

Agenda

TAC Funding and Programming Committee



Meeting date: July 17, 2025

Time: 1:00 PM

Location: Virtual

Public participation:

This meeting will be streamed and recorded.

[Watch the meeting online.](#)

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 TAC Funding and Programming 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. Roll call
2. Dakota Land, Water, and People Acknowledgment
3. Approval of the agenda
4. Approval of May 15, 2025, TAC Funding and Programming minutes – roll call

Public comment on committee business

TAB report

Business

1. 2025-18: Minnesota Valley Transit Authority's Technology and ADA Enhancements Project Scope Change Request (Joe Barbeau, MTS)– roll call
2. 2025-28: Saint Paul Arlington Avenue Sidewalk Infill Project Program Year Extension Request (Joe Barbeau) – roll call*

Information

Other business

Adjournment

Key:

- * Agenda item changed following initial publication

Council contact:

Robbie King, Senior Planner
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Minutes

TAC Funding and Programming Committee



Meeting date: May 15, 2025

Time: 1:00 PM

Location: Virtual

Members present:

- | | | |
|------------------------------------------------------------------------------|------------------------------------------------------------------------------------|--------------------------------------------------------------------|
| <input checked="" type="checkbox"/> Eden Prairie – Robert Ellis | <input checked="" type="checkbox"/> MnDOT Metro District – Aaron Tag | <input checked="" type="checkbox"/> Anoka Co. – Jerry Auge |
| <input checked="" type="checkbox"/> Fridley – Jim Kosluchar (Chair) | <input checked="" type="checkbox"/> MnDOT Metro District State Aid – Colleen Brown | <input checked="" type="checkbox"/> Carver Co. – Drew Pflaumer |
| <input checked="" type="checkbox"/> Lakeville – Paul Oehme | <input checked="" type="checkbox"/> MnDOT Bike/Ped – Molly McCormick | <input checked="" type="checkbox"/> Dakota Co. – Jacob Chapek |
| <input checked="" type="checkbox"/> Eagan – Russ Matthys | <input checked="" type="checkbox"/> MPCA – Innocent Eyoh | <input checked="" type="checkbox"/> Hennepin Co. – Emily Buell |
| <input checked="" type="checkbox"/> Minneapolis – Nathan Koster | <input checked="" type="checkbox"/> DNR – Nancy Spooner-Walsh | <input type="checkbox"/> Ramsey Co. – Kevin Roggenbuck |
| <input checked="" type="checkbox"/> Plymouth – Michael Thompson (Vice Chair) | <input checked="" type="checkbox"/> Suburban Transit Assoc. – Heidi Scholl | <input checked="" type="checkbox"/> Scott Co. – Adam Jessen |
| <input checked="" type="checkbox"/> St. Paul – Anne Weber | | <input checked="" type="checkbox"/> Wash Co. – Madeline Dahlheimer |
| <input checked="" type="checkbox"/> Met Council – Cole Hiniker | | <input type="checkbox"/> = present, E = excuse |
| <input checked="" type="checkbox"/> Metro Transit – Scott Janowiak | | |
| <input type="checkbox"/> TAB Coordinator – Elaine Koutsoukos | | |

Call to order

A quorum being present, Committee Chair Kosluchar called the regular meeting of the TAC Funding and Programming Committee to order at 1:00 p.m.

Agenda approved

Chair Kosluchar noted that a roll call vote was not needed for approval of the agenda unless a committee member offered an amendment to the agenda. Committee members did not have any comments or changes to the agenda.

Approval of minutes

It was moved by Russ Matthys, Eagan, and seconded by Jerry Auge, Anoka Co., to approve the minutes of the March 20th, 2025, regular meeting of the TAC Funding and Programming Committee. **Motion carried**

Public comment on committee business

None.

TAB report

Joe Barbeau, MTS Planning, reported on the April 16th, 2025, regular TAB meeting.

Business

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

Joe Barbeau, MTS Planning, presented. Chair Kosluchar noted elements from the original application and asked if the proposed modification would include ADA upgrades to the stations. Heidi Scholl, MVTA, confirmed and elaborated, listing several ADA and technological enhancements, including indoor interactive kiosks, platform displays, text-to-speech announcement buttons, PA systems, bus stop beacons, and smart lighting.

Nathan Koster, Minneapolis, sought clarification regarding the change from 53 to eight stations. He stated that, based on past applications and considerations from TAC and TAB, he wanted to understand the rationale behind focusing on fewer stations. He suggested that instead of spreading limited improvements across 53 stations, the revised plan seemed to concentrate a full suite of enhancements at eight higher-use stations. He asked if this interpretation was correct.

Scholl responded that Koster's understanding was accurate. She affirmed that MVTA plans to implement a broader array of features at major customer facilities. She clarified that the original 53 locations might have included minimal improvements, such as signage, rather than substantial technological upgrades. She referred to Barbeau's submittal summary, which stated that MVTA requested full retention of federal funding because, while the number of stations was reduced, the total project cost remained unchanged due to the higher per-site cost at the more comprehensive sites. These are larger facilities requiring more extensive implementation.

Koster reiterated that his understanding was the eight stations would receive significant upgrades, while the other 45 might have only seen light improvements such as signage. He inquired whether staff had reviewed those 45 stops and if budget constraints or limited cost-benefit justified their exclusion from the enhanced upgrades. Scholl responded that many of the remaining bus stops don't have the same needs as they used to, partly due to the expansion of micro-transit. While signage is still necessary for those stops, she explained that the eight selected stations represent high-ridership areas, making them the most effective locations to target for impactful upgrades.

It was moved by Matthys, and seconded by Innocent Eyoh, MPCA, that the TAC Funding and Programming Committee recommend that TAC recommend approval of MVTA's scope change request to replace e-paper and real time signage improvements at 53 bus stops and shelters with enhanced improvements for eight stations in its technology and ADA enhancements project (SP# TRS-TCMT-24K) with no reduction in federal funds. **Motion carried.**

2025-19: Adoption of the Draft 2026-2029 Transportation Improvement Program (TIP), Pending Public Comment (Joe Barbeau, MTS Planning and Aaron Tag MnDOT)

Joe Barbeau, MTS Planning, and Aaron Tag, MnDOT, presented. Chair Kosluchar asked about the stability of overall investment numbers and specific investment types, referencing a pie chart presented earlier. He expressed interest in identifying any trends or illustrative patterns over the past few years, suggesting this analysis could be brought to the TAC or TAB committees.

Tag responded, confirming an upward trend in investment totals over recent years, driven largely by the Bridge Formula Program (BFP) funding. He noted that fiscal year 2027 is one of the smallest program years in a while, with a subsequent increase due to the influx of IJJA formula and state funding. He explained a drop in targets for 2029, attributing it to the difference between forecasted revenue and actual legislative appropriations. He emphasized that funds entering the Trunk Highway Fund are not automatically available for MnDOT use without legislative approval, causing a lag in usable funds.

Tag also addressed investment types, referencing the MnSHIP (Minnesota State Highway Investment Plan). The most recent update to MnSHIP shifted focus from mobility to "Main Streets" and urban pavements—specifically, urban arterials in both the Metro District and smaller towns throughout Greater Minnesota.

Chair Kosluchar asked about potential impacts to the program if federal funding is reclaimed or withdrawn. Tag acknowledged the risk, noting that loss of expected federal grants could significantly affect the program. He gave examples such as and I-494 Project – A large grant has already been awarded, and a grant agreement is in place, so the project is secure. In a contrasting example, the Minnesota Highway 3/Robert Street Project – A grant was announced but no agreement has been signed. Since it was issued before a new federal administration took office, there is concern about whether those funds will be received. Tag stressed that a decrease in federal formula funding would broadly and materially impact the transportation program.

Barbeau added clarification about regional planning boundaries. He noted that the ATIP (Area Transportation Improvement Program) Tag referenced includes 680 project lines and includes Chisago County. In contrast, the MPO planning area includes 621 project lines, excluding Chisago County but including small portions of Wright and Sherburne counties due to urban boundary changes from the census.

It was moved by Tag, and seconded by Auge, that the TAC Funding and Programming Committee recommend that TAC recommend adoption of the draft 2026-2029 Transportation Improvement Program (TIP). **Motion carried.**

2025-20: Corridors of Commerce Local Recommendation: City of Anoka's Highway 47/BNSF Railway Crossing Project (Steve Peterson, MTS Planning) *

Steve Peterson, MTS Planning, presented. He stated that the Met Council is supporting the City of Anoka's request for project readiness funds because there are two more applications being submitted from Anoka County. This action enables all three projects to apply and is not an endorsement of the project over the other regional applications in the program. The Council has provided a letter of support for all seven projects.

It was moved by Auge, and seconded by Drew Pflaumer, Carver Co., that the TAC Funding and Programming Committee recommend that the Metropolitan Council recommend the City of Anoka's Highway 47/BNSF Railway Crossing Project to MnDOT for scoring consideration in the Corridors of Commerce Readiness Advancement solicitation. **Motion carried.**

Information

Regional Safety Action Plan (Heidi Schallberg, MTS Planning)

Heidi Schallberg, MTS Planning, presented. Emily Buell, Hennepin Co., asked about coordination with cities and counties currently developing their own safety action plans. She asked for more detail on how consistency is being ensured across different local planning efforts.

Schallberg responded that local jurisdictions are at varying stages of their planning processes. For example, Minneapolis has already engaged in long-term safety planning, such as identifying high-injury streets. Coordination has occurred partly through including local partners on the project's technical advisory group. She emphasized that the regional analysis does not always align with local analyses due to differences in scale, years of data used, and threshold definitions. This discrepancy is not seen as a concern but rather as a natural outcome of looking at issues from a broader, regional perspective. For jurisdictions that have received federal safety grants, Schallberg explained that key coordination elements stem from required components of those grants—such as adopting the Safe System Approach, focusing on fatal and serious injury crashes, and prioritizing those over general crash reduction (e.g., property-damage-only crashes). This targeted focus is a major aspect of ongoing coordination. Schallberg also clarified that the current regional safety planning effort is not funded by a federal grant, so it does not preclude local jurisdictions from pursuing their own federal funding independently. However, if local agencies intend to use the regional plan to qualify for future funding, closer coordination would be required.

Kosluchar noted a potential side benefit of the regional plan: it could help document conditions that support local funding applications or planning efforts.

Schallberg added that the Transportation Policy Plan (TPP) includes a potential follow-up strategy—creating a regional safety task force. While not yet discussed in detail, such a task force could serve as a continuing venue to ensure coordination among all stakeholders working on safety planning.

Regional Transportation and Climate Change Multimodal Measures Study (Tony Fischer, MTS Planning)

Tony Fischer, MTS Planning, presented.

Other Business

Tag provided an update regarding the upcoming statewide freight investment solicitation, expected to be released in late June, with applications due in early September. The solicitation will cover Fiscal Years 2029 and 2030, with approximately \$25 million available each year for projects statewide. This year's solicitation will prioritize projects that are either exempt from the state's greenhouse gas (GHG) legislation or do not trigger the need for a GHG review (i.e., non-capacity expansion projects). The goal of this approach is to streamline the application and review process by avoiding the complexities associated with meeting new GHG requirements.

Adjournment

Business completed; the meeting adjourned at 2:41 p.m.

Council contact:

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Action Transmittal

Transportation Advisory Board



Committee meeting date: July 17, 2025

Date: July 10, 2025

Action Transmittal: 2025-18

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

To: TAC Funding and Programming Committee

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

Requested action

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

Recommended motion

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

Project history

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

Background and purpose

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

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

The original application included the following locations:

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

modified (two vendors are now officed out of Scott County instead of staff) and the transit footprint has been reduced. MVTA is requesting to remove technology/ADA enhancement funding from this location.

- Rosemount Transit Station – included in proposed update.
- 53 Bus Stops/Shelters – non-federal dollars have been identified to support technology/ADA enhancements throughout the MVTA service area. Signage includes route description, QR code, contact information, route color, and stop ID, and is ADA compliant (reflective material, non-glare, font size to scale, font used, high contrast colors). Phase I of this project is due for completion in Summer of 2025 (273 bus stops). Phase II (321 bus stops) will begin after the 2025 State Fair, though this may be delayed until Spring/Summer 2026 depending on weather.

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

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

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

Relationship to regional policy

Projects that receive funding through the Regional Solicitation and HSIP Solicitation processes are subject to the regional scope change policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. The scope change policy allows project sponsors to adjust their projects as needed while still providing substantially the same benefits described in their original project applications

Staff analysis

Approval/Denial of the Scope Change

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

Table 1: Scoring Analysis

Measure	Max Score	Original Score	Scope Change	Notes
1A. Jobs and Ed	50	38	-	Possible minor decrease as overall area is a bit smaller
1B. Trips Connected	50	30	0	All routes connected
2. Ridership	325	29	0	No/limited potential for reduction given

				the original score
3A. Engagement	50	26	0	General MVTA demographics scored
3B. Benefits/impacts	75	55	-	Loss of e-paper removes lack of need of smart phones (cited in scoring notes)
3C. Housing	50	36	-	Benefits at fewer locations
3 Equity Bonus	-	0	0	
4. Emissions	50	23	0	
5. User Improvements	200	87	0	Fewer locations but more improvements at each
6. Bike/Ped Elements	100	77	-	
7. Risk	50	50	0	
8. Cost Effectiveness	100	71	0	CE not reviewable in Scope policy
TOTAL	1,100	522	-	Minor overall decrease; far less than scoring margin

* 0 = no change

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

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

New Project? Aside from scoring, the other consideration for whether a request should be denied is whether the change would create a new project, as opposed to a scope change. An obvious example would be an applicant asking to move the reconstruction of a roadway to an entirely different road. Cases with various minor changes become gray areas. The Scope Change Policy designates staff (TAB Coordinator) as responsible for this determination, which is to be made if a request is:

- Relocating the project away from the defined problem, need, or location, such as switching transit start-up service from one market area to another
- Moving funding from one project to another, such as moving funds awarded to a project on County Road A to the same, similar, or different work on County Road Z.
- Eliminating the primary improvement proposed in the project description (e.g., a bridge will not be improved for a project submitted in the bridge application category or a trail will not be improved in the multiuse trails application category).

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

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

MVTA recognizes two unforeseen events that precipitate this scope change; unanticipated high electrical costs and that the proposition to use e-paper for real time signage was not properly tested for cold weather environments. As a result, maximum impact of the funds awarded will be best realized by targeting eight higher priority facilities. Given this, that the project would have been funded as applied for, and that staff does not interpret the application as establishing a new project, staff recommends approval of the request.

Funding

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

Table 2a: Original Application Budget

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

Table 2b: Original Application Budget Breakdown

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

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

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

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

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

Committee Comments and Action

At its May 15, 2025, meeting, the TAC Funding and Programming Committee recommended that the Technical Advisory Committee recommend approval of MVTA's scope change request to replace technology and ADA improvements at 53 bus stops/shelters and four MVTA transit hubs with enhanced improvements to eight transit facilities in its technology and ADA enhancements project (SP# TRS-TCMT-24K) with no reduction in federal funds.

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

Routing

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



ATTACHMENT 1: FUNDING DATA FOR SCOPE CHANGE REQUEST

Original Application:

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

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

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

Scope Change Policy

TAB Adopted: February 19, 2025

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

Revised Project Scope

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

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

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

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

Several facilities from the original scope were reassessed:

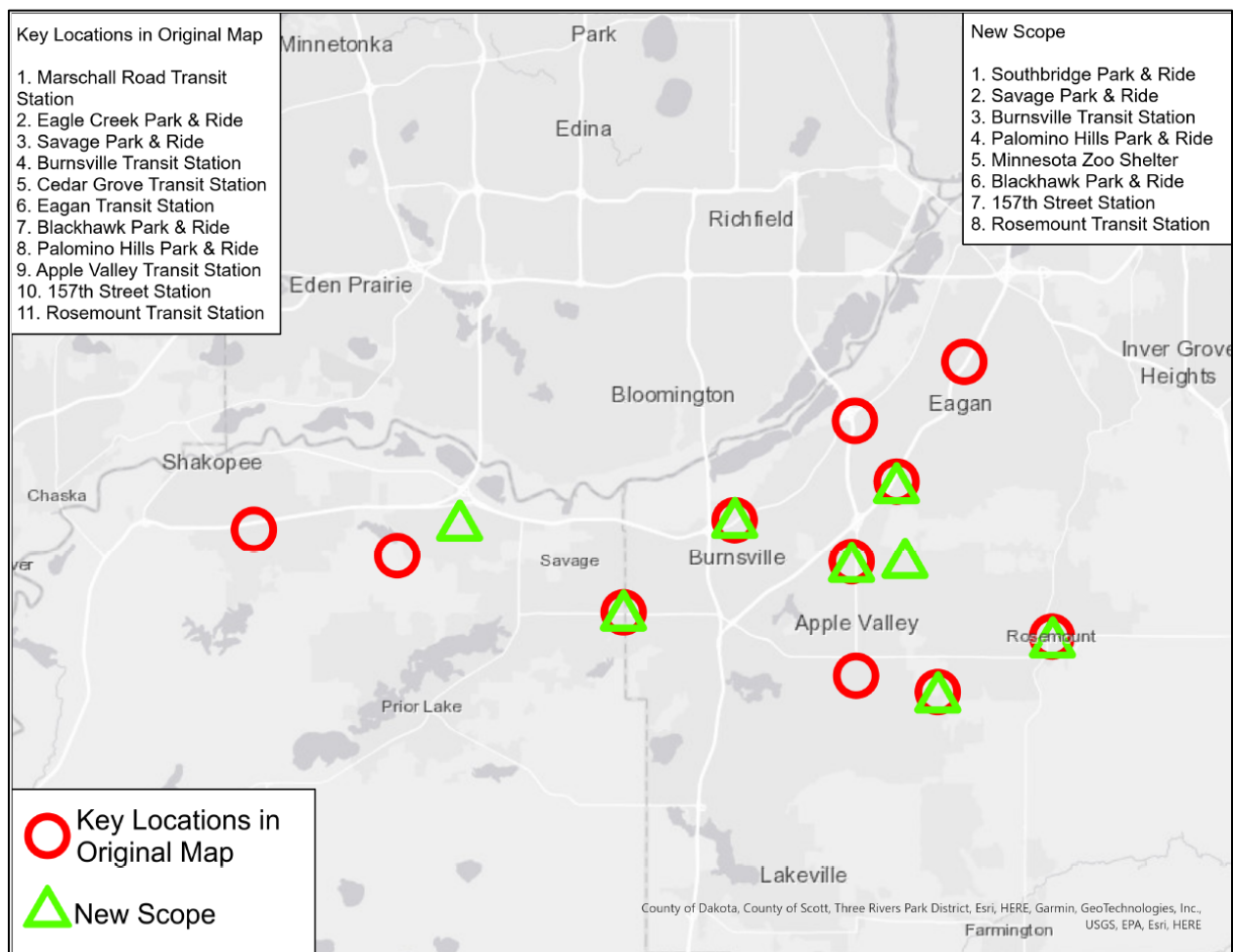
- Apple Valley Transit Station will receive enhancements through another federally funded modernization project.
- Heart of the City Park & Ride is no longer served by MVTA due to route restructuring following the pandemic.
- Marschall Road Transit Station - Scott County's footprint at MRTS has been modified (two vendors are now officed out of Scott County instead of staff), and the transit footprint has been reduced. MVTA is requesting to remove technology/ADA enhancement funding from this location.
- 53 bus stops/shelters - non-federal dollars have been identified to support technology/ADA enhancements throughout the MVTA service area. Signage includes route description, QR code, contact information, route color, and stop ID, and is ADA compliant (reflective material, non-glare, font size to scale, font used, high contrast colors). Phase I of this project nears completion in Summer of 2025 (273 bus stops). Phase II (321 bus stops) will begin after the 2025 State Fair, which may be delayed until Spring/Summer 2026 based upon the weather.

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

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

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

Updated Project Locations



Action Transmittal

Transportation Advisory Board



Committee meeting date: July 17, 2025

Date: July 8, 2025

Action Transmittal: 2025-28

Program Year Extension Request – Saint Paul Arlington Avenue Sidewalk Project

To: TAC Funding and Programming Committee

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

Requested action

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

Recommended motion

That the TAC Funding and Programming Committee recommend that TAC recommend approval of Saint Paul's Program year extension request to move its Arlington Avenue Sidewalk project from 2026 to 2027.

Project history

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

Background and purpose

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

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

Relationship to regional policy

The Transportation Advisory Board (TAB) adopted the Program Year Policy in April 2013 (last updated in February 2025) to assist with management and timely delivery of transportation projects awarded federal funding through the TAB's Regional Solicitation. The policy includes a procedure to request a one-year extension based on extenuating circumstances within certain guidelines. The applicant is requesting an exception to the policy to enable the project to be constructed with larger adjacent projects.

Staff analysis

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

Routing

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





SAINT PAUL
PUBLIC WORKS

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June 4, 2025

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

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

Dear Mr. Kosluchar,

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

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

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

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

Sincerely,

Bryan Graveline, P.E.
City of Saint Paul

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

PROGRESS SCHEDULE FOR PROGRAM YEAR EXTENSION

Enter request date 6/4/2025

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

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

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

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

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

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

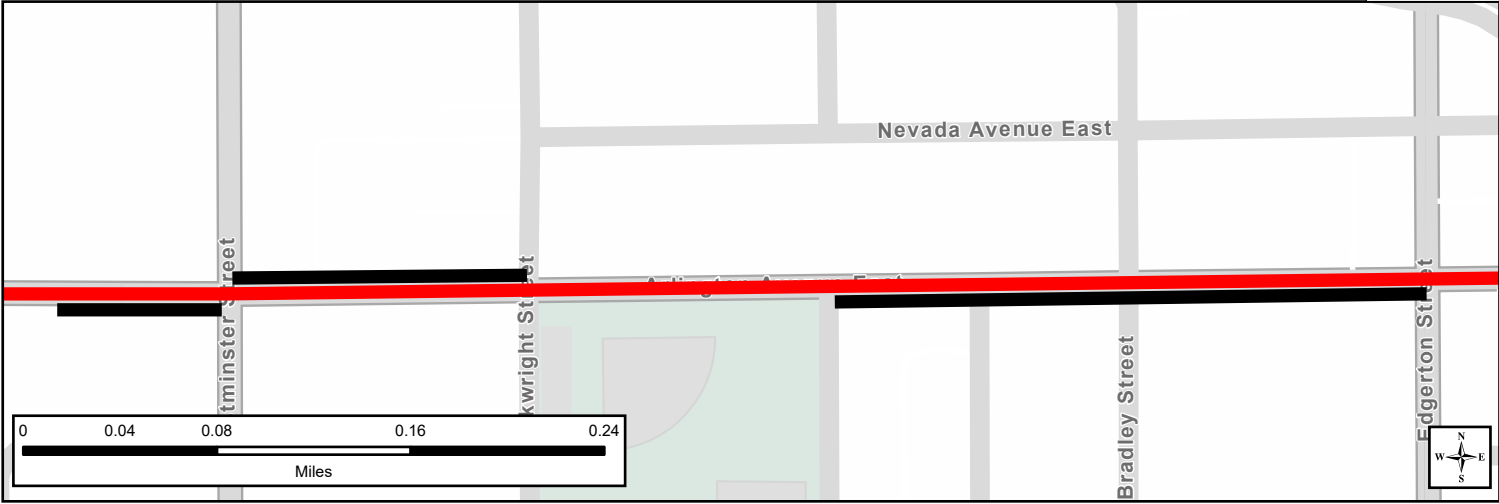
If this project does not obtain the requested extension, we would withdraw the project, since it would be inefficient to construct sidewalks that would be torn out and reconstructed again the following year.

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

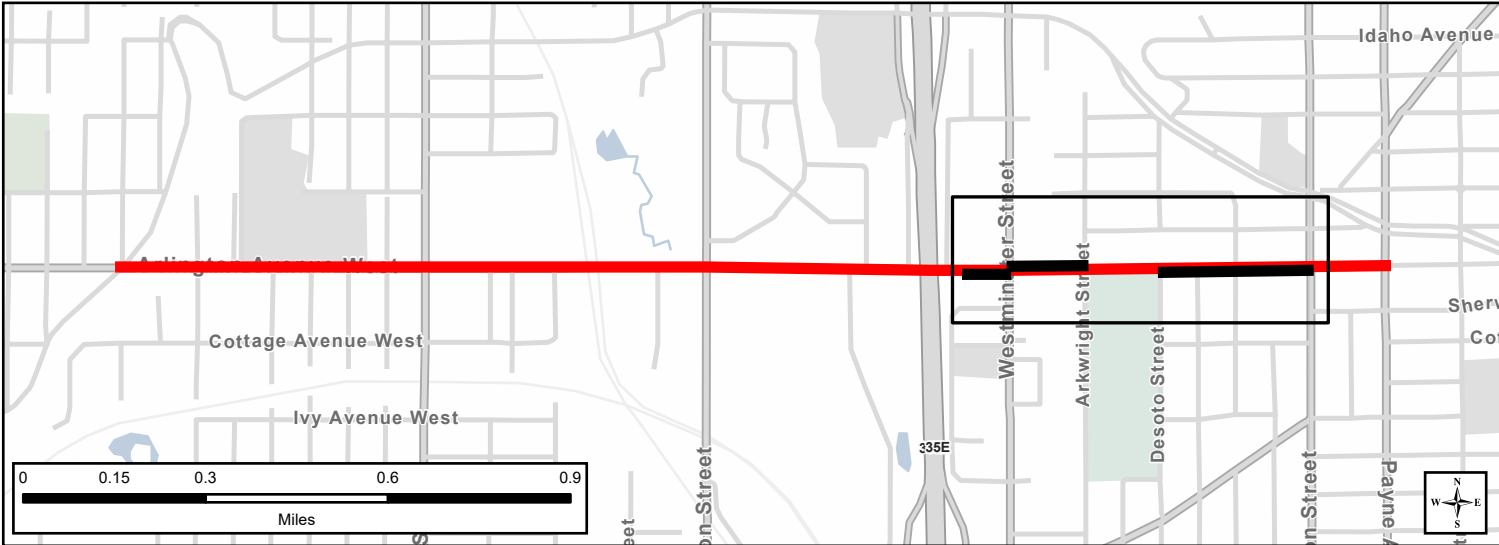
No. The best way to mitigate impacts to the area is to do the entire street reconstruction, including sidewalks, one time, instead of doing a partial construction in 2026 followed by a full reconstruction in 2027.

Program Year Extension Request – Saint Paul Arlington Avenue Sidewalk Project

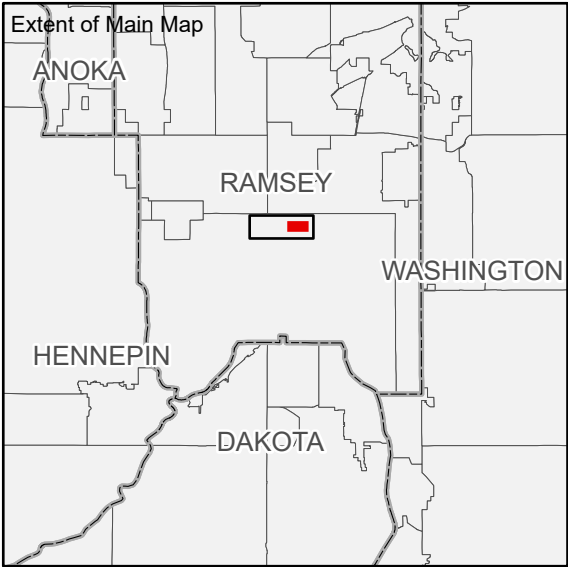
Arlington Avenue Sidewalk Project Area - Awarded in 2022 Regional Solicitation in PY 2026



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



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



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