

Action Transmittal

Transportation Advisory Board



Committee meeting date: October 7, 2026

Date: September 30, 2026

Action Transmittal: 2026-43

Program Year Extension Request: The City of Brooklyn Center Brooklyn Center High School Pedestrian Improvements Active Transportation Pilot Project

To: TAB Technical Advisory Committee
From: TAC Funding & Programming
Prepared by: Joe Widing, Planning Analyst, 651-602-1822

Requested action

The City of Brooklyn Center Brooklyn Center High School Pedestrian Improvements, a 2024 Active Transportation pilot project, requests a program year extension from 2026 to 2027.

Recommended motion

Recommend that the Technical Advisory Committee recommend approval of the program year extension request to shift the program year from 2026 to 2027 for the City of Brooklyn Center High School Pedestrian Improvements project.

Background and purpose

In 2024, the Transportation Advisory Board (TAB) awarded \$19 million in regional sales tax funds for 17 pilot projects in the 2024 Regional Solicitation. As part of the pilot round, the TAB requested communities accelerate their project delivery timelines to bid projects by the end of 2026.

Applicants who indicated that was possible were selected for the pilot round. The TAB also approved policy-level grant requirements ([AT 2024-42](#)) for the pilot projects, which included a modified program year policy for the projects. Nine projects began the construction process before the accelerated program year deadline. However, the policy indicated that if projects were not able to meet the accelerated timeline, project start dates may be extended an additional year beyond 2026 with TAB approval. This request must be approved by the end of 2026.

The City of Brooklyn Center's Brooklyn Center High School Improvements project proposes to construct new sidewalks and implement safety improvements at multiple pedestrian crossings along roadways and intersections adjacent to Brooklyn Center High School. However, due to design modifications for additional safety improvements made to the overall project during detailed project design, Brooklyn Center requests a program year extension from 2026 to 2027.

Relationship to regional policy

The TAB adopted the Program Year Policy in April 2013 (last updated in February 2025) to assist with management and timely delivery of transportation projects awarded federal funding through the Regional Solicitation. The 2024 active transportation pilot projects had a different program year requirement established due to the unique nature of the projects. With the accelerated timeline to begin by the end of 2026, projects were granted a provision to request a one-time,

one-year extension to develop the projects. The project sponsors are requesting this one-year extension to finalize project development and begin construction of the awarded projects in 2027. All projects will still be completed earlier than initially applied for in the 2024 Regional Solicitation, which had program years of 2028 and 2029.

Staff analysis

This project is one of the first program year extension requests for the active transportation pilot projects. As part of the pilot approval process, all selected projects were required to begin project bidding by the end of 2026. As all these projects initially applied for federal funding with program years beyond 2026, it was anticipated that some projects may not be able to meet the shorter project delivery timeline. Of the 17 selected projects, 6 have requested extensions into 2027 to begin bidding for construction of their projects. This request is due to design changes made to multiple locations within the project extent to further improve pedestrian safety. These changes include converting a signal-controlled intersection to a roundabout and adding a concrete median to portions of Humboldt Avenue and 65th Avenue which required additional coordination with MnDOT. The design and coordination are anticipated to be completed by the end of 2026 and the project to be released for bids in January to begin construction in summer 2027.

Typically, program year requests are required to include information on negative impacts from the requested delay or interim steps to mitigate issues from delaying a project. However, the active transportation pilot projects were selected for an accelerated timeline and even with the program extension will still be under construction earlier than the earliest program year for 2024 projects (2028).

Additionally, as the program year for active transportation projects follows the calendar year and not federal fiscal years, as is the case for typical Regional Solicitation projects, projects that are released for bid in the fall of 2026 or the winter of 2027 are to be under construction at the beginning of the 2027 construction season and so the impact of a program year extension would be minimal from an implementation perspective. The Brooklyn Center High School Improvements project is anticipated to be on schedule for construction.

Finally, the program year policy was developed for federally funded projects to ensure that selected projects maintained programmed schedules to limit complications or funding shortfalls for future federal funding. With the active transportation funded projects, this risk is not present. Funding for the pilot projects has already been collected and allocated to the specific projects. Program year extensions will not impact future project selection or implementation.

Given these considerations and the accelerated nature of the pilot projects, staff recommends approval of Brooklyn Center's program year extension from 2026 to 2027.

Committee comments and action

At its September 24, 2026, meeting, the TAC Funding & Programming Committee recommended approval of the program year extension request to shift the program year from 2026 to 2027 for the City of Brooklyn Center High School Pedestrian Improvements project. The motion was approved by a vote of 20 to 0.

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review and recommend	September 24, 2026
Technical Advisory Committee	Review and recommend	<i>October 7, 2026</i>
Transportation Advisory Board	Review and adopt	<i>October 21, 2026</i>





To: TAC Funding and Programming

From: City of Brooklyn Center

Date: 8/10/2026

Subject: Program Year Extension Request – Brooklyn Center High School Pedestrian Improvements, SG-25M-AT-02

Project Background

The City of Brooklyn Center is requesting a minor bidding year extension for the Brooklyn Center High School Pedestrian Improvements project. The project will improve pedestrian and roadway safety near Brooklyn Center High School through roadway modifications, crossing improvements, ADA ramps, sidewalk construction, and related safety improvements.

The City was awarded \$2,000,000 through the Regional Transportation Sales and Use Tax program in 2024. The total project cost identified in the grant agreement is \$2,878,000.

The project was originally planned for construction in 2026. During project development, the City added three roundabouts to address documented crashes and safe routes to school safety concerns. The change shifted construction to the 2027 and 2028 construction seasons.

Project Progress

The project continues to advance toward bidding and construction.

Action	Target Date
City Council Receives Feasibility Report, Declares Cost to be Assessed and Calls for Public Hearings	August 24, 2026
City Council Authorizes the Project and Orders Preparation of Plans and Specifications	November 2026
City Council Approves Plans and Specs and Authorizes Advertisement for Bids	January 2027
City Receives and Opens Project Bids	January/February 2027
City Council Considers Award of Contract	February/March 2027
Start Project Construction	March-April 2027
Construction Substantially Complete	October 2028

The City expects to meet environmental and right-of-way requirements this fall. Bidding is expected shortly after the **current** project commencement deadline of December 31, 2026.

Justification for Extension

The extension is needed to complete final design of the three roundabouts and **allow the project to be bid in early 2027**. The City expects to need no more than two additional months. This will

provide a more favorable bidding window and better align bidding with the anticipated spring 2027 construction start.

Without an extension, the City would either need to accelerate final design to meet the current deadline or risk cancellation of the grant award.

The short extension will not delay construction. Work is still expected to begin in spring 2027, with substantial completion in October 2028, before the grant agreement expires on December 31, 2028.

Thank you for your consideration.

A handwritten signature in black ink that reads "Lydia M. Ener". The signature is written in a cursive, flowing style.

Lydia Ener, PE
City of Brooklyn Center – City Engineer