

## **TRANSPORTATION ADVISORY BOARD**

---

Metropolitan Council, 390 Robert Street North, Saint Paul, Minnesota 55101

NOTICE OF A MEETING  
of the  
FUNDING AND PROGRAMMING COMMITTEE

**Thursday, January 19, 2017**  
**1:30 P.M. – Metropolitan Council, Room LLA**  
**390 Robert Street N, Saint Paul, MN**

### AGENDA

- 1) Call to Order
- 2) Adoption of Agenda
- 3) Approval of the Minutes from the December 15, 2016 meeting\*
- 4) TAB Report
- 5) Program Year Extension Request: St. Paul Harriet Island to South St. Paul Regional Trail – Action Item 2017-06\*
- 6) Programming Regional Solicitation Projects for FY 2022 – Action Item 2017-03\*
- 7) Other Business
- 8) Adjournment

\*Attachments

**Please notify the Council at 651-602-1000 or 651-291-0904 (TTY) if you require special accommodations to attend this meeting. Upon request, the Council will provide reasonable accommodations to persons with disabilities.**

TRANSPORTATION ADVISORY BOARD  
Metropolitan Council  
390 N. Robert St., St. Paul, Minnesota 55101-1805  
Minutes of a Meeting of the  
FUNDING AND PROGRAMMING COMMITTEE  
December 15, 2016

MEMBERS PRESENT: Tim Mayasich (chair, Ramsey County), Lynne Bly (MnDOT Metro District), Colleen Brown (MnDOT Metro State Aid), Innocent Eyoh (MPCA), Anna Flintoft (Metro Transit), Jenifer Hager (Minneapolis), Craig Jenson (Scott County), Jen Lehmann (MVTA), Karl Keel (Bloomington), Jim Kosluchar (Fridley), Elaine Koutsoukos (TAB), Lyssa Leitner (Washington County), Bruce Loney (Shakopee), Joe MacPherson (Anoka County), Paul Oehme (Chanhassen), Ryan Peterson (Burnsville), Steve Peterson (Metropolitan Council), Carla Stueve (Hennepin County), Anne Weber (St. Paul), and Joe Barbeau (staff)

OTHERS PRESENT: Joe Lux (Ramsey County) and Carl Ohrn (Metropolitan Council)

**1. Call to Order**

The meeting was called to order at 1:30 p.m.

**2. Adoption of Agenda**

MOTION: Keel moved to adopt the agenda. Seconded by Bly. The motion was approved unanimously.

**3. Approval of the Minutes from the November 17, 2016, Meeting**

MOTION: Leitner moved to approve the minutes. Seconded by MacPherson. The motion was approved unanimously.

**4. 2016 Regional Solicitation Funding Options – Action Item 2017-02**

Steve Peterson said that members had been asked to put a tentative hold on their calendars for a second December Committee meeting on December 22 due to the fact that the meeting happens to fall before TAB, which is not usually the case. It was decided that the meeting will not be held and anything brought to light by TAB could be deferred to TAC.

Barbeau reported that Lyndon Robjent, Carver County, wrote to express support for using the base scenario.

Keel said that the awards tend to be provided to urban areas but that transit plays a key role.

Leitner said that Washington County favors the roadway-heavy scenario because it provides the best geographic balance. MacPherson echoed that, adding that Scott and Washington Counties are well-served by that scenario.

Stueve expressed support for the base scenario due to good modal balance.

Leitner suggested that the degree to which scoring in the Transit Modernization category was contested could indicate that it is not ideal to fund that category heavily.

Keel said that 2022 projects could be selected to try to achieve better modal balance.

Ryan Peterson said that the Regional Solicitation is a rare opportunity for highway expansion and that he therefore favors either the base or the expansion scenario.

Steve Peterson said that the Transportation Policy Plan (TPP) does not address modal balance but does favor roadway maintenance over roadway expansion.

Keel expressed support for the base scenario, as it is consistent with the TPP.

Flintoft said that both highway and transit modes had more modernization than expansion applications, indicating need for modernization.

MOTION: Stueve moved to recommend the base scenario and the use of 2022 projects to address geographic balance. Seconded by Ryan Peterson.

Leitner said that there needs to be a way to address geographic balance. Steve Peterson said that the modernization-heavy scenario shows a decent balance of funding vs. population. He added that while it is difficult to precisely achieve balance in one Solicitation, it has evened out over time.

The motion was approved.

Leitner said that she prefers the modernization-heavy, base, and highway-heavy scenarios. Flintoft said that the transit/bicycle/pedestrian-heavy scenario provides the most projects and the highway-heavy scenario provides the fewest.

Hager suggested that it does not make sense for geographic balance to drive the types of projects selected and suggested that TAB will probably use project types as a starting point.

Keel suggested that the information provided could show total versus federal funds to provide a sense of how much the region is getting for its dollars.

**5. Programming Regional Solicitation Projects for FY 2022 – Action Item 2017-03**

Steve Peterson said that by selecting a small number of projects to program for 2022 and encouraging sponsors of those projects to prepare them for 2021 authorization, the region will be in a better place when reallocation of funds is needed. This approach would put these projects first in line when a 2021 project in the same mode withdraws or when additional 2021 funding becomes available for other reasons. The potential risk in this approach is that if 2021 funds do not become available or the 2022 sponsors are unable to move their projects up to 2021, these projects would come “off the top” from the 2022 program as part of the 2018 Regional Solicitation. This is why staff is suggesting programming only one 2022 project per mode.

Leitner said that in the base scenario, the next project in both roadway expansion and modernization is sponsored by Hennepin County so it would make sense to let the County decide which project to fund.

Leitner asked why the projects 2022 projects were chosen. Steve Peterson replied that the roadway modernization project in Minnetonka had qualification questions, the Roadway System Management project was at the bottom of the category ranking, and bridges are already funded within the TAB-mandated range. The transit expansion project was selected for regional balance and the bicycle project was selected because of the number of projects applied for along with the minimal four-point gap versus the project just ahead of it. Koutsoukos said that this project was tied with another project, to which Steve Peterson replied that the less expensive project was selected. Keel suggested that these two bicycle projects could be skipped in favor of the next project, which scored only one point less and would help with regional balance. Koutsoukos and Ohrn reported that policy prohibits skipping projects in favor of lower-scoring projects.

MOTION: Keel moved to recommend programming of one 2022 project per mode. Seconded by Stueve. The motion was approved unanimously.

**6. 2016 HSIP Project Selection – Action Item 2017-04**

Joe Barbeau said that MnDOT conducts the Highway Safety Improvement Program (HSIP) Solicitation and TAB approves the project selection. Proactive and reactive projects are funded. Chisago County is eligible due to the fact that the funds are provided to the MnDOT districts.

MOTION: Stueve moved to recommend to TAC approval of the projects selected by the scoring committee for funding through the HSIP solicitation and including all the urbanized area projects in the draft 2018-2021 TIP. Seconded by Oehme. The motion was approved unanimously.

**7. 2017 Meeting Schedule – Discussion**

Barbeau said that in any month that starts on a Thursday, the Committee meets one week before TAB as opposed to the day after TAB. In 2017 this will happen in June. He asked whether rather than being scheduled for the “third Thursday of the month” the meetings should be scheduled for “the day after TAB.” Koutsoukos added that the TAC bylaws do not specify when any committees should meet.

Leitner suggested moving the June meeting back one week. Mayasich directed the June meeting to be scheduled one week later. Barbeau said he would send a calendar invitation reflective of this.

**8. Other Business**

None.

**9. Adjournment**

The meeting was adjourned.

**ACTION TRANSMITTAL No. 2017-06**

**DATE:** January 9, 2017

**TO:** TAC Funding & Programming Committee

**PREPARED BY:** Joe Barbeau, Senior Planner (651-602-1705)

**SUBJECT:** Program Year Extension Request: Harriet Island to South St. Paul Regional Trail

**REQUESTED ACTION:** The St. Paul Parks and Recreation Department requests a program year extension for its Harriet Island to South St. Paul Regional Trail project (SP# 164-090-014) to 2018.

**RECOMMENDED MOTION:** That the TAC Funding & Programming Committee recommend to TAC approval of the program year extension request to move the Harriet Island to South St. Paul Regional Trail project (SP# 164-090-014) to 2018.

**BACKGROUND AND PURPOSE OF ACTION:** The St. Paul Parks and Recreation Department received \$5,495,200 (\$6,154,624, adjusted for inflation) of federal Surface Transportation Program (STP) funding for the program year 2017 in the 2011 Regional Solicitation. The District is still in negotiations with key property owners, which include Union Pacific Railroad, the Port Authority of St. Paul, and the Pool and Yacht Club. Agreements before the June 2017 authorization deadline may not be feasible.

**RELATIONSHIP TO REGIONAL POLICY:** The Transportation Advisory Board (TAB) adopted the Program Year Policy in April, 2013 and updated it 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.

**STAFF ANALYSIS:** MnDOT State Aid staff has indicated their support for the project sponsor's request. Based on the District's work on the project and the nature of the delay, staff recommends approval of the program year extension to 2018. It is important to note that an extension of the program year does not guarantee federal funding will be available in that year. The project sponsor is responsible for completing the project in the new program year and covering the federal share of the project until federal funding becomes available. At this time the project would be in line for 2022 reimbursement of federal funds, though an earlier reimbursement may occur if funding becomes available. In that case the TAB Federal Funds Management Process would be followed.

The program year change would be administered in the annual Transportation Improvement Program (TIP) update and does not require a separate TIP amendment.

---

**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Funding & Programming Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	



CITY OF SAINT PAUL

Mayor Christopher B. Coleman



400 City Hall Annex  
25 West Fourth Street  
Saint Paul, Minnesota 55102  
www.stpaul.gov/parks

Telephone: 651-266-6400  
Facsimile: 651-292-7405  
TTY: 651-266-6378

December 15, 2016

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

Re: PROGRAM YEAR EXTENSION REQUEST  
SP 164-090-014  
Harriet Island to South St. Paul Regional Trail  
3.7 miles of multi-use, off-road trail; Bridge Number R0733, R0738, and R0739; lighting, traffic signals, and ADA improvements

Dear Mr. Mayasich,

The City of Saint Paul and Dakota County respectfully requests that the Funding and Programming Committee consider a program year extension for the above referenced project. The current program year of the project is 2017 and includes the construction of 3.7 miles of the Harriet Island to South Saint Paul Regional Trail from Harriet Island Regional Park to Mississippi River Trail in the cities of Saint Paul, South Saint Paul, and from Big Rivers Regional Trail to Lilydale Regional Park in Lilydale.

Collaboration between the City of Saint Paul and Dakota County has led to a vision, adoption of a master plan, and funding for a trail corridor of national, state, regional, and local significance. The Harriet Island to South St. Paul Regional Trail will fill major identified gaps in the regional multi-modal transportation system with a safe, efficient, and accessible regional trail. The project will serve as an integral part of an intra-city trail system that provides both transportation and recreational trail connections between residential areas, employment centers, and the regional park system. Refer to that attached layout figures for the context of the project.

The proposed Harriet Island to South St. Paul Trail project fills gaps in the lower Mississippi River basin by connecting Harriet Island Regional Park, Lilydale Regional Park, and Cherokee Regional Trail to the Mississippi River Regional Trail (MRRT), the Dakota County Big Rivers Regional Trail (BRRT), and River to River (RTR) Regional Trail systems.

In 2011, the City of Saint Paul, in partnership with Dakota County, received \$6,154,624 in Federal Surface Transportation Program enhancement dollars to construct a regional trail connection between Harriet Island Regional Park and Kaposia Landing in South St. Paul in program year 2017. In 2012, the City of Saint Paul, in coordination with the City of South St. Paul and Dakota County, finalized a master plan for the regional trail from Harriet Island Regional Park in Saint Paul to the MRRT at Kaposia Landing Park in South St. Paul. The proposed project builds on the 2012 Master Plan completing five connecting segments.

The City of Saint Paul and Dakota County has worked diligently on the design of the trail connections and coordination with the stakeholders. The proposed project area is located within areas of difficult terrain; wetlands; and commercial, light industrial, airport, and Union Pacific Railroad (UP) property, thus constraining potential alignments.

The project could potentially meet the deadline for authorization within its 2017 program year, but a program year extension will likely be necessary. The requested one-year time extension is needed to continue negotiations with key property owners (UP, the Port Authority of Saint Paul, and the Pool and Yacht Club) to develop acceptable trail connections, and work through UP's review at six crossing points and approval process. Based on the City of Saint Paul and Dakota County experience working with UP, an executed agreement by the June 2017 authorization may not be feasible. A one-year time extension would align more closely with UP's review and approval schedule and allow for more detailed alternative review.

We therefore request the Funding and Programming Committee's support for extending Dakota County's project program year to 2018. If additional information is needed, please contact me at (651) 266-6427 or [don.varney@ci.stpaul.mn.us](mailto:don.varney@ci.stpaul.mn.us), or John Sass at (952) 891-7130 or [John.Sass@co.dakota.mn.us](mailto:John.Sass@co.dakota.mn.us)

Sincerely,

A handwritten signature in black ink, appearing to read "D. Varney". The signature is fluid and cursive, with a large loop at the end.

Don Varney  
Landscape Architect  
City of Saint Paul Parks and Recreation Department

Enclosure

Cc: Colleen Brown, MnDOT State Aid  
Joe Barbeau, Metropolitan Council



**REQUEST FOR PROGRAM YEAR EXTENSION**

**For**

**SP 164-090-014**

**3.7 MILES OF MULTI-USE TRAIL IN**

**THE CITIES OF SAINT PAUL, LILYDALE, AND SOUTH ST. PAUL**

**REQUESTED BY:**



The Most Livable  
City in America

**Don Varney**

**Landscape Architect**

**Parks and Recreation Design**

**500 City Hall Annex; Saint Paul, MN 55102**

**P: 651 266-6427**

**[don.varney@ci.stpaul.mn.us](mailto:don.varney@ci.stpaul.mn.us)**

**1. PROJECT BACKGROUND**

**a. Project Name:**

Harriet Island to South Saint Paul Regional Trail

**b. Location Map:**

The proposed off-road, multi-use trail contains five segments. The project location and segment depictions are attached. The City and County are planning to let the multi-use, off-road trail segments in Fall/Early Winter 2017 for construction in 2018.

**c. Sponsoring Agency:**

Saint Paul, with Dakota County

**d. Other Participating Agencies:**

Cities of South Saint Paul and Lilydale, Ramsey County, MnDOT, and FHWA

**e. Project Description:**

The first trail segment begins in Lilydale at the Big Rivers Regional Trail trailhead, which is located approximately 500-ft. north of where Lilydale Road crosses beneath Sibley Memorial Highway (TH 13). The trail crosses Lilydale Road (County Road 45) and then follows along the east side of Lilydale Road. After passing beneath the Union Pacific railroad bridge, the trail curves to the east and follows along the south and east side of the Pool and Yacht Club within the wetland/grassland to the entrance of Lilydale Regional Park. Street work associated with the project includes constructing a center refuge median at the Lilydale Road crossing, which also requires installing curb and gutter and milling and overlaying the bituminous pavement just south of the crossing to the railroad bridge.

The trail then follows the existing trail in Lilydale Regional Park to the second trail segment, which begins at the entrance of Harriet Island Regional Park in Saint Paul, and proceeds south to the intersection of Water Street and Plato Boulevard. Between Water Street and Wabasha Street, the north travel lane of westbound Plato Boulevard will be removed and the center median narrowed to accommodate the trail. Continuing east, the trail is located on the north side of Plato Boulevard until it reaches the east frontage road of Lafayette Road (TH 52). Beneath the Lafayette Road overpass, a short retaining wall will be constructed to elevate the trail to allow for a standard width trail.

After crossing Plato Boulevard, the trail proceeds south following the east side of the east frontage road of Lafayette Road (TH 52) from Plato Boulevard to Eaton Street.

Portions of the easterly lane of the frontage road will be narrowed to accommodate the trail.

The trail crosses Eaton Street and continues east and south along the south side of Eaton Street. The trail then departs Eaton Street at the south end of the Saint Paul Downtown Airport and passes through the Airport Marsh wetland and upland forest; continues south parallel to the east side of the Union Pacific Railroad corridor, crossing the Ramsey-Dakota county line, until reaching Kaposia Landing Park in South Saint Paul. A portion of the local trail near the ball fields will be slightly realigned to accommodate the regional trail. Two boardwalk structures, Bridges R0738 and R0739 will be constructed in the wetland and Bridge R0733 will be constructed over the Union Pacific tracks adjacent to Kaposia Landing Park.

**f. Funding Category:**

The project is funded with \$6,154,624 in Federal Surface Transportation Program enhancement dollars and \$2,400,000 local match.

**g. Federal Funds Allocated:**

Federal funds in the amount of \$6,154,624 have been secured for Fiscal Year 2017.

**2. PROJECT PROGRESS**

**a. Project Schedule:**

The schedule below outlines the progress of the project to date as well as the schedule moving forward without the program year extension. See the table below for the proposed project schedule with and without the program year extension.

Activity / Milestone	Without Extension	With Extension
City and County hired TKDA for Final Design	November 2015	November 2015
Layout Refinement	January - July 2016	January - July 2016
Submit 10% Bridge Plan (UP)	March 2016	March 2016
10% Bridge Approval (UP)	July 2016	July 2016
Determine Right Of Way Limits	July 2016	July 2016
Draft Project Memorandum	August 2016	August 2016
Submit 30% Bridge Review (UP)	September 2016	September 2016
30% Bridge Approval (UP)	October 2016	October 2016
30% Bridge Approval (MnDOT)	November 2016	November 2016
Easement Acquisition Negotiation	Nov. 2016 - March 2017	Nov. 2016 – Sept. 2017
60% Trail Plans	February 2017	April 2017
Project Memorandum	January-March 2017	March-May 2017
95% Bridge Plan Submittal	February 2017	February 2017

95% Bridge Plan Approval (UP, MnDOT)	March 2017	April 2017
95% Trail Plans	April 2017	June 2017
100% Bridge Plan Submittal (UP, MnDOT)	April 2017	May 2017
100% Bridge Plan Approval (UP,MnDOT)	May 2017	June 2017
Construction Plans Approved	June 2017	August 2017
UP Railroad Executed Agreement	June 2017	August 2017
Project Authorization	June 2017	September 2017
MnDOT Cooperative Agreement	July - August 2017	September - November 2017
Project Letting	November 2017	December 2017
Project Award	December 2017	January 2017
Construction	Jan. 2018 - 2019	February 2018 - 2019

**b. Right of Way Acquisition:**

Preliminary permanent and temporary easement needs have been identified for the following parcels:

Parcel No.	Owner	Address	Temp. Easement [SF]	Perm. Easement [SF]	Drainage Easement [SF]
1	528 Limited Partnership	0 Plato Blvd. E	1,585	7,494	
2	528 Limited Partnership	345 Plato Blvd. E.	1,775	3,312	
3	US Bank NA Trustee	246 LaFayette Frontage Rd.	950	9,300	
4	Lifetract Resources Inc.	341 Chester St.	3,430	5,180	
5	US Bank NA Trustee	380 Chester St.	6,554	14,778	
6	St. Paul Flood Control	0 Filmore Ave. E.	2,353	962	
7	Eaton St. LLC	0 Chester St.	425	1,844	
8	Eaton St. LLC	0 Lafayette Rd. E.	831	3,103	
9	John Nasseff	41 Plato Blvd. E.		500	

Saint Paul and Dakota County began negotiating the purchase of the easements in November 2016. If granted the extension, first offers on acquisition and initiating “quick take” condemnation would occur in August 2017.

**c. Plans:**

The preliminary layout has been developed and the plan preparation is estimated at 60 percent complete.

**Permits:**

**Table 2 – Permits Required**

<b>Permits Required</b>			
<b>Agency</b>	<b>REQ'D</b>	<b>Status / Date Received</b>	<b>Attached</b>
USACE Section 404	<b>N</b>	Not applicable (N/A) (no wetlands within the project area)	<b>N</b>
Coast Guard	<b>N</b>	N/A	<b>N</b>
DNR--Water	<b>Y</b>	N/A	<b>N</b>
DNR--Public Waters	<b>Y</b>	N/A (no DNR public waters within the project area)	<b>N</b>
MPCA--NPDES	<b>Y</b>	Permit will be obtained prior to construction	<b>N</b>
MPCA--Section 401	<b>Y</b>	N/A	<b>N</b>
Watershed District	<b>N</b>	N/A	<b>N</b>
Wetland Conservation Act / BWSR	<b>Y</b>	Wetlands within the project area	<b>N</b>
Railroad	<b>Y</b>	Union Pacific has approved the preliminary plan for Bridge R0733, Overpass Agreement	<b>N</b>
City of Lilydale	<b>Y</b>	Floodplain variance	<b>N</b>
South St. Paul	<b>Y</b>	Joint Powers Agreement Section 4F de minimis	<b>N</b> <b>Y</b>
MAC	<b>Y</b>	Notification to the Federal Aviation Administration, RPZ Alternatives Analysis, airport compliance documentation, Form 7460-1	<b>N</b>
Other	<b>N</b>	N/A	<b>N</b>

**d. Approvals:**

The following is a list of agencies with approval authority and the status of each approval:

<b>Agency</b>	<b>Approval Required</b>	<b>Status</b>
Federal Highway Administration	Project Memorandum and Section 4(f)	Draft Completed with Final March 2017
	Final Plan Approval	Not yet submitted, June 2017
MnDOT	Project Memorandum and Section 4(f) Evaluation	Draft Completed with Final March 2017
	Final Plan Approval	Not yet submitted, June 2017
City of Saint Paul	Preliminary Layout	Completed
	Final Plan Approval	Not yet submitted, Mar. 2017
Dakota County	Preliminary Layout	Completed
	Final Plan Approval	Not yet submitted, June 2017
Ramsey County	Preliminary Layout	Completed
	Final Plan Approval	Not yet submitted, June 2017

**e. Identified Funds Spent to Date on Project:**

To date, the City and County have spent approximately \$450,000 on master plan, preliminary design, final design, right of way services, preparation of the project memorandum and Section 4(f) document and design coordination.

**3. JUSTIFICATION FOR EXTENSION**

**a. What is unique about this project that requires an extension of the program year?**

The proposed project includes a segment of trail that utilizes four at-grade and two grade separated Union Pacific Railroad (UP) crossings. The at-grade railroad crossings occur at the following locations:

- Plato Boulevard approximately 500-ft. east of Wabasha Street
- Eaton Street near Airport Road
- Barge Channel Road
- Potential future storage track approximately 250-ft. south of the Ramsey-Dakota county line.

A crossing diagnostic meeting with Federal Railroad Administration, MnDOT, and UP was held on May 24, 2016 to discuss the at-grade crossings. Discussions with these stakeholders and adjacent property owners have continued since that time.

The crossing at Barge Channel Road has proven to be particularly challenging. During early project planning efforts, the City of Saint Paul secured a permanent trail easement with the Port Authority of Saint Paul parallel to the UP right of way north and south of Barge Channel Road. As the design stage commenced, a Port Authority tenant expanded their facility, which created an encroachment that rendered the easement unusable. In addition, there has been a significant increase of truck traffic into the facility, increasing the difficulty in implementing a safe trail crossing.

The City is in continued negotiations with UP and the Port Authority for an acceptable alternative solution. Potential alternatives include formal abandonment of the unused rail line north of Barge Channel Road and implementing a new at-grade crossing north of Barge Channel Road, and constructing a grade separation at Barge Channel Road. Alternative locations for the trail are not feasible due to the rail corridor, industry, and topographical constraints of the Mississippi River and its bluffs.

Multiple meetings with UP and the Port Authority to discuss this crossing and alternatives has created an unexpected lag in the schedule. To date, the UP has resisted the new at-grade crossing concept. Implementing a grade separation at Barge Channel Road would significantly increase the project cost.

The proposed project also includes two grade-separated crossings of UP's tracks. One grade-separated crossing under UP track in Lilydale is to be constructed by UP in 2018 and one bridge over UP tracks in South St. Paul.

UP's approval process for overpasses consists of four reviews (concept layout, 30% plans, 95% plans and 100% plans). To date, UP has approved the 30% plan. Each review typically includes one month of review time for UP, but reviews have taken longer and each UP requested plan change potentially takes an additional month to review before approval.

Finally, Dakota County experienced resistance from the Pool and Yacht Club (PYC) at the Lilydale Road segment. The County proposed constructing an off-road trail segment on the east side of Lilydale Road, of which the right of way bisects the PYC property. The PYC expressed concerns of the safety of the trail crossing at their facility due to poor sight distances that is present due to the pool facility that sits immediately inside the curve.

Due to the safety concerns, Dakota County has focused on a trail alignment that is parallel to the UP right of way. There is not enough space between the right of way and the pool facility to fit a trail wide enough for regional trail purposes and moving the south side of the pool facility north to accommodate the trail is not feasible. The County is considering the option of reconstructing the pool facility at the east end of their parking lot allow the trail along north side of the Union Pacific railroad right of way. A 16 foot wide easement would lay relative to the pool area. The PYC has been receptive to this concept and the County continues to negotiate an acceptable solution.

**b. What are the financial impacts if the project does not meet its current program year?**

If federal funds are surrendered, the trail construction will likely be postponed until an alternate source of funding can be secured. The City and County have spent funds in excess of \$450,000 on the design of the project. Currently the City and County is funding 40% of the estimated total project costs of \$10,250,000. The City and County feels strongly that this is a high priority segment since it completes a regional connection to the state's Mississippi River Trail corridor from South St. Paul to Saint Paul.

**c. What are the implications if the project does not obtain the requested extension?**

Delivery of the project would be dependent on negotiations with UP, Port Authority of Saint Paul, and the Pool and Yacht Club. If the project is delivered within its current project year, it could be let in September 2017, with the majority of the trail construction occurring during the 2018 construction season.

The financial impacts of delivering the project within its current year include increased the potential for the City and County to release the federal funding due to property issues with Union Pacific Railroad, Port Authority of Saint Paul, and the Pool and Yacht Club. The extension would provide an opportunity to continue negotiating with the entities and maintain the federal funding.

**d. What actions will the agency take to resolve the problem facing the project in the next three to six months?**

The City and County will continue to work closely with the Union Pacific Railroad, Port Authority of Saint Paul, and Pool and Yacht Club on acceptable trail alternatives and agreement provisions. Negotiations with individual property owners will continue to advance with the expectation that they can be secured in mid-2017.



# PROJECT CONTEXT



**HARRIET ISLAND TO SOUTH ST. PAUL REGIONAL TRAIL**

TRAIL SYSTEM MAP



**REGIONAL TRAIL**

- **SEGMENT 1 - TRAIL A ALTERNATE 1**
- **SEGMENT 1 - TRAIL A ALTERNATE 2 (PREFERRED)**
- **SEGMENT 1 - TRAIL A ALTERNATE 3**

① Union Pacific Railroad bridge to be reconstructed by others.

**EXHIBIT 1A  
PROJECT LAYOUT**

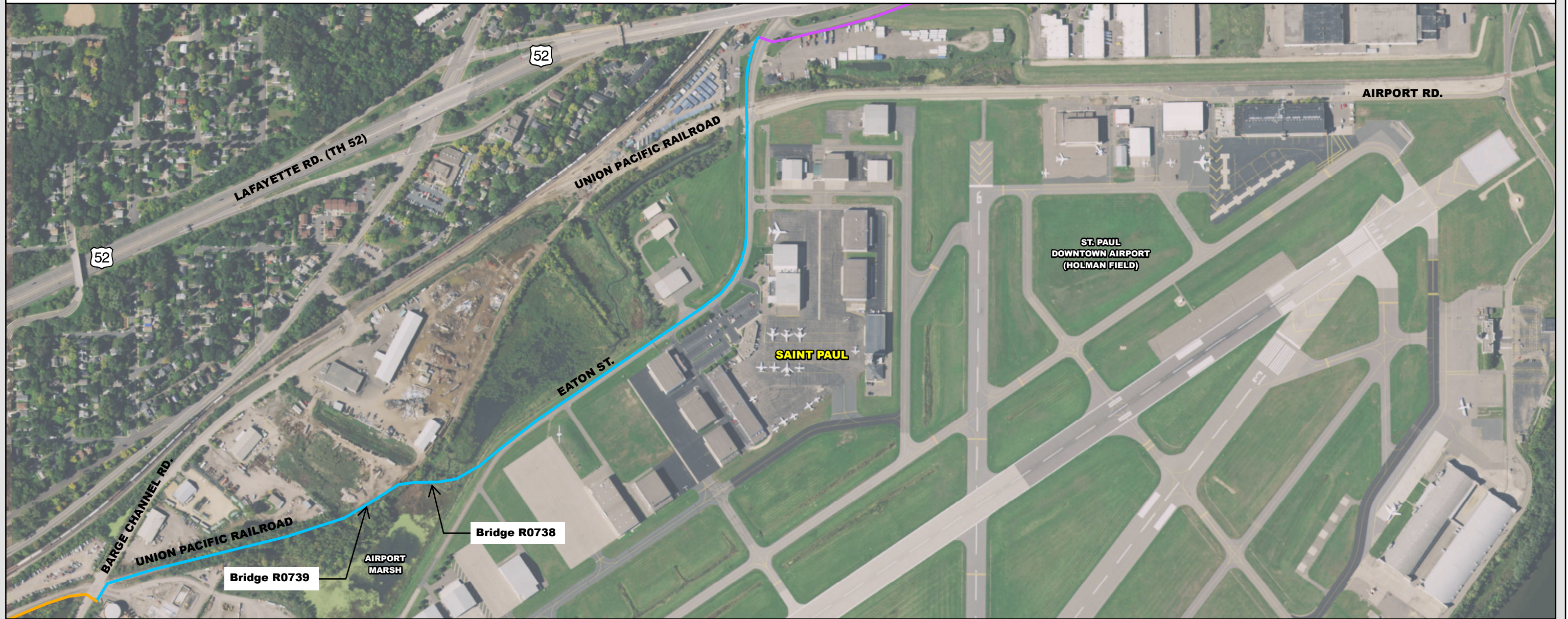


**REGIONAL TRAIL**

- SEGMENT 2 - TRAIL B
- SEGMENT 3 - TRAIL C

**EXHIBIT 1B  
PROJECT LOCATION**



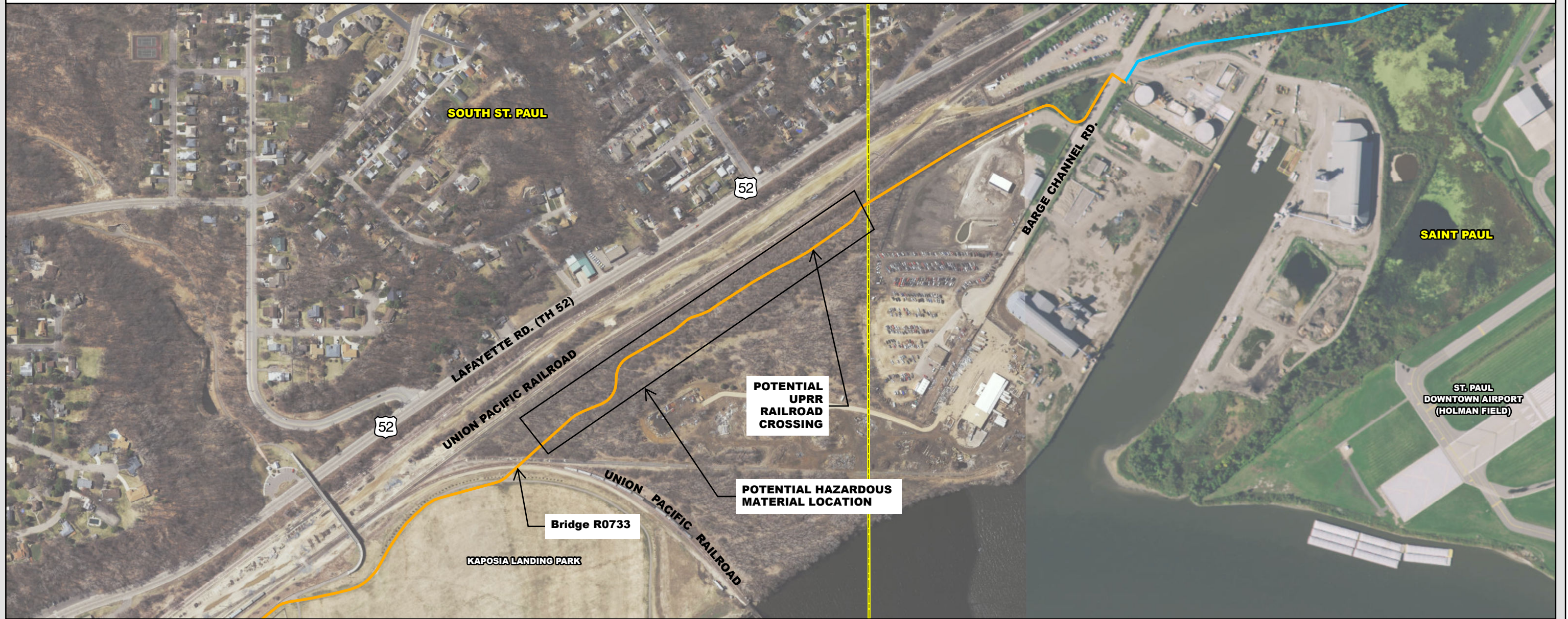


**REGIONAL TRAIL**

- SEGMENT 3 - TRAIL C
- SEGMENT 4 - TRAIL D
- SEGMENT 5 - TRAIL E

**EXHIBIT 1C  
PROJECT LAYOUT**





**REGIONAL TRAIL**

- SEGMENT 4 - TRAIL D
- SEGMENT 5 - TRAIL E

**EXHIBIT 1D  
PROJECT LAYOUT**



**ACTION TRANSMITTAL No. 2017-03**

**DATE:** January 9, 2017  
**TO:** TAC Funding & Programming Committee  
**FROM:** Technical Advisory Committee  
**PREPARED BY:** Steve Peterson, Manager of Highway Planning and TAB/TAC Process  
(651-602-1819)  
Joe Barbeau, Senior Planner (651-602-1705)  
**SUBJECT:** Programming Regional Solicitation Projects for FY 2022  
**REQUESTED ACTION:** Recommend a course of action for programming 2016 Regional Solicitation projects for 2022  
**RECOMMENDED MOTION:** That TAC Funding & Programming Committee recommend to TAC whether to program projects for 2022 when programming the 2016 Regional Solicitation

**BACKGROUND AND PURPOSE OF ACTION:** This topic was referred to the Funding and Programming Committee by TAC at its January 4, 2017, meeting for further clarification on the process, schedule, and potential impacts on the 2018 Regional Solicitation.

As part of the Regional Solicitation process, TAB must approve a program of projects to be funded for fiscal years 2020 and 2021. Traditionally, after TAB has programmed Regional Solicitation projects, funds become available because of increases in federal funds, project withdrawals, or scope changes that occur with already-programmed projects.

Looking back at the 2014 Regional Solicitation, an additional seven originally unselected projects were funded following the original TAB award. These projects were funded through TAB's Federal Funds Management Process as funds became available to the region. However, because development of some projects had discontinued, the highest-scoring projects were not funded through this reallocation process. Further, some of the funds went to increase the federal funding share of already-programmed projects.

By officially selecting a small number of projects to program for 2022 (i.e., guaranteeing them funds by 2022) and expecting sponsors of those projects to prepare them for 2021 authorization, the region will be better prepared to deliver high quality projects when reallocation of funds is needed. This approach would put these projects first in line when a 2021 project in the same mode withdraws or when additional 2021 funding becomes available for other reasons. This should prove beneficial as it helps assure selection of projects that are consistent with regional practices, can address tight scoring gaps, and can be used to promote regional balance. It will prompt seamless reprogramming of extra funds that meets TAB's general philosophy of funding projects that have been through a scoring process as opposed to providing more funds to higher-cost projects with federal capacity.

If 2021 funds do not become available or the 2022 sponsors are unable to move their projects up to 2021, these projects would reduce the 2022 funds available for distribution as part of the 2018 Regional Solicitation. History, however, indicates that funds will likely become available. This

approach will program conservatively for 2022, rendering it less likely that projects will reduce funds from the next Regional Solicitation.

If this approach is endorsed by TAB, it is recommended that one project per mode be selected for 2022 as an extension of the 2018-2021 program. The full program, including these projects, will be selected based on where there were small scoring gaps between the last funded project and the first unfunded project or to enhance geographic balance.

Features of this approach would include:

1. Projects selected for 2022 are guaranteed funding in 2022 at the latest. However, if 2021 funding becomes available prior to release of the draft 2019-2022 TIP for public comment or release of the 2018 Regional Solicitation (whichever comes first), a 2022-funded project unable to advance to 2021 would be considered withdrawn.
2. Projects slated for 2022 funding would be expected to prepare to meet program year requirements for 2021.
3. Once 2021 funding becomes available, a 2022 project would be moved to 2021. Any 2022 project would be the first priority if earlier year funds become available. This movement of 2022 projects to an earlier year would occur before the Federal Funding Reallocation process is used. The top priority for 2022 projects would be a project in the same mode as the withdrawn or delayed project. The second priority would be the project with the smallest amount of federal funding from another mode.
4. As is the case with all projects funded through the Regional Solicitation, the Program Year Policy would apply. Once funds are freed up and the project is advanced to 2021, that would become the "program year."
5. Should 2021 funding not become available prior to TAB release of the 2019-2022 TIP for public comment or release of the 2018 Regional Solicitation (whichever comes first), the project would remain in the 2022 program year. The project would not be scored in the 2018 Regional Solicitation process since it was already competitively scored and selected as part of the 2016 Solicitation.
6. If, upon TAB project selection of 2018 Regional Solicitation projects, any of the projects are still programmed for 2022, less total funding would be available for distribution in the 2018 Regional Solicitation.

**RELATIONSHIP TO REGIONAL POLICY:** The Regional Solicitation is a key responsibility of the TAB and is part of the Metropolitan Council's federally required continuing, comprehensive and cooperative transportation planning process for the Twin Cities Metropolitan Area.

**COMMITTEE COMMENTS AND ACTION:** At its December 15, 2016 meeting, the Funding & Programming Committee voted to recommend programming of one 2022 project per mode from the 2016 Regional Solicitation.

Discussion was generally supportive of the staff-suggested 2022 projects in the "Base" scenario (members did not address specific projects for the other scenarios):

- Roadway (Roadway Expansion): Highway 169/101<sup>st</sup> Ave. Interchange (City of Brooklyn Park)
- Transit (Transit Expansion): Expansion of Electric Bus Service in Eden Prairie, Chanhassen, Carver, and Chaska (SouthWest Transit)
- Bike/Pedestrian (Multiuse Trails and Bicycle Facilities): Minnesota Valley State Trail, Bloomington Section (DNR)

There was, however, some concern that two of the three projects are in Hennepin County. However, the transit project does make an investment in Carver County and helps achieve greater regional balance. There was discussion of whether projects could be skipped over in favor of lesser-scoring projects. Some felt this could be done to further geographic balance, while others felt it would be contrary to the Regional Solicitation's data-driven scoring and selection process. Skipping of projects has not historically occurred and runs counter TAB's Project Selection Process and Changes policy, adopted in 2002.

At its January 4, 2017, meeting TAC directed this topic back to the Funding & Programming Committee, citing uncertainty with what happens to a 2022 project that is unable to move to 2021, what happens if projects have not moved up when the 2018 Regional Solicitation is programmed, and the lack of immediate urgency to program 2022 projects into the upcoming draft 2018-2021 TIP, which does not extend to 2022.

---

**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Funding & Programming Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	