

Agenda

TAB Technical Advisory Committee



Meeting date: August 6, 2025

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 July 2, 2025, TAB Technical Advisory Committee minutes – roll call

Public comment on committee business

TAB report

Committee reports and business

Executive Committee (Joe MacPherson, Chair)

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

Planning Committee (Gina Mitteco, Chair)

1. 2025-26: Recommending release of the draft 2050 Transportation Policy Plan (TPP) Amendment 2: Aviation System Plan update for public comment – roll call
2. 2025-27: Recommending adoption of the draft 2026 Unified Planning Work Program (UPWP) and its release for public comment – roll call

Funding & Programming Committee (Paul Oehme, Acting Chair)

1. 2025-18: Scope Change Request – Minnesota Valley Transit Authority's Technology and ADA Enhancements Project (Joe Barbeau, MTS Planning) – roll call

2. 2025-28: Saint Paul Arlington Avenue Sidewalk Infill Project Program Year Extension Request (Joe Barbeau) – roll call

Information

1. Minnesota GO Vision Update (Whitney Mason, MnDOT)
2. 2026-2029 Transportation Improvement Program Public Comments (Joe Barbeau, MTS)

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: July 2, 2025

Time: 9:00 AM

Location: Virtual

Members present:

- | | | |
|--|--|---|
| <ul style="list-style-type: none"><input checked="" type="checkbox"/> Anoka Co – Joe MacPherson (Chair)<input checked="" type="checkbox"/> Carver Co – Lyndon Robjent<input checked="" type="checkbox"/> Dakota Co – Erin Laberee<input checked="" type="checkbox"/> Ramsey Co – Brian Isaacson<input checked="" type="checkbox"/> Hennepin Co – Jason Pieper (Alt)<input checked="" type="checkbox"/> Scott Co – Craig Jenson<input checked="" type="checkbox"/> Washington Co – Sara Allen (Alt)<input type="checkbox"/> Extended Urban Area – Chad Hausmann<input checked="" type="checkbox"/> Council MTS – Cole Hiniker (Alt)<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 – Marcus Culver<input checked="" type="checkbox"/> Chanhassen – Charlie Howley<input checked="" type="checkbox"/> Eagan – Russ Matthys<input checked="" type="checkbox"/> Eden Prairie – Carter Schulze (Alt)<input checked="" type="checkbox"/> Fridley – Jim Kosluchar<input checked="" type="checkbox"/> Lakeville – Paul Oehme<input 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 type="checkbox"/> MnDOT – Molly McCartney (Vice Chair)<input type="checkbox"/> MPCA – Innocent Eyoh<input checked="" type="checkbox"/> MAC – Bridget Rief<input checked="" type="checkbox"/> STA – Matt Fyten<input checked="" type="checkbox"/> Metro Transit – Adam Harrington (Alt)<input type="checkbox"/> Freight – Shelly Meyer<input type="checkbox"/> DEED – Colleen Eddy<input type="checkbox"/> MnDNR – Vacant<input checked="" type="checkbox"/> Bicycle – Kyle Sobota<input checked="" type="checkbox"/> Pedestrian – Mackenzie Turner Borgen<input type="checkbox"/> 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 9:02 a.m.

Agenda approved

Joe Barbeau, MTS Planning, said that the Aviation Systems Plan objectives update was included as in information item following it being bumped last month. He said that it could be amended in if desired. Chair MacPherson favored not adding it. Cole Hiniker, MTS Planning, pointed out that the agenda should reflect a TAC Bicycle and Pedestrian Planning Working Group update instead of a Transit Planning Working Group update. It was moved by Jim Kosluchar, Fridley, and seconded by

Kathleen Mayell, Minneapolis Planning, to amend the agenda to add a Bicycle and Pedestrian Working Group update in place of the Transit Planning Working Group update. **Motion Carried**

Approval of minutes

It was moved by Chris Hartzel, Woodbury, and seconded by Jenifer Hager, Minneapolis Engineering, to approve the minutes of the June 4, 2025, regular meeting of the TAB Technical Advisory Committee. **Motion carried**

Public comment on committee business

While there were no public comments, Chair MacPherson introduced the Dakota Land, Water, and People Acknowledgement, explaining it appears at the top of the meeting minutes as part of the Council's commitment to recognize the local indigenous community and land's history.

TAB report

Elaine Koutsoukos, TAB Coordinator, reported on the June 18th Transportation Advisory Board meeting.

Business – Committee reports

Executive Committee (Joe MacPherson, Chair)

MacPherson said that the Executive Committee did not meet prior to the TAC meeting.

1. **2025-24:** 2025-2028 Streamlined TIP Amendment: MnDOT's I-494 Sign Replacement (Joe Barbeau, MTS Planning)

Barbeau presented. It was moved by Patrick Boylan, Council Community Development, and seconded by Kosluchar, that the Technical Advisory Committee recommend adoption of an amendment to the 2025-2028 Transportation Improvement Program to add sign replacement on I-494 from Argenta Trail in Eagan to MN Highway 77 in Bloomington (SP # 1986-50). **Motion carried**

2. **2025-25:** 2025-2028 Streamlined TIP Amendment: Two MnDOT Signal Replacement Cost Increases (Joe Barbeau, MTS Planning)

Barbeau presented. Kosluchar raised concerns about increasing signal costs due to MnDOT's new standards and encouraged agencies to track and share these changes. Chair MacPherson confirmed MnDOT had released a technical memo on the issue and clarified that MnDOT would cover increased cost share through 2027 or 2028 for already programmed projects. After that, normal cost-sharing will resume.

Adam Harrington, Metro Transit, echoed Kosluchar's concern and requested that MnDOT email the memo to the group. He also noted the importance of agencies collaborating on roadway projects. Jason Pieper, Hennepin County, echoed these concerns and praised Met Council staff for including helpful maps with action items.

It was moved by Boylan and seconded by Pieper, that the Technical Advisory Committee recommend adoption of an amendment to the 2025-2028 Transportation Improvement Program to increase the cost of two signal replacement projects (SP # 2772-134 and 6222-191). **Motion carried**

TAC Bicycle-Pedestrian Planning Technical Working Group (Cole Hiniker, MTS Planning)

Cole Hiniker, MTS Planning, reported on the June 25 TAC Bicycle-Pedestrian Planning Technical Working Group meeting.

Planning Committee (Gina Mitteco, Chair)

1. **2025-23:** Review of Flying Cloud Airport 2040 Long Term Comprehensive Plan (Joe Widing, MTS Planning)

Gina Mitteco, Planning Committee Chair/MnDOT, introduced the item. Joe Widing, MTS Planning, presented. Harrington inquired how noise impacts are compared to those at MSP Airport. Widing explained that regional airports generate less noise due to smaller aircraft and fewer operations. Widing also explained the differences in mitigation between MSP, which has a consent decree and reliever airports, where mitigation is voluntary. Hiniker asked about available mitigation offered by MAC. Michelle Ross, MAC, clarified that Flying Cloud has no residential properties above the 65 DNL threshold and Crystal Airport has four homes identified, none eligible for mitigation due to sufficient existing soundproofing.

Carter Schulze, Eden Prairie, asked if flight height correlates with noise levels, especially given the frequent training loops. Ross confirmed that FAA modeling accounts for typical flight altitudes, runway use, and aircraft types. She emphasized that models are conservative and factor in operation volumes, training activity, and terrain such as surrounding water bodies.

Boylan asked how technological changes affect noise contours. Widing stated jet engines have become quieter and more efficient, and contours are updated during long-term comprehensive planning (annually for MSP; with every comprehensive plan update for reliever airports). Ross added that pilot training cycles and aircraft types also influence future noise patterns. Widing and Ross agreed that piston aircraft, due to their volume of use, significantly contribute to noise, though jet aircraft have a larger individual noise footprint.

Kyle Sobota, bicycle representative, asked about the decline in operations from 180,000 to 80,000. Widing said that this trend, true of all regional airports, can be attributed the decline to post-9/11 changes, economic downturns, airspace regulation, and increased spacing requirements for newer, faster aircraft. He pointed to a resurgence in operations during COVID due to pilot training demand. Eric Gillis, MAC, added that infrastructure already built during peak operations helps meet future demand without major expansions.

It was moved by Sobota, and seconded by Boylan, that TAC Recommend to the TAB that the Metropolitan Council find that the Final Draft Flying Cloud Airport 2040 LTCP has a multi-city impact as well as conforming to the regional systems and is consistent with regional policies. **Motion carried**

Mitteco said that the Unified Planning Work Program (UPWP) was discussed at the June 12 Planning Committee meeting, which TAC Planning will release for comment on July 11. Jed Hanson, MTS Planning, said that TAC will see the UPWP prior to completion of the public comment period.

Funding and Programming Committee (Jim Kosluchar, Chair)

Information

Other business

Adjournment

Business completed; the meeting adjourned at 10:17 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: August 6, 2025

Date: July 28, 2025

Action Transmittal: 2025-26

Release of Draft 2050 Transportation Policy Plan (TPP) Amendment 2: Aviation System Plan Update for Public Comment

To: TAB Technical Advisory Committee

From: TAC Planning Committee

Prepared By: Joe Widing, Senior Transportation Planner, 651-602-1822

Cole Hiniker, Senior Manager of Multimodal Planning, 651-602-1748

Requested Action

That the attached draft 2050 TPP Amendment 2: Aviation System Plan Update, replacing the existing aviation elements of the TPP, be released for public review and comment.

Recommended Motion

Recommend to the Transportation Advisory Board that the Metropolitan Council release the draft 2050 TPP Amendment 2: Aviation System Plan Update for public review and comment.

Background and Purpose

The Met Council develops a long-range transportation plan, called the Transportation Policy Plan (TPP), and updates it at least every five years as required under federal law. The Met Council adopted the most recent update to the TPP, the 2050 Transportation Policy Plan, on February 12, 2025. In the past, the Aviation System Plan was a standalone legislatively required state plan that was updated on a different schedule than the TPP, but with the adoption of the 2030 TPP in 2010 the 2 plans were merged together.

Aviation is not a federally required element of the region's long-range plan but is required under state statute. A minor update to the Aviation System Plan was included in the adopted 2050 TPP, however in 2024, Council staff also began working on a parallel process to more fully update the Aviation Plan and allow for a more thorough technical process with the appropriate regional partners. This technical process resulted in the attached proposed 2050 TPP Amendment 2, Aviation System Plan Update, as a replacement for the minor update that was adopted with the 2050 TPP.

Plan amendments involving changes to sections of the TPP must go through a 45-day public review and comment period. The proposed action would recommend that the draft 2050 TPP Amendment 2 Aviation System Plan Update (attached) be released for the required public comment period, to occur September 25 through November 8, with a public hearing at the October 29 meeting of the Metropolitan Council. Attachment 1 contains the amended text for the 2050 TPP Aviation System Plan and Attachment 2 contains the amended text for the 2050 TPP Aviation Supporting Information. Both documents are part of the public review and comment and will be posted on the Met Council's website.

Relationship to Regional Policy

The Aviation System Plan outlines regional policies, identifies and classifies the regional airports, establishes aviation activity forecasts through the planning horizon, establishes the aviation planning process in the region, analyzes industry trends to monitor growth and changes in the industry, and maintains land use compatibility with regional airports. This update to the Aviation System Plan will replace the existing plan in full and align regional aviation policies with the adopted regional development guide, Imagine 2050.

Staff Analysis

In 2024 and 2025, Met Council staff worked on a full update of the 2050 TPP Aviation System Plan with consultant support with the intention to replace the existing aviation sections of the 2050 TPP adopted in February 2025. The plan development process included research and drafting of aviation industry and agency trends, reviewing and drafting updated regional aviation policies and actions to align with Imagine 2050, developing 2050 aviation forecasts for regional airports, updating regional airport classifications, and updates to maps, graphics and text. Council staff worked with aviation and community partners throughout the region to review and develop regional policies, and review and solicit feedback on the updated document through the committee review process prior to releasing the document for public comment. The process also included forming a Technical Working Group specific to aviation topics, similar to the process used for the broader 2050 TPP development.

The updated Aviation System Plan meets all state statute requirements for aviation planning in the region, aligns regional aviation policies and actions with Imagine 2050, responds to feedback from regional partners and considers issues and opportunities of industry trends for the region.

Committee Comments and Action

At its July 10, 2025, meeting, the TAC Planning Committee reviewed and discussed the 2050 TPP Amendment 2: Aviation System Plan Update. Committee members voted to recommend acceptance of the staff analysis and that the Metropolitan Council release the draft 2050 TPP Amendment 2: Aviation System Plan Update for public review and comment.

Routing

To	Action Requested	Date Completed
TAC Planning Committee	Review & recommend	July 10, 2025
Technical Advisory Committee	Review & recommend	<i>August 6, 2025</i>
Transportation Advisory Board	Review & recommend	<i>August 20, 2025</i>
Metropolitan Council Transportation Committee	Review & recommend	<i>September 8, 2025</i>
Metropolitan Council	Review & release for public comment	<i>September 24, 2025</i>



Action Transmittal

Technical Advisory Committee



Committee Meeting Date: August 6, 2025

Date: July 29, 2025

Action Transmittal: 2025-27

2026 Unified Planning Work Program (UPWP)

To: TAB Technical Advisory Committee

From: TAC Planning Committee

Prepared by: Amy Vennewitz, Director of Transportation Planning, 651-602-1058
Bethany Brandt-Sargent, Planning Analyst, 651-602-1725
Jed Hanson, Senior Planner, 651-602-1716
Cameron Kolbeck, Intern, 612-504-2392

Requested action

Recommend that the Metropolitan Council adopt the 2026 Unified Planning Work Program (UPWP) with a budget of \$11.1 million, including about \$5.9 million in federal funds.

Recommended motion

That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of the attached 2026 Unified Planning Work Program (UPWP).

Background and purpose

The Unified Planning Work Program (UPWP) serves as the Met Council's application for U.S. Department of Transportation (USDOT) transportation planning funds. Federal regulations require that every metropolitan planning organization (MPO) develop and submit a UPWP to the USDOT in order to receive these funds. The UPWP is prepared annually and describes the transportation planning activities that the Met Council will perform for the coming year. Participants in the UPWP include the Met Council, the Minnesota Department of Transportation, the Minnesota Pollution Control Agency, the Metropolitan Airports Commission, regional transit providers, cities, counties, and other stakeholders.

The UPWP includes activities required by federal regulation that address planning priorities of the metropolitan area. The document identifies budgeted expenditures, funding sources, and the allocation of staff resources for the MPO's transportation planning activities. Activities and projects with Met Council participation include staff hours and consultant costs that detail how the estimated \$5.9 million of federal planning money will be spent, along with a required minimum 20 percent local match to the federal funds. In 2026, the Met Council will continue initiating work program items identified in the 2050 Transportation Policy Plan.

Many of the tasks described in the UPWP are ongoing required activities for an MPO. Examples of these activities include staff support of the TAB/TAC committee process, the annual preparation of the Transportation Improvement Program (TIP), and support of the Regional Solicitation. Other tasks are focused planning studies that help to move forward the region's transportation policies and knowledge, identify regional investments, and fulfill the transportation objectives as outlined in

the 2050 Transportation Policy Plan. The 2026 UPWP includes approximately \$2.1 million in planned consulting costs to complete these planning studies.

In addition, there are transportation planning activities that are fully regionally funded. These planning activities are described separately in the Regional Transportation Planning Work Program. The activities in the Regional Work Program are not eligible for federal planning funds and in some instances are activities required under state law such as the Right-of-Way Acquisition Loan Fund (RALF) and aviation planning activities. Comments may also be submitted on the Regional Transportation Planning Work Program.

The draft 2026 UPWP was available for public review and comment from Friday, July 11, 2025, through 5:00 p.m. on August 1, 2025. A comment report will be prepared upon conclusion of the public comment period and provided to the Transportation Advisory Board and the Metropolitan Council prior to final adoption.

Relationship to regional policy

The UPWP is a federally required description and documentation of proposed transportation and transportation-related planning activities in the metropolitan area. The activities include both activities required for the MPO to operate as well as projects that reflect regional transportation objectives.

Committee comments and actions

At its July 10, 2025, meeting, the TAC Planning Committee:

- Recommend that the attached 2026 UPWP be released for public review and comment.
- Recommend that TAC recommend adoption of the attached 2026 Unified Planning Work Program (UPWP).

Committee discussion noted significant change in the document's layout and organization from prior years; staff invited additional feedback on these changes during the public comment period.

Routing

To	Action Requested	Date Completed
TAC Planning Committee	Review and recommend; release for public comment	July 10, 2025
TAC	Review and recommend	<i>August 6, 2025</i>
TAB	Review and recommend	<i>August 20, 2025</i>
Transportation Committee	Review and recommend	<i>September 8, 2025</i>
Metropolitan Council	Review and adopt	<i>September 24, 2025</i>



Action Transmittal

Transportation Advisory Board



Committee meeting date: August 6, 2025

Date: July 28, 2025

Action Transmittal: 2025-18

Scope Change Request – Minnesota Valley Transit Authority's Technology and ADA Enhancements Project

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

Requested action

Minnesota Valley Transit Authority (MVTA) requests a scope change to replace technology and ADA improvements at four transit hubs and 53 bus stops/shelters with enhanced improvements at eight transit facilities in its technology and ADA enhancements project.

Recommended motion

That the Technical Advisory Committee recommend that TAB approve a scope change request to replace technology and ADA improvements at 53 bus stops/shelters and four MVTA transit hubs with enhanced improvements to eight transit facilities in MVTA's technology and ADA enhancements project (SP# TRS-TCMT-24K) with no reduction in federal funds.

Project history

This project has not had any scope changes or program year changes.

Background and purpose

Minnesota Valley Transit Authority was awarded \$500,000 in Surface Transportation Block Grant Program (STBGP) funds in the Transit Modernization category of the 2022 Regional Solicitation. [The application](#) was awarded to fund elements such as e-paper, static signage, interactive kiosks, platform displays, annunciators, and real-time signage at 53 stops/shelters and four transit hubs.

MVTA reports logistical challenges and additional expenses to establish electrical connections to shelters without existing connections. Additionally, complications have been reported with exterior technology devices due to weather elements, specifically that Metro Transit's e-Paper pilot underperformed in Minnesota's climate. MVTA has prioritized non-federal dollars to support shelter and bus stop signage enhancements instead.

The original application included the following locations:

- Apple Valley Transit Station – MVTA will be utilizing AVTS Modernization Phase II funding (federal) to complete the technology/ADA enhancements at this location.
- Blackhawk Park and Ride – included in proposed update.
- Heart of the City (HOC) Park and Ride – During the pandemic, MVTA discontinued service to HOC and does not have plans soon to serve this location.

- Marschall Road Transit Station (MRTS) – non-federal dollars have been allocated to support technology/ADA enhancements (customer amenities) at Marschall Road Transit Station (and Eagle Creek Park and Ride). These locations have been removed from the grant scope to provide flexibility with equipment availability and the project timeline
- Rosemount Transit Station – included in proposed update.
- 53 Bus Stops/Shelters – non-federal dollars have been identified to support technology/ADA enhancements throughout the MVTA service area. Signage includes route description, QR code, contact information, route color, and stop ID, and is ADA compliant (reflective material, non-glare, font size to scale, font used, high contrast colors). Phase I of this project is due for completion in Summer of 2025 (273 bus stops). Phase II (321 bus stops) will begin after the 2025 State Fair, though this may be delayed until Spring/Summer 2026 depending on weather.

The locations identified in this scope change request are: MN Zoo Shelter (new shelter and electrical connection – 2025), Palomino Hills Park and Ride, Southbridge Crossings Park and Ride, Savage Park and Ride, Blackhawk Park and Ride (included in original application), Burnsville Transit Station, Rosemount Transit Station (included in original application), and 157th Street Station.

This reprioritization is further supported by MVTA's growing Connect microtransit service, which has seen considerable ridership growth since this application, a trend that is continuing. This curb-to-curb service does not require a bus stop/shelter and is an important consideration of how to tactfully plan for the future and allocate funds responsibly.

MVTA requests retention of its full federal funding amount, as the overall project cost remains unchanged. The revised scope focuses on fewer facilities with larger footprints, resulting in a higher cost per site due to more advanced technology investments. The original project emphasized lower-cost enhancements, mainly signage and e-paper, at a greater number of bus stops and shelters.

Relationship to regional policy

Projects that receive funding through the Regional Solicitation and HSIP 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

Scoring and Ranking: The [Scope Change Policy](#) directs the TAC Funding & Programming Committee to consider whether a project would likely have scored fewer points than the highest-scoring unfunded project. This is not applicable as all eligible projects in the Transit Modernization category were funded. (Note that one project was unfunded due to the limit on funding bus rapid transit projects.) That said, an analysis is presented below. While staff interprets the reduction in stations as a small potential overall reduction in score, the reduction would be far less than the 121-point gap the application has over the lowest-scoring project in category, which was funded. In all, the improvements being removed are fairly minor. Staff does not see rationale to deny the request based on scoring.



Table 1: Scoring Analysis

Measure	Max Score	Original Score	Scope Change	Notes
1A. Jobs and Ed	50	38	-	Possible minor decrease as overall area is a bit smaller
1B. Trips Connected	50	30	0	All routes connected
2. Ridership	325	29	0	No/limited potential for reduction given the original score
3A. Engagement	50	26	0	General MVTA demographics scored
3B. Benefits/impacts	75	55	-	Loss of e-paper removes lack of need of smart phones (cited in scoring notes)
3C. Housing	50	36	-	Benefits at fewer locations
3 Equity Bonus	-	0	0	
4. Emissions	50	23	0	
5. User Improvements	200	87	0	Fewer locations but more improvements at each
6. Bike/Ped Elements	100	77	-	
7. Risk	50	50	0	
8. Cost Effectiveness	100	71	0	CE not reviewable in Scope policy
TOTAL	1,100	522	-	Minor overall decrease; far less than scoring margin

* 0 = no change

+ = small improvement, ++ = moderate improvement, +++ = large improvement

- = small diminishment, -- = moderate diminishment, --- = large diminishment

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. An obvious example would be an applicant asking to move the reconstruction of a roadway to an entirely different road. Cases with various minor changes become gray areas. The Scope Change Policy designates staff (TAB Coordinator) as responsible for this determination, which is to be made 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).

Staff did not interpret these as being violated. However, finding precedent for changes like this is difficult. Transit projects tend to be more prone to impact from economic and behavioral shifts, the increased use of microtransit in this case, than permanent infrastructure projects. The following examples provide some parallels:

- [2024](#): Relocating SouthWest Transit route from the golden triangle to the Mall of America following demand shifts.
- [2024](#): Movement of two transit hubs along with budget shifting from technology to amenities following assessment of local safety and arterial BRT planning.
- [2015](#): Removing several intersection elements (ped ramps, countdown times, intersection markings) being done elsewhere and replacing with new intersection elements

MVTA recognizes two unforeseen events that precipitate this scope change; unanticipated high electrical costs and that the proposition to use e-paper for real time signage was not properly tested for cold weather environments. As a result, maximum impact of the funds awarded will be

best realized by targeting eight higher priority facilities. Given this, that the project would have been funded as applied for, and that staff does not interpret the application as establishing a new project, staff recommends approval of the request.

Funding

The original application budget is displayed in Table 1 below. The requested scope change elements and their associated cost estimates are shown in Table 2 below:

Table 2a: Original Application Budget

Project Element	Estimated Cost
Wayfinding	\$250,000
Transit Systems	\$375,000
Federal Funding Amount	\$500,000
Local Match	\$125,000
Total Project Cost	\$625,000

Table 2b: Original Application Budget Breakdown

Project Location/Element	Estimated Cost
53 Bus Stops/Shelters – Signage only (~\$375 /sign)	20,000
*10 Shelters – various technology elements (\$20,000 /shelter)	200,000
*20 Bus Stops – e-Paper (\$6,000 /bus stop)	120,000
5 Transit Hubs – various technology elements (\$57,000 /hub)	285,000
Federal Funding Amount	\$500,000
Local Match	\$125,000
Total Project Cost	\$625,000

* 30 e-Paper installations originally budgeted (20 bus stops, 10 shelters).

Table 3: Requested Change to Project Elements (See attached Letter for further breakdown)

Location	Estimated Cost
Minnesota Zoo Shelter	\$60,000
Palomino Park & Ride	\$70,000
Southbridge Crossings Park & Ride	\$70,000
Savage Park & Ride	\$70,000
Blackhawk Park & Ride	\$70,000
Burnsville Transit Station	\$165,000
Rosemount Transit Station	\$60,000
157th Street Station	\$60,000
Total	\$625,000

MVTA requests retention of its full funding. Given the original application's lack of specifics in assigning funds to individual project elements, it is difficult to attempt to suggest specific reductions. Therefore, staff recommends no funding change.

Committee Comments and Action

At its May 15, 2025, meeting, the TAC Funding and Programming Committee recommended that the Technical Advisory Committee recommend approval of MVTA's scope change request to

replace technology and ADA improvements at 53 bus stops/shelters and four MVTa transit hubs with enhanced improvements to eight transit facilities in its technology and ADA enhancements project (SP# TRS-TCMT-24K) with no reduction in federal funds.

At its June 4, 2025, meeting, the Technical Advisory Committee voted to return the amendment for staff revision and additional documentation followed by reconsideration by the TAC Funding and Programming Committee. Members did not believe that the request adequately conveyed what is changing and why.

At its July 17, 2025, meeting, TAC Funding and Programming Committee recommended that the Technical Advisory Committee recommend approval of MVTa's scope change request to replace technology and ADA improvements at 53 bus stops/shelters and four MVTa transit hubs with enhanced improvements to eight transit facilities in its technology and ADA enhancements project (SP# TRS-TCMT-24K) with no reduction in federal funds. Discussion included

- Whether the ADA enhancements will change. While the locations change, the enhancements, which are part of the technology enhancements, will remain the same.
- That several of the stops being removed from the project are receiving improvements with non-federal funds, which provides some parallel with several non-transit scope changes in recent years.

Routing

To	Action Requested	Date Completed (Date Scheduled)
TAC Funding & Programming Committee	Review and recommend	May 15, 2025
Technical Advisory Committee	Review and send to Funding & Programming	June 4, 2025
TAC Funding & Programming Committee	Review and recommend	July 17, 2025
Technical Advisory Committee	Review and recommend	<i>August 6, 2025</i>
Transportation Advisory Board	Review and adopt	<i>August 20, 2025</i>



ATTACHMENT 1: FUNDING DATA FOR SCOPE CHANGE REQUEST

Original Application:

Regional Solicitation Year	2022
Application Funding Category	STBG
HSIP Solicitation?	Yes No
Application Total Project Cost	\$625,000
TAB Award	\$500,000
Application Federal Percentage of Total Project Cost	80%

Project Elements Being Removed:	Original Application Cost
Facility Locations: Original application included 53 bus stops/shelters and four (4) transit hubs. Scope change request includes 8 transit facilities (1 bus shelter, 4 park and rides, and 3 transit stations).	\$625,000
Technology/ADA Enhancements: MVTA to remove ePaper technology due to logistical challenges and additional expenses to establish electrical connections to shelters without an existing electrical connection. In addition, complications have been reported with exterior technology devices due to Minnesota weather elements (Metro Transit's e-Paper pilot underperformed in Minnesota's climate). MVTA has prioritized non-federal dollars to support shelter and bus stop signage enhancements instead.	

New Project Elements: The proposed new locations are listed below, along with technology/ADA equipment plus cost.	Cost: (Based on Year of Costs in Original Application)
MN Zoo Shelter	60,000
Interactive Kiosks	40,000
Real-Time Arrival Information	5,000
ADA Annunciator System	10,000
Digital Wayfinding	5,000
Blackhawk Park & Ride	70,000

Scope Change Policy

TAB Adopted: February 19, 2025

Interactive Kiosks	45,000
Real-Time Arrival Information	5,000
ADA Annunciator System	10,000
Digital Wayfinding	5,000
Customer Service Intercom	5,000
Palomino Hills Park & Ride	70,000
Interactive Kiosks	45,000
Real-Time Arrival Information	5,000
ADA Annunciator System	10,000
Digital Wayfinding	5,000
Customer Service Intercom	5,000
Savage Park & Ride	70,000
Interactive Kiosks	45,000
Real-Time Arrival Information	5,000
ADA Annunciator System	10,000
Digital Wayfinding	5,000
Customer Service Intercom	5,000
Southbridge Crossings Park & Ride	70,000
Interactive Kiosks	45,000
Real-Time Arrival Information	5,000
ADA Annunciator System	10,000
Digital Wayfinding	5,000
Customer Service Intercom	5,000
157th Street Station	60,000
Platform Display	35,000
Real-Time Arrival Information	5,000
ADA Annunciator System	10,000
Digital Wayfinding	5,000
Customer Service Intercom	5,000
Burnsville Transit Station – Phase II	165,000
Platform Display	80,000
Real-Time Arrival Information	40,000
ADA Annunciator System	30,000
Digital Wayfinding	10,000
Customer Service Intercom	5,000
Rosemount Transit Station	60,000
Interactive Kiosks	40,000
Real-Time Arrival Information	5,000
ADA Annunciator System	10,000
Digital Wayfinding	5,000
PROJECT FUNDING	\$625,000
Federal Amount	500,000
Local Match (MVTA)	125,000

Revised Project Scope

The purpose of this scope change request is to allow MVRTA to adjust its implementation approach while continuing to meet the original project goal: to enhance accessibility and modernize rider-facing technology across high-priority transit facilities in the MVRTA service area. These upgrades will remove barriers for riders of all abilities and equip customers with real-time transit information and improved wayfinding.

Originally, this project proposed technology and ADA improvements at 53 bus stops/shelters and four transit hubs. However, during preliminary design, MVRTA identified several implementation challenges and cost constraints associated with this distributed model, including:

- Significant electrical infrastructure costs at many shelter sites without existing connections
- Operational limitations for outdoor technology (e.g., e-paper signage has shown performance issues in Minnesota's cold-weather environment, as demonstrated in Metro Transit's pilot)
- Reduced service patterns at some originally included locations due to post-pandemic route changes

MVRTA is proposing to shift the project to focus on eight transit facilities, where improvements can be implemented more efficiently, cost-effectively, and with greater benefit to riders. These sites include four park-and-rides, three key transit stations, and one new shelter location at the Minnesota Zoo.

Several facilities from the original scope were reassessed:

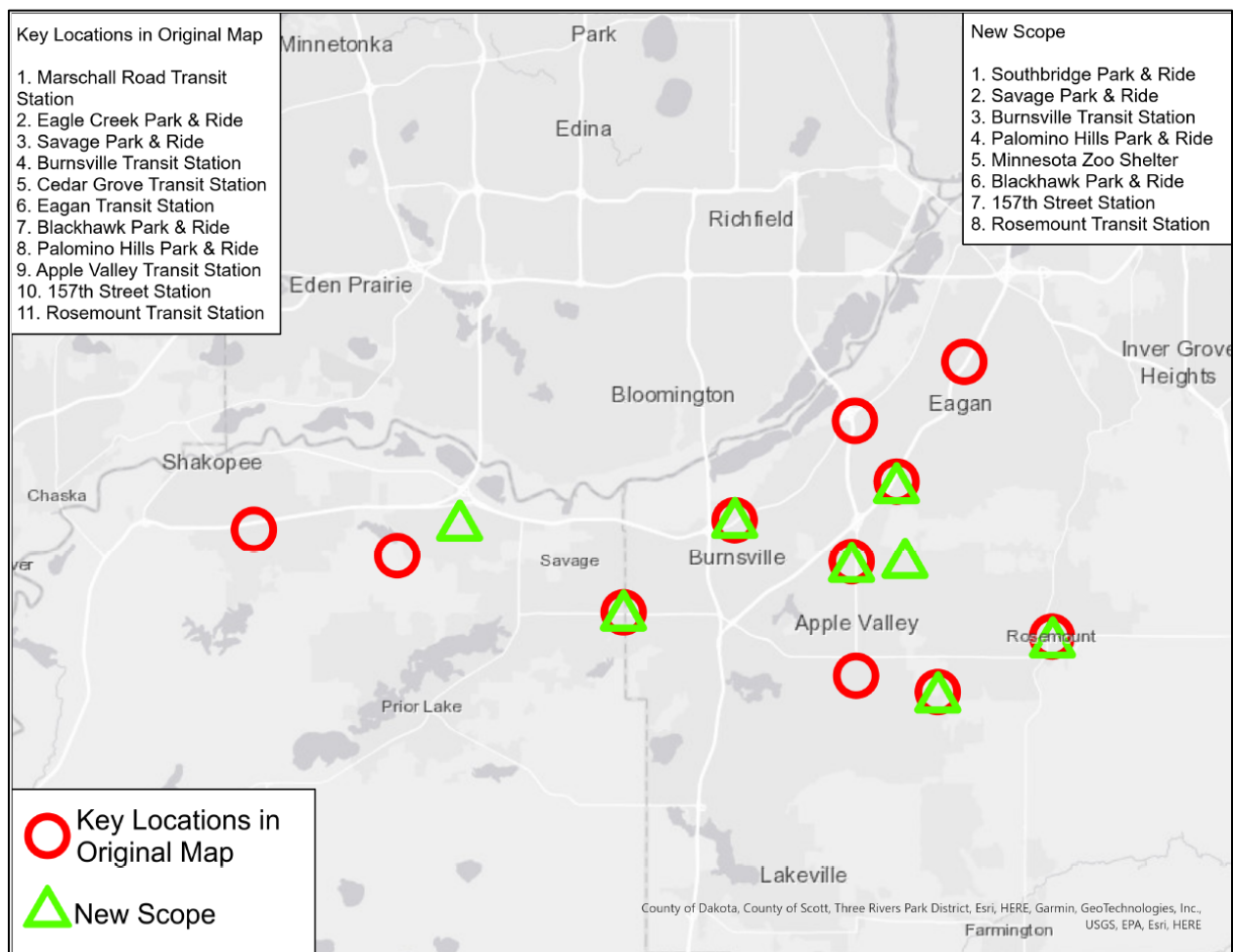
- Apple Valley Transit Station will receive enhancements through another federally funded modernization project.
- Heart of the City Park & Ride is no longer served by MVRTA due to route restructuring following the pandemic.
- Marschall Road Transit Station - non-federal dollars have been allocated to support technology/ADA enhancements (customer amenities) at Marschall Road Transit Station (and Eagle Creek Park and Ride). These locations have been removed from the grant scope to provide flexibility with equipment availability and the project timeline.
- 53 bus stops/shelters - non-federal dollars have been identified to support technology/ADA enhancements throughout the MVRTA service area. Signage includes route description, QR code, contact information, route color, and stop ID, and is ADA compliant (reflective material, non-glare, font size to scale, font used, high contrast colors). Phase I of this project nears completion in Summer of 2025 (273 bus stops). Phase II (321 bus stops) will begin after the 2025 State Fair, which may be delayed until Spring/Summer 2026 based upon the weather.

The revised scope prioritizes locations with high ridership, multimodal service (fixed-route, local, and MVTA Connect microtransit), and strategic customer interaction points. Enhancements will include real-time signage, indoor kiosks, LED displays, annunciators, ADA-compliant features, and improved wayfinding tools. These improvements will increase accessibility, provide better transit visibility, and support growing ridership across the south metro.

This scope change does not request any increase or decrease in federal funds. The total project cost remains \$625,000, with MVTA retaining the \$500,000 federal share and providing the \$125,000 local match. While the number of implementation sites is reduced, the average cost per site is higher due to broader scope, facility size, and electrical needs. All project locations are existing transit facilities, minimal ground disturbance is anticipated.

A revised location map is included. The map displays 11 total locations, including the originally proposed sites, with a labeled red circle indicating “Key Locations in Original Map” to clarify why some previously included stops no longer appear.

Updated Project Locations



Action Transmittal

Transportation Advisory Board



Committee meeting date: August 6, 2025

Date: July 21, 2025

Action Transmittal: 2025-28

Program Year Extension Request – Saint Paul Arlington Avenue Sidewalk Project

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

Requested action

The City of Saint Paul requests a program year extension to move its Arlington Avenue Sidewalk project (164-109-025) from 2026 to 2027.

Recommended motion

That the Technical Advisory Committee recommend that TAB approve Saint Paul's Program year extension request to move its Arlington Avenue Sidewalk project from 2026 to 2027.

Project history

This project has not had any scope changes or program year changes.

Background and purpose

The City of Saint Paul was awarded \$920,000 in Surface Transportation Block Grant Program (STBGP) funds in the Pedestrian Facilities category of the 2022 Regional Solicitation for program year 2026. [The application](#) was awarded to construct new sidewalks on the north side of Arlington Avenue from Westminster St to Arkwright St and on the south side of Arlington Avenue from the Gateway Trail to Westminster St and Desoto St to Edgerton St.

The city requests moving the program year from 2026 to 2027 to align the Arlington Avenue portion of a recently funded street reconstruction project. This is a local initiative programmed after the passage of a local-option sales tax, which occurred after project award.

Relationship to regional policy

The Transportation Advisory Board (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 TAB's Regional Solicitation. The policy includes a procedure to request a one-year extension based on extenuating circumstances within certain guidelines. The applicant is requesting an exception to the policy to enable the project to be constructed with larger adjacent projects.

Staff analysis

This project is on track to be obligated in fiscal year 2027. This request is not an exception to the one-time, one-year baseline rule established in the Program Year Policy.

Committee comments and action

At its July 17, 2025, meeting, the TAC Funding and Programming Committee voted to recommend that TAC recommend approval of Saint Paul's Program year extension request to move its Arlington Avenue Sidewalk project from 2026 to 2027.

Routing

To	Action Requested	Date Completed (Date Scheduled)
TAC Funding & Programming Committee	Review and Recommend	July 17, 2025
Technical Advisory Committee	Review and Recommend	<i>August 6, 2025</i>
Transportation Advisory Board	Review and Adopt	<i>August 20, 2025</i>





SAINT PAUL
PUBLIC WORKS

DEPARTMENT OF PUBLIC WORKS
SEAN KERSHAW, DIRECTOR

25 West 4th Street, 900 City Hall Annex
Saint Paul, MN 55102
Tel: 651-266-6080 | Fax: 651-292-6315

June 4, 2025

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

RE: **Program Year Extension Request for SP 164-109-025**

Dear Mr. Kosluchar,

The City of Saint Paul respectfully requests that the Funding and Programming Committee consider a program year extension for the above referenced project. The project's current program year is 2026 and will construct new sidewalk on portions of the north and south sides of Arlington Avenue from Westminster Street to Edgerton Street.

The City applied for and was awarded \$920,000 STIP funds for program year 2026.

After Metropolitan Council awarded the City these funds, the Saint Paul residents approved a local option sales tax increase to be used for repairs and improvements to streets, among other uses. One of the streets identified in that ballot measure for reconstruction is Arlington Avenue from Jackson Street to Payne Avenue, which includes the segment from Westminster Street to Edgerton Street currently programmed for sidewalk improvements. The street reconstruction project along Arlington Avenue is scheduled for 2027. As such, it would be inefficient to construct the sidewalks in 2026, as they risk being impacted by the 2027 street construction. The City of Saint Paul is thus requesting a program year extension so it can perform the sidewalk construction at the same time as the full street reconstruction. A one-year time extension would allow the City to retain the funding to keep this needed improvement.

We therefore request the Funding and Programming Committee's support for extending the City of Saint Paul's program year to 2027. If additional information is needed, please contact me by email at bryan.graveline@stpaul.gov.

Sincerely,

Bryan Graveline, P.E.
City of Saint Paul

cc: Colleen Brown, MnDOT Federal Aid
Joe Barbeau, Metropolitan Council

PROGRESS SCHEDULE FOR PROGRAM YEAR EXTENSION

Enter request date 6/4/2025

1. Project Background (Project description, federal cost, non-federal cost, current program year, original program year):

This project will construct new sidewalk on the north side of Arlington Avenue from Westminster Street to Arkwright Street and on the south side of Arlington Avenue from the Gateway Trail to Westminster Street and Desoto Street to Edgerton Street. The federal cost is \$920,000 and the non-federal cost is \$230,000. The original and current program year are both 2026.

2. Project Progress; Requests must include an agency's anticipated schedule:
 - Environmental document approval date or anticipated approval date June 2026
 - 100% plan approval date or anticipated approval date January 2027
 - Right-of-way certificate approval date or anticipated approval date January 2027
3. Justification for Extension Request. Please describe the circumstances of this request.

What circumstances have led to the need for an extension? What is unique about this project that requires an extension of the program year?

In November 2023, Saint Paul residents passed a 1% increase to the local option sales tax to be used for repairs and improvements to streets, among other uses. One of the streets identified in that ballot measure for reconstruction is Arlington Avenue, including from Westminster Street to Edgerton Street. That project will be constructed in 2027. The City would like to extend the program year of this sidewalk construction project to coincide with the construction of the sales-tax funded project.

What are the implications if the project does not obtain the requested extension? (e.g., withdraw the project, attempt to complete the project on time)?

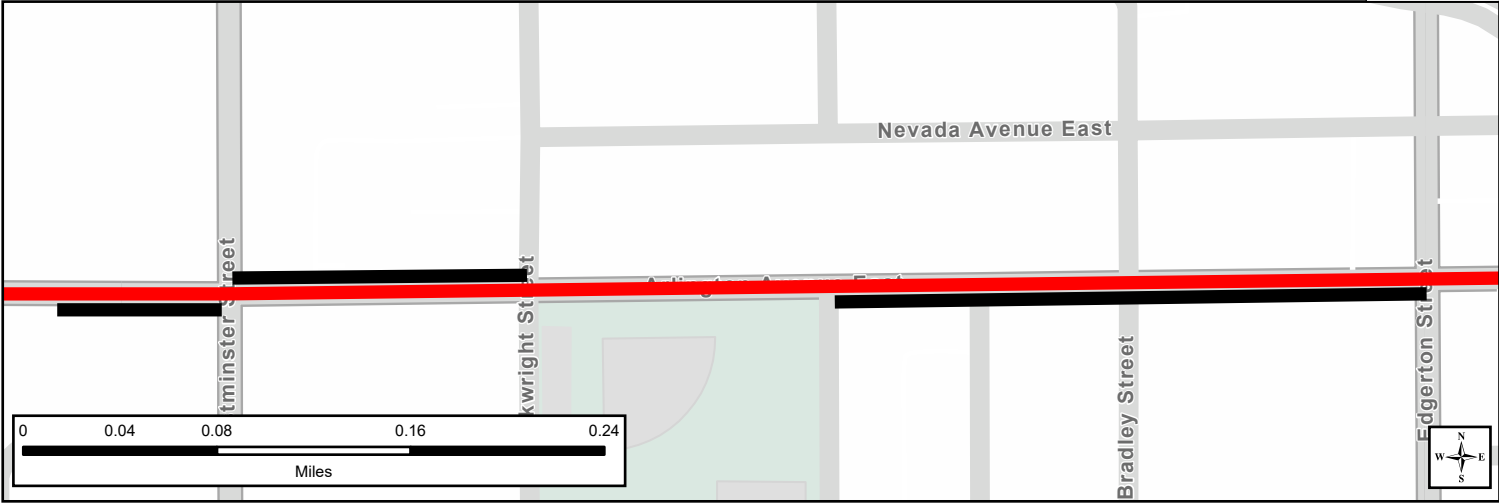
If this project does not obtain the requested extension, we would withdraw the project, since it would be inefficient to construct sidewalks that would be torn out and reconstructed again the following year.

Will delaying the project negatively impact the affected area (e.g., would a longer delay allow for dangerous conditions to persist)? Are there interim steps that can be taken to address the project and mitigate impacts in the interim?

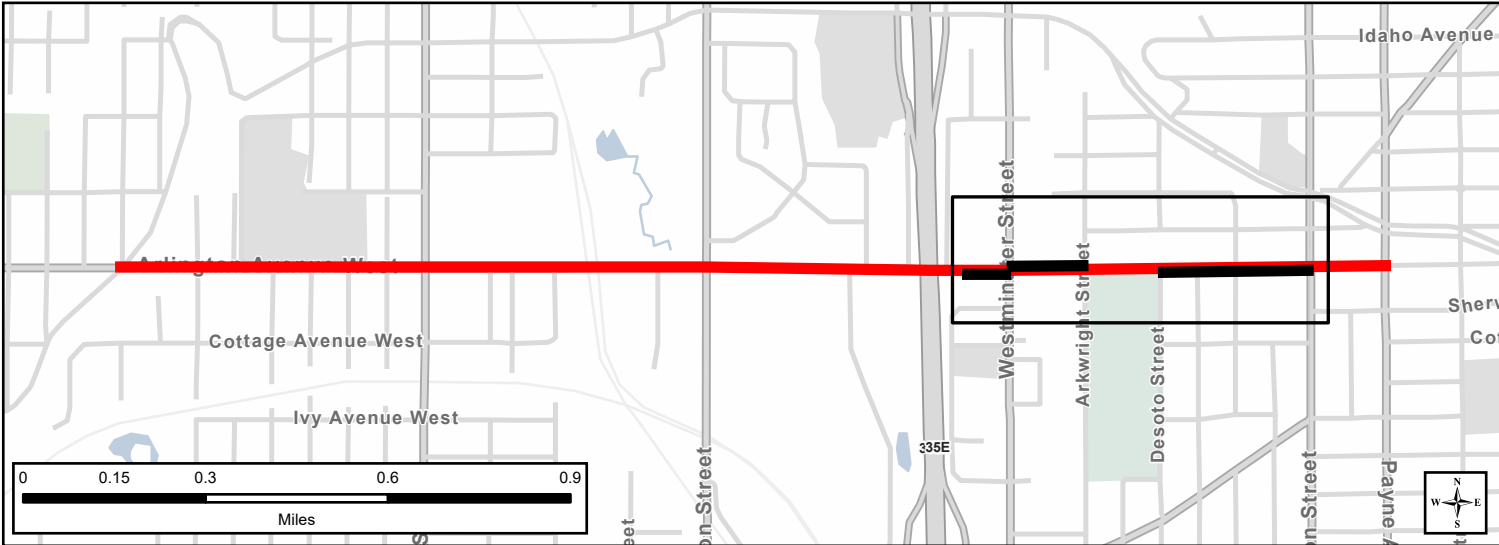
No. The best way to mitigate impacts to the area is to do the entire street reconstruction, including sidewalks, one time, instead of doing a partial construction in 2026 followed by a full reconstruction in 2027.

Program Year Extension Request – Saint Paul Arlington Avenue Sidewalk Project

Arlington Avenue Sidewalk Project Area - Awarded in 2022 Regional Solicitation in PY 2026



City of Saint Paul Arlington Avenue Reconstruction Project Corridor for PY 2027 (Wheelock Ave to Payne Ave)



Box Block on above map and inset map below to show larger Arlington Ave Reconstruction Project



- Legend**
- █ PY 2027 Arlington Avenue Reconstruction Project
 - █ 2022 Regional Solicitation Sidewalk Project Area