Action Transmittal

Transportation Advisory Board

METROPOLITAN COUNCIL

Committee meeting date: November 4, 2026 **Date:** October 28, 2026

Action Transmittal: 2026-52

Streamlined 2027-2030 TIP Amendment – Four MnDOT Projects

To: Technical Advisory Committee

Prepared by: Joe Barbeau, Planning Analyst, 651-602-1705
Cameron Kolbeck, Associate Planner, 612-504-2392

Requested action

MnDOT, Saint Paul, Carver County, and Minneapolis request an amendment to the 2027-2030 Transportation Improvement Program to adjust four projects.

Recommended motion

Recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2027-2030 TIP to increase the cost of Carver County's CSAH 40 shoulder-widening project in San Francisco Township, reduce the cost of MnDOT's TH 41 intersection improvements in Chaska, reduce the cost of Minneapolis's TH 47 Reconstruction, and reduce the cost of Saint Paul's Wabasha Street reconstruction.

Background and purpose

Applicants provided the following four requests for amendments to the 2027-2030 TIP:

- Carver County requests an amendment to the 2027-2030 TIP to increase the cost of its CSAH 40 shoulder-widening project in San Francisco Township (SP# 010-640-017). The scope remains the same. The project was not funded through the Regional Solicitation.
- MnDOT requests an amendment to increase the cost of its MN 41 intersection improvements (SP# 1008-108S) in Chaska. The increase comes from updated quantity calculations. The scope remains the same. The project was not funded through the Regional Solicitation.
- MnDOT and Minneapolis request an amendment to reduce the cost of Minneapolis's MN 47 reconstruction (SP# 2726-78CRP / 141-010-093). The cost reduction is due to an updated estimate and removal of engineering and inspection, which are not eligible as part of the contract. The scope remains the same. The project was not funded through the Regional Solicitation.
- Saint Paul requests an amendment to reduce the cost of its Wabasha Street reconstruction (SP# 164-235-026 / 164-236-010). This project was funded through the Regional Solicitation. No changes to the scope are proposed.

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 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	November 4, 2026
Transportation Advisory Board	Review and recommend	November 18, 2026
Metropolitan Council Transportation Committee	Review and recommend	*To be determined*
Metropolitan Council	Review and adopt	*To be determined*

2027-2030 TIP/STIP AMENDMENT REQUEST

Please amend the 2027-2030 Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP) to adjust the project below

Project Identification

Seq #	1832
Fiscal Year (State)	2027
ATP and District	Metro
Route System	CSAH 40
Project Number (S.P. #)	010-640-017
Agency	Carver County
Description	CSAH 40 (CR 40) BETWEEN CSAH 52/174TH ST AND BEVENS CR BR 10545 IN SAN FRANCISCO TOWNSHIP - SHOULDER WIDENING, SIGNING AND PAVEMENT MARKINGS
Miles	3.3
Program	HSIP Safety
Type of work	Shoulder Widening
Proposed Funds	HSIP
Total $	~~$5,644,000~~ $8,532,443
FHWA $	$2,000,000
State $	
Other $	~~$3,644,000~~ $6,532,443

Background and TIP Amendment Need

This TIP Amendment is needed to update the project total cost. The scope of the project remains the same.

Fiscal Constraint (as Required by 23 CFR 450.216)

Federal funds remain as programmed and 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.

2027-2030 TIP/STIP AMENDMENT REQUEST

Please amend the 2027-2030 Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP) to adjust the below project cost.

Project Identification

	1008-108 (no change)	1008-108S
Fiscal Year (State)	2027	2027
ATP and District	METRO	METRO
Route System	MN 41	MN 41
Project Number (S.P. #)	1008-108	1008-108S
Agency	MNDOT	MNDOT
Description	**ELLE**: MN41, (N CHESTNUT ST) AT US 212 INTERSECTION IN CHASKA - ADA IMPROVEMENTS, DRAINAGE, LIGHTING, SIGNAL WORK (ASSOCIATE TO 1008-108S)	**ELLE**: MN41, US 212 EB AND WB EXIT RAMPS TO MN41 (N CHESTNUT ST) IN CHASKA - CONSTRUCT DUAL LEFT TURN LANES AND DUAL RIGHT TURN LANES AND RELOCATE RTMC SYSTEMS (ASSOCIATE TO 1008-108)
Miles	0.5	0.2
Program	SAFETY CAPACITY	HSIP SAFETY
Type of work	PEDESTRIAN RAMPS (ADA IMPROVEMENTS)	TURN LANES
Proposed Funds	STP	HSIP
Total $	45,000	~~1,538,000~~ 2,475,000
FHWA $	36,639	~~1,384,200~~ 2,227,500
State $	8,361	~~153,800~~ 247,500
Other $	NA	NA

Background and TIP Amendment Need

This amendment is needed to increase the total cost of the project. The scope remains the same.

Fiscal Constraint (as Required by 23 CFR 450.216)

Federal funds increased from $1,420,839 to $2,227,500. This is a 2028 project and will be included in the Met Council 2027-2030 TIP and Metro District 2028-2031 STIP with updated cost and it aligns its program to meet the MNDOT 2028-2031 STIP guidance. Therefore, fiscal constraints are 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.

2027-2030 TIP/STIP AMENDMENT REQUEST

Please amend the 2027-2030 Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP) to adjust the below project cost.

Project Identification

Fiscal Year	2726-78 (no change)	2726-78CRP	141-010-093
Fiscal Year	2027	2027	2027
ATP/District	METRO	METRO	METRO
Route Sys	MSAS 249	MSAS 249	MSAS 249
ProjNumber (S.P. #)	2726-78	2726-78CRP	141-010-093
Agency	MnDOT	MnDOT	Minneapolis
Description	**AC**: MN47 (UNIVERSITY AVE), FROM MN65 (NE CENTRAL AVE) TO SOUTH OF BROADWAY ST NE IN MPLS - RECONSTRUCT ROADWAY, ADA, LIGHTING, SIGNING, STRIPING, DRAINAGE, SIGNAL RECONSTRUCTION (ASSOCIATE TO 2726-78CRP, AND 141-010-093) (AC PROJECT, PAYBACK IN FY28)	**CRP**: MN47 (UNIVERSITY AVE), FROM MN65 (NE CENTRAL AVE) TO JUST N OF 27TH AVE NE IN MPLS - RECONSTRUCT ROAD, LIGHTING, SIGNING, SIGNALS, ADA AND PED IMPROVEMENTS, INTERSECTION MODIFICATIONS, DRAINAGE, AND BRIDGE 27134 RAILING REPLACEMENT (ASSOCIATE TO 2726-78, AND 141-010-093)	**AC**LFTH**: TH 47 (UNIVERSITY AVE NE) FROM MN 65 (CENTRAL AVE NE) TO 9TH AVE NE IN MPLS - RECONSTRUCTION, 4 TO 3 LN CONVERSION, SIGNAL REVISIONS, TRAIL, ADA (ASSOCIATE TO 2726-78, 2726-78CRP) (AC PROJECT, PAYBACK IN FY28)
Miles	0.9	2.2	0.9
Program	RECONSTRUCTION	RECONSTRUCTION	RECONSTRUCTION
Type of work	MILL AND BIT OVERLAY	MILL AND BIT OVERLAY	MAJOR CONSTRUCTION -BIT
Proposed Funds	STBG	CRP	STBG
Total $	7,973,750	~~1,377,250~~ 91,250	~~5,654,580~~ 2,295,000
FHWA $	NA	~~1,121,357~~ 74,296	153,580
AC $	6,379,000	NA	467,420
State $	1,594,750	~~255,893~~ 16,954	N/A
Other $	NA	NA	~~5,033,000~~ 1,674,000

Background and TIP Amendment Need

This amendment is needed to reduce the total cost of the project. The scope remains the same.

Fiscal Constraint (as Required by 23 CFR 450.216)

Federal funds are being reduced. Therefore, fiscal constraints are 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.

2027-2030 TIP/STIP AMENDMENT REQUEST

Please amend the 2027-2030 Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP) to adjust the below projects.

Project identification

	SP # 164-235-026	SP # 164-236-010	SP # 6280-439 (no change)
Seq #			
State Fiscal Year (State)	2027	2027	2027
ATP and District	Metro	Metro	Metro
Route System	MSAS 235	MSAS 236	I-35E
Project Number (S.P. #)	164-235-026	164-236-010	6280-439
Agency	St. Paul	St. Paul	St. Paul
Description	MSAS 235 (WABASHA ST) FROM MN 5 (7TH ST) TO MSAS 305 (W 11TH ST) IN ST PAUL - RECONSTRUCTION, ADA, OFF-STREET BIKEWAY, LANDSCAPING, SIGNALS, LIGHTING (ASSOCIATE TO 164-236-010 AND 6280-439)	CAPITAL CITY BIKEWAY ON MSAS 236 (ST PETER ST) FROM MSAS 204 (10TH AVE) TO MSAS 236 (RICE ST)/MSAS 299 (SAINT ANTHONY AVE) - TRAIL, SIDEWALK, LIGHTING, TRAFFIC SIGNALS (ASSOCIATE TO 164-235-026 AND 6280-439)	CAPITAL CITY BIKEWAY ON MSAS 236 (ST PETER ST) BRIDGE OVER I35E/I94 IN ST PAUL - REPAVE EXIT RAMP, MODIFICATIONS TO BRIDGE 62897, ADA, TRAFFIC SIGNALS (ASSOCIATE TO 164-235-026 AND 164-236-010)
Miles	0.2	0.4	0.0
Program	Bike Trail	Bike Trail	LPP
Type of Work	Bike/Ped	Bike/Ped	Bike/Ped
Proposed Funds	STBG	STBG	SF
Total $	~~8,340,000~~ 6,672,000	~~10,456,069~~ 6,875,000	896,000
FHWA $	5,337,600	5,500,000	0
State $			896,000
Other $	~~3,002,400~~ 1,334,400	~~4,956,069~~ 1,375,000	0

Background and TIP Amendment Need

This amendment is required to update the project total cost.

Fiscal Constraint (as required by 23 CFR 450.216)

Federal funds remain the same. 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.