

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: August 16, 2023

Date: August 7, 2023

Action Transmittal: 2023-42

Program Year Shift Request for Brooklyn Park Projects Impacted by Blue Line Extension

To: Transportation Advisory Board
From: Technical Advisory Committee
Prepared By: Joe Barbeau, Senior Planner, 651-602-1705

Requested Action

The City of Brooklyn Park requests a program year (PY) shift to 2028 for its CSAH 103 roadway project (110-020-041), its CSAH 103 streetscape/trail project (110-020-042), and its CSAH 30 roadway project (110-020-043).

Recommended Motion

That the Transportation Advisory Board approve Brooklyn Park's request to shift its CSAH 103 roadway project (110-020-041), its CSAH 103 streetscape/trail project (110-020-042), and its CSAH 30 roadway project (110-020-043) to 2028.

Background and Purpose

Due to delays associated with the Blue Line LRT extension, the City of Brooklyn Park is requesting an exception to TAB's Program Year Policy (attached). The city would like to move three projects associated with the Blue Line LRT construction to 2028 to align construction of the projects in the same years.

In recent Regional Solicitations, Brooklyn Park was awarded projects in the vicinity of the Blue Line extension project (Table 1). The Blue Line extension was originally scheduled to begin construction in 2019 but that has been delayed until 2028 due to the need to realign part of the route.

Table 1: Brooklyn Park's Regional Solicitation Projects related to Blue Line LRT Extension

Funding Cycle	SP#	Project	Award Amount	Original PY	Current PY	Requested PY
2018	110-020-041	CSAH 103 Project from CSAH 109 to CSAH 30	\$7,000,000	2022	2025	2028
2018	110-020-042	CSAH 103 Streetscape & Transit Improvements from 74 th St. to CSAH 30	\$1,000,000	2023	2026	2028
2022	110-020-043	CSAH 30 Reconstruction from Xylon Ave to CSAH 103	\$2,521,600	2026	2026	2028

In May 2023, Brooklyn Park requested a program year extension to 2026 for the CSAH 103 project (110-020-041) (see Action Transmittal: 2023-31). TAB denied the request, due in part to uncertainty on the correct program year and the desire to include the CSAH 103 streetscape/trail and CSAH 30 reconstruction projects as well. TAB tabled the request for further discussion in July. Brooklyn Park officially withdrew their initial request and resubmitted a request with Hennepin County with the two additional projects and now request extending the program year to 2028.

Relationship to Regional Policy

The Transportation Advisory Board (TAB) manages the annual program of projects programmed by the Regional Solicitation. The request does not follow TAB’s Program Year Policy which states that a project can request only one program year extension one time. However, TAB can consider the extenuating circumstances and approve this request which will align the projects with Blue Line Light Rail Transit (LRT) Extension construction and allow the projects to be completed together.

Staff Analysis

The CSAH 103 project was originally programmed for 2022 while the CSAH 103 streetscape and transit project was originally programmed for 2023. In 2021, these projects received extensions to 2025. This delay occurred due to LRT-related BNSF railroad negotiations and project partners needing additional time to evaluate other options to advance the project without using the railroad property.

The CSAH 30 Reconstruction was awarded funding for 2026 in the 2022 Regional Solicitation and has not received any program year extensions.

The Blue Line LRT extension is currently working through a Supplemental Environmental Impact Statement process, with a draft expected in the fall of 2023 and a final document anticipated in 2024. The Blue Line LRT construction is expected to start in 2028. While the program year policy only allows for one-time, one-year program year extension, this remains a complex, regionally significant project where a coordinated approach to construction is valuable to minimize impacts to the public. For example, the roadway project will provide final grading for the Blue Line extension so coordinating timing is important.

Table 2 provides a starting point of pros and cons for the committees to consider.

Table 2: Pros/Cons of Granting Exception to Program Year Policy

Pros	Cons
The Blue Line LRT extension alignment is no longer on the BNSF right-of-way, lowering risk for change, provided the project moves forward.	There is risk that the Blue Line LRT extension is further delayed due to findings in the Supplemental Environmental Impact Statement currently in progress.
Limited financial impact to the overall Regional Solicitation program.	The approach is not consistent with the program year extension policy, although several exceptions have been made in recent years. The policy will be updated this fall to better account for these types of exceptions.
Would enable the successful completion of one of the largest transit expansion projects planned in the region in the next decade.	
Coordinating projects is better for the traveling public due to minimization of construction impacts.	

Committee Comments and Actions

Action Transmittal 2023-31 was brought to the TAB on June 21, 2023, and after extensive



discussion the item was tabled. TAB’s tabling of the item was related to the likelihood that the original request would be one of at least three requests related to projects associated with the Blue Line which would need to have program year extensions approved. TAB requested that all projects be considered at once and that the project applicants review and determine the appropriate extension year for the projects. This Action Transmittal now includes all three of the projects and the program year extension request have moved to 2028.

At its July 20, 2023, meeting, the TAC Funding & Programming Committee unanimously recommended approval of the City of Brooklyn Park’s request to shift its CSAH 103 roadway project (110-020-041), its CSAH 103 streetscape/trail project (110-020-042), and its CSAH 30 roadway project (110-020-043) to 2028.

At its August 2, 2023, meeting, the Technical Advisory Committee unanimously recommended approval of the City of Brooklyn Park’s request to shift its CSAH 103 roadway project (110-020-041), its CSAH 103 streetscape/trail project (110-020-042), and its CSAH 30 roadway project (110-020-043) to 2028. MTS staff noted that a technical work group will be formed to review the technical aspects of both the Scope Change Policy and the Program Year Policy. Volunteers for the work group were encouraged to email Council staff with their interest.

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review & Recommend	July 20, 2023
Technical Advisory Committee	Review & Recommend	August 2, 2023
Transportation Advisory Board	Review & Adopt	<i>August 16, 2023</i>



Brooklyn Park
Operations & Maintenance

City of Brooklyn Park
Operations and
Maintenance
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Brooklyn Park, MN 55443
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July 5, 2023

James Hovland
Chair, TAB Executive Committee
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101-1805

RE: Program Year Change Request for:

- 1) SP 110-020-041 – Brooklyn Park: Hennepin CSAH 103 Recon. & Expansion from CSAH 109 to CSAH 30
- 2) SP 110-020-042 – Brooklyn Park: Hennepin CSAH 103 Streetscape and Transit Improvements from 74th Ave to CSAH 30
- 3) SP 110-020-043 – Brooklyn Park: Hennepin CSAH 30 Reconstruction from Xylon Ave to CSAH 103

Mr. Hovland,

The City of Brooklyn Park respectfully requests support from the TAB Executive Committee for a program year change to the year 2028 for the above referenced projects located along Hennepin CSAH 103 and CSAH 30 and both tied to the Blue Line Extension Light Rail Transit Project (BLRT), that were previously awarded federal funds through various cycles of the Regional Solicitation.

Following is a brief history of these projects:

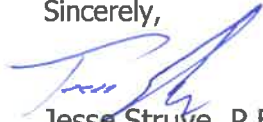
- Brooklyn Park was awarded funding for the first two projects in program years 2022 and 2023, respectively, as part of the 2018 Regional Solicitation.
- The BLRT Project was initially scheduled to begin construction in 2019 and be completed by 2023. The BLRT Project was delayed to an estimated 2024/2025 start and 2028 opening because of negotiations with the BNSF Railroad and then subsequent need to determine an alternative route through North Minneapolis, Robbinsdale and Crystal.
- The City of Brooklyn Park requested extensions of the first two projects in 2021 to Program Years 2025 and 2026.
- Extensions were granted later in 2021.

- The City of Brooklyn Park was awarded funding for the CSAH 30 Project in Program Year 2026 as part of the 2022 Regional Solicitation.
- The project schedule was further delayed by the complexity associated with determining a new alignment through North Minneapolis, Robbinsdale and Crystal, additional engagement efforts and preparation and approval of an amended EIS.
- It is now estimated the BLRT Project may not start construction until 2028.

The City of Brooklyn Park understands that Metropolitan Council's policy is to only grant one program year extension. However, due to the complex, intertwined nature of these projects, their regional significance, sensitivity in completing an extensive environmental amendment and the benefits of tying the projects together, the project team is requesting an exception to the program year policy. Some of the reasons these projects have pushed back from 2025/2026 to 2028 is due to the complex nature of the BLRT Project, review and coordination with partner agencies and additional engagement, including those underrepresented and overburdened by the project.

We recognize this is outside the typical process for a program year extension. However, while this regionally significant project has progressed, all partners have continued to support the project. Based on this, the City of Brooklyn Park and Hennepin County request support to change all of the above identified projects to program year 2028. Please contact us if additional information is needed.

Sincerely,



Jesse Struve, P.E.
Brooklyn Park City Engineer

Daniel Soler

Dan Soler, P.E.
Hennepin County Director of Transit and Mobility