlie Howley
- Eagan – Russ Matthys
- Eden Prairie – Robert Ellis
- Fridley – Jim Kosluchar
- Lakeville – Paul Oehme
- Plymouth – Michael Thompson
- Woodbury – Chris Hartzell
- Minneapolis Engineering – Jenifer Hager
- Minneapolis Planning – Kelsey Foat (Alt)
- 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 – Mackenzie Turner Bargaen
- 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 Chair MacPherson called the regular meeting of the TAB Technical Advisory Committee to order at 9:00 a.m.

### Dakota Land, Water, and People Acknowledgment

Chair MacPherson read the Dakota Land, Water, and People Acknowledgment.

### Agenda approved

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

## Approval of minutes

It was moved by Russ Matthys, Eagan, and seconded by Chris Hartzell, Woodbury, to approve the minutes of March 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 March 18, 2026, regular meeting of the Transportation Advisory Board.

## Business – Committee reports

### *Executive Committee (Joe MacPherson, Chair)*

Chair MacPherson reported on the TAC Executive Committee meeting. Council staff will soon request volunteers for Regional Solicitation scoring. A new community considerations criterion will require training. Members should encourage participating staff to attend workshops the Council will provide. The committee emphasized the importance of the new community considerations scoring measure and encouraged members to attend related trainings. Met Council staff are transitioning from WebGrants to the new Fluxx grants management system. Applicants must register and complete training. MTS staff will send instructions soon. To avoid missing updates, members should ensure their email settings allow GovDelivery messages. Looking ahead, the committee expects TAC meetings to be virtual in May, and likely June and July.

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

Working group chair Sunita Kasichwa, SouthWest Transit introduced herself. Vice chair Ethan Buss, MVTA, introduced himself. Bradley Bobbitt, MTS Planning, reported on March 26, 2026, regular meeting of the TAC Transit Planning Technical Working Group. Chair MacPherson raised concerns about transit safety and fare evasion and asked how these issues affect ridership and how Metro Transit is addressing these issues.

Bobbitt deferred the question to Metro Transit staff. Jonathan Ahn responded that he would need to follow up. He also stated that Metro Transit has a safety and security action plan. He noted that hiring trip agents has improved riders' sense of security and increased fare compliance. Metro Transit staff will follow up with additional information.

### *Planning Committee (Gina Mitteco, Chair)*

Chair Mitteco, MnDOT, reported on March 12, 2026, regular meeting of the TAC Planning Committee. Members were updated on the METRO Bronze Line project, highlighting expanded roadway and pavement work along White Bear Avenue.

Mitteco also reported that Council staff presented the 2026 Unified Planning Work Program (UPWP) and requested input for the 2027 UPWP.

She said that staff encourages agencies and organizations to collaborate, develop ideas, and submit feedback. They plan to use this input to draft the 2027 UPWP and present it in May. Staff will also share presentation materials to support further discussion.

1. **2026-22:** Approving RBTN and RBBs changes for the 2026 Regional Solicitation (Steve Elmer and Jed Hanson, MTS Planning)

It was moved by Lyssa Leitner, Washington Co., and seconded by Jim Kosluchar, Fridley, 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. **Motion carried.**

2. **2026-23:** Functional Classification Change Request: Hamline Avenue from Grand Avenue to

University Avenue (David Burns, MTS Planning)

It was moved by Marc Culver, Brooklyn Park and seconded by Patrick Boylan, Council CD, 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. **Motion carried.**

3. **2026-24:** Adoption of Functional Classification Map for use in 2026 Regional Solicitation (David Burns, MTS Planning)

It was moved by Culver, and seconded by Paul Oehme, Lakeville, 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. **Motion carried.**

***Funding and Programming Committee (Jim Kosluchar, Chair)***

The committee did not meet in March.

## Information

## Other business

## Adjournment

Business completed; the meeting adjourned at 9:47 a.m.

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### Council contact:

Joe Barbeau, Planning Analyst  
[Joseph.Barbeau@metc.state.mn.us](mailto:Joseph.Barbeau@metc.state.mn.us)  
651-602-1705



# Action Transmittal

Transportation Advisory Board



Committee meeting date: May 6, 2026

Date: April 29, 2026

## Action Transmittal: 2026-27

Streamlined 2026-2029 TIP Amendment Request – Three Metro District Project Adjustments

**To:** Technical Advisory Committee

**Prepared by:** Joe Barbeau, Planning Analyst, 651-602-1705

### Requested action

MnDOT and Coon Rapids request an amendment to the 2026-2029 Transportation Improvement Program to adjust the scope and cost of three projects.

### Recommended motion

Recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2026-2029 Transportation Improvement Program (TIP) to make the following project adjustments:

- Increase the cost of MnDOT's Lowry Hill Tunnel electrical systems replacement and moving it from 2026 to 2027.
- Decrease the cost of, and add two funding sources to, Coon Rapids' CSAH 1 interchange at MN 610 in Coon Rapids.
- Increase the cost and update the scope of MnDOT's I-494 mobility and safety project.

### Background and purpose

Amendments to the 2026-2029 TIP are requested to adjust three projects:

- MnDOT requests an increase to the cost of its I-94 Lowry Hill Tunnel electrical systems replacement project (SP # 2781-577) from \$500,000 to \$1,300,000. The project design review provided a better cost estimate that led to a significantly different cost estimate. The project is entirely state funded. This request also includes movement of the project from fiscal year 2026 to fiscal year 2027.
- Coon Rapids and MnDOT requests a reduction to the cost of Coon Rapids' MN 610 interchange at CSAH 1 (East River Road) in (SP# 114-020-064). Concurrent with this request is the addition of two new funding sources: Congressionally Directed Spending (CDS) and Priority Trunk Highway (PTH) funding. The PTH project requires a new state project line.
- MnDOT requests an increase to the cost of its I-494 mobility and safety project (SP # 2781-462) from \$368.1M to \$370M. The request also includes a change to the scope to reflect the addition of a bridge (bridge number 27430) and removal of phase 1 of the project (2.6 miles), which is under construction.

### Relationship to regional policy

Federal law requires that all TIP amendments meet the following tests: fiscal constraint; consistency with the adopted regional transportation plan; and opportunity for public input. It is the

TAB's responsibility to recommend TIP amendments to the Council for adoption, provided these requirements are met.

### Staff analysis

The TIP amendment meets fiscal constraint because the federal, state, and local funds are sufficient to fully fund the projects. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on February 12, 2025. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings.

### Routing

To	Action Requested	Date Completed (Scheduled)
Technical Advisory Committee	Review and recommend	<i>May 6, 2026</i>
Transportation Advisory Board	Review and recommend	<i>May 20, 2026</i>
Metropolitan Council Transportation Committee	Review and recommend	<i>June 8, 2026</i>
Metropolitan Council	Review and adopt	<i>June 10, 2026</i>



# 2026-2029 TIP/STIP AMENDMENT REQUEST

Please amend the 2026-2029 Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP) to adjust the below project.

## Project Identification

Seq #	2024
Fiscal Year (State)	<del>2026</del> <u>2027</u>
ATP and District	Metro
Route System	I 94
Project Number (S.P. #)	2781-577
Agency	MNDOT
Description	**CHAP127**: I94 LOWRY HILL TUNNEL (BRIDGE 27832) IN MPLS-REPLACE ELECTRICAL SYSTEMS
Miles	0.3
Program	BRIDGE IMPROVEMENT AND REPAIR
Type of work	BRIDGE REPAIR
Proposed Funds	SF
Total \$	<del>500,000</del> <u>1,300,000</u>
FHWA \$	NA
State \$	<del>500,000</del> <u>1,300,000</u>
Other \$	NA

## Background and TIP Amendment Need

This amendment is for a total project cost increase and move from 2026 to 2027

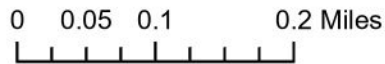
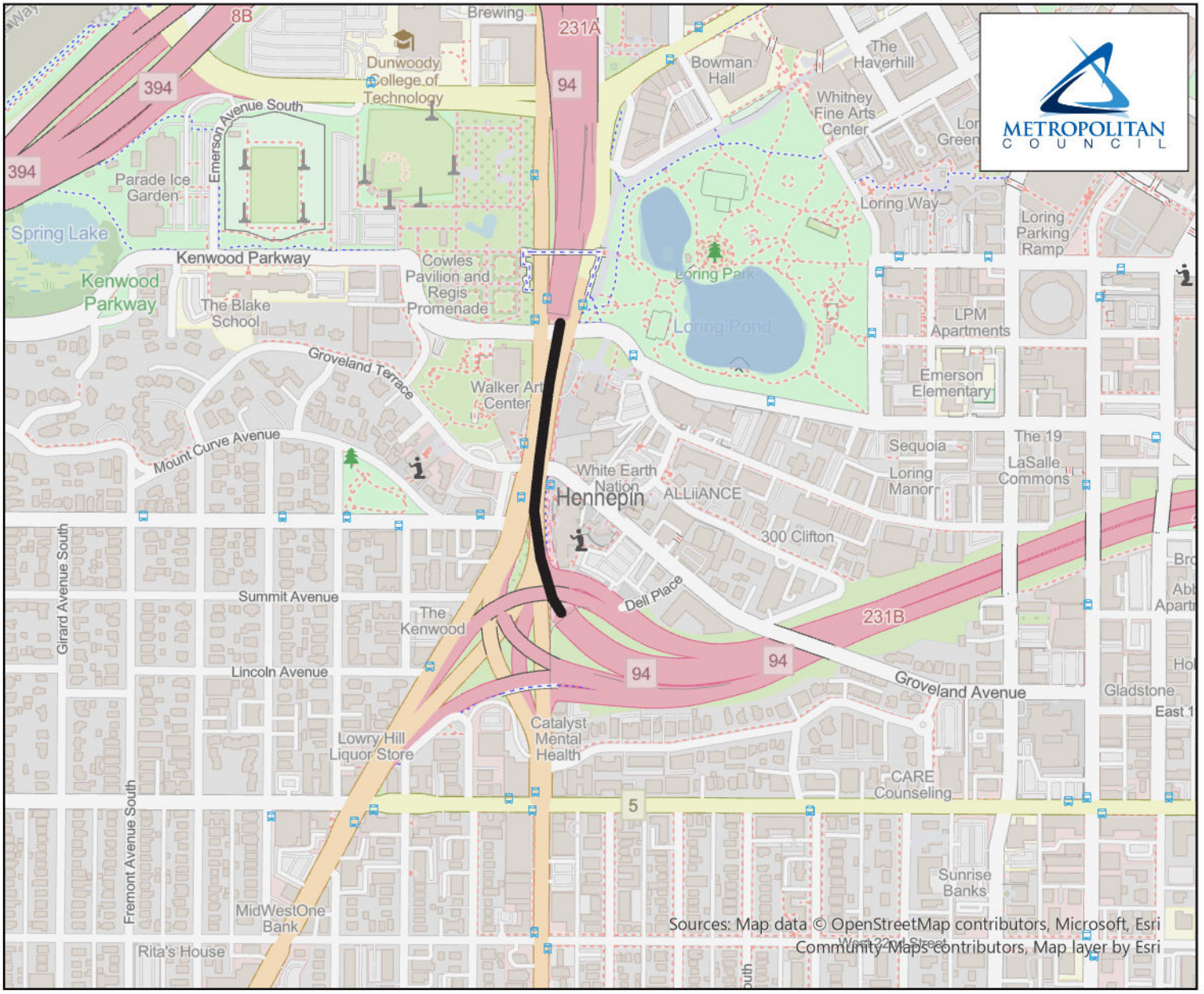
## Fiscal Constraint (as Required by 23 CFR 450.216)

The total project cost increased from \$500,000 to \$1,300,000, an increase of \$600,000. Because this is a SFY 2027 project and will be included in the Met Council 2027-2030 TIP and MnDOT 2027-2030 STIP with updated cost and aligns its program to meet the MNDOT 2027-2030 STIP guidance, therefore fiscal constraint is maintained.

## Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on February 12, 2025.

# Streamlined 2026-2029 TIP Amendment: I-94 Lowry Hill Tunnel Electrical System Replacement



3/11/2026

**Legend**  
 Project Location

# 2026-2029 TIP/STIP AMENDMENT REQUEST

Please amend the 2026-2029 Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP) to adjust the below project.

## Project identification

	114-020-064	114-020-064P	0217-36 (new)
<b>Seq #</b>	1930	<u>1936</u>	New
<b>Fiscal Year (State)</b>	2026	2026	<u>2026</u>
<b>ATP and District</b>	M	M	<u>M</u>
<b>Route System</b>	CSAH 1	TH 610	<u>TH 610</u>
<b>Project Number (S.P. #)</b>	114-020-064	114-020-064P	<u>0217-36</u>
<b>Agency</b>	COON RAPIDS	COON RAPIDS	<u>MNDOT</u>
<b>Description</b>	<b>**AC**PRS**SPPF**CDS**:</b> CSAH 1 (EAST RIVER ROAD) AT MN 610 IN COON RAPIDS - CONSTRUCT INTERCHANGE, REHAB BR #02024, 02026, NEW BR #02071, PED BR 02J60 (ASSOCIATE TO 114-020-064P) (AC PROJECT, PAYBACK IN FY2027)	<b>**AC**PRS**SPPF**</b> CSAH 1 (EAST RIVER ROAD) AT MN 610 IN COON RAPIDS - CONSTRUCT INTERCHANGE, REHAB BR #02024, 02026, NEW BR #02071, PED BR 02J60 (ASSOCIATE TO 114-020-064P) (AC PROJECT, PAYBACK IN 2028)	<b>**AC**PRS**SPPF**PTH**:</b> <u>CSAH 1 (EAST RIVER ROAD) AT MN 610 IN COON RAPIDS - CONSTRUCT INTERCHANGE, REHAB BR #02024, 02026, NEW BR #02071, PED BR 02J60 (ASSOCIATE TO 114-020-064P) (CHPT 8 CAPPED AT \$10M)</u>
<b>Miles</b>	0.7	0.7	<u>0.7</u>
<b>Program</b>	MAJOR CONSTRUCTION	MAJOR CONSTRUCTION	<u>MAJOR CONSTRUCTION</u>
<b>Type of Work</b>	MAJOR CONSTRUCTION- CONC	MAJOR CONSTRUCTION- CONC	<u>MAJOR CONSTRUCTION- CONC</u>
<b>Proposed Funds</b>	NHFP/SGF/ <u>CDS</u>	STBGP/SGF	<u>PTH</u>
<b>Total \$</b>	<del>23,267,000</del> <u>11,912,500</u>	<del>12,500,000</del> <u>11,400,000</u>	<u>3,800,000</u>
<b>FHWA \$</b>	NA <u>250,000</u>	NA	<u>NA</u>
<b>State \$</b>	NA	NA	<u>3,800,000</u>
<b>Other \$</b>	<del>12,467,000</del> <u>862,500</u>	<del>2,500,000</del> <u>1,400,000</u>	<u>NA</u>
<b>AC</b>	10,800,000	10,000,000	<u>NA</u>

	114-020-064AC1	114-020-064AC2
<b>Seq #</b>	2119	<u>2285</u>
<b>Fiscal Year (State)</b>	2027	2028
<b>ATP and District</b>	M	M
<b>Route System</b>	CSAH 1	CSAH 1
<b>Project Number (S.P. #)</b>	114-020-064AC1	114-020-064AC2
<b>Agency</b>	COON RAPIDS	COON RAPIDS
<b>Description</b>	**AC**PRS**SPPF** <u>CDS</u> ** : CSAH 1 (EAST RIVER ROAD) AT MN 610 IN COON RAPIDS - CONSTRUCT INTERCHANGE, REHAB BR #02024, 02026, NEW BR #02071, PED BR 02J60 (ASSOCIATE TO 114-020-064P) (AC PROJECT, PAYBACK IN 1 OF 2)	**AC**PRS**SPPF** : CSAH 1 (EAST RIVER ROAD) AT MN 610 IN COON RAPIDS - CONSTRUCT INTERCHANGE, REHAB BR #02024, 02026, NEW BR #02071, PED BR 02J60 (ASSOCIATE TO 114-020-064P) (AC PROJECT, PAYBACK IN 2 OF 2)
<b>Miles</b>	0.7	0.7
<b>Program</b>	MAJOR CONSTRUCTION	MAJOR CONSTRUCTION
<b>Type of Work</b>	MAJOR CONSTRUCTION- CONC	MAJOR CONSTRUCTION- CONC
<b>Proposed Funds</b>	NHFP	STBGP
<b>Total \$</b>	10,800,000	10,000,000
<b>FHWA \$</b>	10,800,000	10,000,000
<b>State \$</b>	NA	NA
<b>Other \$</b>	NA	NA

### Background and TIP Amendment Need

This amendment request is for a total project cost decrease and addition of new funding sources

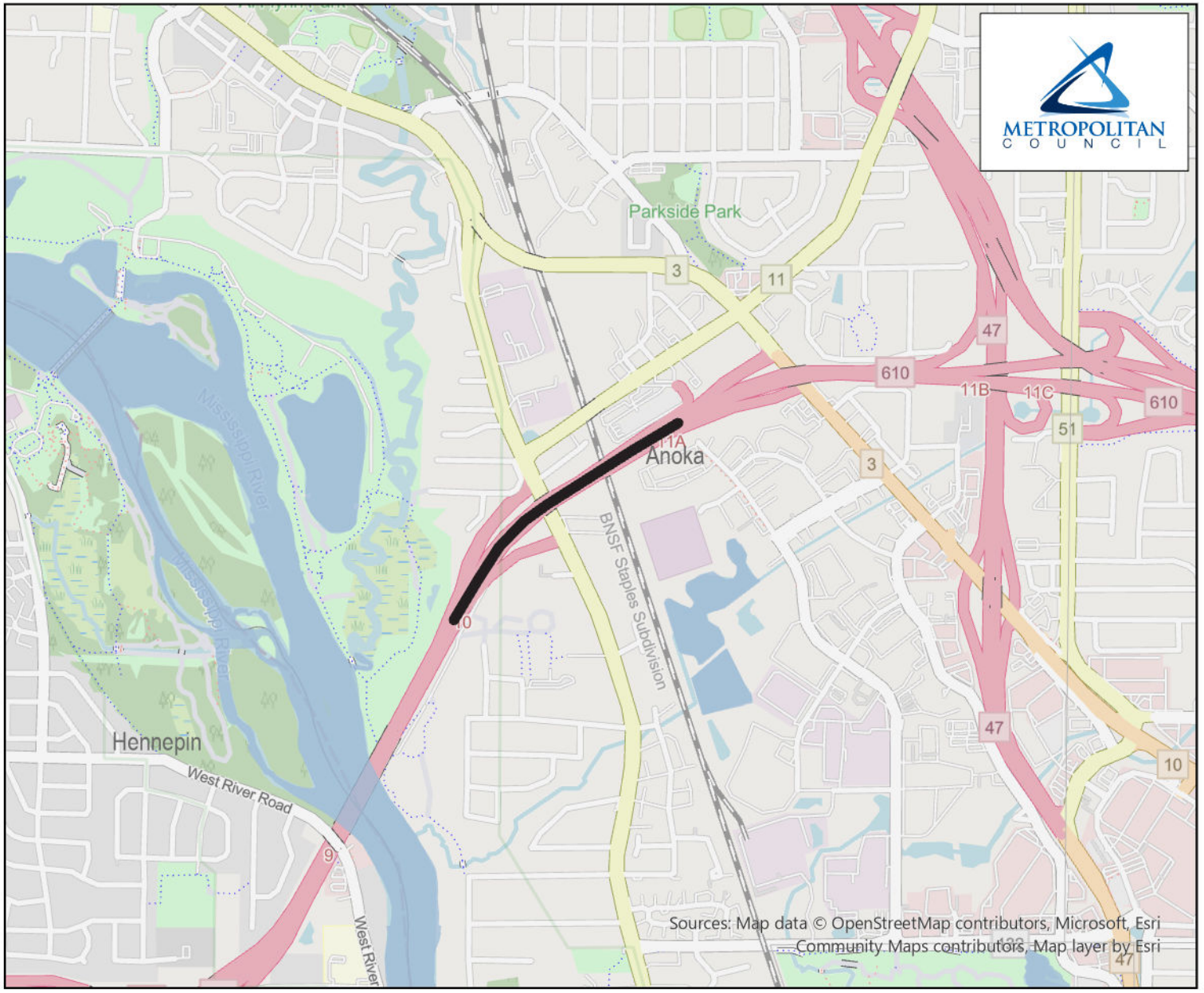
### Fiscal Constraint (as required by 23 CFR 450.216)

The total project cost decrease from \$35,767,000 to \$27,112,500. Because no additional funding is needed, fiscal constraint is maintained.

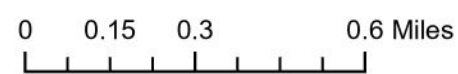
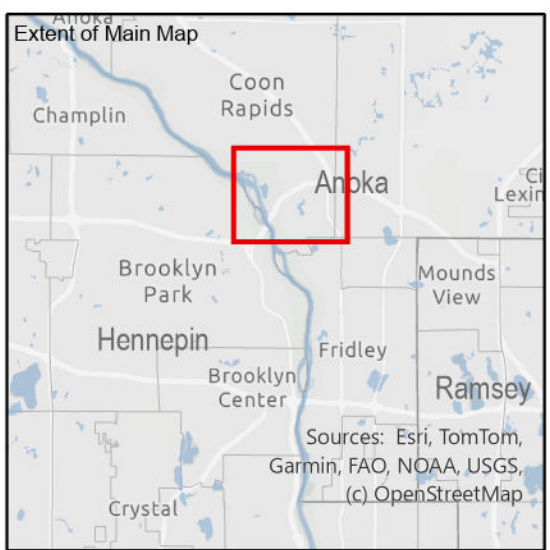
### Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on February 12, 2025.

# Streamlined 2026-2029 TIP Amendment: Interchange at MN 610 and CSAH 1 in Coon Rapids



Sources: Map data © OpenStreetMap contributors, Microsoft, Esri  
Community Maps contributors, Map layer by Esri



3/11/2026

### Legend

Project Location

# 2026-2029 TIP/STIP AMENDMENT REQUEST

Please amend the 2026-2029 Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP) to adjust the below project.

## Project identification

	2785-462	2785-462AC1	2785-462AC2
<b>Seq #</b>	2187	2338	2471
<b>Fiscal Year (State)</b>	2027	2028	2029
<b>ATP and District</b>	M	M	M
<b>Route System</b>	I 94	I 94	I 94
<b>Project Number (S.P. #)</b>	2785-462	2785-462AC1	2785-462AC2
<b>Agency</b>	MNDOT	MNDOT	MNDOT
<b>Description</b>	<p><b>**AC**DB**PRS**COC3**INFRA*</b>            *: I494 FROM <u>0.3 MI E OF JCT US169 TO 0.8 MI W OF JCT MN 100, JCT TH35W TO JCT MN5 AND ON I35W FROM 86TH ST TO 76TH ST IN EDINA, BLOOMINGTON AND RICHFIELD</u> - MOBILITY AND SAFETY IMPROVEMENTS, RECONSTRUCT MAINLINE PAVEMENT, DRAINAGE, AND ADA IMPROVEMENTS, <u>CONSTRUCT BRIDGE 27430, RECONSTRUCT BRIDGES 9289, 9213, 9081A, 9081 AND 9082, REHAB BRIDGES 9078, 27V63, 27V38, 27052B, 27052D, 27424, 27V33, 27V35 AND 27408, REPLACE SIGNALS AT FRANCE AVE AND 82ND ST (AC PROJECT, PAYBACK IN FY'S 2028 AND 2029)</u></p>	<p><b>**AC**DB**PRS**COC3**INFR A**:</b> I494 FROM <u>0.3 MI E OF JCT US169 TO 0.8 MI W OF JCT MN 100, JCT TH35W TO JCT MN5 AND ON I35W FROM 86TH ST TO 76TH ST IN EDINA, BLOOMINGTON AND RICHFIELD</u> - MOBILITY AND SAFETY IMPROVEMENTS, RECONSTRUCT MAINLINE PAVEMENT, DRAINAGE, AND ADA IMPROVEMENTS, <u>CONSTRUCT BRIDGE 27430, RECONSTRUCT BRIDGES 9289, 9213, 9081A, 9081 AND 9082, REHAB BRIDGES 9078, 27V63, 27V38, 27052B, 27052D, 27424, 27V33, 27V35 AND 27408, REPLACE SIGNALS AT FRANCE AVE AND 82ND ST (AC PAYBACK 1 OF 2)</u></p>	<p><b>**AC**DB**PRS**COC3**INFR A**:</b> I494 FROM <u>0.3 MI E OF JCT US169 TO 0.8 MI W OF JCT MN 100, JCT TH35W TO JCT MN5 AND ON I35W FROM 86TH ST TO 76TH ST IN EDINA, BLOOMINGTON AND RICHFIELD</u> - MOBILITY AND SAFETY IMPROVEMENTS, RECONSTRUCT MAINLINE PAVEMENT, DRAINAGE, AND ADA IMPROVEMENTS, <u>CONSTRUCT BRIDGE 27430, RECONSTRUCT BRIDGES 9289, 9213, 9081A, 9081 AND 9082, REHAB BRIDGES 9078, 27V63, 27V38, 27052B, 27052D, 27424, 27V33, 27V35 AND 27408, REPLACE SIGNALS AT FRANCE AVE AND 82ND ST (AC PAYBACK 2 OF 2)</u></p>
<b>Miles</b>	9.1 <u>6.5</u>	9.1 <u>6.5</u>	9.1 <u>6.5</u>
<b>Program</b>	MAJOR CONSTRUCTION	MAJOR CONSTRUCTION	MAJOR CONSTRUCTION
<b>Type of Work</b>	MAJOR CON- CON	MAJOR CON- CON	MAJOR CON- CON
<b>Proposed Funds</b>	NHPP, FFM, SGF, BF	NHPP	NHPP
<b>Total \$</b>	<del>368,100,000</del> <u>353,500,000</u>	<del>53,000,000</del> <u>52,900,000</u>	18,100,000 <u>8,100,000</u>
<b>FHWA \$</b>	<del>164,000,000</del> <u>167,600,000</u>	<del>53,000,000</del> <u>52,900,000</u>	18,100,000 <u>8,100,000</u>
<b>Bond \$</b>	129,000,000	NA	NA
<b>AC</b>	<del>71,100,000</del> <u>61,000,000</u>	NA	NA
<b>SGF \$</b>	<del>NA</del> <u>10,000,000</u>	NA	NA
<b>Other \$</b>	<del>4,000,000</del> <u>2,400,000</u>	NA	NA

## **Background and TIP Amendment Need**

This formal is for total project cost increase and scope change

## **Fiscal Constraint (as required by 23 CFR 450.216)**

The total project cost increased from \$368.1M to \$370M. The bridge and signal work at 24<sup>th</sup> Ave were removed and added new Br 27430. Because this is a SFY 2027 project and will be included in the Met Council 2027-2030 TIP and Metro District 2027-2030 STIP with updated cost and aligns its program to meet the MNDOT 2027-2030 STIP guidance, therefore fiscal constraint is maintained.

## **Consistency with MPO Long-Range Plan**

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on February 12, 2025.



# Action Transmittal

Transportation Advisory Board



Committee meeting date: May 6, 2026

Date: April 29, 2026

## Action Transmittal: 2026-28

Streamlined 2026-2029 TIP Amendment Request – Two Sherburne County Project Adjustments

**To:** Technical Advisory Committee

**Prepared by:** Joe Barbeau, Planning Analyst, 651-602-1705

### Requested action

Sherburne County requests an amendment to the 2026-2029 Transportation Improvement Program to adjust the scope and cost of two projects.

### Recommended motion

Recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2026-2029 Transportation Improvement Program (TIP) to make the following project adjustments:

- Add culvert work, move the project to fiscal year 2026, and increase the cost of Sherburne County's CSAH 33 reconstruction project.
- Increase the cost of Sherburne County's County Road 44 reconstruction and safety improvement project.

### Background and purpose

Sherburne County requests an amendment to the 2026-2029 TIP to adjust two projects:

- Sherburne county requests an amendment to its CSAH 33 reconstruction in Elk River (SP# 071-633-002) to add culvert work, increase the overall cost from \$9,316,801 to \$12,729,741, move the project from fiscal year 2027 to 2026, and adjust the first advance construction payback year from 2028 to 2027. The increased project cost is covered by additional Surface Transportation Block Grant program funding.
- Sherburne county requests an amendment to its County Road 44 reconstruction and safety project (SP# 071-596-011) to increase the cost from \$4,360,164 to \$6,537,664. The cost increase will be covered with local funds.

These projects were not funded through the Regional Solicitation.

### Relationship to regional policy

Federal law requires that all TIP amendments meet the following tests: fiscal constraint; consistency with the adopted regional transportation plan; and opportunity for public input. It is the TAB's responsibility to recommend TIP amendments to the Council for adoption, provided these requirements are met.

### Staff analysis

The TIP amendment meets fiscal constraint because the federal, state, and local funds are

sufficient to fully fund the projects. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on February 12, 2025. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings.

## Routing

To	Action Requested	Date Completed (Scheduled)
Technical Advisory Committee	Review and recommend	<i>May 6, 2026</i>
Transportation Advisory Board	Review and recommend	<i>May 20, 2026</i>
Metropolitan Council Transportation Committee	Review and recommend	<i>June 8, 2026</i>
Metropolitan Council	Review and or adopt	<i>June 10, 2026</i>



# 2026-2029 TIP AMENDMENT REQUEST

Please amend the 2025-2028 Transportation Improvement Program (TIP) to adjust the below project.

## Project Identification

<b>Fiscal Year (State)</b>	<del>2027</del> <u>2026</u>
<b>ATP and District</b>	3
<b>Route System</b>	CSAH 33
<b>Project Number (S.P. #)</b>	071-633-002
<b>Agency</b>	Sherburne County
<b>Description</b>	**AC**SPPF**PROTECT**CSAH 33 RECONSTRUCT FROM AUBURN ST TO CSAH 13 IN ELK RIVER & CSAH 13 FROM 400' N TO 1500' S OF CR 34 IN ELK RIVER + <u>CULVERT WORK</u> (ASSOCIATED SAP 071-613-013, 204-020-008, 204-020-009) (AC PROJECT, PAYBACK IN <del>2028</del> <u>2027 &amp; 2029</u> )
<b>Miles</b>	2.66
<b>Program</b>	STBGP
<b>Type of work</b>	GRADING & SURFACING
<b>Proposed Funds</b>	STBGP/PROTECTSPPF
<b>Total \$</b>	<del>9,316,810</del> <u>12,729,741</u>
<b>FHWA \$</b>	<del>4,890,000</del> <u>10,131,000</u>
<b>State \$</b>	0
<b>Other \$</b>	<del>4,426,810</del> <u>2,598,741</u>

## Background and TIP Amendment Need

This formal amendment request is to add culvert work, increase the cost estimate, and move this project to fiscal year 2026. All the PROTECT payback amount will be moved to fiscal year 2027 from 2028.

## Fiscal Constraint (as Required by 23 CFR 450.216)

This project received additional STBGP funds as per MnDOT OTSM office from savings on other projects. Therefore, fiscal constraint has been maintained.

## Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on February 12, 2025.

# 2026-2029 TIP AMENDMENT REQUEST

Please amend the 2026-2029 Transportation Improvement Program (TIP) to add the below project.

## Project Identification

<b>Fiscal Year (State)</b>	2026
<b>ATP and District</b>	3
<b>Route System</b>	CR 44
<b>Project Number (S.P. #)</b>	071-596-011
<b>Agency</b>	Sherburne County
<b>Description</b>	**AC**CR 44, FROM US 10 TO CSAH 1, RECONSTRUCT + SAFETY IMPROVEMENTS (AC PROJECT, PAYBACK IN 2028) ASSOCIATED SAP 204-080-001
<b>Miles</b>	1.4
<b>Program</b>	STBGP
<b>Type of work</b>	RECONSTRUCT
<b>Proposed Funds</b>	STBGP 5K – 200K
<b>Total \$</b>	4,360,164 <u>6,537,664</u>
<b>FHWA \$</b>	2,005,164
<b>State \$</b>	0
<b>Other \$</b>	2,355,164 <u>4,532,500</u>

## Background and TIP Amendment Need

This formal amendment is needed to raise the estimate.

## Fiscal Constraint (as Required by 23 CFR 450.216)

The cost estimate for this project has increased. The increase is being covered by local funds. The federal amount stays the same. Therefore, fiscal constraint has been maintained.

## Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on February 12, 2025.

# Action Transmittal

Transportation Advisory Board



Committee meeting date: May 6, 2026

Date: April 24, 2026

## Action Transmittal: 2026-25

Scope Change Request – City of Richfield 73<sup>rd</sup> Street Pedestrian Facilities

**To:** Technical Advisory Committee  
**From:** TAC Funding & Programming Committee  
**Prepared by:** Joe Widing, Senior Transportation Planner, 651-602-1822

### Requested action

The City of Richfield requests a scope change to adjust the proposed pedestrian facilities from the south side to the north side of 73<sup>rd</sup> Street/Diagonal Boulevard and remove the proposed sidewalk on the south side of Diagonal Boulevard and replace with the improvement of an existing multiuse trail, including ADA upgrades, on the north side of Diagonal Boulevard.

### Recommended motion

Recommend that the Transportation Advisory Board approve the City of Richfield's scope change request to adjust the proposed pedestrian facilities from the south side to the north side of 73<sup>rd</sup> Street/Diagonal Boulevard; remove new sidewalk construction on the south side of Diagonal Boulevard between Bloomington Avenue and Cedar Avenue; improve the existing multiuse trail on the north side of Diagonal Boulevard, including bituminous path reclamation and ADA upgrades; and reduce grant funding by \$144,840 to account for the change in scope.

### Background and purpose

The City of Richfield was awarded \$1,046,040 in Regional Transportation Sales and Use Tax Revenue as part of the 2024 Active Transportation pilot projects selected from the 2024 Regional Solicitation to begin before the end of 2026. [The application](#) was awarded to fund construction of new pedestrian infrastructure along 73<sup>rd</sup> Street and Diagonal Boulevard from CSAH 35 (Portland Avenue) to MSAS 369 (Cedar Avenue S) including upgrades to ADA compliant facilities along the entire route.

The original approved concept scope of the project was to construct a 10-foot sidewalk on the south side of 73<sup>rd</sup> Street between Portland Avenue and 12<sup>th</sup> Avenue, and a 6-foot sidewalk on the south side of Diagonal Boulevard from 12<sup>th</sup> Avenue to Cedar Avenue. After being awarded the funding for these improvements, the City conducted public engagement and moved into advanced design work for the project.

Through this phase of work, the City identified issues with the concept layout which necessitated revisions to the concept project scope. Existing right-of-way was not sufficient to construct a sidewalk on the south side of Diagonal Boulevard without purchasing easements from multiple private properties, which would have inflated the project cost and potentially delayed the project. Additionally, locating the sidewalk on the south side of 73<sup>rd</sup> Street would have required the removal of 60 street trees. Considering this, the project design team proposed to move facilities to the north

side of 73<sup>rd</sup> Street. Community engagement preferred to maintain street trees and continuous pedestrian facilities.

This feedback and information led to a preferred design which locates the sidewalk on the north side of 73<sup>rd</sup> Street and Diagonal Boulevard to 72<sup>nd</sup> Street. to maintain a continuous path and better connect to the D Line station at 73<sup>rd</sup> Street and Portland Avenue. This also led to the elimination of the proposed southern sidewalk along Diagonal Boulevard in favor of a full reconstruction of the existing multiuse path on the north side of the street from 72<sup>nd</sup> Street to Cedar Avenue which will include the installation of ADA compliant curb ramps.

The requested scope change maintains new pedestrian facilities along 73<sup>rd</sup> Street and Diagonal Boulevard to 72<sup>nd</sup> Street, moved from the south side of the street to the north side and removes a proposed new sidewalk along Diagonal Boulevard from 72<sup>nd</sup> Street to Cedar Avenue to be replaced by improvements to the existing multiuse trail on the north side of the street to maintain a continuous pedestrian path along the corridor.

### **Relationship to regional policy**

Projects that receive funding through the Regional Solicitation processes are subject to the regional solicitation [Scope Change Policy](#). For the pilot process for Active Transportation funded projects, the TAB maintained the existing policy for these selected projects. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. The Scope Change Policy allows project sponsors to adjust their projects as needed while still providing substantially the same benefits described in their original project applications.

### **Staff analysis**

#### **Approval/Denial of the Scope Change:**

The approved project included sidewalks to provide a continuous pedestrian connection along the 73<sup>rd</sup> Street and Diagonal Boulevard corridor between Portland Avenue and Cedar Avenue. The approved project included an early concept layout to show how this connection was planned to be constructed. The engagement and advanced design work led the project team to make changes to the project scope to avoid right-of-way impacts on private property, excessive street tree impacts, and to ensure a continuous facility connection along the corridor. The updated scope would construct a sidewalk along the north side of 73<sup>rd</sup> Street instead of on the south side of the roadway which would connect to the existing multiuse trail along the north side of Diagonal Boulevard, which would be reconstructed and improved to create a continuous connection between Portland Avenue and Cedar Avenue along the corridor. Moving the sidewalk along 73<sup>rd</sup> from the south to the north would not necessitate TAB action. However, removing the southern sidewalk along Diagonal Boulevard and replacing this improvement with a proposed reconstruction of an existing multiuse trail requires review before being approved for a scope change. This review is to determine if the proposed replacement is still sufficient to receive regional funding.

#### **Scoring and Ranking:**

For the removal of the southern sidewalk in favor of reconstruction and improvement of the existing northern multiuse trail along Diagonal Boulevard, a rescoring analysis was completed. In the 2024 Regional Solicitation, with additional funds from the Regional Sales and Use tax, 12 of the 17 projects that applied in the Pedestrian Facilities category were awarded funding. This project originally received a score of 746, which ranked it 7<sup>th</sup> of the 17 projects. The score difference between this project and highest scored unfunded project was 65 points (746 to 681).

A rescoring analysis was conducted to understand how the proposed scope change may have been scored. The change in the portion of the project along Diagonal Boulevard from new sidewalk on the south side of the roadway to reconstruction and ADA improvements to the existing multiuse trail on the northside of the roadway is likely to have reduced the project's

score in the barriers and gaps measure and the deficiencies addressed measure. The revised score for the project is 701, lower than the initial score due to the reduction in new pedestrian facilities proposed to be constructed along a portion of the project. The new score would lower the project rank to 10<sup>th</sup> out of 17, but still 20 points higher than the highest scoring unfunded project. This means that the scope change proposal would still have been ranked high enough to be funded. Staff do not see a rationale to deny the request based on scoring. The table below details staff's scoring analysis.

**Table 1. Scoring Analysis**

Measure	Max Score	Original Score	Scope Change	Notes
1A. Jobs and Education	150	7	7	Scope Change will not impact this score.
2A. Existing Population	150	31	31	Scope Change will not impact this score.
3A. Engagement	36	24	24	Scope Change will not impact this score.
3B. Benefits/Impacts	48	28	28	Scope Change will not impact this score.
3C. Housing	36	36	36	Scope Change will not impact this score.
4A. Barriers/Gaps	170	147	137	Score reduction with removal of portion of new sidewalk replaced with multiuse trail reconstruction and ADA improvements.
4B. Deficiencies	230	208	178	Score reduction with removal of portion of new sidewalk replaced with multiuse trail reconstruction and ADA improvements.
5A. Transit/ Bike/ Connections	150	150	145	Score reduction with removal of portion of new sidewalk replaced with multiuse trail reconstruction and ADA improvements.
6A. Risk assessment	130	86	86	Scope Change will not impact this score.
7A. Cost Effectiveness	100	29	29	Scope Change will not impact this score.
<b>Total score</b>	<b>1200</b>	<b>746</b>	<b>701</b>	<b>Minor score decrease; less than what would result in project not being selected.</b>

**New Project:**

Aside from scoring, the other consideration for whether a request should be denied is whether the change would create a new project, as opposed to a scope change. For example, if an applicant asked to move an approved project location to a different roadway corridor or change project elements substantially from the approved project scope this may constitute a new project. The Scope Change Policy designates staff as responsible for this determination if a request is:

- Relocating the project away from the defined problem, need, or location, such as switching transit start-up service from one market area to another.
- Moving funding from one project to another, such as moving funds awarded to a project on County Road A to the same, similar, or different work on County Road Z.
- Eliminating the primary improvement proposed in the project description (e.g., a bridge will not be improved for a project submitted in the bridge application category or a trail will not be improved in the multiuse trails application category).

Applying these guidelines to this scope change, staff did not interpret any of these as being violated.

In this analysis, staff determined that the project would have been funded as applied for with the proposed scope change and the scope change does not constitute a new project. Therefore, staff recommended approval of the request.

**Funding:**

Table 2 below details the original project application budget as compared with the updated cost estimate for the scope changed elements.

*Table 2. Project Cost Estimate Comparison*

<b>Cost Estimate Items from Application</b>	<b>Original Cost Estimate</b>	<b>Scope Change Cost Estimate</b>
Mobilization	\$75,000	\$75,000
<b>Removals</b>	<b>\$65,000</b>	<b>\$80,000</b>
Roadway (grading, borrow, etc.)	\$82,500	\$82,500
<b>Roadway (aggregates and paving)</b>	<b>\$87,000</b>	<b>\$241,229</b>
Storm Sewer	\$134,000	\$134,000
<b>Concrete Items</b>	<b>\$562,250</b>	<b>\$211,885</b>
Traffic Control	\$15,000	\$15,000
Signing	\$6,300	\$6,300
Lighting	\$60,000	\$60,000
Turf	\$100,500	\$100,500
Contingencies	\$120,000	\$120,000
<b>Total</b>	<b>\$1,307,550</b>	<b>\$1,126,414</b>

The City included an updated cost estimate of the project considering a full reconstruction of the existing multiuse trail to replace new sidewalk facilities along a portion of the project scope. This updated estimate reduced the overall cost of the project by \$181,136 and reduced total grant funding request by \$144,840. Therefore, staff recommends an updated award amount of \$901,200, if the scope change request is approved.

**Committee comments and actions**

At its April 16, 2026, meeting TAC Funding and Programming Committee recommended that the Technical Advisory Committee recommend approval of the City of Richfield’s scope change request to adjust the proposed pedestrian facilities from the south side to the north side of 73<sup>rd</sup> Street/Diagonal Boulevard and remove the proposed sidewalk on the south side of Diagonal Boulevard and replace with the improvement of an existing multiuse trail, including ADA upgrades, on the north side of Diagonal Boulevard with a \$144,840 reduction in Active Transportation funds.

Members asked if the multiuse trail reconstruction was included in the initial project scope, which it was not. Members also clarified the motion language to ensure the reduced grant funding was in the voted-on motion. Staff clarified that the unused funds from the initial award would return to the account to be used for future projects.

## Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding and Programming Committee	Review and recommend	April 16, 2026
Technical Advisory Committee	Review and recommend	<i>May 6, 2026</i>
Transportation Advisory Board	Review and adopt	<i>May 20, 2026</i>



**Memorandum**

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Date: April 2nd, 2026

**MAYOR**  
MARY SUPPLE  
**CITY COUNCIL**  
WALTER BURK  
SHARON CHRISTENSEN  
RORI A. COLEMAN-  
WOODS  
SEAN HAYFORD OLEARY  
**CITY MANAGER**  
KATIE RODRIGUEZ

To: Jim Kosluchar, Chair, TAC Funding and Programming Committee

From: Matt Hardegger, Transportation Engineer, City of Richfield Public Works

CC: Joe Widing, Senior Transportation Planner, Metropolitan Transportation Services  
Joe Barbeau, Planning Analyst, Metropolitan Transportation Services  
Arin Knutson, Senior Grant Administrator, Metropolitan Transportation Services  
Kristin Asher, Public Works Director, City of Richfield  
Joe Powers, City Engineer, City of Richfield  
Ryan Peterson, Municipal Senior Project Manager, Bolton & Menk, Inc.

Subject: Scope Change Request for City of Richfield 73<sup>rd</sup> Street Sidewalk Project

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Dear Mr. Kosluchar,

The City of Richfield respectfully requests that the Metropolitan Council's Funding and Programming Committee consider the below change request for the city's 73<sup>rd</sup> Street Sidewalk Project, which was awarded Active Transportation funding in the 2024 Regional Solicitation.

**Application and Funding Award**

The City of Richfield was awarded \$1,046,040 in Regional Transportation Sales and Use Tax Revenue funding through the 2024 Regional Solicitation to construct a sidewalk along 73<sup>rd</sup> Street and Diagonal Boulevard from Portland Avenue to Cedar Avenue. The project application was to fill an identified sidewalk gap in the City's Pedestrian Master Plan, improving pedestrian safety and comfort along a collector route. The scope of the project also included new ADA-compliant curb ramps for the length of the project.

**Public Engagement and Project Development**

The original scope of the project was to construct a 10' back of curb sidewalk on the south side of 73<sup>rd</sup> Street between Portland Avenue and 12<sup>th</sup> Avenue, and a 6' walk with a 6' boulevard from 12<sup>th</sup> Avenue to Cedar Avenue. This scope was developed

with the understanding that there was at least 12' of right of way available on the south side of the road for the entire project corridor.

After award, the city began public engagement and outreach, along with preliminary design activities. Through meetings with the public, the city's Transportation Commission, and consultant engineering staff, several design challenges with the original scope presented:

- There was a public preference for a continuous sidewalk, and the blocks of 73<sup>rd</sup> Street/Diagonal Boulevard with existing facilities had them on the north side of the roadway
- West of 12<sup>th</sup> Avenue, there is an existing 60-foot wide public right of way, and the existing roadway section is 44 feet wide from curb to curb.
  - Survey revealed that the south side of the road had less right of way than expected between 73<sup>rd</sup> Street and 12<sup>th</sup> Avenue, and the original design would have required purchasing sidewalk easements from 16 properties
- After further site review, it was determined that much more extensive tree removals and private utility relocation would be required to locate the sidewalk on the south side of 73<sup>rd</sup> Street
  - Installation of the sidewalk on the south side would negatively change the character of the neighborhood for decades.
    - Locating the sidewalk on the north side of 73<sup>rd</sup> Street only requires 22 trees to be removed
    - Completing the sidewalk the original length on the south side would require approximately 60 tree removals, many of them are high quality
  - Most longitudinal private utilities are located on the south side of 73<sup>rd</sup> Street
- The sidewalk on the south side of Diagonal Boulevard (east of Bloomington Avenue) was seen as redundant due to the existing path on the north side of the road

This information led to a preferred design that locates the sidewalk on the north side of the road to maintain the continuous path and provide better connectivity to the D Line station at the 73<sup>rd</sup> Street/Portland Avenue intersection. This design includes reconstructing the north curb line in this stretch to remove the parking lane, providing space for a 6-foot walk with a 6-foot boulevard without needing additional right of way. This is an improvement from the south side sidewalk as that was planned to be immediately adjacent to the curb line leaving no room for snow storage, trees, signs, or private utilities. Removal of the parking lane on the north side will also improve the

corridor for bicyclists as they will not have to worry about parked cars along that stretch of roadway. The curb line modification does increase the total cost of this segment of the project.

East of 12<sup>th</sup> Avenue, the preferred design is to build a new 8' wide bituminous path to connect to the existing path at 72<sup>nd</sup> Street. The design still includes a new east-west walk connection from Diagonal Boulevard to Bloomington Avenue along 72<sup>nd</sup> Street.

Because the originally proposed walk east of Bloomington Avenue was considered redundant to the existing path, and due to the deteriorating condition of the existing path and its non-ADA-compliant pedestrian ramps, the city proposes a full depth reclamation of the existing bituminous path and replacement of the pedestrian ramps to provide a fully ADA compliant facility connected to the new sidewalk.

The city acknowledges that we will not be providing an additional/redundant pedestrian facility east of Bloomington Avenue but the proposed revised scope fulfills the initial project application intent of creating an east-west pedestrian connection between Portland Avenue and Cedar Avenue.

**Cost Estimate (2023 dollars)**

The total project cost from the 2024 Regional Solicitation was \$1,307,550 with \$1,046,040 coming from the Active Transportation funding and the remainder to be provided by city funds.

While scoping the application, the city prepared two cost estimates for potential concepts. One concept constructed a new sidewalk between Portland Avenue and Bloomington Avenue, and the other concept continued the sidewalk to Cedar Avenue. The proposed removal of the new sidewalk represents a subtraction of \$350,365 from the original project cost.

The bituminous path reclamation and ADA work project additions add approximately \$169,229 of estimated cost to the total project costs.

The current project estimate is \$1,126,500, including a 10% contingency (\$1,200,000 in 2026 dollars<sup>1</sup>).

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<sup>1</sup> Calculated using Bureau of Labor Statistics inflation calculator using December 2023 and February 2026 ([https://www.bls.gov/data/inflation\\_calculator.htm](https://www.bls.gov/data/inflation_calculator.htm))

**Summary**

The City of Richfield is requesting that the original grant amount be reduced and the following scope changes be made to implement the community-supported changes in the project scope:

- Remove new sidewalk construction between Bloomington Avenue and Cedar Avenue from the project scope.
- Add bituminous path reclamation between Bloomington Avenue and Cedar avenue to the project scope.
- Update the total STIP cost estimate from \$1,307,550 to \$1,200,000 to reflect the updated project scope.
- Reduce grant funding by \$144,840 (from \$1,046,040 to \$901,200) to account for the change in scope

These changes will allow the City of Richfield to provide the community-desired pedestrian connectivity improvements, while avoiding redundant work that was not supported by the community.

We look forward to your committee's deliberation and discussion. I can be reached at [mhardegger@richfieldmn.gov](mailto:mhardegger@richfieldmn.gov) with any questions.

Sincerely,



Matt Hardegger, PE  
Transportation Engineer  
City of Richfield Public Works



## SCOPE CHANGE POLICY

Projects awarded funds through the Transportation Advisory Board (TAB) as part of the Regional Solicitation, Highway Safety Improvement Program (HSIP) or Active Transportation Solicitation are often concepts that are further developed in the period from project application to implementation. Project sponsors work on activities after funds are awarded such as preliminary and final design, environmental studies, and public involvement. Sometimes during this project development process, the project sponsor wants to make changes to the scope of the project. Changes to a project's scope could affect its benefits to the region. It is important to the TAB that any change in a project's scope does not substantially reduce these benefits.

### Scope Changes

A scope change is any revision that changes the physical characteristics of the project and has the potential to add to or detract from the project's benefits to the region. The project description in the original funding application serves as the project's scope for the purpose of determining whether a scope change is needed.

### Three Levels of Scope Changes

There are three types of scope changes described below. The TAB Coordinator, the MnDOT Metro District Federal Aid Program Coordinator (for Federal Highway Administration-administered projects), and Metropolitan Council Grants Managers (for Federal Transit Administration-administered projects) will determine the type of scope change.

#### Administrative scope changes:

Minor changes that typically occur when projects move into detailed design or minor additions such as project amenities or aesthetic items do not need TAB Coordinator/Metropolitan Council staff review. The MnDOT Metro District Federal Aid Program Coordinator or Metropolitan Council Grants Managers can review and approve minor changes including, but not limited to:

- Removing or adding of minor items, such as benches, waste receptacles, signage, etc.
- Changing the design of aesthetic items, such as lighting, railings, benches, etc.
- Adding items due to normal detailed design of a project such as noise walls, retaining walls, storm sewers, bike racks, wi-fi, etc.
- Adding new project elements/improvements funded through another source (e.g., a change to a more fuel-efficient bus) or combining a TAB-funded project with one or more separate non-TAB funded projects to improve efficiency and reduce construction impacts (e.g., combining a roadway project with an adjacent mill and overlay project). These changes should not detract from the original scope.
- Changing the width of a bike path (must still meet standards).

#### Informal scope changes:

Scope changes that exceed the standards of administrative scope changes are brought for a consultation between the TAB Coordinator; the MnDOT Metro District Federal Aid Program Coordinator or Metropolitan Council Grants Managers; and Council staff. The consultation will determine if the scope change can be approved through an informal process or if a formal scope change request is needed due to the potential negative impacts of the changes. An informal scope change may include, but is not limited to:

- Slightly changing a bike or pedestrian trail route alignment while still making the major connections.
- Combining two separate TAB-funded projects, provided this does not threaten to negatively impact either project.
- Changing the termini of a project, provided this does not threaten to negatively impact the project.
- Changing a pedestrian overpass to an underpass; or an underpass to an overpass.
- Changing an intersection treatment (e.g., a traffic signal to a roundabout) or an interchange design.
- Changing bus length, fuel source, type, or number, provided there is no resulting decrease in transit service.
- Changing transit project from purchasing vehicle to leasing vehicles.
- Reversion to the original scope (or a previously approved scope change). Note that any federal funds taken away in a previous scope change cannot be returned; the entire scope would need to be completed with the reduced federal contribution.
- Moving elements such as a trail, sidewalk, pedestrian bridge, traffic signal, transit stop, transit vehicle, etc., to another project, provided that the on-the-ground result does not change, and the value being removed is less than 10% of the awarded amount up to \$500,000. The project absorbing these project elements must be included in the existing Transportation Improvement Program (TIP) or in the case of non-federal projects, an agency-approved capital program within the next four years. A letter of commitment from staff representing the recipient project sponsor is also required. Because the entire applied-for project is being completed, federal funds will be fully retained. Any resulting projects must meet the federally required minimum non-awarded match. Subsequent requests of this nature will be considered formal requests if the cumulative movement of project elements is over 10% of the awarded amount or over \$500,000.

Some informal changes lead to project cost reductions. Any scope change request that a) otherwise meets the definition of informal and b) does not move all removed elements to another project and includes a cost reduction<sup>1</sup> above \$100,000 is a formal scope change.

### Formal scope changes:

Any change that may significantly alter the estimated benefits to the region (particularly if altered to the degree where the revised scope may not have justified its original selection) must go through the formal committee process and be approved by TAB. A formal scope change request process is likely to be needed in instances including, but not limited to:

- Removing significant elements such as a trail, sidewalk, pedestrian bridge, traffic signal, transit stop, transit vehicle, etc.
- Adding elements that detract from the value or intent of the original application.
- Removing proposed access closures, if the closures are described in the project description and used to score points in the application.
- Reducing the frequency or hours of transit service.
- Reducing the number of parking spaces in a park-and-ride facility.
- Changing the number of travel lanes.

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<sup>1</sup> Cost reduction is calculated by estimating the value, at the time of application, of any project elements being removed. While project elements may be allowed to be added to the scope, their costs do not offset the costs of removed elements.

- Shifting from a bridge replacement project to a bridge rehabilitation project.
- Changing designs from an off-road trail to on-road bicycle route or eliminating/reducing separation or protection from roadways.

### Ineligible Requests

The TAB Coordinator may inform the project sponsor that the proposed revisions exceed the limits of a scope change and that the proposed change constitutes a new project. Such requests will not be processed through the TAC and TAB and that the original project should either be completed or withdrawn. If the project is to be withdrawn, staff representing the project sponsor should submit a formal letter to the TAB Coordinator stating that the project is being withdrawn and federal funds are being returned to the region for reallocation. A proposed change will be considered a new project and therefore not eligible for a scope change if it is:

- Relocating the project away from the defined problem, need, or location, such as switching transit start-up service from one market area to another
- Moving funding from one project to another, such as moving funds awarded to a project on County Road A to the same, similar, or different work on County Road Z.
- Eliminating the primary improvement proposed in the project description (e.g., a bridge will not be improved for a project submitted in the bridge application category or a trail will not be improved in the multiuse trails application category).

### Steps and Requirements to Determine Scope Change Type and Request a Formal Scope Change

The following steps must be followed to determine a scope change type and whether the proposed change needs to go through the formal scope change request process. It should be noted that once a MnDOT Metro District State Aid project has been authorized, the project scope cannot change.

1. The project sponsor informs the TAB Coordinator and the MnDOT Metro District Federal Aid Program Coordinator or Metropolitan Council Grants Managers that it wants to change a project. At this time, the MnDOT Metro District Federal Aid Program Coordinator or Metropolitan Council Grants Managers may determine that the change is minor in scope and no further action is needed. If the requested change is more substantial, the project sponsor will be asked to provide a written description of the proposed scope change and a map or schematics showing how the proposed scope change affects the project.
2. Upon this submittal, the TAB Coordinator will consult with the MnDOT Metro District Federal Aid Program Coordinator or Metropolitan Council Grants Managers to discuss the extent of the changes and whether the scope change will require a formal scope change request. The TAB Coordinator will contact the project sponsor and inform them whether the proposed modification can be accomplished administratively

or whether it will trigger a formal scope change request and/or TIP amendment<sup>2</sup> request.

3. For a formal scope change request, the project sponsor must provide data on the revised project scope to the TAB Coordinator, including a complete project description; location map; project layout, sketches, or schematics; and a discussion of project benefits being retained, gained, or lost. Applicants must provide a cost breakdown of the TAB-eligible items proposed for removal and addition (in the year of costs used in the original application) using the attached project cost worksheet. Failure to do so can result in the request not being included on the TAC Funding & Programming Committee's agenda.
4. Council staff and will conduct an analysis of the requested change, including the background information provided by the project sponsor for consideration by the TAC Funding & Programming Committee. The Committee will discuss the staff analysis and recommend one the following to TAC and TAB (see detailed sections below and on the following page about determining scope change and federal funding amount recommendations):
  - Approval of the scope change as requested;
  - Approval of the scope change request with modifications to the scope and/or a recommended reduction of awarded funds; or
  - Denial of the requested change

### Determining the Scope Change Approval Recommendation

To determine whether the scope change request should be approved, the TAC Funding & Programming Committee will discuss the merits of the proposed changes and weigh the overall benefits or reduction of benefits to the region. Council staff will provide a written analysis regarding the potential impacts of the proposed changes. The affected scoring measures, except for cost-effectiveness (any cost increases are paid for by the local agency and not awarded funds), will be analyzed by Council staff to determine if each sub-score would have likely increased, decreased, or stayed the same with the scope change (a precise rescoring of the application is not possible since applications were scored against each other at a specific moment in time). Council staff will then evaluate whether the total score would have likely increased, decreased, or stayed roughly the same based on the summation of the sub-score changes. This relative change in the total score will be compared to the scoring gap between the project's original score and the highest unfunded project in the same application category. The TAC Funding & Programming Committee may consider recommending denial of the scope change request if it is clear that the project would have scored fewer points than the highest-scoring unfunded project (i.e., the project would have been undoubtedly below the funding line). Council staff may confirm their findings with the original scorer of the measure and/or request additional information of the

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<sup>2</sup> A TIP amendment request is only required to accompany a scope change request if the project is in the current fiscal year and either the project description changes in the TIP, the project termini change by 0.3-mile or greater, or the funding amount changes enough to meet federal TIP amendment thresholds.

applicant, if necessary. Project sponsor must attend TAC Funding & Programming, TAC, and TAB meetings, where the item is on the agenda.

Staff will recommend approval of requests moving elements such as a trail, sidewalk, pedestrian bridge, traffic signal, transit stop, transit vehicle, etc., to another project. The project absorbing these project elements must be included in the existing Transportation Improvement Program (TIP) or in the case of non-federal projects, an agency-approved capital program within the next four years. A letter of commitment from staff representing the recipient project sponsor is also required.

NOTE: for project requests that result in the on-the-ground project not changing (i.e., project elements being moved directly to another project), this analysis is not necessary.

### Determining the Awarded Funding Amount Recommendation

To determine whether awarded funds should be recommended to be removed from a project, Council staff will assess the project elements being reduced or removed and provide this information to the TAC Funding & Programming Committee. While adding eligible project elements is permitted, awarded funds cannot be shifted away from any removed elements to new project elements unless the removed elements are being done as part of some other programmed project. Awarded funds cannot be added to a project beyond the original award as part of a scope change.

Applicants must provide a revised cost estimate including a cost breakdown of the items proposed for removal using the attached project cost worksheet. Any removed or added items should use the costs in the year requested in the original application instead of the year of construction costs. Regional Solicitation projects must continue to maintain at least a 20% non-federal match, while HSIP projects must continue to maintain at least a 10% non-federal match.

For requests moving elements such as a trail, sidewalk, pedestrian bridge, traffic signal, transit stop, transit vehicle, etc., to another project, federal funds will be fully retained. Any resulting projects must meet the federally required minimum non-federal match.

Staff may recommend awarded funding reduction options, if applicable, based on the awarded share of the cost of the project elements being removed or the proportionate reduction of project benefits in cases in which that is discernable (e.g., number of parking spaces or length of sidewalk) and/or another method developed by staff or the TAC Funding & Programming Committee. Any awarded funding reduction determined to be less than \$50,000 will be retained by the applicant. A recommendation will move from TAC Funding & Programming Committee to the TAC and TAB for approval. If applicable, a TIP amendment request will also be moved for approval through the Metropolitan Council.

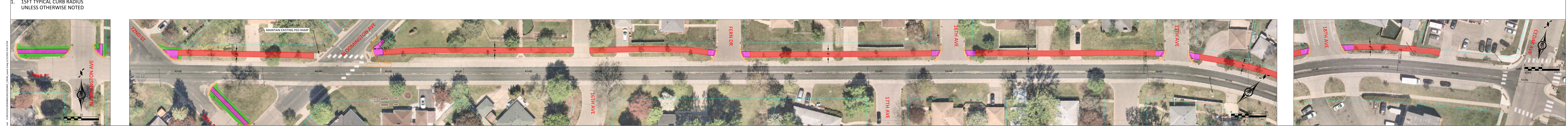
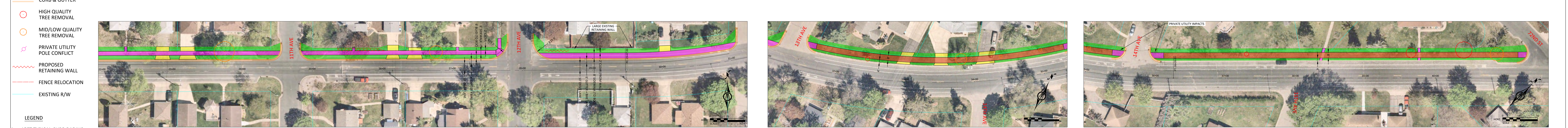
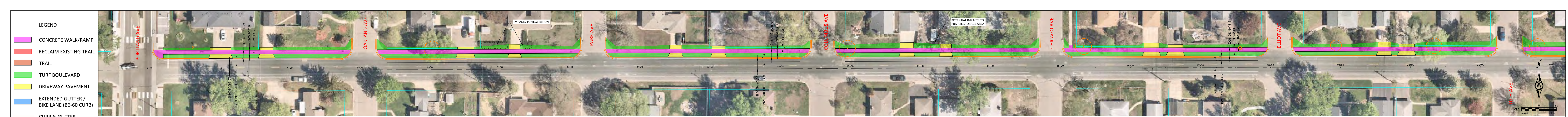
**ATTACHMENT 1: FUNDING DATA FOR SCOPE CHANGE REQUEST**

**Original Application:**

Regional Solicitation Year	2024
Application Funding Category	Pedestrian Facilities
Application Total Project Cost	\$1,307,550
TAB Award	\$1,046,040
Application Federal Percentage of Total Project Cost	80%

<b>Project Elements Being Removed:</b>	<b>Original Application Cost</b>
New sidewalk from Bloomington Ave to Cedar Ave	\$350,365

<b>New Project Elements:</b>	<b>Cost (Based on Year of Costs in Original Application)</b>
Bituminous path full depth reclamation and pedestrian ramp replacement from Bloomington Ave to Cedar Ave	\$117,815



# Action Transmittal

Transportation Advisory Board



Committee meeting date: May 6, 2026

Date: April 24, 2026

## Action Transmittal: 2026-26

Scope Change: St. Paul's Maryland Avenue Traffic Signal Enhancements Project

**To:** Technical Advisory Committee  
**From:** TAC Funding & Programming  
**Prepared by:** Robbie King, Senior Planner, MTS

### Requested action

The City of Saint Paul requests a scope change to their Maryland Avenue traffic signal enhancements project to remove signal improvements at Maryland Avenue and Hazelwood Street and remove traffic signal interconnect on Maryland Avenue between Johnson Parkway and White Bear Avenue with full federal funds retention.

### Recommended motion

Recommend that the Transportation Advisory Board approve the City of Saint Paul's scope change request to remove signal improvements at Maryland Avenue and Hazelwood Street and remove traffic signal interconnect on Maryland Avenue between Johnson Parkway and White Bear Avenue from its Maryland Avenue traffic signal enhancements project with full federal funds retention.

### Background and purpose

In 2022, the City of Saint Paul was awarded \$2,322,400 in the Regional Solicitation's Traffic Management Technologies category for its [Maryland Avenue traffic signal enhancements project](#) for program year 2027. At the time of application for the award, the Bronze Line (formerly the Purple Line) was in initial planning phases and was planned to travel alongside the Bruce Vento Regional Trail and Highway 61 on Ramsey County right-of-way. In subsequent evaluations of the Bronze Line project, the Bronze Line has been recommended to move to the White Bear Avenue corridor and away from the Bruce Vento Regional Trail corridor. The Bronze Line is now proposed to run along Maryland Avenue from approximately 600 feet west of Clarence Street to White Bear Avenue which overlaps with the eastern end of the Maryland Avenue signal enhancements project area.

The City of Saint Paul requests a change in the Maryland Avenue traffic signal enhancements project to remove the following elements that would be disturbed by the planned Bronze Line construction:

- Proposed improvements at Maryland Avenue and Hazelwood Street
- Proposed replacement of the traffic signal interconnect between Johnson Parkway and White Bear Avenue

Ramsey County has committed to complete the removed elements listed above as a part of the Bronze Line project or, should the Bronze Line not move forward, as a part of another project.

### Relationship to regional policy

Projects that receive funding through the Regional Solicitation processes are subject to the regional scope change policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. The scope change policy allows project sponsors to adjust their projects as needed while still providing substantially the same benefits described in their original project applications.

### Staff analysis

#### **Approval/Denial of the Scope Change**

The scope change request proposes removing the following elements from the scope:

- Maryland Avenue at Hazelwood Street Traffic Signal
- Maryland Avenue at Hazelwood Street ADA Improvements
- Traffic Signal Interconnect on Maryland Avenue from Johnson Parkway to White Bear Avenue

According to the scope change policy, the removal of these elements triggers a formal scope change request because it proposes “removing significant elements such as a... traffic signal”. The applicant has provided required documentation contained within their letter to the TAC Funding & Programming committee. At the time of writing this item, a letter of commitment from Ramsey County to complete the removed elements has been requested but not yet provided.

#### **Scoring Analysis**

To determine a staff recommendation for a scope change request, a scoring analysis is typical to assess whether the project would’ve scored differently because of the change. However, the removed elements within this project are going to be completed by Ramsey County in a future project. As such, the scope change policy instructs that a scoring analysis is not necessary.

#### **Funding**

When a scope change reduces the project scope, a funding analysis is typical to discern if the reduction in scope warrants returning a portion of the federal funding for the project. Table 1 details the cost of the removed elements. The cost of the removed elements represents 14% of the original project cost. Table 2 details the total project cost in the 2026-2029 Transportation Improvement Program and the total project cost of the proposed change.

*Table 1 – Cost of elements proposed to be removed*

<b>Project Elements Being Removed</b>	<b>Original Application Cost</b>
Maryland Avenue at Hazelwood Street – Traffic Signal	\$300,000
Maryland Avenue at Hazelwood Street – ADA Improvements	\$15,000
Traffic Signal Interconnect (Johnson Parkway to White Bear Avenue)	\$120,000
<b>Total</b>	<b>\$435,000</b>



Table 2 – Total project cost analysis

Source	Project Cost in 2026-2029 TIP	Proposed Scope Change Cost
Federal	\$2,322,400	\$2,322,400
Local	\$870,900	\$1,020,600
<b>Total</b>	<b>\$3,193,300</b>	<b>\$3,343,000</b>

The scope change policy instructs that “for any requests moving elements such as a... traffic signal... to any other project federal funds will be fully retained”. As such, staff recommend that federal funds be retained.

Given the above reading of the scope change policy, staff recommend approval of the scope change and that full federal funds be retained.

### Committee comments and action

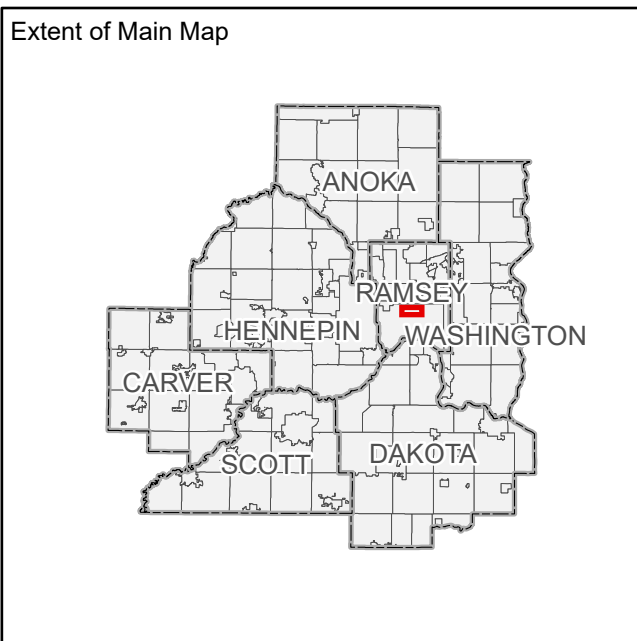
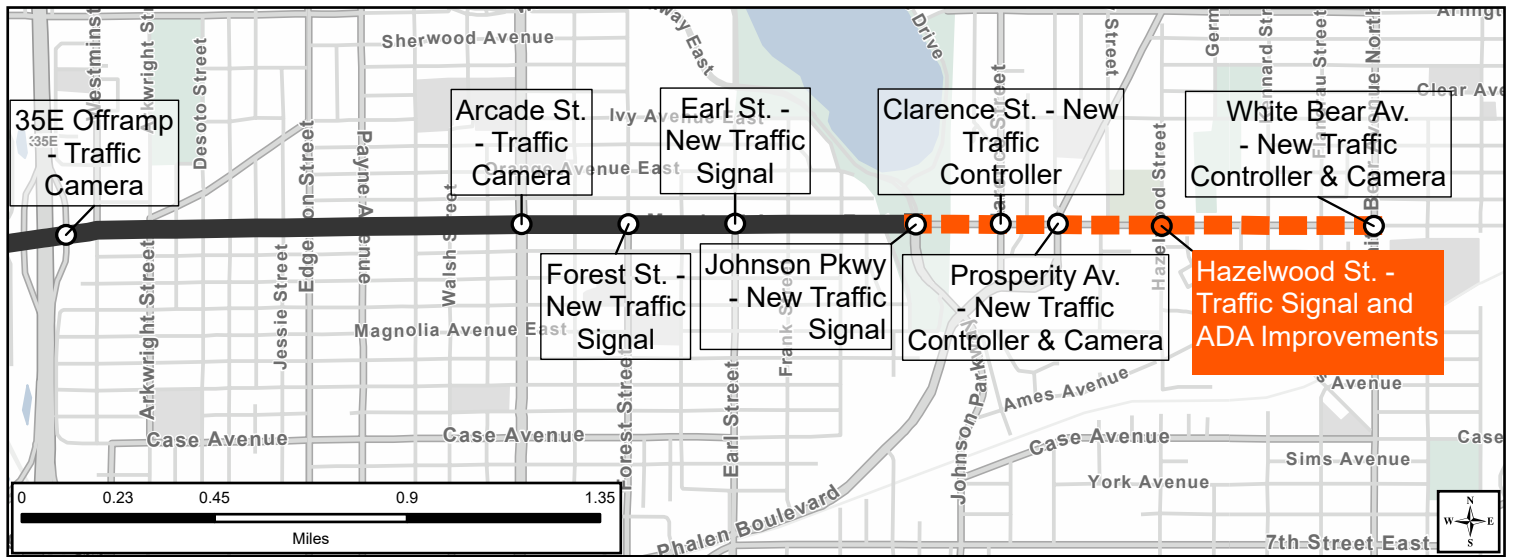
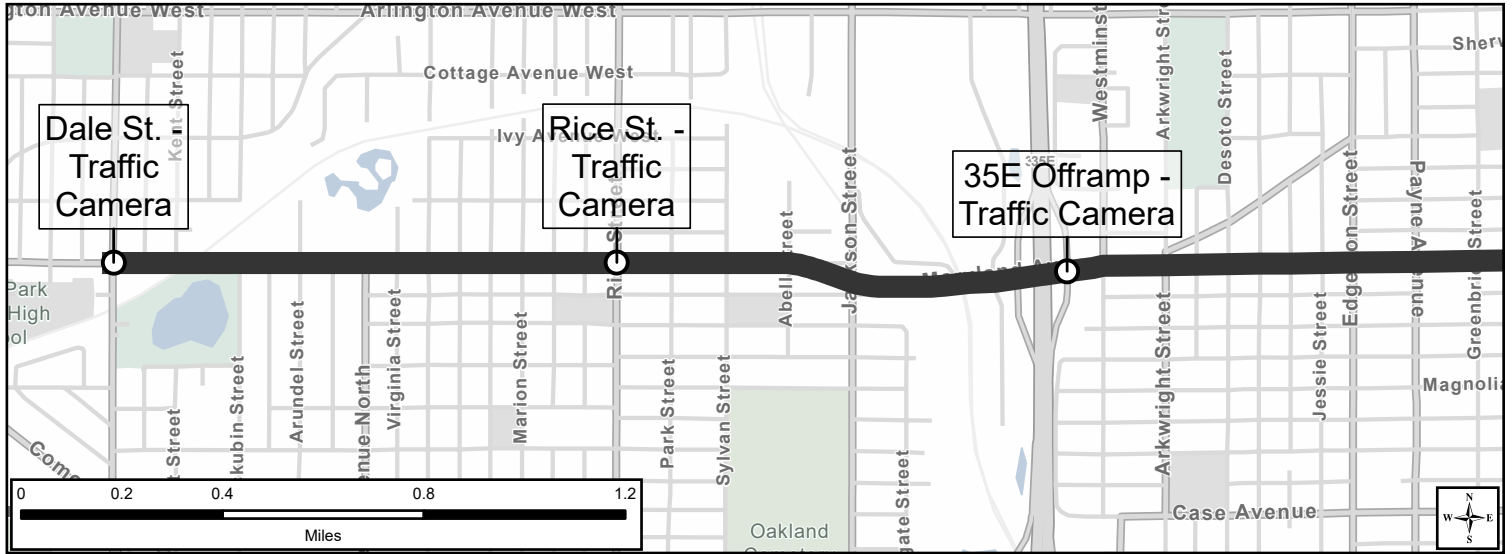
At its April 16, 2026, meeting, the TAC Funding & Programming committee voted to recommend approval of the City of Saint Paul’s scope change request to remove signal improvements at Maryland Avenue and Hazelwood Street and remove traffic signal interconnect on Maryland Avenue between Johnson Parkway and White Bear Avenue from its Maryland Avenue traffic signal enhancements project with full federal funds retention. The motion was approved by a vote of 18 to 0.

### Routing

To	Action Requested	Date Completed (Scheduled)
TAC Planning or TAC Funding & Programming Committee	Review and recommend	April 16, 2026
Technical Advisory Committee	Review and recommend	May 6, 2026
Transportation Advisory Board	Review and adopt	May 20, 2026



# Scope Change: St. Paul's Maryland Avenue Traffic Signal Enhancements Project



## Improvements at intersections

- No Change
- Proposed Change

## Traffic Signal Interconnect

- No Change
- Proposed Change



March 20, 2026

Jim Kosluchar  
Chair, TAC Funding and Programming Committee  
Metropolitan Council  
390 Robert Street North  
Saint Paul, MN 55101-1805

**Subject: Scope Change Request for S.P. 164-020-169; Maryland Avenue Traffic Signal Enhancements Project**

Dear Mr. Kosluchar,

The City of Saint Paul is requesting a change in scope for the Maryland Avenue Traffic Signal Enhancements project (State Project 164-020-169).

The City of Saint Paul was awarded federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program funding through the 2022 Regional Solicitation for improvements to traffic signal systems and interconnect along Maryland Avenue (CSAH 31). Proposed improvements included reconstructing four traffic signals to provide improved signal visibility, pedestrian ramps that comply with the Americans with Disabilities Act (ADA), Accessible Pedestrian Signals, and countdown timers. These improvements are proposed at:

- Maryland Avenue and Forest Street (MSAS 135)
- Maryland Avenue and Earl Street (MSAS 128)
- Maryland Avenue and Johnson Parkway (MSAS 129)
- Maryland Avenue and Hazelwood Street

In addition, the proposed improvements include replacing aging fiber optic interconnect, upgrading traffic signal controllers, and installing traffic cameras at select locations along Maryland Avenue between Dale Street (CSAH 53) and White Bear Avenue (CSAH 65).

The 2026-2029 State Transportation Improvement Program (STIP) identifies \$2,322,400 in federal funding and \$870,900 in local match funding for a project total of \$3,193,300 for the project, with a program year of 2027.

At the time of the federal application, Ramsey County and Metro Transit were in the initial planning phase of the Bronze Line Bus Rapid Transit (formerly known as the Purple Line). The Bronze Line was planned to travel within Ramsey County rail right of way co-located with the Bruce Vento Regional Trail and Highway 61.

In 2024, the Bronze Line project evaluated several aspects of the White Bear Avenue Corridor as an alternative to using the Bruce Vento Regional Trail Corridor. That study concluded with a recommendation to move the Bronze Line off the Bruce Vento Regional Trail Corridor north of Maryland Avenue to the White Bear Avenue Corridor. As a result of this change, the Bronze Line is proposed to run along Maryland Avenue from approximately 600' west of Clarence Street to White Bear Avenue, overlapping with elements covered within the scope of the Maryland Avenue Traffic Signal Enhancements project.

In coordination with the new Bronze Line alignment, Ramsey County expects to make significant changes to Maryland Avenue between Johnson Parkway and White Bear Avenue, including changes to the roadway cross section. As a result of these changes, the County anticipates the need to rebuild the traffic signal system at Maryland Avenue and Hazelwood Street and install new traffic signal interconnect along Maryland Avenue from Johnson Parkway to White Bear Avenue. Construction of the Bronze Line Project is expected to start in 2029.

The City of Saint Paul is requesting a change in scope to the Maryland Avenue Traffic Signal Enhancements project to remove elements that would be disturbed by the planned Bronze Line construction: the proposed improvements at the Maryland Avenue/Hazelwood Street intersection, and the replacement of the traffic signal interconnect between Johnson Parkway and White Bear Avenue.

If approved, the proposed traffic signal and pedestrian safety improvements at the Maryland Avenue/Hazelwood Street Intersection and the installation of new traffic signal interconnect along Maryland Avenue from Johnson Parkway to White Bear Avenue will be delivered with the Bronze Line project. The City of Saint Paul anticipates participating in the Bronze Line project as defined in future agreements and the applicable Ramsey County participation policies. Ramsey County has committed to delivery of this work with the Bronze Line project or a subsequent project, should the Bronze Line ultimately not move forward.

The scope proposed to be removed from this project accounted for approximately 15% of the total project cost. The current construction estimate for the remaining elements of the Maryland Avenue Traffic Signal Enhancements project is \$3,343,000.

Costs at the time of application:

Total project cost:	\$2,903,000
Federal award:	\$2,322,400
Cost of scope to be removed:	\$435,000

Current cost estimate, assuming approved scope change: \$3,343,000

This increase reflects curb modifications to improve accessibility at the Forest Street, Earl Street, and Johnson Parkway intersections that were not included in the original scope, as well as rising costs for traffic signal reconstruction since the 2022 funding application. To ensure full delivery of the remaining improvements within S.P. 164-020-169, we respectfully request retention of the full federal funding amount of \$2,322,400. The City is committed to advancing the project and will ensure adequate funding is available to cover the remaining costs.

Sincerely,

A handwritten signature in black ink, appearing to read "Evan Marohn". The signature is written in a cursive style with a large, prominent "M".

Evan Marohn  
Project Manager  
City of Saint Paul

Enclosures:  
Scope Change Request Form  
Project Location Map

**SCOPE CHANGE REQUEST**

S.P. 164-020-169  
 Maryland Avenue Traffic Signal Enhancements Project

**Original Application:**

Regional Solicitation Year	2027
Application Funding Category	Roadway System Management
HSIP Solicitation?	No
Application Total Project Cost	\$2,903,000
TAB Award	\$2,322,400
Application Federal Percentage of Total Project Cost	80%

<b>Project Elements Being Removed</b>	<b>Original Application Cost</b>
Maryland Ave at Hazelwood St Traffic Signal	\$300,000
Maryland Ave at Hazelwood St ADA Improvements	\$15,000
Traffic Signal Interconnect (Johnson Pkwy to White Bear Ave)	\$120,000

<b>New Project Elements</b>	<b>Cost (Based on Year of Costs in Original Application)</b>
N/A	N/A

Date: 04/10/2026

To: Nick Peterson, City Engineer, St. Paul

From: Brad Estothen, County Engineer, Ramsey County

RE: Bronze Line Work impacts relative to Signal Modernization Work Plan

Ramsey County is moving forward with the development and construction of the Bronze Line BRT project that overlaps with certain items that were included in the scope of work. We have reviewed the items proposed between Johnson Parkway and White Bear Ave on Maryland Avenue and determined that the signal replacement at Maryland and Hazelwood and the installation of fiber interconnect between Johnson Parkway and White Bear Ave and any associated ADA modifications needed would likely be impacted by the planned Bronze Line work.

The Bronze Line project has agreed to replace the signal, install the interconnect, and complete any needed ADA modifications as part of the BRT construction. All costs associated with these modifications will be included in the Bronze Line project.

Ramsey County supports the modification of the scope proposed by St. Paul. Additionally, we hope the scope change request would support keeping any associated funding from the removed items with the project budget. We have experienced a substantial cost increase in signal and fiber costs that these funds could be used to offset. We understand we are not the authority to approve this funding request, but appreciate the consideration in trying to keep the local cost participation at the percentage that was proposed at the time of the funding application.