

Agenda

TAB Technical Advisory Committee



Meeting date: February 04, 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.

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.

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 the January 7, 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. 2026-15: Streamlined 2026-2029 TIP Amendment – MnDOT National Electric Vehicle Infrastructure Station (Joe Barbeau, MTS) – roll call
2. 2026-16: Streamlined 2026-2029 TIP Amendment – Scope and Cost Increase for MnDOT's MN 77 Bridge Rehabilitation (Joe Barbeau, MTS) – roll call

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

Planning Committee (Gina Mitteco, Chair)

Funding & Programming Committee (Jim Kosluchar, Chair)

1. 2026-14: Scope Change Request – City of Minneapolis' Elliot Park Neighborhood Pedestrian Improvement (Joe Barbeau, MTS Planning) - roll call

Information

1. Arterial Bus Rapid Transit Plan Update Recommendations (Kyle Burrows, Metro Transit)

Other business

Adjournment

Key:

- * Agenda item changed following initial publication

Council contact:

Joe Barbeau, Planning Analyst
Joseph.Barbeau@metc.state.mn.us
651-602-1705



Minutes

TAB Technical Advisory Committee



Meeting date: January 7, 2026,

Time: 9:00 AM

Location: Council Chambers

Members present:

- | | | |
|---|---|--|
| <ul style="list-style-type: none"><input checked="" type="checkbox"/> Anoka Co – Joe MacPherson (Chair)<input checked="" type="checkbox"/> Carver Co – Darin Mielke<input checked="" type="checkbox"/> Dakota Co – Erin Laberee<input checked="" type="checkbox"/> Ramsey Co – Mike Rogers<input checked="" type="checkbox"/> Hennepin Co – Chad Ellos<input checked="" type="checkbox"/> Scott Co – Adam Jessen<input checked="" type="checkbox"/> Washington Co – Lyssa Leitner<input type="checkbox"/> Extended Urban Area – Chad Hausmann<input checked="" type="checkbox"/> Council MTS – Cole Hiniker<input checked="" type="checkbox"/> Council CD – Patrick Boylan<input checked="" type="checkbox"/> TAB – Elaine Koutsoukos | <ul style="list-style-type: none"><input type="checkbox"/> Brooklyn Park – Marc Culver<input checked="" type="checkbox"/> Chanhassen – Charlie Howley<input checked="" type="checkbox"/> Eagan – Russ Matthys<input checked="" type="checkbox"/> Eden Prairie – Robert Ellis<input checked="" type="checkbox"/> Fridley – Jim Kosluchar<input checked="" type="checkbox"/> Lakeville – Paul Oehme<input checked="" type="checkbox"/> Plymouth – Michael Thompson<input checked="" type="checkbox"/> Woodbury – Chris Hartzell<input checked="" type="checkbox"/> Minneapolis Engineering – Jenifer Hager<input checked="" type="checkbox"/> Minneapolis Planning – Kathleen Mayell<input checked="" type="checkbox"/> Saint Paul Engineering – Nick Peterson<input checked="" type="checkbox"/> Saint Paul Planning – Reuben Collins | <ul style="list-style-type: none"><input checked="" type="checkbox"/> MnDOT – Molly McCartney (Vice Chair)<input checked="" type="checkbox"/> MPCA – Lauren Dickerson<input type="checkbox"/> MAC – Bridget Rief<input checked="" type="checkbox"/> STA – Matt Fyten<input checked="" type="checkbox"/> Metro Transit – Jonathan Ahn<input type="checkbox"/> Freight – Vacant<input type="checkbox"/> DEED – Colleen Eddy<input type="checkbox"/> MnDNR – Nance Spooner-Walsh<input checked="" type="checkbox"/> Bicycle – Kyle Sobota<input checked="" type="checkbox"/> Pedestrian – Mackenzie Turner Bargaen<input type="checkbox"/> FHWA – Scott Mareck (ex-officio) |
|---|---|--|
- = present, E = excused

Dakota Land, Water, and People Acknowledgment

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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.

Agenda approved

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

Approval of minutes

It was moved by Charlie Howley, Chanhassen, and seconded by Molly McCartney, MnDOT, to approve the minutes of December 3, 2025, regular meeting of the TAB Technical Advisory

Committee. **Motion carried**

Public comment on committee business

TAB Report

Elaine Koutsoukos, TAB Coordinator, reported on the December 17, 2025, regular meeting of the Transportation Advisory Board.

Business – Committee reports

Executive Committee (Joe MacPherson, Chair)

1. **2026-12:** Streamlined 2026-2029 TIP Amendment Request – Three Project Adjustments (Joe Barbeau, MTS Planning)

Joe Barbeau, MTS Planning, presented. It was moved by McCartney and seconded by Lyssa Leitner, Washington Co., to recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2026-2029 Transportation Improvement Program to (TIP) make the following project adjustments:

- Decrease the cost of MnDOT’s Minnesota 77 (Cedar Avenue) unbounded concrete overlay project in Apple Valley.
- Reduce the length of MnDOT’s I-94 landscaping project in Oakdale and Woodbury.
- Reduce the cost of Little Canada’s CSAH 21 (Little Canada Rd) at Country Road C (Lake Shore Avenue) projects and associate them with MnDOT’s I-35E at CSAH 21 signal project.

Motion carried

2. **2026-13:** Streamlined 2026-2029 TIP Amendment Request: Minneapolis Safe Streets for All (Joe Barbeau, MTS Planning)

Barbeau presented. It was moved by Nick Peterson, Saint Paul Engineering, and seconded by Patrick Boylan, Community Development, to recommend that the Metropolitan Council adopt an amendment to the 2026-2029 TIP to add Minneapolis’s Transportation Safety Countermeasures project. **Motion carried**

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

Cole Hiniker, MTS Planning, gave an update on the December 4, 2025 meeting of the Transit Planning Technical Working Group. The TAC Bicycle-Pedestrian Technical Working Group did not meet in December.

Planning Committee (Gina Mitteco, Chair)

Gina Mitteco, MnDOT, Chair, gave an update on the December 11, 2025, regular meeting of the TAC Planning Committee.

Funding and Programming Committee (Jim Kosluchar, Chair)

1. **2026-02:** 2026 Regional Solicitation Qualifying Requirements (Steve Peterson, MTS Planning)

Steve Peterson, MTS Planning, presented. Committee members discussed qualifying criteria related to snow and ice removal. Members reviewed whether applicant agencies could meet maintenance requirements through letters, resolutions, or existing municipal codes, particularly in cases where local governments lack staffing or resources for immediate maintenance. Staff clarified that documentation demonstrating a commitment to maintenance such as a letter, resolution, or code citation would generally satisfy qualifying requirements. Members expressed concern that the phrase “or a long-term plan for snow removal as part of a designated route.” was ambiguous.



The committee discussed an example project in which a trail segment was constructed ahead of future connections, making short-term maintenance inefficient until the broader network is completed. Members agreed that while such situations may warrant explanation, the qualifying criterion should emphasize a clear commitment to maintenance rather than an undefined long-term plan.

Chair MacPherson summarized the motion as approving the proposed modifications to the qualifying criteria without the redlined language related to long-term trail maintenance. Because that language was not in the attached materials, no change to the recommended motion was needed.

It was moved by Kathleen Mayell, Minneapolis Planning, and seconded by Robert Ellis, Eden Prairie, to recommend that the Transportation Advisory Board approve the attached qualifying requirements for the 2026 Regional Solicitation. **Motion carried**

2. **2026-03:** 2026 Active Transportation Solicitation Qualifying Requirements (Joe Widing, MTS Planning)

Steve Peterson presented. While this action is similar to the previous action, it was pointed out that the snow and ice removal requirement could deter smaller communities from applying.

It was moved by Cole Hiniker, MTS Planning, and seconded by Paul Oehme, Lakeville, to recommend that the Transportation Advisory Board approve the attached qualifying requirements for the 2026 Active Transportation Solicitation. **Motion carried**

3. **2026-04:** 2026 Active Transportation Solicitation Match Requirement (Steve Peterson, MTS Planning)

Steve Peterson presented. Committee members discussed the proposed match requirement for Active Transportation projects, including how the 5% match would be calculated and applied. Staff clarified that the 5% match would apply to total eligible costs submitted in the application, which could include planning, design, and construction costs. Members emphasized that the motion should clearly specify the basis of the match to avoid confusion among applicants.

The discussion included considerations for smaller communities and entities with limited access to funding, such as differences between state-aid and non-state-aid jurisdictions. Staff noted that the working group had discussed whether to require a match to balance reducing applicant burden while ensuring sufficient buy-in from participating communities.

Additional considerations included how the match would be applied across jurisdictions with multiple roadway owners, including park boards, and the potential administrative complexities of tracking contributions from multiple entities. The committee acknowledged that this was the first round of active transportation funding and that future solicitations could adjust the match requirement based on lessons learned from this initial round.

No change was made during the discussion, but members agreed that the match requirement should be clearly stated, and that flexibility could be maintained for future solicitations.

It was moved by Leitner, and seconded by Ellis, to recommend that the Transportation Advisory Board adopt a local match of 5% of all eligible costs as applied for in the application for the local bicycle facilities and local pedestrian facilities categories along with no match for the planning category in the 2026 Active Transportation Solicitation. **Motion carried**

4. **2026-05:** 2026 Regional Solicitation Criteria, Measures, and Scoring Guidance (Steve Peterson, MTS Planning)

Steve Peterson presented. The committee discussed whether scoring guidance should address year-round maintenance for pedestrian and bicycle connections to key destinations. Leitner recommended adding language to the scoring guidance to ensure that facilities not maintained year-round for winter use could not receive the highest score. She proposed



placing similar language in each relevant category that evaluates connections to key destinations. Hiniker expressed concern about making changes too quickly and recommended directing staff to incorporate the guidance consistently across categories before review by TAB, while retaining flexibility to ensure all applicable categories are addressed.

Members were hesitant to make changes, noting that the qualifying criteria itself is sufficient to meet federal requirements for year-round use and scorers should be trusted to make determinations.

No formal action was taken, but the committee reached general agreement to allow staff to incorporate scoring guidance for year-round maintenance where appropriate, while maintaining flexibility and keeping qualifying criteria straightforward.

It was moved by Leitner, and seconded by Chris Hartzell, Woodbury, to recommend that the Transportation Advisory Board approve the attached criteria, measures, and scoring guidance for the 2026 Regional Solicitation. **Motion carried**

5. **2026-06:** 2026 Active Transportation Solicitation Criteria, Measures, and Scoring Guidance (Joe Widing, MTS Planning)

Steve Peterson presented. It was moved by Michael Thompson, Plymouth, and seconded by Jenifer Hager, Minneapolis Engineering, to recommend that the Transportation Advisory Board approve the attached criteria, measures, and scoring guidance for the 2026 Active Transportation Solicitation. **Motion carried**

6. **2026-07:** 2026 Regional Solicitation Scoring Criteria and Measure Weighting (Steve Peterson, MTS Planning)

Steve Peterson presented.

Leitner stated that county staff have discussed Community Considerations for multiple months. Their preference of lowering the overall weight is not about devaluing equity/community considerations; the concern is that 20% for this measure is much higher than other technical measures. There is also a general concern that having 20% of the score based on a qualitative criterion, as some agencies with better writers or the ability to hire consultants will have an easier time scoring higher than other agencies. This could also impact on the scorer's ability to review and provide fair scores, even with scorer training.

Several participants highlighted the limited time available for discussion in prior working groups and stressed the importance of public comment to finalize certain decisions. It was noted that technical and policy perspectives sometimes diverge and that the committee's role is advisory, with ultimate decisions resting with TAB.

The discussion included procedural clarifications about un-allocated points in the scoring framework, the process for submitting recommendations to TAB, and opportunities for public comment and appeals. Members agreed on the importance of maintaining flexibility, acknowledging differing opinions, and allowing technical and policy considerations to be fully considered before finalizing scoring allocations.

The committee discussed forwarding both the Policymaker Work Group recommendation and the Funding & Programming Committee recommendation to TAB, with the suggestion that unallocated points be determined by special interest working groups during the public comment period.

It was moved by Leitner and seconded by Ellis to recommend that the Transportation Advisory Board approve the weighting of the criteria and scoring measures for the 2026 Regional Solicitation as shown in the attachment for the purpose of releasing for public comment with one of two options for weighing the Community Considerations criterion:

- Funding & Programming Committee Recommendation:
 - Adjustment of the Community Considerations criterion downward from a total of 20% to 10% in the Safety application categories; setting each Community



- Considerations measure at one-third of the criterion;
- Adjustment of the Community Considerations criterion downward from a total of 20% to 15% in all other application categories; setting each Community Considerations measure at one-third of the criterion; and
- Adjustment of another criterion and measure(s) in each application category upward by 10% in the Safety application categories and 5% in all other application categories.
- Policy Working Group Recommendation:
 - Adjustment of the Community Considerations criterion downward from a total of 20% to 15% in the Safety application categories; setting each Community Considerations measure at one-third of the criterion;
 - Adjustment of the People Outside of Vehicles criterion (and the Project-Based Pedestrian Safety Enhancement and Risk Element measure) upward from 20% to 25% in the Safety application categories.
- Direct the special issue working groups to reallocate any unallocated points during the public comment period.

Motion carried.

7. **2026-08:** 2026 Active Transportation Solicitation Scoring Criteria and Measure Weighting (Joe Widing, MTS Planning)

Steve Peterson presented. It was moved by Thompson, and seconded by Erin Laberee, Dakota Co., to recommend that the Transportation Advisory Board approve the weighting of the scoring criteria and measures for the 2026 Active Transportation Solicitation as shown in the attachment for the purpose of release for public comment with one of two options for weighing the Community Considerations criterion:

- Funding & Programming Committee Recommendation:
 - Adjustment of the Community Considerations criterion downward from a total of 20% to 15% in the Active Transportation application categories; setting each Community Considerations measure at one-third of the criterion; and
 - Adjustment of another criterion and measure(s) in Active Transportation application categories upward by 5%.
- Policy Working Group Recommendation:
 - No changes. Maintains the 20% weighting for Community Considerations for all three Active Transportation categories.
- Direct the applicable special issue working groups to reallocate any unallocated points during the public comment period

Motion carried

8. **2026-09:** 2026 Regional Solicitation Release for Public Comment (Steve Peterson, MTS Planning)

Steve Peterson presented. It was moved by Hager and seconded by Jim Kosluchar, Fridley, to recommend that the Transportation Advisory Board release the draft 2026 Regional Solicitation application package for public comment, inclusive of all changes in Action Transmittals 2025-31, 2025-33, 2025-35, 2026-02, 2026-05, and 2026-07. **Motion carried**

9. **2026-10:** 2026 Active Transportation Solicitation Release for Public Comment (Joe Widing, MTS Planning)

Steve Peterson presented. It was moved by Boylan and seconded by Oehme, to recommend that the Transportation Advisory Board approve the draft 2026 Active Transportation Solicitation application package, inclusive of the changes included in Action Transmittals 2025-32, 2025-34, 2025-36, 2026-03, 2026-04, 2026-06, and 2026-08, for release for public comment. **Motion carried**



10. **2026-11: 2026 Highway Safety Improvement Solicitation Release for Public Comment** (Steve Peterson, MTS Planning)

Steve Peterson presented. It was moved by McCartney and seconded by Chad Ellos, Hennepin Co., to recommend that the Transportation Advisory Board approve the draft 2026 Highway Safety Improvement Program (HSIP) applications for release for public comment including up to \$6 million total in HSIP funding in construction seasons of 2030 and 2031 to reduce lane departure on locally owned roads. **Motion carried**

Information

Other business

Adjournment

Business completed; the meeting adjourned at 10:53 a.m.

Council contact:

Joe Barbeau, Planning Analyst
Joseph.Barbeau@metc.state.mn.us
651-602-1705



Action Transmittal

Transportation Advisory Board



Committee meeting date: February 4, 2026

Date: January 28, 2026

Action Transmittal: 2026-15

Streamlined 2026-2029 TIP Amendment: NEVI Charging Station

To: Technical Advisory Committee

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

Requested action

MnDOT requests an amendment to the 2026-2029 Transportation Improvement Program (TIP) to add six new projects.

Recommended motion

Recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2026-2029 Transportation Improvement Program (TIP) to add a project installing a National Electric Vehicle Infrastructure (NEVI) Formula Program-funded charging station at Exit 251 on I-94 in Lake Elmo (SP # 8825-1277).

Background and purpose

This amendment request is to add a new 2026 funded project into the 2026-2029 TIP. This station was originally programmed in 2025 in the 2025-2028 TIP but was not delivered. Therefore, the project needs to be added to the current TIP

The project is funded by the National Electric Vehicle Infrastructure (NEVI), which was 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 project. 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>February 4, 2026</i>
Transportation Advisory Board	Review and recommend	<i>February 18, 2026</i>
Metropolitan Council Transportation Committee	Review and recommend	<i>February 23, 2026</i>
Metropolitan Council	Review and or adopt	<i>February 25, 2026</i>



2026-2029 TIP/STIP AMENDMENT REQUEST

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

Project Identification

Seq #	TBD
Fiscal Year (State)	2025 <u>2026</u>
ATP and District	M
Route System	I94
Project Number (S.P. #)	8825-1277
Agency	MNDOT
Description	**NEVI**DISTRICTWIDE INSTALL NEVI CHARGING STATION WITHIN 1 MILE FROM EXIT 241C, 242A, 242D, 243, 244, 245, 246B, 246C, 247, 249, 250, 251, 253 OR 258 ON I94 IN CITY OF ST. PAUL, OAKDALE, WOODBURY, LAKE ELMO OR LAKELAND EXIT 251 ON I-94 IN LAKE ELMO
Miles	0.0
Program	NEVI
Type of work	ELECTRONIC VEHICLE & CHARGING INFRASTRUCTURE
Proposed Funds	STATE GENERAL FUND
Total \$	820,000 <u>721,950</u>
FHWA \$	656,000 <u>NA</u>
State \$	82,000 <u>649,755</u>
Other \$	NA <u>72,195</u>

Note: Crossed-out and underlined items indicate changes from the original programming in the 2025-2028 TIP. The project is not currently in the 2026-2029 TIP.

Background and TIP Amendment Need

This amendment is to add a new 2026 funded project into the 2026-2029 TIP/STIP. It was originally programmed in 2025 in the 2025-2028 TIP/STIP but was not delivered.

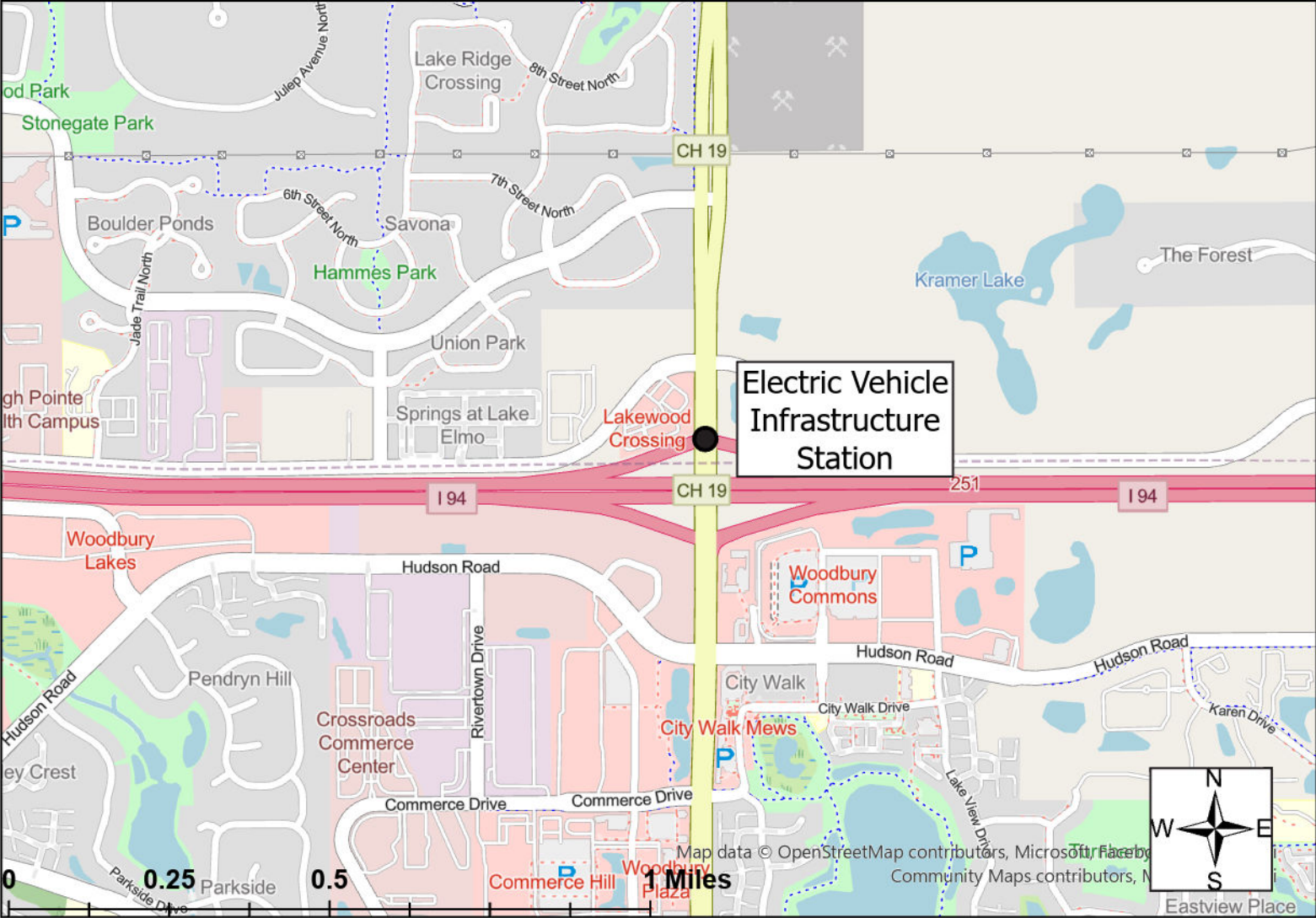
Fiscal Constraint (as Required by 23 CFR 450.216)

Funds are being provided from a one-time Minnesota legislative appropriation in the 2023 session. [Chapter 68 – Article 1 – Appropriations; Section 2-Department of Transportation; Subd. 5 – Agency Management; \(a\) Agency Services](#). These funds are not part of Metro’s budget. 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: NEVI Charging Station



Legend

- Electric Vehicle Infrastructure Station

Action Transmittal

Transportation Advisory Board



Committee meeting date: February 4, 2026

Date: January 28, 2026

Action Transmittal: 2026-16

Streamlined 2026-2029 TIP Amendment Request – MN 77 Bridge Rehabilitation

To: Technical Advisory Committee

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

Requested action

MnDOT requests an amendment to the 2026-2029 Transportation Improvement Program (TIP) to add Traffic Management System (TMS) and lighting, along with a cost increase, to its MN 77 bridge rehabilitation project.

Recommended motion

Recommend that the Transportation Advisory Board recommend adoption of an amendment to the MN 77 bridge rehabilitation project. Transportation Improvement Program (TIP) to add scope and cost to include Traffic Management System (TMS) and lighting to MnDOT's MN 77 bridge rehabilitation project.

Background and purpose

MnDOT plans to add TMS and lighting to its MN 77 bridge rehabilitation project in Eagan. Also included in this request is a \$291,000 cost increase.

The project is 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 and state funds are sufficient to fully fund the project. 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>February 4, 2026</i>
Transportation Advisory Board	Review and recommend	<i>February 18, 2026</i>
Metropolitan Council Transportation Committee	Review and recommend	<i>February 23, 2026</i>
Metropolitan Council	Review and adopt	<i>February 25, 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 #	2020
Fiscal Year (State)	2026
ATP and District	M
Route System	MN 77
Project Number (S.P. #)	2758-75
Agency	MNDOT
Description	**BFP** : MN 77, FROM 0.2 MILES S OF BR #9600N IN EAGAN TO AMERICAN BLVD IN BLOOMINGTON - REHAB BRIDGES 27045, 27046, 27047, 27048, 27049, 27050, 27056, 27058, 9600N, 9600S, <u>TMS AND LIGHTING</u>
Miles	3.0
Program	BRIDGE IMPROVEMENT AND REPAIR
Type of work	BRUDGE DECK OVERLAY
Proposed Funds	BFP/NHPP/SM
Total \$	51,698,000 <u>51,989,000</u>
FHWA \$	42,092,512 <u>42,329,444</u>
State \$	9,605,488 <u>9,659,556</u>
Other \$	NA

Background and TIP Amendment Need

This amendment is to add scope to include TMS and lighting and increase the project cost.

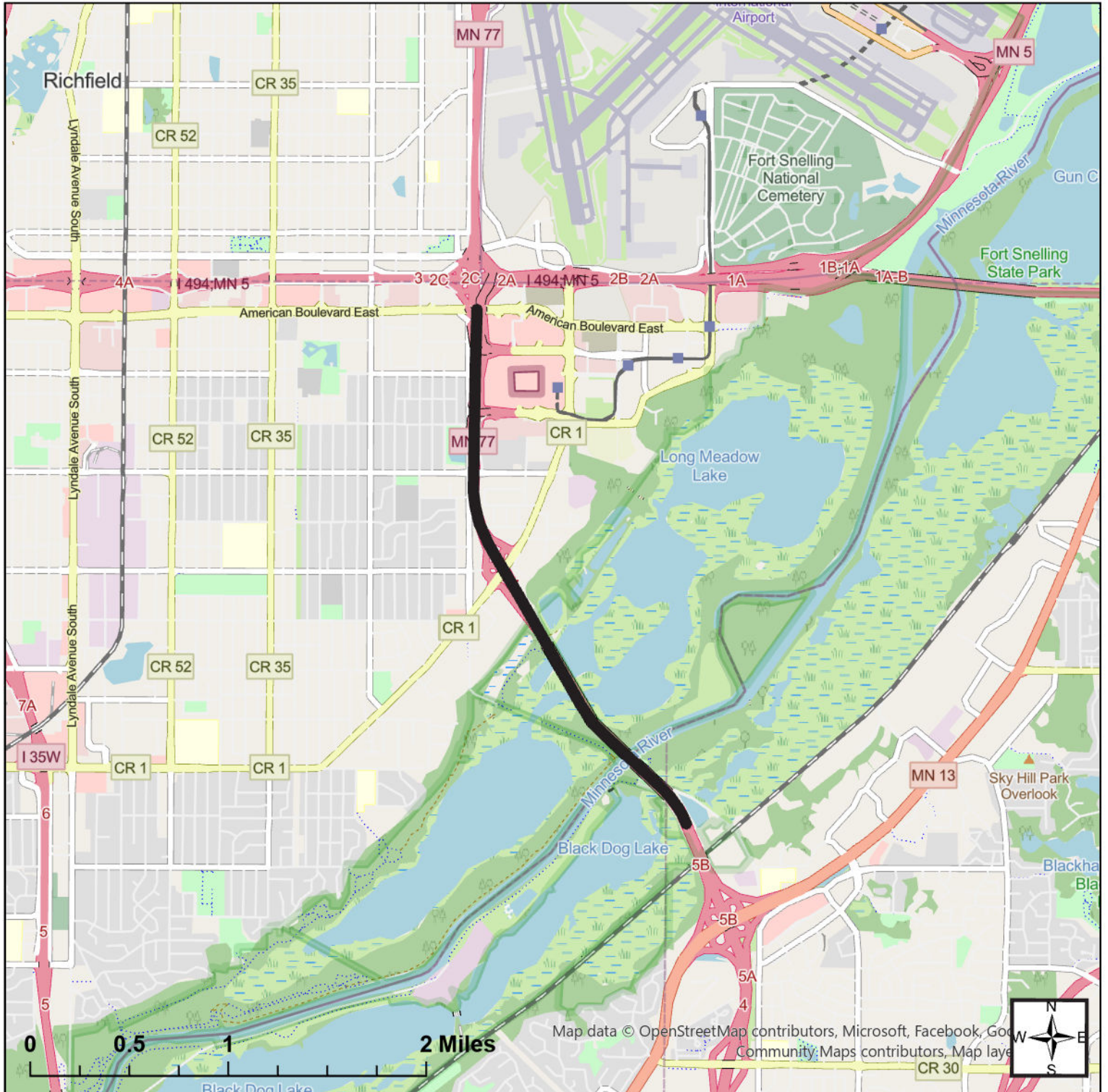
Fiscal Constraint (as Required by 23 CFR 450.216)

The total project cost increased from \$51,698,000 to \$51,989,000 an increase of \$291,000. Federal funds are available from SP 1308-29 which was dropped from SFY 2026 freeing up \$21,905,500 federal and state funds for future SFY 2026 costs. These funds are sufficient for this increase. 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 Request - MN 77 Bridge Rehabilitation



Legend

 Project Area

Action Transmittal

Transportation Advisory Board



Committee meeting date: February 4, 2026

Date: January 28, 2026

Action Transmittal: 2026-14

Scope Change Request – City of Minneapolis’ Elliot Park Neighborhood Pedestrian Improvements

To: Technical Advisory Committee
From: TAC Funding & Programming Committee
Prepared by: Joe Barbeau, Planning Analyst, 651-602-1705

Requested action

The City of Minneapolis requests a scope change to remove pedestrian improvements at two intersections on Park and Portland Avenues in the Elliot Park Neighborhood and add improvements along 11th Avenue South in the same neighborhood.

Recommended motion

Recommend that the Transportation Advisory Board approve the City of Minneapolis’s scope change request to remove improvements at two intersections along Park and Portland avenues from its four-intersection pedestrian improvement project (SP# 141-030-056), expand improvements at the remaining 11th Avenue intersections, and add a two-way protected bikeway along 11th Avenue South with a \$489,000 reduction in federal funds.

Background and purpose

The City of Minneapolis was awarded \$2,000,000 in Surface Transportation Block Grant (STBG) funds in the Pedestrian Facilities category in the 2022 Regional Solicitation for program year 2027. [The application](#) was awarded to fund intersection improvements such as protected bicycle intersection elements, ADA ramp upgrades, signal upgrades, curb extensions, and striping at four intersections: Park Avenue & 14th Street, Portland Avenue & 15th Street, 11th Avenue South & 17th Street, and 11th Avenue South & 15th Street. Each intersection includes an existing bike lane planned to be upgraded to a protected bikeway, though not as part of this project.

After being awarded the funding for these upgrades, Hennepin County announced its intent to perform similar upgrades along Park and Portland avenues, which are under its jurisdiction. Additionally, Hennepin County advanced a separate 2024 mill-and-overlay project, which reduced the number of through lanes on Park and Portland avenues from three to two. Hennepin County’s changes to those intersections, while not identical to what was in the city’s application, similarly address the safety concerns at these intersections: reducing exposure for people walking and biking and improving ADA-compliant crossings.

The requested scope change maintains the original intersection improvements at 11th Avenue South & 17th Street and 11th Avenue South & 15th Street and adds new elements following a scope refinement. These include new signals, geometric changes, and integration of the bikeway with space for future transit stops. It also adds a curb-protected two-way bikeway along 11th Avenue South between 4th Street South and 18th Street East. The two retained intersections are both on that route.

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 protected bike lane improvements intended to be made along 11th Avenue South are different in nature from the original application, but do not detract from the value or intent of the original application and intersect the project's remaining intersections. In fact, they have been planned, though not as a part of the project, since before the application was submitted. Similarly, the refined scope at the two 11th Avenue intersections does not detract from the project. Therefore, allowing these additions on their own would be allowable without TAB action, provided federal funds would be restricted to original items.

Regarding the removal of the two intersections, for requests that result in the on-the-ground project not changing (i.e., project elements being moved directly to another project), a scoring analysis is not needed. Further, scoring is a non-issue as all eligible projects in the Pedestrian Facilities category were funded in the 2022 Regional Solicitation.

Funding: The project's original and proposed updated funding are displayed in Table 1 below.

Table 1

	Cost Estimates (2022-unit costs)	Notes
Original Grant Application	\$2,564,770 (\$2,000,000 Federal; 78%)	Inclusion of all four intersections in the original Regional Solicitation application.
Removal – Park Avenue and Portland Avenue Intersections	\$1,394,000	Signal mast and non-signal improvements at Park Avenue & 14 th Street and Portland Avenue & 15 th Street.
Addition – Refined scope for 11 th Avenue South intersection safety improvements	\$428,870	Refined planning concept based on further design work that include intersection safety improvements.
Addition – 11 th Avenue South curb-protected bikeway	\$290,350	Curb-protected two-way bikeway improvements along 11 th Avenue South between 4 th Street South and 18 th Street East.
Total Updated Cost Estimate	\$1,889,990 (\$1,511,000 Federal; 80%)	

The City of Minneapolis is requesting that STBG funding be reduced from \$2,000,000 to \$1,511,000 (just under 80% federal), which ensures that the project meets the requirements of a 20% local match in funding.

While all changes in this request are permissible, whether federal funding can be moved to new project elements is in question. The Scope Change Policy states: "While adding eligible project



elements is permitted, “awarded funds¹ 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 funds² cannot be added to a project beyond the original award as part of a scope change.*”

The city acknowledges that the county’s project at the removed intersections is not a one-for-one match; for example, no pedestrian refuge is being constructed. That said, staff believe the underlined text in the paragraph applies. However, the italicized indicates that the federal funding should remain within the original scope, which holds true to the policy’s rationale to not shift funding to new elements simply to keep all federal funds.

Given the above language, staff presents the following funding options, along with approval for the scope adjustments, for discussion:

1. The applicant returns \$1,087,320 (e.g., retention of \$912,680) in federal funds, reflective of 78% of the funding attached to the intersections being removed. This would effectively keep the funds with the remaining original project elements only.
2. The applicant returns \$752,281, retaining \$1,247,719. This allows federal spending on all intersection elements (new and original) but not the bikeway.
3. The applicant returns \$489,000, retaining \$1,511,000 as requested, enabling federal funding to be spent on all updated project elements.

Committee comments and action

At its January 15, 2026, meeting, TAC Funding & Programming Committee voted to recommend approval of the City of Minneapolis’s scope change request to remove improvements at two intersections along Park and Portland avenues from its four-intersection pedestrian improvement project, expand improvements at the remaining 11th Avenue intersections, and add a two-way protected bikeway along 11th Avenue South with a \$489,000 reduction in federal funds. (option 3 from the staff analysis).

The motion was approved by a vote of 16 to 4. Committee members agreed that the project changes being requested should be approved. Discussion was around the amount of federal funding to be returned. The focus of the discussion was interpretation of the following Scope Change Policy language: “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.” Discussion considered whether this language is a call to not add additional funding (which was not under consideration) or to move existing federal (or “awarded”) funds to added project elements.

Members also raised concerns about the uncertain nature of Hennepin County’s plans on the two removed intersections, particularly that the county could apply for Regional Solicitation funding.

¹ “Awarded funds” was called “federal funds” in the previous iteration of the Scope Change Policy. The change was made because the policy now includes the non-federal Active Transportation Solicitation.

² Same note as above.

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review and recommend	January 15, 2026
Technical Advisory Committee	Review and recommend	<i>February 4, 2026</i>
Transportation Advisory Board	Review and approve	<i>February 18, 2026</i>

