

Agenda

TAB Technical Advisory Committee



Meeting date: December 3, 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 November 5, 2025, TAB Technical Advisory Committee Minutes– roll call

Public comment on committee business

TAB report

Committee reports and business

Executive Committee (Joe MacPherson, Chair)

1. 2025-44: 2026-2029 Streamlined TIP Amendment: Saint Paul Safe Streets for All (Joe Barbeau, MTS Planning) – roll call
2. 2025-45: 2026-2029 Streamlined TIP Amendment: Four Project Changes (Joe Barbeau, MTS Planning) – roll call

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

Planning Committee (Gina Mitteco, Chair)

1. 2025-41: Review of Metropolitan Airports Commission (MAC) 2026-2032 Capital Improvement Program (CIP) (Joe Widing, MTS Planning)– roll call
2. 2025-42: Adoption of the 2026 Roadway Safety Performance Targets (Jed Hanson, MTS Planning)

Funding & Programming Committee (Jim Kosluchar, Chair)

1. 2025-43: Program Year Extension Request: Hennepin County's Marshall Street NE (CSAH 23) Phase 2 Reconstruction Project (Joe Barbeau, MTS Planning)

Information

1. Preview of January Regional Solicitation Action Items (Steve Peterson, MTS; Molly Stewart, SRF; and Allison Bell, Bellwether Consulting)

Other business

Adjournment

Council contact:

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



Minutes

TAB Technical Advisory Committee



Meeting date: November 5, 2025

Time: 9:00 AM

Location: Council Chambers

Members present:

- | | | |
|---|--|--|
| <ul style="list-style-type: none">☒ Anoka Co – Joe MacPherson (Chair)☒ Carver Co – Lyndon Robjent☒ Dakota Co – Joe Morneau☒ Ramsey Co – Brian Isaacson☒ Hennepin Co – Chad Ellos☒ Scott Co – Adam Jessen☒ Washington Co – Lyssa Leitner☐ Extended Urban Area – Chad Hausmann☒ Council MTS – Steve Peterson☒ Council CD – Patrick Boylan☒ TAB – Elaine Koutsoukos | <ul style="list-style-type: none">☒ Brooklyn Park – Marc Culver☐ Chanhassen – Charlie Howley☒ Eagan – Russ Matthys☒ Eden Prairie – Carter Schultze☒ Fridley – Jim Kosluchar☒ Lakeville – Paul Oehme☐ Plymouth – Michael Thompson☒ Woodbury – Chris Hartzell☒ Minneapolis Engineering – Jenifer Hager☐ Minneapolis Planning – Kathleen Mayell☒ Saint Paul Engineering – Nick Peterson☒ Saint Paul Planning – Reuben Collins | <ul style="list-style-type: none">☒ MnDOT – Molly McCartney (Vice Chair)☒ MPCA – Innocent Eyoh☒ MAC – Bridget Rief☒ STA – Matt Fyten☒ Metro Transit – Adam Harrington☐ Freight – Shelly Meyer☒ DEED – Colleen Eddy☐ MnDNR – Nancy Spooner-Walsh☒ Bicycle – Kyle Sobota☒ Pedestrian – Mackenzie Turner Bargaen☐ 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 9:00 a.m.

Agenda approved

It was moved by Brian Isaacson, Ramsey County, and seconded by Nick Peterson, Saint Paul Engineering, to approve the agenda as presented. **Motion carried.**

Approval of minutes

It was moved by Isaacson, and seconded by Molly McCartney, MnDOT, to approve the minutes of October 1st, 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 October 15th, 2025, regular meeting of the Transportation Advisory Board.

Business – Committee reports

Executive Committee (Joe MacPherson, Chair)

Chair MacPherson reported that the TAC Executive Committee met and discussed agenda items along with tentatively meeting in-person in December due to the number of Regional Solicitation items on the horizon.

1. **2025-38:** 2026-2029 Streamlined TIP Amendment: Southwest Transit Station Rehabilitation

Robbie King, MTS Planning, presented.

It was moved by McCartney, and seconded by Paul Oehme, Lakeville, to recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2026-2029 TIP to add Southwest Transit's Southwest Transit Station Rehabilitation Project. **Motion carried.**

2. **2025-39:** 2026-2029 Streamlined TIP Amendment: Two Bicycle and Pedestrian Project Cost Increases

Robbie King, MTS Planning, presented.

It was moved by Mackenzie Turner Borgen, Pedestrian Member, and seconded by Jim Kosluchar, Fridley, to recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2026-2029 Transportation Improvement Program to adjust the scope of Minneapolis' 21st Avenue South bicycle and pedestrian project and to adjust the scope and cost of Saint Paul's Payne Avenue bicycle and pedestrian project. **Motion carried.**

3. **2025-40:** 2026-2029 Streamlined TIP Amendment: Three MnDOT Project Adjustments

Robbie King, MTS Planning, presented.

It was moved by Patrick Boylan, Met Council Community Development, and seconded by Lyssa Leitner, Washington County, to recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2026-2029 Transportation Improvement Program to make the following adjustments to MnDOT sponsored projects:

- Snelling Avenue mill and overlay from Highway 36 in Roseville to Grey Fox Road in Arden Hills; minor terminus change, addition of trail and RTMC, and cost increase
- Cedar Avenue unbonded concrete overlay from 138th Street/Highway 23 to Dakota/Hennepin County line in Apple Valley; cost increase and addition of ramps, loops, and RTMC
- US Highway 169 concrete pavement repair from .48 miles north of 85th Avenue North to 101st Avenue in Brooklyn Park and Osseo; reduction in project length, replacement of concrete pavement rehabilitation with bituminous pavement rehabilitation, and additional of guardrail replacement

Motion carried.

TAC Bicycle-Pedestrian Planning Technical Working Group (Steve Elmer, MTS Planning)

Steve Elmer, MTS Planning, reported on October 22nd, 2025, regular meeting of the Bicycle-Pedestrian Technical Working Group.

Planning Committee (Gina Mitteco, Chair)

Chair Mitteco reported on the October 9th, 2025, regular meeting of the TAC Planning Committee.

1. **2025-37:** Recommendation of Regional Bicycle Transportation Network (RBTN) and Regional Bicycle Barrier map changes and related actions

Chair Mitteco presented.

It was moved by Chris Hartzell, Woodbury, and seconded by Innocent Eyoh, MPCA, to recommend that the Transportation Advisory Board release the updated Regional Bicycle Barriers and RBTN maps for public comment as part of the 2026 Regional Solicitation.

Motion carried.

Funding and Programming Committee (Jim Kosluchar, Chair)

Chair Kosluchar reported on the October 16th, 2025, regular meeting of the TAC Funding and Programming committee.

1. **2025-30:** Scope Change Request: Carver County CSAH 40 HSIP Project

Robbie King, MTS Planning, and Lyndon Robjert, Carver County, presented.

Leitner suggested sharing any changes to the safety elements with TAB.

It was moved by Leitner, and seconded by Mark Culver, Brooklyn Park, to recommend that the Transportation Advisory Board approve Carver County's scope change request to reduce the length of its CSAH 40 improvement project and retain full federal funding. **Motion carried.**

2. **2025-31:** 2026 Regional Solicitation Federal Funding Application Categories

Steve Peterson, MTS Planning, presented.

Leitner stated that there had been considerable discussion within the Policy Working Group about Community Considerations. She asked what the process would be if that group recommended a different structure immediately before the TAB meeting. She questioned whether changes proposed by the Policymaker Working Group would go directly to TAB or return to the Funding and Programming Committee first. Steve Peterson responded that if the Policymaker Working Group proposed a substantial change, such as creating a new application category, staff would not have the structure, measures, or minimum requirements prepared. He stated that such a change would have to be sent back through the committees and would likely delay the process by several months.

Chair MacPherson added that he and Leitner both served on the Special Interest Working Group, where the question of whether community considerations should be a separate funding category or a measure within each application was discussed early in the process. He stated that the group decided to incorporate community considerations into every application.

Isaacson asked about the purpose of the Policymaker Working Group meeting, given the minimal time between that meeting and TAB. Steve Peterson explained that any resulting recommendations would flow through the committees beginning about a month later and added that the Policymaker Working Group is not designed to review or prepare for same-day action items. He clarified that it functions more like a policy discussion body, focusing on topics TAB will see approximately one month later. He stated that the two main topics for the November 19 meeting are community considerations and the scoring structure. Chair MacPherson added that at the last TAB meeting, earlier agenda items ran long, which prevented presentation of the Policymaker Working Group materials. He stated that the items before the committee today would therefore be new information for many TAB members when they vote on them later this month.

Isaacson asked for confirmation that TAB would be voting this month on the items being advanced by the committee. Chair MacPherson confirmed that was correct.

Robjent asked whether the current discussion applied only to federal projects, and not to local trails. Chair MacPherson confirmed that the current item covered federal projects only.

It was moved by McCartney, and seconded by Robjent, to recommend that the Transportation Advisory Board approve the following federal funding categories to be used for the 2026 Regional Solicitation:

- | | |
|---|---|
| 1. Proactive Safety | 9. New Interchanges |
| 2. Reactive Safety | 10. Bridge Connections |
| 3. Regional Bike Facilities | 11. Electric Vehicle Charging Infrastructure |
| 4. Transit Expansion | 12. Travel Demand Management (TDM) Base funding (non-competitive) Competitive funding |
| 5. Transit Customer Experience | 13. Regional Modeling/Travel Behavior Inventory (non-competitive) |
| 6. Arterial Bus Rapid Transit (non-competitive) | |
| 7. Roadway Modernization | |
| 8. Congestion Management Strategies | |

Motion carried.

3. **2025-32: 2026 Active Transportation Solicitation Funding Application**

Steve Peterson, MTS Planning, presented.

It was moved by Issacson, and seconded by Robjent, to recommend that the Transportation Advisory Board approve the funding categories to be used for the 2026 Active Transportation Solicitation:

1. Local Bike Facilities
2. Local Pedestrian Facilities
3. Active Transportation Planning

Motion carried.

4. **2025-33: 2026 Regional Solicitation Minimum and Maximum Federal Awards**

Steve Peterson, MTS Planning, presented.

Issacson stated that if there is no expressed Arterial Bus Rapid Transit (Arterial BRT) maximum award, the implication is that the award could rise as high as the total federal availability. He recommended that policymakers clarify explicitly whether this is the intent.

Matt Fyten, STA, sought clarification about intent, asking whether all competitive projects would be funded before money is shifted to arterial BRT, regardless of score. Steve Peterson responded that out of the \$250 million total, transit would be targeted at \$60 million and that the Policy Working Group discussed whether funds should shift to arterial BRT only if insufficient applications exist, or whether more flexibility should be allowed for reallocation. He recommended specifying this explicitly in a footnote, outlining when and how shifts to arterial BRT may occur.

Leitner explained that Washington County supports ensuring all other transit projects are funded before allocating funds to arterial BRT. She objected to decisions being made based on arbitrary scoring differences, warning that this could set a precedent for reallocating across categories without policy backing. She also questioned why additional funds would default to arterial BRT rather than other transit projects.

Koutsoukos observed that arterial BRT may not belong in this motion, as the item concerns minimum and maximum amounts applicants can request. She suggested moving the arterial BRT discussions to the funding targets motion instead.

Adam Harrington, Metro Transit, commented that the lack of minimum scoring thresholds is a broader policy issue. He said some projects may appear beneficial to applicants but offer less regional impact. He clarified that the \$60 million cap applies only to the transit portion, not the entire \$250 million. Koutsoukos noted that \$60 million represents a target as opposed to a maximum.

Issacson noted policymakers retain discretion to adjust allocations. He recommended setting clearer boundaries by specifying both minimum and maximum amounts to reduce confusion and establish a reasonable framework.

Leitner expressed that any minimum score for funding should be across all categories. She expressed concern that transit and bike-pedestrian projects receive disproportionate scrutiny compared to roadway projects.

Chair MacPherson proposed moving the \$30 million figure into the “maximum” column and adding an asterisk to indicate that additional funds could go to arterial BRT if other transit categories are not fully funded.

Fyten suggested adding language to prioritize competitive projects before shifting funds to non-competitive categories. Leitner agreed but reiterated the need for clarity on how such flexibility applies across categories.

It was moved by Leitner, and seconded by Isaacson, to recommend approval as presented with the exception of moving the arterial BRT \$30 million from minimum to maximum with an asterisk denoting that additional funds can go to non-competitive categories after targets are met in all the other categories.

Koutsoukos clarified that funding targets are not meant to prescribe exact amounts. Leitner agreed and suggested amending her motion to say, “...the intent of the targets is achieved...” to clarify flexibility.

Robjent asked whether the asterisk would apply to all categories or only to arterial BRT. Chair MacPherson confirmed it applied only to arterial BRT. Leitner clarified that the asterisk should be on the \$30 million in the “maximum” column, specifying that additional funds could go to arterial BRT if transit targets are not fully met.

Issacson noted that because arterial BRT is non-competitive, the key issue is defining what amount is available at the outset, so all applicants understand potential funding levels.

Jenifer Hager, Minneapolis Engineering, asked for clarity on whether the motion referred to all categories or only transit. She supported applying it to transit categories but not to other modal categories. Leitner clarified that her intent was to ensure that all modal categories meet their funding targets before shifting any funds to arterial BRT out of concern about TAB reallocating money arbitrarily across modes.

Harrington recommended simplifying by listing arterial BRT separately at \$30 million with an asterisk stating that if funding remains within the transit category, TAB may allocate additional funds to arterial BRT.

Koutsoukos advised considering the order of motions, suggesting TAB adopt funding targets before acting on this item.

Issacson proposed clarifying that the arterial BRT maximum is contained within the 24% transit funding target. Harrington supported showing arterial BRT as a \$30 million line item on the funding grid with an explanatory note. Steve Peterson stated that the confusion arose because a non-competitive category (arterial BRT) was merged into a table meant for competitive categories. He agreed that separating it would make the structure clearer.

Leitner proposed creating a separate motion stating that all other transit projects must be funded before any additional funds are awarded to arterial BRT, keeping the process transparent.

Koutsoukos suggested creating two motions—one for minimum and maximum awards, and one specifically for arterial BRT. She expressed concern about the possibility of applicants submitting excess projects to manipulate scoring. Fyten acknowledged that concern but noted that recent funding model changes make it unlikely.

Steve Peterson added that future funding options may include scenarios where transit receives more than the \$60 million target, possibly directing additional funds toward arterial BRT, consistent with broader policy discussions.

Leitner suggested rescinding her original motion, but Koutsoukos noted that under Robert's Rules of Order, a motion cannot be withdrawn once seconded.

Leitner suggested a friendly amendment to approve the table as-is but remove arterial BRT from it, addressing arterial BRT in a separate motion. Harrington suggested instead listing arterial BRT as a single \$30 million entry with an asterisk stating that TAB may award additional arterial BRT funding only after all transit projects are funded and targets across other categories are met or nearly met. Members agreed to vote the motion down.

Motion failed.

It was moved by Leitner, and seconded by Isaacson, to recommend minimum and maximum federal award for each 2026 Regional Solicitation funding category as recommended by the Funding and Programming Committee except that arterial BRT is funded at \$30 million, with an asterisk noting that TAB may award additional funding to arterial BRT only if all other transit projects are funded and the funding targets are met or close to being met in the other modal categories.

Cole Hiniker, MTS Planning, recommended that TAB be presented with two options—one to fund all transit projects first, and one not to—reflecting differing views. Leitner responded that the committee's role is to make a technical recommendation and that TAB could strike or amend language as it sees fit.

Chad Ellos, Hennepin County, expressed concern that the motion might overly constrain TAB, preferring language that recommends—rather than requires—funding all projects first. Culver clarified that TAC serves an advisory role, and TAB may accept or reject its recommendations. Leitner added that if TAB wishes to apply score-based funding cutoffs, consistent thresholds should apply across all categories.

Kosluchar expressed support for the motion because it removes the "N/A" entry. Isaacson expressed confidence that the Funding and Programming Committee Chair and TAC Chair would clearly convey the intent of the motion to TAB and refine its language as needed.

Motion carried.

5. 2025-34: 2026 Active Transportation Minimum and Maximum Awards

Steve Peterson, MTS Planning, presented.

Robgent asked for the rationale behind setting such a low number for the minimum funding amounts. Chair MacPherson explained that the rationale from the Active Transportation Committee was to encourage the submission of many projects, even small ones along with encouraging smaller applicants to apply.

Leitner noted that Washington County had advocated previously for bicycle facilities to match the regional maximum awards. She explained that some elected officials perceive the term "regional" to imply more expensive projects, which is not necessarily the case. She expressed hope that during the TAB discussions, this would be clarified, noting that the purpose of a lower maximum award is likely to distribute available funding more broadly.

Turner Bergen asked for background information about why the pedestrian facility maximum award is lower than the bicycle facility maximum. Joe Widing, MTS Planning, explained that the rationale for the lower pedestrian facility maximum was based on the 2024 regional solicitation, where the pedestrian facility category maximum award was \$2 million. The proposed maximum award shows a slight increase to account for inflation. However, in the previous round, there were few requests at the maximum level in the pedestrian category, while there was more demand in the bicycle category. He also noted that this is the first round using this approach and adjustments may be made in future solicitation cycles depending on how much demand there is for the maximum funding levels. Turner Bergen noted that if comparisons were based on federal funding applications, she would expect additional demand under local funding due to its greater flexibility. She added that local agencies that may have avoided federalized pedestrian projects might now apply for local funds. Koutsoukos added that in previous years—either 2022 or 2024—the local pedestrian project maximum was only \$1 million. Steve Peterson commented that geographic balance might also play a role in the decision.

McCartney asked local participants whether the suggested maximum for local planning awards is sufficient. Widing stated that the upcoming planning allocation target will be about \$2 million. Because there have not been many large, dedicated planning applications in the past, the lower maximum award helps prevent a few large projects from dominating the available funds. He explained that there is no minimum award for planning grants to support a broad range of comprehensive planning activities beginning next year. For example, communities developing or expanding bicycle and pedestrian elements of their comprehensive plans could use this funding source. Widing emphasized that keeping the maximum award lower allows more jurisdictions to benefit without crowding out other applicants.

It was moved by Robjent, and seconded by Eyoh to recommend that the Transportation Advisory Board approve a minimum and maximum award for each 2026 Active Transportation funding category as follows:

- Local Bike Facilities -- Minimum: \$150,000. Maximum: \$3,500,000.
- Local Pedestrian Facilities -- Minimum: \$150,000. Maximum: \$2,500,000.
- Active Transportation Funding -- Minimum: N/A. Maximum: \$200,000.

Motion carried.

6. **2025-35: 2026 Regional Solicitation Modal Funding Targets**

Steve Peterson, MTS Planning, presented.

Chair MacPherson stated that having a target is beneficial because it gives applicants a clear goal. He explained that knowing what the committee expects applicants to spend helps guide project proposals. He pointed to the 2024 roadways range of 45% to 65%, noting that this wide variance is significant and that clearer targets would help avoid such discrepancies.

Leitner noted that there had been one vote against the proposal at the Funding and Programming Committee meeting based on the low weighting of the environmental category. Leitner emphasized that although the environmental allocation appears low, it is important to note that transit, bicycle, and pedestrian projects inherently promote environmental benefits and added that roadway projects also include a “natural systems protection and restoration” scoring metric. Kosluchar stated that the rationale for not increasing the safety target from its historical level was like the rationale discussed regarding environmental scoring. He explained that safety is already integrated into bicycle, pedestrian, and roadway projects.

Eyoh reiterated concerns about the environmental category being weighted at only 6%. He acknowledged that certain project types, such as bicycle facilities and transit projects, offer

significant environmental benefits by reducing greenhouse gas emissions and other pollutants. He argued that the current weighting still undervalues environmental factors. He proposed increasing the environmental score weighting to 10%, suggesting that 4% could be reallocated from the roadway category. Eyoh noted that even with this adjustment, roadway projects would remain the highest category at 40%.

It was moved by Leitner, and seconded by Kosluchar, to recommend that the Transportation Advisory Board approve the following federal funding targets for the 2026 Regional Solicitation:

- 12% to Safety
- 14% to Bike and Pedestrian
- 24% to Transit
- 44% to Roadways
- 6% to Environment

Motion carried.

7. **2025-36: 2026 Active Transportation Funding Targets**

Steve Peterson, MTS Planning, presented.

Reuben Collins, Saint Paul Planning, asked whether the committee would be providing a recommendation on how the \$50 million would be split between bicycle and pedestrian projects. Chair MacPherson responded that the current action item does not include such a recommendation, but if the group would like to add one, it could be considered. Collins asked if there was a specific reason why a split was not being proposed. Koutsoukos explained that, historically, federal funding was allocated to broader modal categories rather than being divided among specific application types. Chair MacPherson confirmed that a similar approach is being applied to the safety categories, noting that the proactive and reactive components were not split either.

Steve Peterson added that one reason the safety category was split out was because it is a new program area. He explained that providing an approximate allocation helped applicants understand the funding scale. The decision to identify a portion for safety planning will help applicants gauge project feasibility.

Issacson noted that some funds were already flowing and asked whether the program allows flexibility in determining when the funds would be available for various uses. Chair MacPherson said approximately \$15 million had already been spent as part of the last Regional Solicitation. Steve Peterson added that approximately \$21 million per year in revenue is generated from the funding source. He stated that the work group had taken a conservative approach, avoiding spending several years of anticipated revenue in advance. Widing elaborated, explaining that the \$50 million allocation originates from a combination of previously obligated projects and anticipated revenues. About \$18 million has already been obligated to projects from 2024, with an additional \$2 million designated for the University of Minnesota's Washington Avenue Bridge project. The remaining funds are expected to accumulate by the end of 2026. The work group decided that allocations should be based only on funds currently available or expected by the end of the solicitation period. This approach simplifies bookkeeping and ensures that project funding aligns with actual cash flow. He confirmed that the plan is to allocate funds for each cycle based on available balances, not projected revenues.

Issacson sought clarification, asking whether the first grantees would receive their funding in 2026 rather than 2028. Widing confirmed that the first awards would indeed be distributed in 2026.

Chair MacPherson noted that Metropolitan Council staff will administer this program directly. He noted that funds will not flow through State Aid, which will make the process more streamlined and efficient for applicants and recipients.

It was moved by Issacson, and seconded by Eyoh, to recommend that the Transportation Advisory Board approve a \$50 million funding target for the 2026 Active Transportation Solicitation and a sub-target of \$2 million for the active transportation planning category.

Motion carried.

Information

Regional Solicitation and Active Transportation Update

Steve Peterson, MTS Planning, and Molly Stewart, SRF, presented.

Other business

Adjournment

Business completed; the meeting adjourned at 11:06 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: December 3, 2025

Date: November 25, 2025

Action Transmittal: 2025-44

Streamlined 2026-2029 TIP Amendment Request: Saint Paul Safe Streets for All

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 its Saint Paul Transportation Safety Countermeasures project.

Recommended motion

Recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2026-2029 TIP to add MnDOT's Saint Paul Transportation Safety Countermeasures project (SP# 8825-1417).

Background and purpose

The City of Saint Paul was awarded federal Safe Streets for All implementation funding in 2024. The funding will be used to implement transportation safety countermeasures on the city's high-injury street network. These activities include curb extensions, medians, pavement markings, street lighting, signage, and reflective signal backplates. While Saint Paul was awarded the funding, the project will be managed by MnDOT.

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>December 3, 2025</i>
Transportation Advisory Board	Review and recommend	<i>December 17, 2025</i>
Metropolitan Council Transportation Committee	Review and recommend	<i>December 22, 2025</i>
Metropolitan Council	Review and adopt	<i>January 14, 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)	2026
ATP and District	Metro
Route System	NA
Project Number (S.P. #)	8825-1417
Agency	MNDOT
Description	IMPLEMENT TRANSPORTATION SAFETY COUNTERMEASURES ACROSS SAINT PAUL'S HIGH INJURY NETWORK AND CONDUCT SUPPLEMENTAL PLANNING ACTIVITIES ON HIGH INJURY STREETS. COUNTERMEASURES INCLUDE CURB EXTENSIONS, MEDIANS, PAVEMENT MARKINGS, STREET LIGHTING, SIGNAGE, AND REFLECTIVE SIGNAL BACKPLATES.
Miles	NA
Program	SAFETY
Type of work	VARIOUS
Proposed Funds	FFM/SM
Total \$	19,657,000
FHWA \$	15,725,600
State \$	3,931,400 (IIJA)

Background and TIP Amendment Need

This amendment is to add a new 2026 project into the 2026-29 TIP/STIP.

Fiscal Constraint (as Required by 23 CFR 450.216)

Federal funding is being provided from Safe Streets for All (SS4A) grant program (DOT-SS4A-FY24-01). These federal funds are above Metro District targets. 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.

Action Transmittal

Transportation Advisory Board



Committee meeting date: December 3, 2025

Date: November 25, 2025

Action Transmittal: 2025-45

Streamlined 2026-2029 TIP Amendment Request – Four Project Changes

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 to adjust the scope and cost of four projects.

Recommended motion

Recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2026-2029 Transportation Improvement Program to make the following project adjustments:

- Addition of guardrail and ADA updates to MnDOT's US 10 mill and overlay project in Denmark Township
- Combining of six MnDOT 2026 Enhanced Mobility of Seniors and Individuals with Disabilities program projects into one project line.
- Increasing the cost and adding a pedestrian bridge to MnDOT's MN 65 interchanges changes project in Blaine.
- Increasing the cost and removing one pedestrian bridge from MnDOT and Chisago County's US 8 expansion project.

Background and purpose

MnDOT requests an amendment to the 2026-2029 TIP to adjust four projects.

- MnDOT requests a scope increase to add guardrail and ADA improvements to its US 10 mill and overlay project in Denmark Township (SP # 8202-36).
- MnDOT requests combination of six Enhanced Mobility of Seniors and Individuals with Disabilities program projects (FTA Section 5310) into one project line (SP # TRF-9910-26). MnDOT is suggesting this act in response to a request from the Federal Transit Administration's suggestion, as this will streamline the grant process. This model will be followed in future TIPs.
- MnDOT requests the addition of a pedestrian bridge and to increase the cost of its Minnesota Highway 65 interchange project in Blaine (SP # 0208-169R).
- MnDOT (along with Chisago County) requests a cost increase and removal of one bridge from its US 8 expansion project (SP# 1308-29; 1308-29S; and 013-596-010). The HSIP project (SP # 1308-29) and demonstration project (SP # 013-596-010) are also being moved from program year 2026 to 2027.

None of these projects are 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 projects. 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>December 3, 2025</i>
Transportation Advisory Board	Review and recommend	<i>December 17, 2025</i>
Metropolitan Council Transportation Committee	Review and recommend	<i>December 22, 2025</i>
Metropolitan Council	Review and recommend	<i>January 14, 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 #	TBD
Fiscal Year (State)	2027
ATP and District	Metro
Route System	MN 65
Project Number (S.P. #)	8202-36
Agency	MNDOT
Description	**ELLE** : US 10 (POINT DOUGLAS DR S) FROM 0.37 MI E OF JCT US 61 TO W APPROACH OF BR #82010 IN DENMARK TOWNSHIP - MILL AND OVERLAY, GUARDRAIL AND ADA
Miles	2.7
Program	MAJOR CONSTRUCTION-BIT
Type of work	RESURFACING
Proposed Funds	STBG / SF
Total \$	1,072,000
FHWA \$	872,822
State \$	199,178
Other \$	NA

Background and TIP Amendment Need

MnDOT requests this amendment to add scope to the project.

Fiscal Constraint (as Required by 23 CFR 450.216)

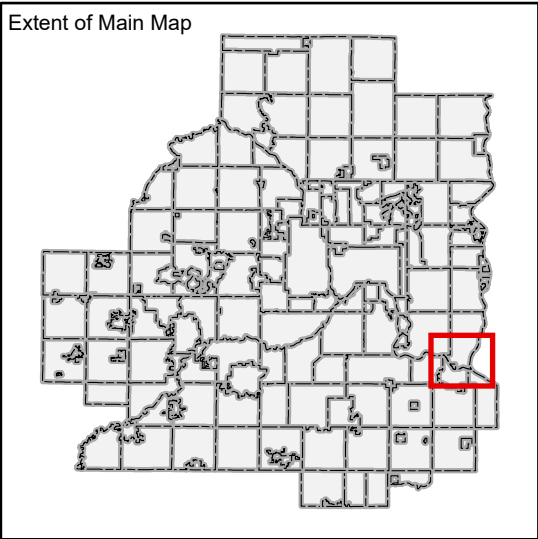
The total project cost remains the same. Therefore, fiscal constraint is maintained.

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.

2026-2029 Streamlined TIP Amendment: Three MnDOT Project Changes

US 10 (Point Douglas Drive S) from .37 miles east of junction US 61 to West approach of bridge #82010 in Denmark Township - Mill and Over, Guardrail, and ADA



Legend
Project Area

2026-2029 TIP/STIP AMENDMENT REQUEST

Please amend the 2026-2029 Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP) to combine the original projects into the proposed project.

Original Projects

	TRF-0051-26	TRF-9056-26A	TRF-9117-26
State Fiscal Year (State)	2026	2026	2026
ATP and District	M	M	M
Route System	NA	NA	NA
Project Number (S.P. #)	TRF-0051-26	TRF-9056-26A	TRF-9117-26
Agency	MNDOT	MNDOT	MNDOT
Description	SECT 5310: SCOTT COUNTY MOBILITY MANAGEMENT 1/1/26 - 12/31/27	SECT 5310: NEWTRAX INC MOBILITY MANAGEMENT 1/1/26 - 12/31/27	SECT 5310: DAKOTA COUNTY MOBILITY MANAGEMENT 1/1/26- 12/31/27
Miles	NA	NA	NA
Program	FTA SECTION 5310	FTA SECTION 5310	FTA SECTION 5310
Type of Work	TRANSIT	TRANSIT	TRANSIT
Proposed Funds	FTA	FTA	FTA
Total \$	\$178,310	\$252,100	\$99,800
FTA \$	\$142,648	\$201,680	\$79,840
Other \$	\$35,662	\$50,420	\$19,960

	TRF-9127-26	TRF-9134-26	TRF-9135-26
State Fiscal Year (State)	2026	2026	2026
ATP and District	M	M	M
Route System	NA	NA	NA
Project Number (S.P. #)	TRF-9127-26	TRF-9134-26	TRF-9135-26
Agency	MNDOT	MNDOT	MNDOT
Description	SECT 5310: WASHINGTON COUNTY MOBILITY MANAGEMENT 1/1/26 - 12/31/27	SECT 5310: ANOKA COUNTY MOBILITY MANAGEMENT 1/1/26 - 12/31/27	SECT 5310: HENNEPIN COUNTY MOBILITY MANAGEMENT 1/1/26 - 12/31/27
Miles	NA	NA	NA
Program	FTA SECTION 5310	FTA SECTION 5310	FTA SECTION 5310
Type of Work	TRANSIT	TRANSIT	TRANSIT
Proposed Funds	FTA	FTA	FTA
Total \$	\$308,450	\$158,650	\$225,000
FTA \$	\$246,760	\$126,920	\$180,000
Other \$	\$61,690	\$31,730	\$45,000

Proposed Combined Project

	TRF-9110-26
State Fiscal Year (State)	2026
ATP and District	M
Route System	NA
Project Number (S.P. #)	TRF-9110-26
Agency	MNDOT
Description	SECT 5310: MN TRANSIT CAPITAL; INCLUDING LARGE URBAN TRANSIT BUSES, MOBILITY MANAGEMENT, AND ITS PROJECTS
Miles	NA
Program	ELDERLY AND PERSONS WITH DISABILITIES - SECTION 5310
Type of Work	TRANSIT
Proposed Funds	FTA
Total \$	3,302,915
FTA \$	\$2,642,332
Other \$	660,583

Background and TIP Amendment Need

This formal amendment is to combine six project lines into one project line of the per the FTA district office's request to be able to streamline the grant process. There is also a total project cost increase.

Fiscal Constraint (as required by 23 CFR 450.216)

FTA federal funds get balanced over a four-year period and are available 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.

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 #	TBD
Fiscal Year (State)	2026
ATP and District	Metro
Route System	MN 65
Project Number (S.P. #)	0208-169R
Agency	MNDOT
Description	*AC**RAISE**B2023**PRS**: MN65 (CENTRAL AVE) BETWEEN 97TH AVE TO 121ST AVE IN BLAINE - CONSTRUCT INTERCHANGES AT 99TH AVE (BR #02063 AND 02064), 105TH AVE (BR #02065 AND 02066), 109TH AVE (BR #02067 AND 02068) AND 117TH AVE (BR #02069 AND 02070), <u>113TH AVE (BR# 02072)</u> , CONSTRUCT FRONTAGE AND BACKAGE ROADS, ROUNDABOUTS, NOISE WALLS, DRAINAGE, SIGNALS, ADA (ASSOCIATE TO 0208-169TED, 0208-169, 0208-169A, 002-612-033, 106-101-012 AND 106-109-010) (AC PROJECT, PAYBACK IN FY27)
Miles	2.9
Program	MAJOR CONSTRUCTION-BIT
Type of work	GRADE AND SURFACING. BRIDGE REPLACEMENT OR CONSTRUCTION
Proposed Funds	FFM/SGF/STBGP/BF
Total \$	125,625,400 <u>134,625,400</u>
FHWA \$	10,000,000 <u>17,200,000</u>
Bonds	65,675,400
State General Funds	29,950,000
State \$	<u>1,800,000</u>
Other \$	20,000,000 (RAISE)

Background and TIP Amendment Need

This amendment is for a scope and project cost increase.

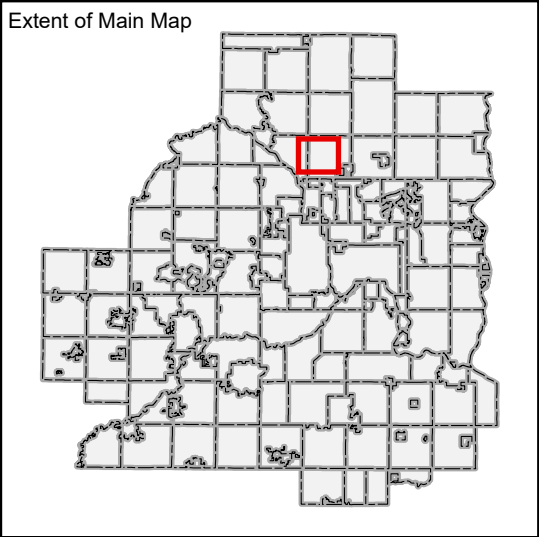
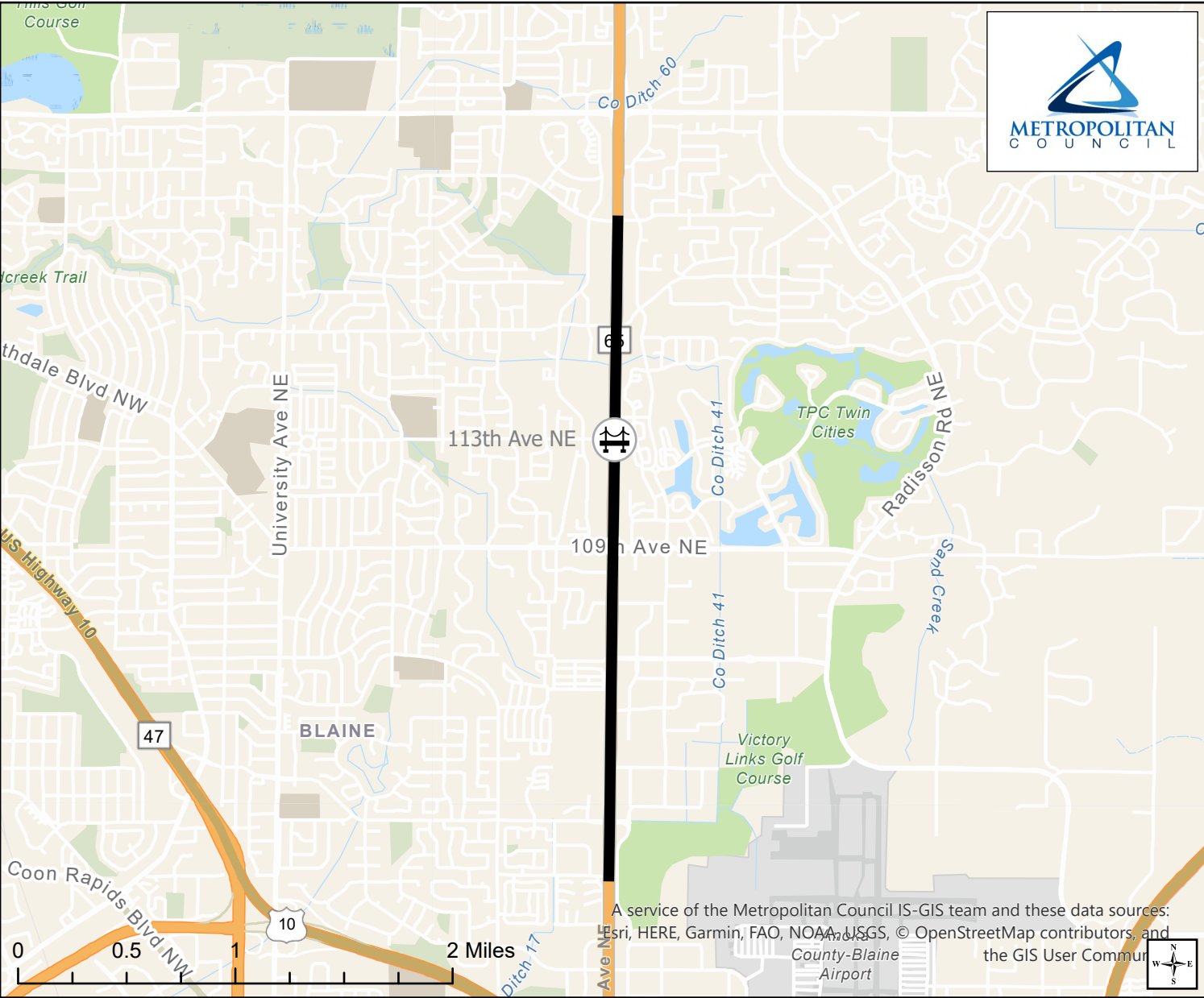
Fiscal Constraint (as Required by 23 CFR 450.216)

The total project cost increased from \$125,625,400 to \$134,625,400. SP 1308-29 will be moving from SFY 2026 to SFY 2027 releasing \$21,917,500 MNDOT federal and state funds which is 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.

2026-2029 Streamlined TIP Amendment: Three MnDOT Project Changes
MN 65 (Central Ave) between 97th Ave and 121st Ave



- Legend**
- Added Pedestrian Bridge
 - Project Area

A service of the Metropolitan Council IS-GIS team and these data sources:
Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and
the GIS User Community

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

	1308-29	1308-29S	013-596-010
Seq #	TBD	TBD	TBD
State Fiscal Year (State)	2027	2026 <u>2027</u>	2026 <u>2027</u>
ATP and District	M	M	M
Route System	US 8	US 8	US 8
Project Number (S.P. #)	1308-29	1308-29S	013-596-010
Agency	MNDOT	MNDOT	CHISAGO COUNTY
Description	*B2023**PRS**: US 8 (LAKE BLVD), FROM I35 TO CHISAGO COUNTY LINE IN FOREST LAKE; RECONSTRUCT AND US 8 (LAKE BLVD) FROM CHISAGO CO LINE IN WYOMING TO KARMEL AVE/WYOMING AVE IN CHISAGO CITY-EXPANSION OF TWO-LANE UNDIVIDED TO FOUR-LANE DIVIDED ROADWAY, SIGNALS, TRAIL BRIDGES 82001, 82002, 13X02 , 13X03 (ASSOCIATE TO 1308-29S, 013-596-010)	**AC**: US 8 (LAKE BLVD) IN WYOMING TOWNSHIP - CONSTRUCT J TURN AT HALE AVE AND CLOSE HAZEL AVE, HAMLET AVE, 250TH ST, AND 14 DRIVEWAY ACCESS POINTS (ASSOCIATE TO 1308-29, 013-596-010) (AC PROJECT, PAYBACK IN FY28)	**MN295**MN317**PRS**: US8 (LAKE BLVD), FROM I35 TO CHISAGO COUNTY LINE IN FOREST LAKE; RECONSTRUCT AND US 8 (LAKE BLVD) FROM CHISAGO CO LINE IN WYOMING TO KARMEL AVE/WYOMING AVE IN CHISAGO CITY-EXPANSION OF TWO-LANE UNDIVIDED TO FOUR-LANE DIVIDED ROADWAY, SIGNALS, TRAIL BRIDGES 82001, 82002, 13X02 , 13X03 (ASSOCIATE TO 1308-29, 1308-29S)
Miles	8.5	0.3	8.5
Program	AGREEMENT MUNICIPAL	AGREEMENT MUNICIPAL	MAJOR CONSTRUCTION
Type of Work	MILL AND BIT OVERLAY	MILL AND BIT OVERLAY	MAJOR CONSTRUCTION BIT/TURN LANES, MILL AND BIT OVERLAY
Proposed Funds	NHPP/BF	HSIP	DEMO
Total \$	63,844,000 <u>98,382,000</u>	618,000	16,000,000
FHWA \$	17,155,200	11,700	8,000,000
State \$	4,688,800 (\$400k CO)	61,800	NA
Bonds \$	42,000,000	NA	NA
AC \$	NA	544,500	NA
Other \$	NA <u>34,538,000</u>	NA	8,000,000 (SGF)

Background and TIP Amendment Need

This amendment is for a scope reduction to remove bridge #13X02, increase the total project cost and move the projects SP 1308-30S and 013-596-010 from 2026 to 2027.

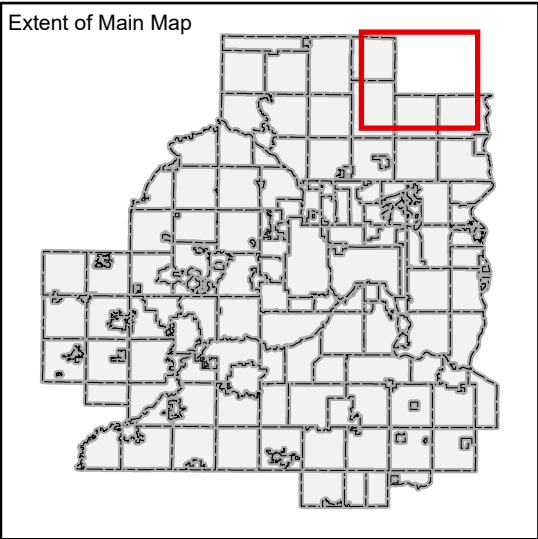
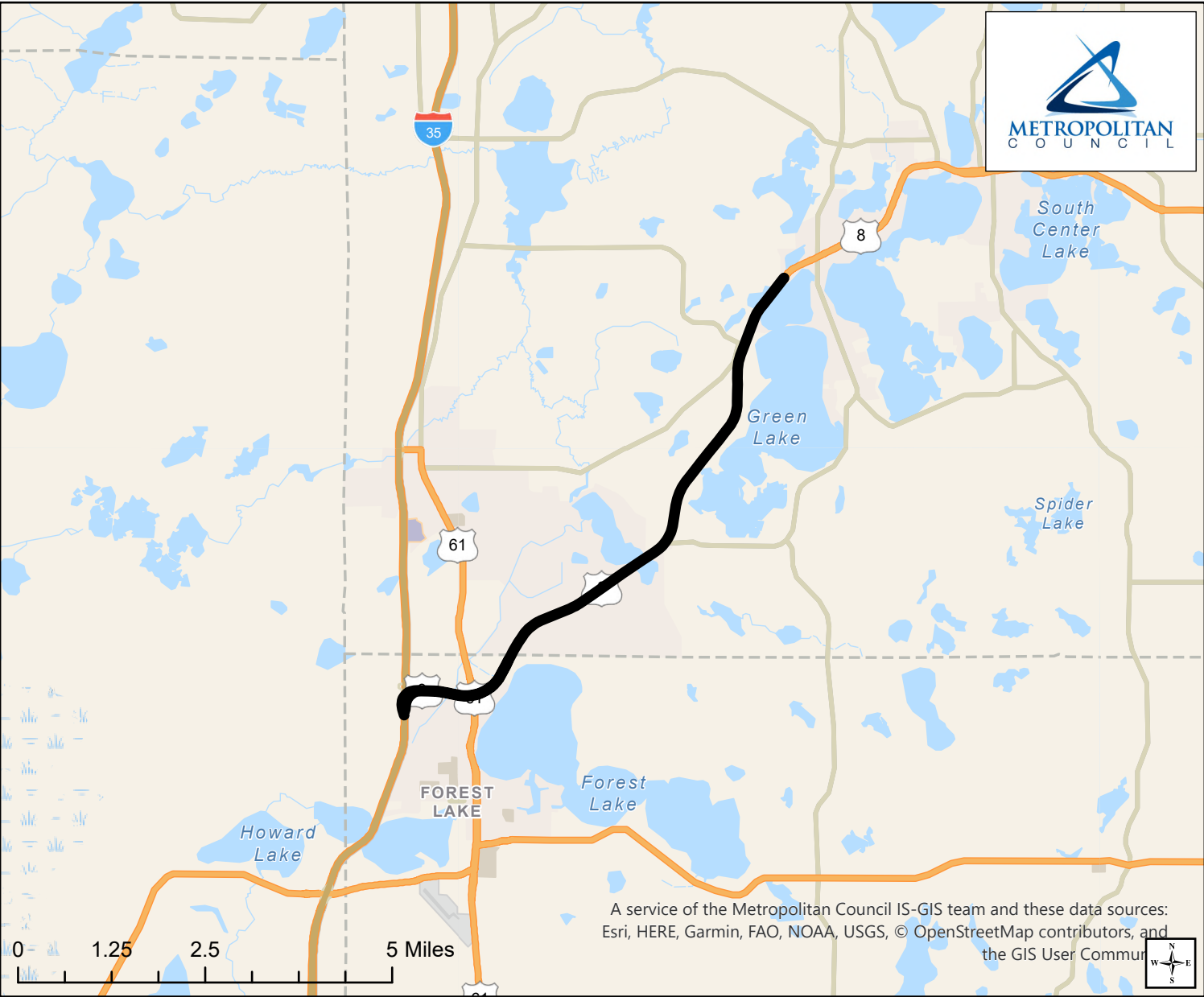
Fiscal Constraint (as Required by 23 CFR 450.216)

The total project increase is 100% local funding. This is a 2027 project and will be included in the 2027-2030 TIP and STIP with updated cost. 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.

2026-2029 Streamlined TIP Amendment: Three MnDOT Project Changes
US 8 (Lake Blvd), from Interstate 35 to Chisago County Line Forest Lake



Legend
— Project Area

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: December 3, 2025

Date: November 26, 2025

Action Transmittal: 2025-41

Review of Metropolitan Airports Commission (MAC) 2026-2032 Capital Improvement Program (CIP)

To: TAB Technical Advisory Committee
From: TAC Planning Committee
Prepared By: Cole Hiniker, Senior Manager, Multimodal Planning, 651-602-1748
Joe Widing, Senior Transportation Planner, 651-602-1822

Requested Action

MAC requests that the Metropolitan Council review the MAC's 2026-2032 Capital Improvement Program as required by MN Statutes 473.181 and 473.621.

Recommended Motion

That the Technical Advisory Committee recommend to the TAB acceptance of the staff analysis that MAC's 2026-2032 CIP is consistent with the Transportation Policy Plan and included adequate public participation and forward these comments to the Metropolitan Council for its consideration.

Background and Purpose

The Metropolitan Airports Commission (MAC) annually prepares a Capital Improvement Program (CIP) for projects at Minneapolis-St. Paul International Airport (MSP) and their six General Aviation reliever airports. Under state statutes 473.181 and 473.621 the Council must:

- Determine adequacy of public participation in the CIP process,
- Approve CIP projects meeting certain dollar thresholds, \$5 Million at MSP and \$2 Million at all reliever airports and "significant effects" criteria (referenced in Attachment 2, A-H),
- Review and comment on all projects for consistency with the Transportation Policy Plan (TPP), including planning and environmental concerns.

In order to allow letting of projects early enough for construction to start in the spring, the Council has agreed to utilize the draft CIP document released in September to expedite the review. The MAC will take action on December 15th to adopt the final 2026-2032 CIP and any changes from the draft will be incorporated into the report that goes forward to the Met Council in early 2026. Any changes identified after the MAC Commission action will be reported to the Council. Any comments provided by TAC/TAB will also be included for consideration with the final review report submitted by staff for Council action.

Relationship to Regional Policy

The Metropolitan Council is required by state law to annually review MAC's CIP to ensure consistency of proposed projects with regional plans. Although state law doesn't require TAC/TAB to review the CIP, staff traditionally has sought TAC/TAB comments in the review process.

Staff Analysis

Analysis confirms that an Assessment of Environmental Effects (AOEE) has been prepared for 2026 projects with potential environmental effects, and MAC has in place an adequate public participation process for development and review of its AOEE and CIP. MAC held a public hearing on the AOEE on November 3rd, at 12:00 pm at the Planning, Development and Environment Committee meeting at the MSP Conference Room.

The following 2026 projects meet the dollar threshold levels but do not meet the other “significant effects” criteria to trigger project approval:

Airport	Category	Project	Cost
MSP	End of Life/ Replacement Projects	Passenger Boarding Bridge Replacements	\$10,700,000
MSP	End of Life/ Replacement Projects	Taxiway B Pavement Reconstruction	\$5,000,000
MSP	End of Life/ Replacement Projects	Taxiway R Pavement Reconstruction	\$9,500,000
MSP	End of Life/ Replacement Projects	Post Road Reconstruction Project	\$22,100,000
MSP	IT Projects	MAC Technology Upgrades	\$15,750,000
MSP	IT Projects	Multiple Points of Entry Facility	\$5,000,000
MSP	Long Term Comprehensive Plan Projects	NAVAID Relocation	\$5,000,000
MSP	Long Term Comprehensive Plan Projects	Terminal 2 Roadway Additional Lane	\$10,100,000
MSP	Long Term Comprehensive Plan Projects	Terminal 2 Operational Improvements	\$22,400,000
MSP	Long Term Comprehensive Plan Projects	Ground Service Equipment (GSE) Maintenance Facility	\$25,000,000
MSP	Maintenance/Facility Upgrade Projects	Airport Director Office Expansion	\$9,000,000
MSP	Maintenance/Facility Upgrade Projects	Delivery Node Redevelopment	\$7,800,000
MSP	Maintenance/Facility Upgrade Projects	Folded Plate Surface Reconstruction	\$45,000,000
MSP	Maintenance/Facility Upgrade Projects	West Mezzanine Improvements	\$16,700,000
MSP	Maintenance/Facility Upgrade Projects	Victaulic Piping Replacement	\$19,000,000
MSP	Maintenance/Facility Upgrade Projects	Tunnel Fan Replacement	\$6,800,000
MSP	Maintenance/Facility Upgrade Projects	Parking Guidance System	\$15,750,000
MSP	Maintenance/Facility Upgrade Projects	Red/Blue Parking Levels 2 & 3	\$10,200,000
MSP	Maintenance/Facility Upgrade Projects	34th Avenue Surface Reconstruction	\$8,350,000
MSP	Maintenance/Facility Upgrade Projects	Terminal 1 Inbound Roadway Median Improvements	\$14,200,000
MSP	Maintenance/Facility Upgrade Projects	North Field Maintenance Mechanical Infrastructure Project	\$5,000,000
MSP	Maintenance/Facility Upgrade Projects	Trades Building Rehabilitation and Addition	\$25,000,000
MSP	Maintenance/Facility Upgrade Projects	Perimeter Gate Security Improvements	\$12,000,000
MSP	Ongoing Maintenance Programs	Baggage System Upgrades	\$21,300,000
MSP	Ongoing Maintenance Programs	Electrical and Ground Power Substation Replacement	\$20,000,000



Airport	Category	Project	Cost
MSP	Ongoing Maintenance Programs	Electrical Infrastructure and Emergency Power Upgrades	\$5,000,000
MSP	Ongoing Maintenance Programs	Terminal Building Remediation and Misc. Modifications Program	\$6,000,000
MSP	Ongoing Maintenance Programs	Energy Management Center Plant Upgrades	\$10,750,000
MSP	Ongoing Maintenance Programs	Airside Electrical Construction	\$5,100,000
MSP	Ongoing Maintenance Programs	Parking Structure Rehabilitation	\$5,650,000
MSP	Ongoing Maintenance Programs	MSP Campus Building Roof Replacements	\$13,700,000
MSP	Tenant Projects	Concourse and Gatehold Modernization	\$5,000,000
FCM	Reliever Airports Long Term Plan Projects	Flying Cloud Airport Environmental Review	\$6,800,000
FCM	Reliever Airports Maintenance/Facility Upgrade Projects	Flying Cloud Airport Tower Equipment for Airfield Lighting and Utilities	\$2,000,000
ANE	Reliever Airports Maintenance/Facility Upgrade Projects	Anoka County-Blaine Airport Runway 18-36 Pavement Reconstruction	\$3,800,000
ANE	Reliever Airports Maintenance/Facility Upgrade Projects	Anoka County-Blaine Airport Runway 27 MALSR Replacement	\$2,000,000

Following the approval of the MSP 2040 LTCP in 2024, new projects are beginning to appear in the CIP. The MAC has identified the removal and replacement of the Green and Gold parking ramps at Terminal 1 to begin in 2028. There are still projects to be constructed at MSP that were evaluated in the 2020 Environmental Assessment (EA) for MSP that received a Finding of No Significant Impact (FONSI) in March of 2013 from the Federal Aviation Administration. The MAC has identified an updated EA for MSP improvements beyond those studied in the 2013 EA identified in the 2040 LTCP for 2028. Federal, state and MAC funding has been identified by the MAC for most projects in the 2026-2032 CIP.

There is one large dollar project included in the CIP for 2026 that does not meet the significant effects criteria.

- The Folded Plate Surface Reconstruction project is budgeted for \$45,000,000 in 2026. The third of three reconstruction phases to repair and replace the historic 'Folded Plate' roof assembly at Terminal 1.

In addition to MAC projects found in the CIP, the Federal Aviation Administration (FAA) is planning on beginning construction of a new Air Traffic Control Tower in 2026 at Flying Cloud Airport. This project is not found on the MAC CIP as it will not be funded or constructed by the MAC but does represent a major project, which is a prerequisite for many projects found in the 2040 LTCP. The FAA completed an Environmental Assessment for the project in 2025 which received a Finding of No Significant Impact (FONSI).

All projects in the 2026 CIP appear consistent with the Transportation Policy Plan (TPP).

Initial analysis of the future years (2027-2032) of the CIP shows that many projects will meet the dollar threshold of review but only one project will meet the significant effects criteria.

- The Airlake Airport Runway 12-30 Improvements project is a runway reconstruction and extension project that is currently scheduled for 2027 implementation. This project is currently in the environmental review phase and is anticipated to be formally reviewed and approved during the 2027 CIP review.

There are currently four 2027-2032 projects that do not meet the significant effects criteria but are anticipated to require an Environmental Assessment Worksheet (EAW).

- The Terminal 1 Boiler and Chiller Replacement & Energy Management Center (EMC) Expansion project is budgeted at \$330,000,000 in 2027 and \$150,000,000 in 2032. This project

includes the removal and replacement of the end-of-life boilers and chillers in the EMC located along Concourse C of Terminal 1. Housing the new equipment requires the EMC to be enlarged, impacting multiple existing facilities at Terminal 1 including aircraft gates, offices, and concessionaires at Concourse C.

- The Green/Gold Parking Ramp Replacement project is budgeted at \$400,000,000 in 2030. The existing green and gold parking ramps are nearing the end of their useful life. Annual rehabilitation will no longer be effective in maintaining the structures and require replacement within the existing footprint.
- The Orange and Purple Parking Outriggers project is budgeted at \$140,000,000 in 2027. This project will construct cantilever extensions to the existing floors of the orange and purple ramps at Terminal 2 and is anticipated to increase parking by 750 and 1,275 spaces respectively.
- The West Cargo Development project is budgeted at \$30,000,000 in 2027. This project will construct a cargo handling facility on the west side of the airport along Longfellow Avenue and north of Cargo Road.

There are four notable high dollar projects included in the CIP for 2027-2032 that do not meet the significant effects criteria and do not require an EAW.

- The Concourse and Hub Tram Replacement project is budgeted at \$300,000,000 in 2031.
- The Terminal 1 Outbound Baggage Handling System Replacement project is budgeted at \$265,000,000 in 2032.
- The Runway 12L-30R Reconstruction project is budgeted at \$40,000,000 in 2030.
- The Field Maintenance Building Efficiency Program is budgeted at \$56,000,000 in 2029 and \$112,000,000 in 2031.

Committee Comments and Actions

At its November 13, 2025, meeting, the TAC Planning Committee reviewed and voted to recommend acceptance of the staff analysis of MAC's 2026-2032 CIP and to forward this to the Metropolitan Council for its consideration.

Routing

To	Action Requested	Date Completed
TAC Planning Committee	Review & Recommend	November 13, 2025
Technical Advisory Committee	Review & Recommend	<i>December 3, 2025</i>
Transportation Advisory Board	Review & Recommend	<i>December 17, 2025</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>January 12, 2026</i>
Metropolitan Council	Review & Adopt	<i>January 28, 2026</i>

MAC 2026 – 2032 Capital Improvement Program

The MAC 2026 – 2032 Capital Improvement Program material included in this memorandum reflects the actions of the Metropolitan Airports Commission's Planning, Development and Environment (PD&E) Committee on Sep. 2, 2025. Final action by the Commission is expected at their December 15, 2025, meeting. Any changes made at the December 1st PD&E Committee Meeting that may affect the CIP review would be reported at the December 17th Transportation Advisory Board meeting.

The overall review schedule for the CIP is listed below. Materials for the Met Council/TAB review are included in the following summaries:

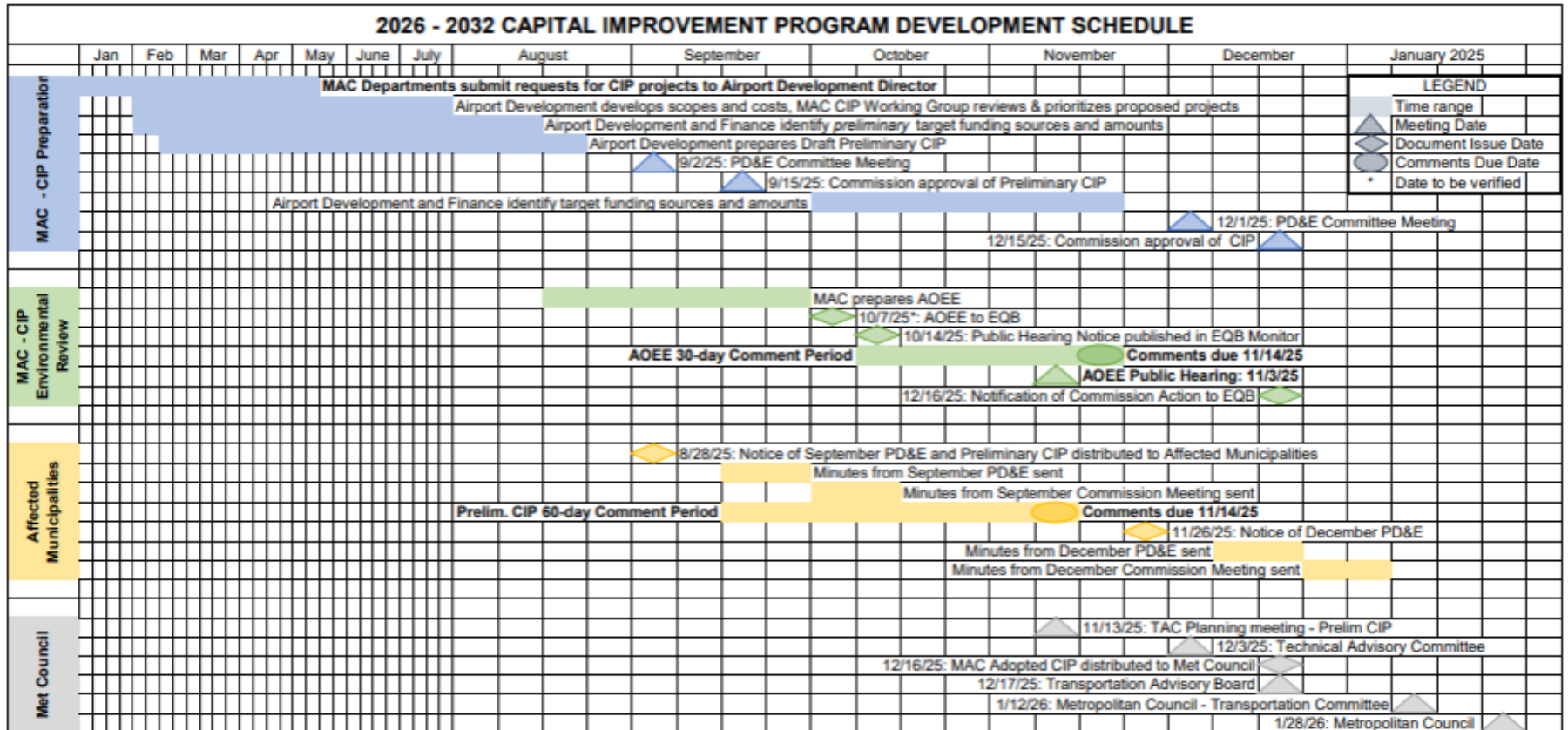
- Attachment 1 – MAC 2026-2032 CIP Development and Public Review Schedule
- Attachment 2 – Projects Meeting Statutory Review Criteria & Requiring Approval. There are no 2026 projects which meet the statutory requirements.



- Attachment 3 – 2026 Projects Requiring an Assessment of Environmental Effects (AOEE). There are no 2026 projects which meet the statutory requirements.
- Attachment 4 – Projects Meeting \$5M and \$2M Thresholds 2026-2032. A number of projects meet the threshold dollar levels at both MSP and the MAC relievers.



Attachment 1 - Metropolitan Airports Commission (MAC) Public Participation Process:



Notes:

- All dates are tentative and subject to change.
- Affected Communities are defined in Minnesota Statutes § 473.621, Subd. 6, as amended.

Attachment 2 – 2026 Projects Meeting Statutory Review Criteria and Requiring Approval:

2025 CIP Projects, by Airport	Long-Term Comp Plan Reviews/ Actions	AOEE Actions	Capital Review Criteria (A)	Capital Review Criteria (B)	Capital Review Criteria (C)	Capital Review Criteria (D)	Capital Review Criteria (E)	Capital Review Criteria (F)	Capital Review Criteria (G)	Capital Review Criteria (H)
Details	Review Action	- EA-EAW Prepared - EIS Reviewed - NPDES Approved - Legislative Requirement - Regulatory Requirement - Legal Requirement	Project meets Dollar threshold at: MSP = \$5M Relievers = \$2M	Location of a New Airport	New Runway at an Existing Airport	A Runway Extension at an Existing Airport	Runway Strengthening other than Routine Maintenance	New or Expanded Passenger Handling or Parking Facilities for 25% or more capacity Increase.	Land Acquisition associated with the other criteria, or that would cause relocation of residential or business activities	Project information made available by the MAC to affected cities for review
MSP International Airport 2024 Program	2040 LTCP Update Approved in May 2024	EA/EAW anticipated to begin in 2028 for projects identified in 2040 LTCP	Several projects, see business item	N/A	N/A	N/A	N/A	N/A	N/A	N/A
St. Paul Downtown Airport	2025 LTCP Approved in 2010, update began in 2025		None	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Flying Cloud Airport	2040 LTCP Approved in 2025	FAA prepared EA for ATCT in 2025 EA/EAW for 2040 LTCP identified projects to begin in 2026	None	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crystal Airport	2035 LTCP Approved in 2017		None	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Anoka County-Blaine Airport	2025 LTCP Approved in 2010, update anticipated to begin in 2026		None	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Lake Elmo Airport	2035 LTCP Approved 2016		None	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Airlake Airport	2035 LTCP Approval in 2018	Runway 12-30 improvements EA/EAW currently underway	None	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Attachment 3 – 2026 Projects Requiring an Assessment of Environmental Effects (AOEEs):

Environmental Categories Affected by the Project, MSP Airport

Project Description	Are the Effects of the project Addressed in an Approved EAW, EA or EIS?	Air Quality	Compatible Land Use	Fish Wildlife and Plants	Floodplains and Floodways	Hazardous Materials, Pollution Prevention and Solid Waste	Historical, Architectural, Archaeological and Cultural Resources	Light Emissions and Visual Effects	Parks & Rec. Areas and Trails	Noise	Water Quality (Storm, Waste and Ground Water)	Wetlands	Infra-structure and Public Services	Farmland	Erosion and Sedimentation
None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None

Environmental Categories Affected by the Project, Reliever Airports

Project Description	Are the Effects of the project Addressed in an Approved EAW, EA or EIS?	Air Quality	Compatible Land Use	Fish Wildlife and Plants	Floodplains and Floodways	Hazardous Materials, Pollution Prevention and Solid Waste	Historical, Architectural, Archaeological and Cultural Resources	Light Emissions and Visual Effects	Parks & Rec. Areas and Trails	Noise	Water Quality (Storm, Waste and Ground Water)	Wetlands	Infra-structure and Public Services	Farmland	Erosion and Sedimentation
None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None



Attachment 4 – MAC Projects Anticipated to Meet the \$5 million and \$2 million Thresholds from 2026 – 2032:

	=Projects that meet the \$5 million threshold at MSP or the \$2 million threshold at reliever airports but DO NOT meet “significant effects” criteria.							
	=Projects that meet the \$5 million threshold at MSP or the \$2 million threshold at reliever airports and meet the “significant effects” criteria requiring Council approval prior to implementation.							
NOTES	MSP End of Life/Replacement Projects	2026	2027	2028	2029	2030	2031	2032
	10 - Terminal 1							
2	Concourse and Hub Tram Replacement					\$300,000,000		
4	Concourse C Moving Walkway Upgrade/Replacement		\$3,000,000					
6	Concourse G Lavatory Building Replacement	\$2,500,000						
4	Passenger Boarding Bridge Replacements	\$10,700,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000
5	Terminal 1 Media Mesh Replacement		\$1,400,000					
5	Terminal 1 Outbound Baggage Handling System Replacement							\$265,000,000
	13 - Energy Management Center							
1	Terminal 1 Boiler and Chiller Replacement & EMC Expansion		\$330,000,000					\$150,000,000
3	Variable Air Volume (VAV) Box Replacement	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000		
	21 - Field and Runway							
2	30L Deicing Pad Expansion			\$20,000,000				
2	30L Deicing Pad Reconstruction		\$15,000,000					
2	Airfield Snow Melter Replacement/Upgrades	\$1,800,000	\$2,000,000	\$2,000,000				
2	Bituminous Shoulder Reconstruction	\$1,000,000	\$1,000,000					
2	Concourse G Apron Pavement Reconstruction			\$15,000,000	\$14,000,000	\$16,000,000		
2	Runway 12L-30R Reconstruction					\$40,000,000		
2	Taxiway B Pavement Reconstruction	\$5,000,000		\$6,000,000	\$5,000,000	\$8,000,000		
2	Taxiway C Pavement Reconstruction				\$10,000,000			
2	Taxiway H Pavement Reconstruction		\$6,500,000					
2	Taxiway J Pavement Reconstruction		\$7,500,000					
2	Taxiway M Pavement Reconstruction							\$7,000,000
2	Taxiway Q Pavement Reconstruction					\$4,000,000	\$4,000,000	\$4,000,000
2	Taxiway R Pavement Reconstruction	\$9,500,000						
2	Terminal 2 Apron Reconstruction		\$17,000,000	\$15,500,000	\$16,700,000	\$13,900,000	\$15,000,000	
	31 – Parking							
4	Parking Ramp Lighting Replacement		\$4,200,000	\$4,200,000	\$8,000,000	\$7,500,000	\$6,000,000	\$4,500,000
5	Parking Ramp Snow Melter Replacement/Upgrades	\$1,400,000	\$1,400,000	\$1,400,000				
	39 – Public Areas/Roads							
2	28th Avenue South Reconstruction			\$3,600,000				
2	East 62nd Street Reconstruction		\$5,100,000					
2	Post Road Reconstruction Project	\$22,100,000						
	MSP End of Life/Replacement Projects Subtotal	\$56,000,000	\$406,150,000	\$79,700,000	\$65,700,000	\$101,400,000	\$335,000,000	\$440,500,000

MAC Environmental Notes:

- 1) A project that has the potential for substantial environmental effects.
- 2) A reconstruction, rehabilitation, repair or replacement that does not physically alter the original size (an EAW or EIS is not required).
- 3) An electrical or mechanical device that monitors, indicates or controls existing conditions (an EAW or EIS is not required).
- 4) An electrical, mechanical or structural device and/or modification of an existing structure that does not significantly increase size or passenger capacity (an EAW or EIS is not required).
- 5) A project that consists of safety or security enhancements, facility maintenance, or facility upgrades (an EAW or EIS is not required).
- 6) A new, replacement or expansion project that does not have substantial effect (an EAW or EIS is not required).

- 7) Consultant fees only for planning, design, or environmental work.
- 8) Residential noise mitigation efforts that are designed to alleviate the impact of aircraft noise (an EAW or EIS is not required).
- 9) Projects associated with the Airport Foundation art program (an EAW or EIS is not required).
- 10) Projects involving the demolition of existing buildings (an EAW or EIS is not required).

NOTES	MSP IT Projects	2026	2027	2028	2029	2030	2031	2032
	10 – Terminal 1							
4	Concourse C Digital Directory Replacement	\$800,000						
4	MAC Technology Upgrades	\$15,750,000	\$14,750,000	\$12,750,000	\$12,750,000	\$13,750,000	\$13,750,000	\$13,750,000
	12 – Federal Inspection Station (FIS)							
5	Customs and Border Protection Infrastructure	\$500,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
	13 – Energy Management Center							
3	Building Management (IMACS) Modernization	\$3,400,000						
	31 – Parking							
5	Parking Revenue Control System	\$4,200,000						
	36 - Terminal 2							
3	Passenger Flow Tracking		\$1,500,000					
	46 - Hangers and Other Buildings							
6	Multiple Points of Entry Facility	\$5,000,000			\$5,000,000			
	63 - Police							
5	Badging and Door Access (SAACS/ProWatch) Modernization	\$2,100,000						
5	Card Access Modifications	\$2,800,000		\$2,500,000		\$2,500,000		\$2,500,000
5	Public Safety Video (IVISN) Modernization	\$1,000,000	\$1,000,000					
	MSP IT Projects Subtotal	\$35,550,000	\$18,250,000	\$16,250,000	\$18,750,000	\$17,250,000	\$14,750,000	\$17,250,000

- MAC Environmental Notes:
- 1) A project that has the potential for substantial environmental effects.
 - 2) A reconstruction, rehabilitation, repair or replacement that does not physically alter the original size (an EAW or EIS is not required).
 - 3) An electrical or mechanical device that monitors, indicates or controls existing conditions (an EAW or EIS is not required).
 - 4) An electrical, mechanical or structural device and/or modification of an existing structure that does not significantly increase size or passenger capacity (an EAW or EIS is not required).
 - 5) A project that consists of safety or security enhancements, facility maintenance, or facility upgrades (an EAW or EIS is not required).
 - 6) A new, replacement or expansion project that does not have substantial effect (an EAW or EIS is not required).
 - 7) Consultant fees only for planning, design, or environmental work.
 - 8) Residential noise mitigation efforts that are designed to alleviate the impact of aircraft noise (an EAW or EIS is not required).
 - 9) Projects associated with the Airport Foundation art program (an EAW or EIS is not required).
 - 10) Projects involving the demolition of existing buildings (an EAW or EIS is not required).

NOTES	MSP Long Term Comprehensive Plan Projects	2026	2027	2028	2029	2030	2031	2032
	21 - Field and Runway							
7	MSP Airport Layout Plan	\$100,000	\$100,000					\$2,500,000
7	MSP Environmental Review			\$2,000,000				
7	MSP Long Term Plan				\$3,000,000			
5	MSP Obstructions Removals		\$1,000,000		\$1,000,000			
5	NAVAID Relocation	\$5,000,000			\$2,000,000		\$30,000,000	
	26 – Terminal Roads/Landside							
6	Terminal 2 Roadway Additional Lane	\$10,100,000						
	31 - Parking							
10	Green Parking Ramp Demolition					\$65,000,000		
1	Green/Gold Parking Ramp Replacement					\$400,000,000		
10	Gold Parking Ramp Demolition			\$65,000,000				
1	Orange and Purple Parking Outriggers		\$140,000,000					
	36 - Terminal 2							
6	Terminal 2 Operational Improvements	\$22,400,000	\$25,600,000					
	46 – Hangars and Other Buildings							
6	Ground Service Equipment (GSE) Maintenance Facility	\$25,000,000						
	MSP Long Term Comprehensive Plan Projects Subtotal	\$62,600,000	\$166,700,000	\$67,000,000	\$6,000,000	\$465,000,000	\$30,000,000	\$2,500,000

MAC Environmental Notes:

- 1) A project that has the potential for substantial environmental effects.
- 2) A reconstruction, rehabilitation, repair or replacement that does not physically alter the original size (an EAW or EIS is not required).
- 3) An electrical or mechanical device that monitors, indicates or controls existing conditions (an EAW or EIS is not required).
- 4) An electrical, mechanical or structural device and/or modification of an existing structure that does not significantly increase size or passenger capacity (an EAW or EIS is not required).
- 5) A project that consists of safety or security enhancements, facility maintenance, or facility upgrades (an EAW or EIS is not required).
- 6) A new, replacement or expansion project that does not have substantial effect (an EAW or EIS is not required).
- 7) Consultant fees only for planning, design, or environmental work.
- 8) Residential noise mitigation efforts that are designed to alleviate the impact of aircraft noise (an EAW or EIS is not required).
- 9) Projects associated with the Airport Foundation art program (an EAW or EIS is not required).
- 10) Projects involving the demolition of existing buildings (an EAW or EIS is not required).

NOTES	MSP Maintenance/Facility Upgrade Projects	2026	2027	2028	2029	2030	2031	2032
	10 - Terminal 1							
5	ADO Office Expansion	\$9,000,000						
9	Art Display Areas	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$300,000
9	Arts Master Plan	\$410,000	\$610,000	\$610,000	\$610,000	\$610,000	\$610,000	\$610,000
5	Delivery Node Redevelopment	\$7,800,000	\$4,320,000	\$5,000,000				
5	Family Assistance Center		\$200,000					
5	F/G Connector & Skyclub Repairs and Improvements	\$4,000,000						
2	Folded Plate Surface Reconstruction	\$45,000,000						
4	Lighting Infrastructure Technology and Equipment (LITE)	\$1,500,000	\$2,550,000	\$3,300,000	\$2,200,000	\$3,300,000		
5	Main Mall Modernization			\$3,500,000	\$3,500,000			
5	Restroom Upgrade Program	\$1,800,000	\$2,625,000	\$2,050,000	\$2,050,000	\$2,050,000	\$2,050,000	\$2,050,000
4	Steam System Upgrade Program	\$2,200,000	\$2,300,000	\$2,400,000				
5	Terminal 1 Tug Drive Waterproofing	\$2,900,000	\$2,900,000	\$2,900,000				
4	Way-Finding Sign Replacement		\$3,600,000		\$2,000,000		\$2,000,000	
5	West Mezzanine Improvements	\$16,700,000						
	12 - Federal Inspection Station (FIS)							
5	FIS Facility Upgrades	\$845,000	\$2,000,000					
	13 - Energy Management Center							
7	Campus Cooling Systems Replacement Study	\$250,000						
4	Chiller Plant Optimization		\$4,000,000					
4	Energy Savings Program		\$2,000,000					
4	MAC Automation Infrastructure Program	\$2,400,000	\$2,400,000	\$2,400,000	\$2,400,000			
3	Steam Trap Monitoring System	\$3,000,000						
4	Victaulic Piping Replacement	\$19,000,000	\$6,200,000	\$2,300,000	\$2,350,000	\$2,450,000		

MAC Environmental Notes:								
1) A project that has the potential for substantial environmental effects. 2) A reconstruction, rehabilitation, repair or replacement that does not physically alter the original size (an EAW or EIS is not required). 3) An electrical or mechanical device that monitors, indicates or controls existing conditions (an EAW or EIS is not required). 4) An electrical, mechanical or structural device and/or modification of an existing structure that does not significantly increase size or passenger capacity (an EAW or EIS is not required). 5) A project that consists of safety or security enhancements, facility maintenance, or facility upgrades (an EAW or EIS is not required). 6) A new, replacement or expansion project that does not have substantial effect (an EAW or EIS is not required). 7) Consultant fees only for planning, design, or environmental work. 8) Residential noise mitigation efforts that are designed to alleviate the impact of aircraft noise (an EAW or EIS is not required). 9) Projects associated with the Airport Foundation art program (an EAW or EIS is not required). 10) Projects involving the demolition of existing buildings (an EAW or EIS is not required).								

NOTES	MSP Maintenance/Facility Upgrade Projects, continued	2026	2027	2028	2029	2030	2031	2032
	21 – Field and Runway							
5	Airfield Thermoplastic Markings	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000			
4	Apron Lighting LED Upgrade	\$3,000,000	\$1,000,000	\$1,000,000				
6	Field Maintenance Building Efficiency Program				\$56,000,000		112,000,000	
5	GBAS - SLS-4000 Installation			\$8,500,000				
4	Runway LED Lighting Upgrade		\$3,000,000					
2	Terminal 2 Glycol Lift Station/Forcemain		\$1,500,000					
4	Tunnel Fan Replacement	\$6,800,000						
4	Tunnel Lighting LED Upgrade	\$1,900,000	\$400,000	\$1,200,000				

31 – Parking					
4	Electric Vehicle Charging Network Expansion	\$2,350,000	\$850,000	\$1,500,000	\$1,500,000
5	Green/Gold Tower Metal Panel Replacements		\$2,000,000		
3	Parking Guidance System	\$15,750,000			
2	Red/Blue Parking Levels 2 & 3	\$10,200,000			
36 - Terminal 2					
5	Ramp Information Display System (RIDS)	\$3,600,000			
5	Terminal 2 Baggage Handling System	\$3,000,000			
3	Terminal 2 Digital Wait Time Display		\$200,000		
5	Terminal 2 Gate Area Improvements	\$3,000,000			
2	Terminal 2 MUFIDS/EVIDS Millwork Upgrades	\$350,000			
5	Terminal 2 Skyway to LRT Flooring Installation		\$1,000,000		
5	Terminal 2 Ticket Counter Insert Replacement		\$750,000		
39 - Public Areas/Roads					
2	34 th Avenue Surface Reconstruction	\$8,300,000	\$8,400,000		
2	34 th Avenue Sanitary Sewer Replacement	\$3,100,000			
3	Cell Phone Lots Digital Signage & FIDS Installation		\$6,800,000		
2	Diverging Diamond Intersection Rehabilitation		\$380,000		
2	Terminal 1 Inbound Roadway Median Improvements	\$14,200,000			

MAC Environmental Notes:	
1)	A project that has the potential for substantial environmental effects.
2)	A reconstruction, rehabilitation, repair or replacement that does not physically alter the original size (an EAW or EIS is not required).
3)	An electrical or mechanical device that monitors, indicates or controls existing conditions (an EAW or EIS is not required).
4)	An electrical, mechanical or structural device and/or modification of an existing structure that does not significantly increase size or passenger capacity (an EAW or EIS is not required).
5)	A project that consists of safety or security enhancements, facility maintenance, or facility upgrades (an EAW or EIS is not required).
6)	A new, replacement or expansion project that does not have substantial effect (an EAW or EIS is not required).
7)	Consultant fees only for planning, design, or environmental work.
8)	Residential noise mitigation efforts that are designed to alleviate the impact of aircraft noise (an EAW or EIS is not required).
9)	Projects associated with the Airport Foundation art program (an EAW or EIS is not required).
10)	Projects involving the demolition of existing buildings (an EAW or EIS is not required).



NOTES	MSP Maintenance/Facility Upgrade Projects, continued	2026	2027	2028	2029	2030	2031	2032
	56 - Trades/Maintenance Buildings							
4	North Field Maintenance Mechanical Infrastructure Project	\$5,000,000						
6	Trades Building Rehabilitation and Addition	\$25,000,000						
	63 - Police							
5	APD Response Training Room		\$500,000					
5	Emergency Communications Center Updates		\$200,000					
4	Highway Digital Messaging Signs	\$300,000						
5	Perimeter Fence Intrusion Detection System	\$1,000,000						
5	Perimeter Security Fence Upgrade		\$720,000					
5	Perimeter Gate Security Improvements	\$12,000,000		\$7,000,000				
6	Police Department Remote Threat Isolation and Training Building		\$15,500,000					
5	Public Safety Modifications		\$850,000		\$850,000		\$850,000	
3	Secured Area Access Control System (SAACS) Test Bed		\$350,000					
2	Squad Parking Modifications		\$140,000					
5	Terminal 2 Police Operations Center Modifications		\$350,000					
	66 - Fire							
4	ARFF 1 Garage Door Replacement		\$1,500,000					
4	Digital Signage and Dashboard Displays		\$100,000					
5	Fire Protection Systems Upgrades			\$10,000,000			\$10,000,000	
	70 - General Office/Administration							
5	MAC Staff Workspace		\$17,500,000	\$6,500,000				
4	Digital Signage In/At the GO	\$300,000						
	76 - Environment							
4	Glycol Sewer & Storm Sewer Inspection/Rehabilitation				\$2,000,000	\$1,000,000		
2	Glycol Tank Roof Repairs			\$700,000				
5	MSP Pond 3 / 494 Pond Sediment Removal and Repairs					\$14,000,000		
	MSP Maintenance/Facility Upgrade Projects Subtotal	\$237,855,000	\$101,545,000	\$62,710,000	\$77,310,000	\$25,160,000	\$127,960,000	\$3,160,000

MAC Environmental Notes:								
1) A project that has the potential for substantial environmental effects.								
2) A reconstruction, rehabilitation, repair or replacement that does not physically alter the original size (an EAW or EIS is not required).								
3) An electrical or mechanical device that monitors, indicates or controls existing conditions (an EAW or EIS is not required).								
4) An electrical, mechanical or structural device and/or modification of an existing structure that does not significantly increase size or passenger capacity (an EAW or EIS is not required).								
5) A project that consists of safety or security enhancements, facility maintenance, or facility upgrades (an EAW or EIS is not required).								
6) A new, replacement or expansion project that does not have substantial effect (an EAW or EIS is not required).								
7) Consultant fees only for planning, design, or environmental work.								
8) Residential noise mitigation efforts that are designed to alleviate the impact of aircraft noise (an EAW or EIS is not required).								
9) Projects associated with the Airport Foundation art program (an EAW or EIS is not required).								
10) Projects involving the demolition of existing buildings (an EAW or EIS is not required).								

NOTES	MSP Ongoing Maintenance Programs, continued	2026	2027	2028	2029	2030	2031	2032
	39 - Public Areas/Roads							
2	Concrete Joint Repair	\$500,000	\$1,200,000	\$2,900,000	\$750,000	\$2,000,000	\$2,000,000	\$2,000,000
2	Landside Pavement Rehabilitation	\$600,000	\$1,500,000	\$900,000	\$1,600,000	\$950,000	\$2,200,000	\$2,000,000
2	Landside Utility Rehabilitation	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000
2	Roadway Fixture Refurbishment	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$200,000	\$300,000
	46 - Hangars and Other Buildings							
5	Campus Building Rehabilitation Program		\$2,000,000		\$2,000,000		\$2,000,000	
2	Campus Parking Lot Reconstructions		\$3,075,000	\$3,075,000			\$8,500,000	
10	End of Life Campus Building Demolition	\$400,000		\$3,700,000				
2	MSP Campus Building Roof Replacements	\$13,700,000	\$10,000,000	\$10,000,000	\$15,000,000	\$8,000,000	\$5,000,000	\$5,000,000
	56 – Trades/Maintenance Buildings							
4	Sump Pump Controls	\$3,500,000	\$3,000,000					
	70 – General Office/Administration							
5	GO Building Improvements	\$500,000		\$500,000		\$500,000		\$500,000
	MSP Ongoing Maintenance Programs Subtotal	\$103,920,000	\$85,445,000	\$88,025,000	\$88,975,000	\$80,300,000	\$90,150,000	\$81,400,000

NOTES	MSP Tenant Projects							
	10 - Terminal 1							
2	Concessions Rebids			\$550,000				
2	Concessions Upgrades/Revenue Development and Strategic Partnerships	\$320,000	\$295,000	\$335,000	\$340,000	\$350,000	\$400,000	\$400,000
5	Concourse and Gatehold Modernization	\$5,000,000						
6	Elevator and Concourse Improvements Related to Relocated United Club			\$1,000,000				
4	Terminal Food Court Digital Signage	\$400,000						
	33 – Cargo Area							
1	West Cargo Development		\$30,000,000					
	36 – Terminal 2							
4	Terminal 2 Concessions Marketing Digital Display		\$250,000					
4	Terminal 2 JWO Kiosk Relocation		\$150,000					
	46 - Hangars and Other Buildings							
6	Sun Country Headquarters Roof Replacement		\$3,100,000					
	MSP Tenant Projects Subtotal	\$5,720,000	\$33,795,000	\$1,885,000	\$340,000	\$350,000	\$400,000	\$400,000

MAC Environmental Notes:								
1) A project that has the potential for substantial environmental effects.								
2) A reconstruction, rehabilitation, repair or replacement that does not physically alter the original size (an EAW or EIS is not required).								
3) An electrical or mechanical device that monitors, indicates or controls existing conditions (an EAW or EIS is not required).								
4) An electrical, mechanical or structural device and/or modification of an existing structure that does not significantly increase size or passenger capacity (an EAW or EIS is not required).								
5) A project that consists of safety or security enhancements, facility maintenance, or facility upgrades (an EAW or EIS is not required).								
6) A new, replacement or expansion project that does not have substantial effect (an EAW or EIS is not required).								
7) Consultant fees only for planning, design, or environmental work.								
8) Residential noise mitigation efforts that are designed to alleviate the impact of aircraft noise (an EAW or EIS is not required).								
9) Projects associated with the Airport Foundation art program (an EAW or EIS is not required).								
10) Projects involving the demolition of existing buildings (an EAW or EIS is not required).								

NOTES	Reliever Airports Long Term Comprehensive Plan (LTCP) Projects	2026	2027	2028	2029	2030	2031	2032
	81 - St. Paul							
7	STP Airport Layout Plan			\$100,000				
7	STP Environmental Review			\$800,000				
	82 - Lake Elmo							
7	21D Airport Layout Plan			\$500,000			\$100,000	
7	21D Environmental Review						\$800,000	
7	21D Long Term Comprehensive Plan			\$800,000				
	83 - Airlake							
7	LVN Airport Layout Plan	\$100,000			\$500,000			\$100,000
7	LVN Environmental Review							\$800,000
7	LVN Long Term Comp Plan				\$800,000			
1	LVN Runway 12-30 Improvements		\$4,400,000					
	84 - Flying Cloud							
7	FCM Environmental Review	\$6,800,000						
6	FCM South Building Area Utilities	\$800,000						
	85 - Crystal							
7	MIC Airport Layout Plan				\$500,000			\$100,000
7	MIC Environmental Review							\$800,000
7	MIC Long Term Comp Plan				\$800,000			
	86 - Anoka County - Blaine							
7	ANE Airport Layout Plan			\$100,000				
6	ANE Building Area Development - Xylite St. Relocation							\$1,000,000
7	ANE Environmental Review			\$800,000				
	Reliever Airports LTCP Projects Subtotal	\$7,700,000	\$4,400,000	\$3,100,000	\$2,600,000	\$0	\$900,000	\$2,800,000

MAC Environmental Notes:
1) A project that has the potential for substantial environmental effects.
2) A reconstruction, rehabilitation, repair or replacement that does not physically alter the original size (an EAW or EIS is not required).
3) An electrical or mechanical device that monitors, indicates or controls existing conditions (an EAW or EIS is not required).
4) An electrical, mechanical or structural device and/or modification of an existing structure that does not significantly increase size or passenger capacity (an EAW or EIS is not required).
5) A project that consists of safety or security enhancements, facility maintenance, or facility upgrades (an EAW or EIS is not required).
6) A new, replacement or expansion project that does not have substantial effect (an EAW or EIS is not required).
7) Consultant fees only for planning, design, or environmental work.
8) Residential noise mitigation efforts that are designed to alleviate the impact of aircraft noise (an EAW or EIS is not required).
9) Projects associated with the Airport Foundation art program (an EAW or EIS is not required).
10) Projects involving the demolition of existing buildings (an EAW or EIS is not required).

NOTES	Reliever Airports Maintenance/Facility Upgrade Projects	2026	2027	2028	2029	2030	2031	2032
	80 - Reliever Airports							
4	Relievers Beacon Replacements	\$300,000		\$300,000				
5	Relievers Building Miscellaneous Modifications	\$400,000	\$475,000	\$475,000	\$475,000	\$475,000	\$550,000	
4	Relievers Indoor Air Quality Project		\$1,400,000					
5	Relievers Obstruction Removal		\$300,000		\$300,000			
2	Relievers Pavement Rehabilitation Miscellaneous Modifications	\$300,000	\$350,000	\$350,000	\$350,000	\$350,000	\$400,000	
5	Relievers Security Fencing, Gates and Lighting	\$200,000	\$250,000	\$250,000	\$250,000	\$250,000	\$300,000	
	81 - St. Paul							
2	STP Administration Building Apron Pavement Rehabilitation					\$500,000		
2	STP Airport Road and Eaton Street Retaining Wall	\$900,000						
6	STP Cold Equipment Storage Building	\$750,000						
6	STP Equipment Storage Building and Employee Crew Rooms			\$4,000,000				
2	STP Floodwall Inspection and Repairs					\$300,000		
3	STP Generator Replacement					\$800,000		
3	STP Intelligent Monitoring and Control System (IMACS) Expansion		\$2,250,000					
2	STP Joint and Crack Repairs	\$100,000						
2	STP Learning Jet Apron Rehabilitation		\$250,000					
5	STP MAC Building Improvements		\$200,000		\$200,000		\$200,000	
2	STP Pavement Rehabilitation-Taxilanes/Tower Road	\$850,000						
2	STP Runway 13-31 Pavement Reconstruction				\$5,000,000			
2	STP Runway 14-32 EMAS Replacement		\$20,000,000					
2	STP Storm Sewer Improvements		\$2,000,000					
2	STP Taxiway A2 and A3 Reconstruction	\$900,000						
4	STP Taxiway B LED Edge Lighting Replacement	\$600,000						
2	STP Taxiway Lima Reconstruction		\$300,000					
	82 - Lake Elmo							
6	21D Building Addition for Crew Quarters		\$1,500,000					
2	21D Bury Private Utilities	\$500,000						
3	21D Intelligent Monitoring and Control System (IMACS)			\$3,800,000				
2	21D South Service Road Reconstruction						\$1,000,000	
2	21D Taxiway Echo Edge Lighting and Signage	\$600,000						
5	21D Vehicle Gate Installation			\$500,000				
5	21D Wildlife Fence and Tree Clearing			\$750,000				
	83 - Airlake							
6	LVN 225 TH Street Reconfiguration and Paving	\$1,500,000						
2	LVN Existing Runway 12-30 Reconstruction		\$3,500,000					
3	LVN Intelligent Monitoring and Control System (IMACS)				\$1,300,000			
2	LVN North Service Road Pavement Rehabilitation		\$500,000					
2	LVN North Taxilanes Pavement Rehabilitation		\$1,500,000					
5	LVN Perimeter Fencing and Gates		\$4,000,000					
2	LVN South Building Area Utilities and Taxilanes			\$1,800,000				
2	LVN Taxiway Bravo Pavement Rehabilitation		\$600,000					
2	LVN West Perimeter Road Construction			\$800,000				

NOTES	Reliever Airports Maintenance/Facility Upgrade Projects, continued	2026	2027	2028	2029	2030	2031	2032
	84 – Flying Cloud							
2	FCM Airport Access Roads Pavement Rehabilitation		\$500,000	\$500,000	\$500,000			
4	FCM Electrical Vault Modifications	\$500,000						
3	FCM Intelligent Monitoring and Control System (IMACS)		\$2,500,000					
5	FCM MAC Building Improvements	\$600,000						
2	FCM Runway 10R-28L Pavement Rehabilitation		\$2,700,000					
2	FCM Runway 18-36 Pavement Rehabilitation				\$700,000			
4	FCM Runway 28 REIL Replacement	\$150,000						
2	FCM Spring Lane Extension and Taxilane Connector		\$700,000					
2	FCM Taxilane B-C Connector (Thunderbird)	\$250,000						
2	FCM Taxilane Pavement Reconstruction				\$250,000	\$250,000		
5	FCM Tower Equipment for Airfield Lighting and Utilities	\$2,000,000						
5	FCM Vehicle Gate Replacements		\$500,000		\$500,000			
	85 -Crystal							
2	MIC East Taxilanes Pavement Rehabilitation	\$500,000						
2	MIC Eastside Service Road Pavement Reconstruction	\$1,500,000						
5	MIC Existing Hangar Revitalization				\$800,000			
2	MIC Gate A Access Road Reconstruction				\$400,000			
5	MIC Gate Replacement	\$800,000						
3	MIC Intelligent Monitoring and Control System (IMACS)				\$1,300,000			
2	MIC North Access Road Reconstruction			\$1,500,000				
2	MIC Runway 6L-24R Reconstruction and LED Edge Lighting		\$2,800,000					
2	MIC Service Road Pavement and Fencing		\$600,000					
2	MIC Taxilanes Pavement Reconstruction		\$600,000					
2	MIC Taxiway Alpha Pavement Reconstruction				\$1,500,000			
2	MIC West MAC Building Door Replacement	\$300,000						
	86 - Anoka County - Blaine							
6	ANE Building Addition for Crew Quarters		\$1,000,000					
4	ANE Electrical Vault Improvements	\$750,000						
5	ANE Fence Improvements	\$200,000	\$200,000					
5	ANE Gate Controller Upgrades	\$600,000						
3	ANE Intelligent Monitoring and Control System (IMACS)			\$1,300,000				
2	ANE Runway 18-36 Pavement Reconstruction	\$3,800,000						
2	ANE Runway 9-27 Edge Lighting and PAPI Replacement	\$900,000						
2	ANE Runway 9-27 Pavement Reconstruction			\$3,750,000				
4	ANE Runway 27 MALSR Replacement	\$2,000,000						
2	ANE Taxiway B Pavement Rehabilitation				\$1,400,000			
2	ANE Taxiway C Reconstruction (Between Taxiway A1 to F)						\$900,000	
5	ANE West Perimeter Road Construction				\$1,500,000			
	Reliever Airports Maintenance/Facility Upgrade Projects Subtotal	\$22,750,000	\$51,475,000	\$20,075,000	\$16,725,000	\$2,925,000	\$3,350,000	\$0

OVERALL TOTALS FOR THE PRELIMINARY CIP		2026	2027	2028	2029	2030	2031	2032
	MSP Subtotal	\$502,145,000	\$834,385,000	\$326,070,000	\$258,075,000	\$689,460,000	\$598,260,000	\$545,210,000
	Reliever Subtotal	\$30,450,000	\$55,875,000	\$23,175,000	\$19,325,000	\$2,925,000	\$4,250,000	\$2,800,000
	Total	\$532,595,000	\$890,260,000	\$349,245,000	\$277,400,000	\$692,385,000	\$602,510,000	\$548,010,000

- MAC Environmental Notes:
- 1) A project that has the potential for substantial environmental effects.
 - 2) A reconstruction, rehabilitation, repair or replacement that does not physically alter the original size (an EAW or EIS is not required).
 - 3) An electrical or mechanical device that monitors, indicates or controls existing conditions (an EAW or EIS is not required).
 - 4) An electrical, mechanical or structural device and/or modification of an existing structure that does not significantly increase size or passenger capacity (an EAW or EIS is not required).
 - 5) A project that consists of safety or security enhancements, facility maintenance, or facility upgrades (an EAW or EIS is not required).
 - 6) A new, replacement or expansion project that does not have substantial effect (an EAW or EIS is not required).
 - 7) Consultant fees only for planning, design, or environmental work.
 - 8) Residential noise mitigation efforts that are designed to alleviate the impact of aircraft noise (an EAW or EIS is not required).
 - 9) Projects associated with the Airport Foundation art program (an EAW or EIS is not required).
 - 10) Projects involving the demolition of existing buildings (an EAW or EIS is not required).

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: December 3, 2025

Date: November 26, 2025

Action Transmittal: 2025-42

Adoption of 2026 Roadway Safety Performance Targets

To: Technical Advisory Committee (TAC)
From: TAC Planning Committee
Prepared By: Heidi Schallberg, Planning Analyst, 651-602-1721
Jed Hanson, Senior Planner, 651-602-1716

Requested Action

That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend the 2026 roadway safety performance targets for adoption by the Metropolitan Council.

Recommended Motion

That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of the 2026 roadway safety performance targets, which advance a long-term goal of zero deaths:

- Number of all fatalities: no more than 71
- Fatal injuries per 100 million VMT: no more than 0.25
- Number of all serious injuries: no more than 445
- Serious injuries per 100 million VMT: no more than 1.55
- Pedestrian and bicyclist fatalities and serious injuries: no more than 110

Note on changed motion

The serious injury rate target recommended by TAC Planning was no more than 1.52, which was incorrectly calculated with forecast VMT from the draft 2050 Transportation Policy Plan (TPP). That target has been updated in this action transmittal to no more than 1.55, calculated with forecast VMT in the adopted 2050 TPP. The underlying all serious injuries target is unchanged.

Background and Purpose

All state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) must have performance measurement programs and set targets to monitor progress. Targets for the safety performance measures must be adopted annually. The safety targets serve a dual purpose:

- Inform planning and programming to reduce fatal and serious injuries
- Track performance of the Highway Safety Improvement Program (HSIP)

After the Federal Highway Administration (FHWA) receives statewide safety targets from MnDOT annually in August, MPOs must either support the statewide target or choose an

alternative target by February 27 the following year. Federal requirements specify five safety performance measures for both state DOTs and MPOs that must have annual targets:

1. Number of all fatalities
2. Fatalities per 100 million vehicle miles travelled (VMT)
3. Number of all serious injuries
4. Serious injuries per 100 million VMT
5. Number of combined pedestrian and bicycle fatalities and serious injuries

State DOTs are required to make significant progress on achieving their statewide safety targets; they are subject to additional HSIP requirements if they fail to make significant progress. MPOs are not subject to additional federal requirements if they fail to make significant progress.

Metropolitan Council staff evaluated two target setting options described here; after considering technical stakeholder feedback and consistency with regional policy, staff recommend adopting targets based on the Option B method.

Option A. Continue method based on 2020-2024 SHSP

The Met Council's current method sets regional targets on a straight-line decline from 2020/2021 regional targets to the region's share of statewide goals in the Minnesota Strategic Highway Safety Plan (SHSP). The 2020-2024 SHSP set a five-year goal to reduce traffic deaths to 225 or fewer statewide and serious injuries to 980 or fewer statewide by 2025, on the way to the long-term goal of zero.

Over the previous four years, this method resulted in steeply declining targets from the baseline year to 2025. Upon target adoption in 2025, the regional targets matched the estimated regional share of the 2025 statewide goal. The SHSP was recently updated, and the 2025-2029 plan extends the same statewide goal to 2030. As a result, continuing the Met Council's current target setting method would hold regional targets flat until at least 2030, except for changes to rate targets based on variation in VMT.

Regional safety performance worsened with the onset of COVID-19, and crash outcomes have not yet returned to pre-pandemic performance. This has resulted in significant divergence between target performance and actual crash outcomes people travelling in our region experience.

Key message: Holding targets flat may better align with the federal performance measurement program's intent to set targets that are achievable in the near term. However, previous technical and policymaker discussion have indicated some prefer targets that hold investment processes accountable to a long-term goal of zero deaths and serious injuries.

Option B. Change to method based on Transportation Policy Plan objective

The Met Council could change its target setting method to track performance with the Imagine 2050 planning horizon. This method would set targets on a straight-line decline from current 2025 targets to zero in all measures by 2050.

This method would result in constantly declining targets, though at a slower pace than the previous four years. The Met Council will continue to adopt targets annually as required by regulation and could re-evaluate this approach in any future year.

Key message: Some feedback noted that basing targets on a regional plan would be more intuitive to interpret. Constantly declining targets are more consistent with preferences indicated in previous policymaker discussions. These targets do not represent a forecast of likely outcomes, and significant policymaking and investment would be required to achieve these safety outcomes.

Relationship to Regional Policy

The 2050 Transportation Policy Plan (TPP) includes a roadway safety objective that "people do not die or face life-changing injuries when using any form of transportation." These measures

are also included in that plan to assess its performance. The proposed performance targets directly support implementation of Imagine 2050's Healthy and Safe Communities goal and also meet federal metropolitan planning requirements. Reducing crash injuries to or below the regional safety targets will require coordinated action on resource allocation, policies, and investment decisions from partners at all levels in the region.

Staff Analysis

- Both fatal and serious injuries remained roughly flat in 2024 compared to the previous year, but these outcomes remain elevated compared to the three-year average prior to the COVID-19 pandemic.
- Serious injuries remain at an elevated level following a sharp rise in 2022.
- Pedestrian and bicyclist injuries appeared to improve in 2023 but again rose in 2024.
- Safety performance targets were not achieved in 2024 (see Table 1).
- Preliminary data for 2025 through October shows a decline in all fatalities but slight increase in all serious injuries compared to the prior three years. Pedestrian fatalities and serious injuries have increased while bicyclist fatalities and serious injuries have decreased compared to the prior three years. All measures except bicyclist fatalities remain significantly higher than pre-pandemic averages. See Table 2 for more detail.

Table 1: Measure Performance, 2024, Metropolitan Planning Area*

Measure	2017-2019 Average	2022-2024 Average	2023 Actual	2024 Actual	2024 Target
All fatalities	130	159	150	148	≤ 74
Fatal injury rate per 100m VMT	0.44	0.57	0.54	0.52	≤ 0.26
All serious injuries	796	932	922	926	≤ 464
Serious injury rate per 100m VMT	2.71	3.34	3.31	3.24	≤ 1.64
Non-motorized fatal and serious injuries	202	225	195	245	≤ 115
Pedestrian fatalities	27	32	29	34	N/A
Bicyclist fatalities	6	3	3	4	N/A
Pedestrian serious injuries	127	132	109	147	N/A
Bicyclist serious injuries	42	59	54	60	N/A

Table 2: Preliminary Performance, January 1-October 31 2025, 7-County Metro*

Measure	2017-2019 Jan-Oct Average	2022-2024 Jan-Oct Average	2025 Jan-Oct Actual	% change over 2017-2019	% change over 2022-2024
All fatalities	106	137	126	+18%	-8%
All serious injuries	672	792	804	+20%	+1%
Non-motorized fatal and serious injuries	165	202	210	+28%	+4%
Pedestrian fatalities	21	28	30	+41%	+8%
Bicyclist fatalities	4	3	1	-77%	-70%
Pedestrian serious injuries	99	117	133	+35%	+14%
Bicyclist serious injuries	40	54	46	+14%	-15%

* Data courtesy of MnDOT. Preliminary 2025 data only includes the 7-county metro; crash injuries occurring in the urban portions of Wright and Sherburne county are not included. Some totals may not match sums of disaggregated measures due to rounding.

Committee comments and actions

Both options were presented to the TAC Planning Committee as an information item at its October regular meeting, and the options were circulated with a selection of regional safety experts for review. There was not a consensus technical viewpoint offered, and some noted this choice was a matter of policymaker direction. Some safety expert feedback noted that basing targets on a regional plan would be more intuitive to interpret.

Targets based on Option B were recommended by the TAC Planning Committee at its November meeting. As noted above, the serious injury rate target in this action transmittal has changed since the TAC Planning Committee recommendation to correct a calculation error.

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Planning	Review & Recommend	November 13, 2025
Technical Advisory Committee	Review & Recommend	<i>December 3, 2025</i>
Transportation Advisory Board	Review & Recommend	<i>December 17, 2025</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>January 12, 2026</i>
Metropolitan Council	Adopt	<i>January 28, 2026</i>



Action Transmittal

Transportation Advisory Board



Committee meeting date: December 3, 2025

Date: November 25, 2025

Action Transmittal: 2025-43

Program Year Extension Request: Hennepin County's Marshall Street NE (CSAH 23) Phase 2 Reconstruction Project

To: Technical Advisory Committee
From: TAC Funding & Programming Committee
Prepared by: Joe Barbeau, Planning Analyst, 651-602-1750

Requested action

Hennepin County requests a program year extension to move its Marshall Street NE Phase 2 Reconstruction Project from 2029 to 2030.

Recommended motion

Recommend that the Transportation Advisory Board approve Hennepin County's request to extend the program year of its Marshall Street NE Phase 2 reconstruction project from 2029 to 2030.

Project history

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

Background and purpose

Hennepin County was awarded \$7,000,000 in the 2024 Regional Solicitation for reconstruction, ADA improvements, curb extensions, signal revisions, and a trail on Marshall St NE (CSAH 23) from Lowry Avenue (CSAH 153) to St. Anthony Parkway in Minneapolis (SP# 027-623-006). The project (SP# 027-623-008), which was awarded funds for 2029, is Phase 2 of a Marshall Street NE reconstruction project that includes a protected bikeway (SP# 027-623-006) and pedestrian (SP# 027-623-007) amenities. The Phase 1 projects, which terminate at the southern terminus of Phase 2, are programmed for 2028 following a move from 2027. Given the programming implications of this, the county seeks to extend Phase 2 from 2029 to 2030 to minimize the potential for conflicting construction schedules around these two phases.

Relationship to regional policy

The Transportation Advisory Board (TAB) adopted the Program Year Policy in April 2013 (updated in August 2014) 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 for on-time completion and is impact by other projects. 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 November 20, 2025, meeting the TAC Funding & Programming Committee recommended that the Technical Advisory Committee recommend approval of Hennepin County's request to extend the program year of its Marshall Street NE Phase 2 Reconstruction Project from 2029 to 2030.

Routing

To	Action Requested	Date Completed (Date Scheduled)
TAC Funding & Programming Committee	Review and recommend	November 20, 2025
Technical Advisory Committee	Review and recommend	<i>December 3, 2025</i>
Transportation Advisory Board	Review and or adopt	<i>December 17 2025</i>



HENNEPIN COUNTY

MINNESOTA

November 12, 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 027-623-008

Hennepin County's Marshall Street NE (CSAH 23) Phase 2 Reconstruction Project

Dear Mr. Kosluchar,

Hennepin County respectfully requests that the Technical Advisory Committee's Funding and Programming Committee consider a program year extension for the county's Marshall Street NE (CSAH 23) Phase 2 Reconstruction Project (SP 027-623-008). The project limits are from Lowry Avenue NE (CSAH 153) to St. Anthony Parkway in the City of Minneapolis. The project's current program year is 2029 and Hennepin County is requesting that the program year be adjusted by one year to 2030.

As part of the 2024 Regional Solicitation, Hennepin County applied for and was awarded \$7,000,000 in Surface Transportation Block Grant (STBG) Program funds for the Marshall Street (CSAH 23) Phase 2 Reconstruction Project for program year 2029. At this time, Hennepin County is requesting a program year extension in recognition that the county's Marshall Street (CSAH 23) Phase 1 Reconstruction Project (SP's 027-623-006 and 027-623-007) was rescheduled from program year 2027 to program year 2028 to assist with rebalancing the 2026-2029 Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP).

This Program Year Extension Request recognizes the programming implications of the county's Marshall Street (CSAH 23) Phase 1 reconstruction project being adjusted that resulted in a series of adjustments to the county's Draft 2026-2030 Capital Improvement Program (CIP). In addition, this Program Year Extension Request minimizes the potential for conflicting construction schedules for upcoming corridor projects planned in Northeast Minneapolis as illustrated in the attached map.

Hennepin County Public Works
1600 Prairie Drive, Medina, MN 55340
612-348-3000 | hennepin.us



We therefore request the TAC Funding and Programming Committee's support for extending Hennepin County's program year for the Marshall Street NE (CSAH 23) Phase 2 Reconstruction Project by 1 year from PY 2029 to PY 2030. If additional information is needed, please contact me at (612) 543-1963 or by email at Emily.Buell@hennepin.us.

Sincerely,

A handwritten signature in black ink that reads "Emily Buell". The script is cursive and fluid.

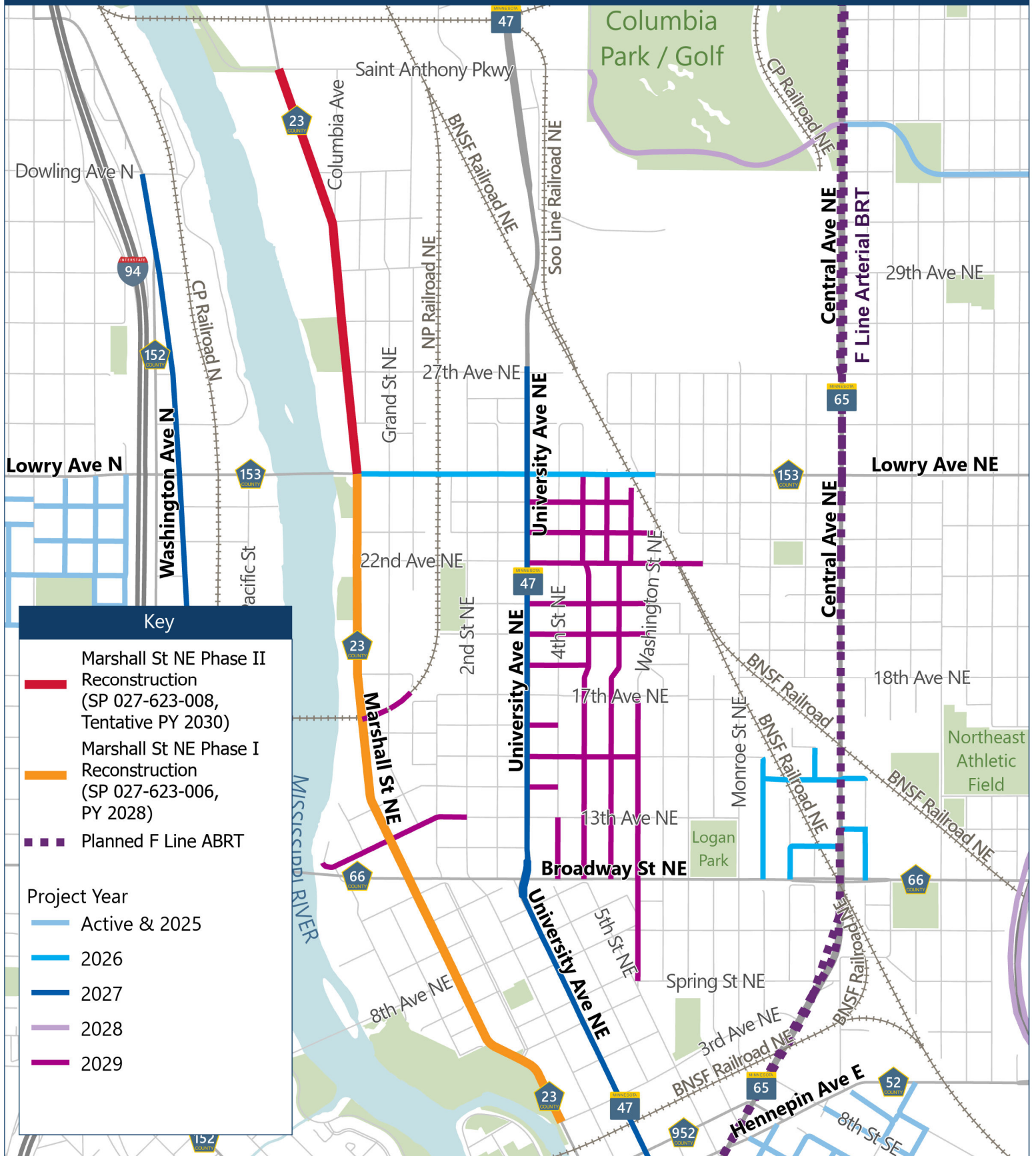
Emily Buell

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

Attachments: Attachment 01 - Project Coordination Map
Attachment 02 – Minneapolis Letter of Support
Attachment 03 – MnDOT Letter of Support

Marshall St NE (CSAH 23) Phase II (SP 027-623-008)

Project Context Map | Hennepin County Public Works



Disclaimer: This map (i) is furnished "AS IS" with no representation as to completeness or accuracy; (ii) is furnished with no warranty of any kind; and (iii) is not suitable for legal, engineering or surveying purposes. Hennepin County shall not be liable for any damage, injury or loss resulting from this map. Publication date: 10/30/2025. Data sources:



11|06|2025

Mr. Jim Kosluchar
Chair, TAC Funding and Programming
390 Robert Street North
St. Paul, MN 55101

RE: Program Year Extension Request for Marshall Street Phase 2 (SP 027-623-008)

Mr. Kosluchar:

The City of Minneapolis supports Hennepin County's request for a program year extension for their Marshall Street (Phase 2) reconstruction project. The county's request involves rescheduling this project from program year 2029 to program year 2030.

In 2024, Hennepin County was awarded \$7.0 million in federal funding as part of the Regional Solicitation to reconstruct Marshall Street (CSAH 23) from Lowry Avenue (CSAH 153) to St. Anthony Parkway in the City of Minneapolis. Since being awarded funding, Hennepin County's Marshall Street Phase 1 reconstruction project (as tracked under SP 027-623-006) was rescheduled from program year 2027 to program year 2028 amendment to assist with rebalancing the 2026-2029 TIP/STIP. As a result, the City of Minneapolis supports the county's request to reschedule Phase 2 to reduce conflicts with Phase 1 construction.

In addition, rescheduling Marshall Street Phase 2 would allow for improved coordination with other City of Minneapolis, Hennepin County, and MnDOT-led projects in Northeast Minneapolis within the 2025-2030 timeframe; therefore, coordinating the location and duration of construction impacts within Northeast Minneapolis.

We look forward to continued coordination with Hennepin County to improve Marshall Street Northeast for people walking, biking, taking transit, and driving.

Sincerely,



Kathleen Mayell
Interim Director Transportation Planning and Programming
City of Minneapolis



Metro District
Waters Edge Building
1500 West County Rd B2
Roseville, MN 55113

November 6, 2025

Mr. Jim Kosluchar
Chair, TAC Funding and Programming
390 Robert Street North
St. Paul, MN 55101

Subject: Program Year Extension Request for Marshall Street Phase 2 (SP 027-623-008)

MnDOT supports Hennepin County's request for a program year extension for their Marshall Street (Phase 2) reconstruction project. The request is from program year 2029 to program year 2030.

In 2024, Hennepin County was awarded \$7.0 million in federal funding as part of the Regional Solicitation to reconstruct Marshall Street (CSAH 23) from Lowry Avenue (CSAH 153) to St. Anthony Parkway in the City of Minneapolis. Since being awarded funding, Hennepin County's Marshall Street Phase 1 reconstruction project (as tracked under SP 027-623-006) was rescheduled from program year 2027 to program year to assist with rebalancing the 2026-2029 TIP/STIP. As a result, the Minnesota Department of Transportation supports the county's request to reschedule Phase 2 to reduce conflicts with Phase 1 construction.

In addition, rescheduling Marshall Street Phase 2 would allow for improved coordination with other city, county, and MnDOT-led projects in Northeast Minneapolis within the 2025-2030 timeframe; therefore, coordinating the location and duration of construction impacts within Northeast Minneapolis.

We look forward to continued coordination with Hennepin County to improve Marshall Street Northeast for people walking, taking transit, biking, and driving.

Sincerely,

Ryan Wilson
Digitally signed by Ryan Wilson
Date: 2025.11.07 13:58:35
-06'00'

Ryan Wilson, PE, AICP
West Area Manager

CC:
Aaron Tag, MnDOT Metro District Program Management Director
Colleen Brown, MnDOT Metro District State Aid

PROGRESS SCHEDULE FOR PROGRAM YEAR EXTENSION

Enter request date October 31, 2025

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

This project will reconstruct Marshall Street NE (CSAH 23) from Lowry Avenue NE (CSAH 153) to St. Anthony Parkway in the City of Minneapolis. This project represents Phase 2 of improvements to the Marshall St NE corridor. Federal funding was awarded as part of the 2024 Regional Solicitation and is tracked under SP 027-623-008. Total construction costs are currently estimated to be \$16,410,000 (as listed in the 2026-2029 STIP/TIP). Per the notice of award, Hennepin County anticipates \$7 million in federal funds, with the remainder of project costs to be covered by local funds as part of the county's CIP. The current program year is 2029 and the county is requesting a one year extension to 2030.

2. Project Progress; Requests must include an agency's anticipated schedule:
 - Environmental document approval date or anticipated approval date 2/1/2030
 - 100% plan approval date or anticipated approval date 3/1/2030
 - Right-of-way certificate approval date or anticipated approval date 3/1/2030
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?

The Marshall Street NE (CSAH 23) Phase 1 Reconstruction Project (tracked under SPs 027-623-006 & 027-623-007) was rescheduled from program year 2027 to program year 2028 to assist with rebalancing the 2026-2029 TIP/STIP. In light of this shift and to acknowledge its impact on local programming and reduce the risk of overlapping construction schedules among city, county, and MnDOT projects in Northeast Minneapolis, Hennepin County is requesting a program year extension for Phase 2.

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)?

Rescheduling the Marshall Street NE (CSAH 23) Phase 2 Reconstruction Project will support sound programming practices in recognition of a series of budget adjustments that were required in the county's Draft 2026-2030 CIP as a result of the program year change for the Marshall Street NE (CSAH 23) Phase 1 Reconstruction Project, which was updated to assist with efforts in rebalancing the 2026-2029 TIP/STIP. If this Program Year Extension Request is not approved for Phase 2, then additional budget adjustments will likely be required in subsequent CIPs to ensure local programming is available for Phase 2 – likely resulting in the rescheduling (or even cancellation) of other critical investments planned throughout the county.

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 significant negative impacts are anticipated for the affective area. This Program Year Extension Request will allow for efficient sequencing of improvements along the Marshall Street NE (CSAH 23) corridor as summarized below.

Marshall Street NE (CSAH 23) Phase 1 Reconstruction Project – Tentative schedule

Construction start: 2028

Substantial completion: 2029

Marshall Street NE (CSAH 23) Phase 2 Reconstruction Project – Proposed tentative schedule

Construction start: 2030

Substantial completion: 2031