

Action Transmittal

Transportation Advisory Board



Committee meeting date: May 20, 2026

Date: May 7, 2026

Action Transmittal: 2026-26

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

To: Transportation Advisory Board
From: Technical Advisory Committee
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 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.

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

Project Elements Being Removed	Original Application Cost
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
Total	\$435,000



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
Total	\$3,193,300	\$3,343,000

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.

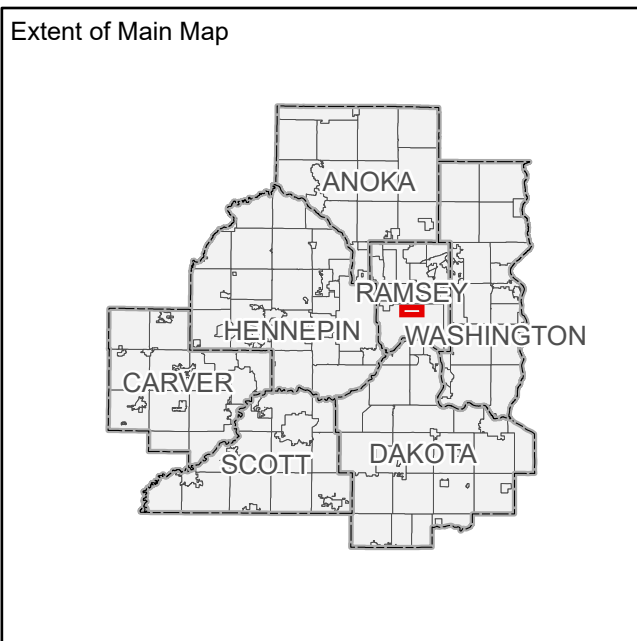
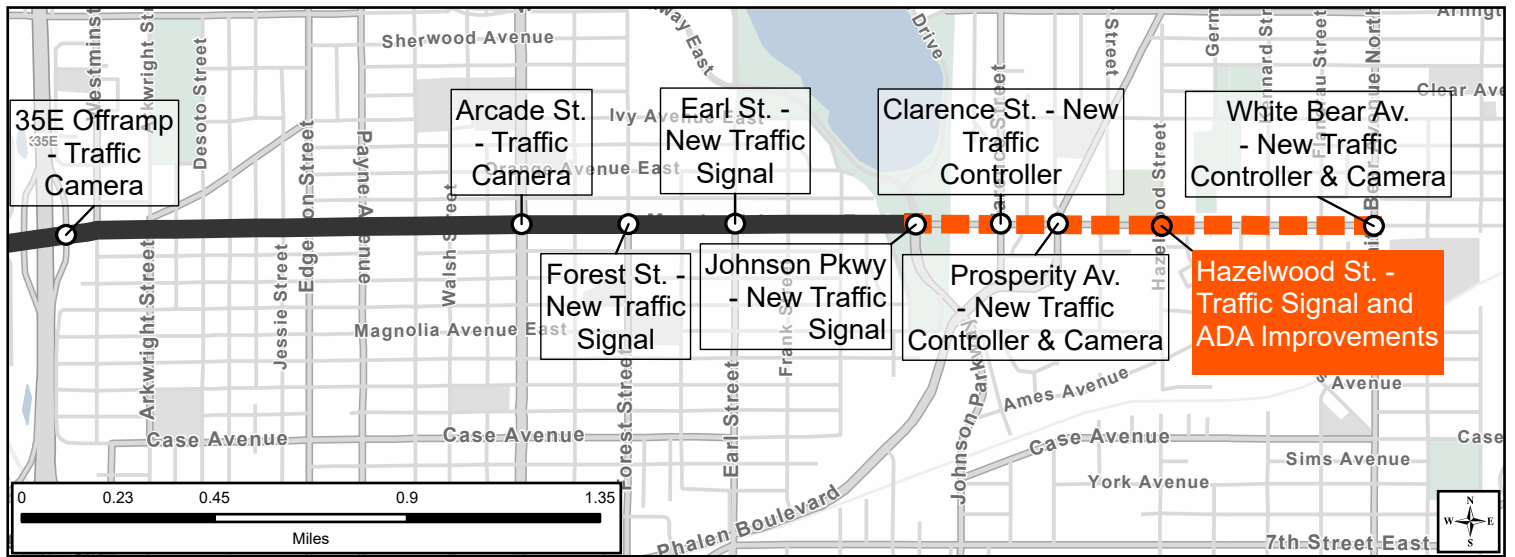
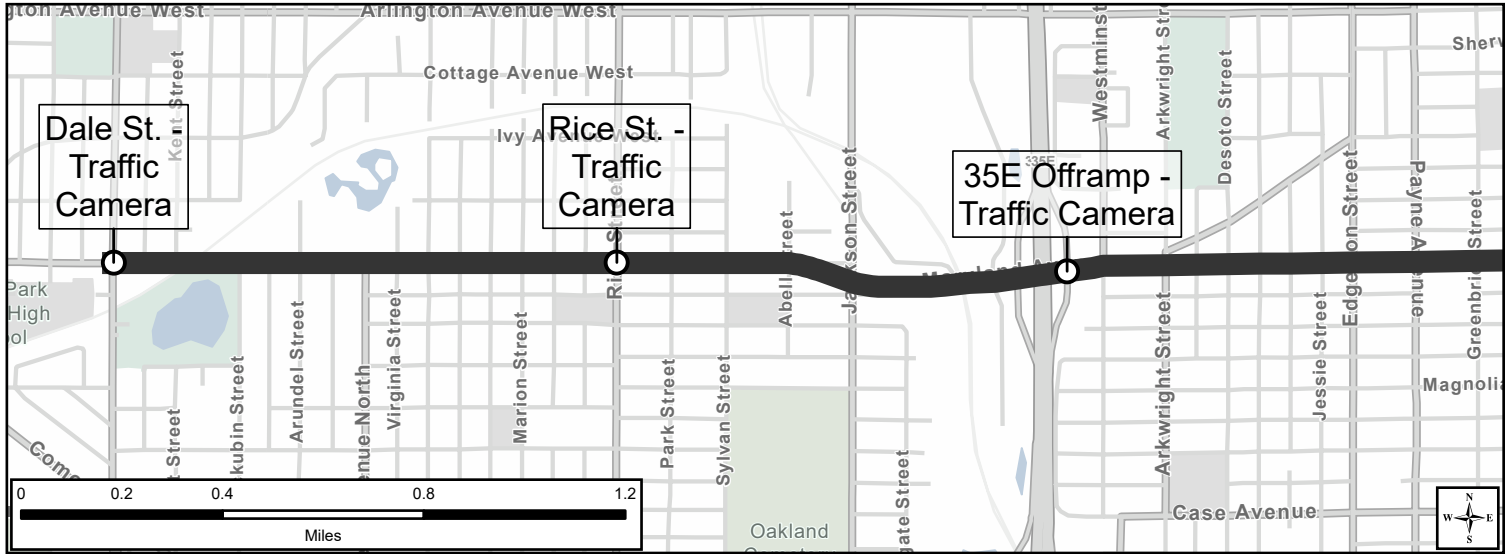
At its May 6, 2026, meeting, the Technical Advisory Committee voted to recommend approval of the City of Saint Paul’s scope change request to remove signal improvements at Maryland Avenue and Hazelwood Street and remove traffic signal interconnect on Maryland Avenue between Johnson Parkway and White Bear Avenue from its Maryland Avenue traffic signal enhancements project with full federal funds retention. The motion was approved by a vote of 23 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%

Project Elements Being Removed	Original Application Cost
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

New Project Elements	Cost (Based on Year of Costs in Original Application)
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.