

MEETING OF THE FUNDING & PROGRAMMING COMMITTEE

Thursday | January 16, 2020
Council Chambers | 1:30 PM

AGENDA

I. CALL TO ORDER

II. APPROVAL OF AGENDA

III. APPROVAL OF MINUTES

November 21, 2019, meeting of the Funding & Programming Committee*

IV. TAB REPORT

V. BUSINESS

1. 2020-06: Program Year Extension Request: St. Louis Park CSAH 25/Beltline Improvements*

2. 2020-07: Program Year Extension Request: Richfield 77th St. Extension*

3. 2020-08: Program Year Extension Request: Dakota County*

4. 2020-05: Streamlined TIP Amendment Policy*

VI. INFORMATION

1. ADA Small Business Opportunity Pilot

2. 2020 Meeting Schedule-October Meeting

IX. ADJOURNMENT

* Additional materials included for items on published agenda.

Minutes of the

I. REGULAR MEETING OF THE TAC FUNDING & PROGRAMING COMMITTEE

Thursday, November 21, 2019

Committee Members Present: Karl Keel (Acting Chair, Bloomington), Joe MacPherson (Anoka County), Angie Stenson (Carver County), John Sass (Dakota County), Jason Pieper (Hennepin County), Joe Lux (Ramsey County), Craig Jenson (Scott County), Emily Jorgensen (Washington County), Elaine Koutsoukos (TAB), Cole Hiniker (Metropolitan Council), Anna Flintoft (Metro Transit), Shaker Rabban (MnDOT Metro District), Colleen Brown (MnDOT Metro District State Aid), Innocent Eyoh (MPCA), Nancy Spooner-Mueller (DNR), Aaron Bartling (MVTA), Nathan Koster (Minneapolis), Anne Weber (St. Paul)

Committee Members Absent: Paul Oehme (Chair, Lakeville), Mackenzie Turner Bargaen (MnDOT Bike & Ped), Robert Ellis (Eden Prairie), Jim Kosluchar (Fridley), Ken Ashfeld (Maple Grove), Michael Thompson (Plymouth)

II. CALL TO ORDER

A quorum being present, Acting Committee Chair Keel called the regular meeting of the Funding & Programming Committee to order at 1:32 p.m. on Thursday, November 21, 2019.

III. APPROVAL OF AGENDA

It was moved by Eyoh to approve the agenda. Seconded by Lux. **Motion carried unanimously.**

IV. APPROVAL OF MINUTES

It was moved by MacPherson and seconded by Jorgensen to approve the minutes of the August 22, 2019, regular meeting of the Funding & Programming Committee. **Motion carried unanimously.**

V. TAB REPORT

Koutsoukos reported on the November 20, 2019, TAB meeting.

VI. BUSINESS

1. 2019-62: Public Comment Report for the 2020 Regional Solicitation

Steve Peterson from the Metropolitan Council said that TAB was provided the Regional Solicitation public comment report and made requests of the technical committees to explore potential changes related to some comments.

TAB requested input on modal funding ranges and the unique projects set aside. Jenson asked whether unique projects will be subject to an application form and scoring criteria. He also asked what would happen to the funding if no unique projects are selected. Peterson replied that the ranking process will be decided upon going into the 2022 Regional Solicitation projects and that if no projects are selected the funds will go toward traditional Regional Solicitation projects. Keel posed the question of whether the committee wants to provide direction. He added that the committee had suggested not including a Unique Projects category. Brown said that any unique projects selected need to be vetted for assurance of deliverability, to which Hiniker replied that it would be part of planning over the next year. The committee decided not to make a comment on unique projects. Keel then asked whether the committee wanted to provide any direction on the modal funding ranges. MacPherson replied that history shows the middle of the range is generally used. He added that the new Spot Mobility category and the increased maximum funding amount for Strategic Capacity may reduce the number of roadway projects funded and

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL – 2020-06

DATE: December 20, 2019

TO: TAC Funding & Programming Committee

PREPARED BY: Elaine Koutsoukos, TAB Coordinator (651-602-1717)
Joe Barbeau, Senior Planner (651-602-1705)

SUBJECT: Program Year Extension Request: St. Louis Park CSAH 25 /
Beltline Pedestrian Improvements

REQUESTED ACTION: St. Louis Park requests a program year extension for its CSAH 25 /
Beltline Pedestrian Improvements project (SP# 163-291-008) from
fiscal year 2020 to fiscal year 2021.

RECOMMENDED MOTION: That the TAC Funding & Programming Committee recommend
approval of St. Louis Park's program year extension request to
move its CSAH 25 / Beltline Pedestrian Improvements project (SP#
163-291-008) from fiscal year 2020 to fiscal year 2021.

BACKGROUND AND PURPOSE OF ACTION: St. Louis Park received \$560,000 from the 2016 Regional Solicitation to fund Beltline Boulevard pedestrian improvements in program year 2020. The City is requesting an extension of the program year to 2021 following schedule delays related to delays in the Southwest Light Rail Transit extension, to which the project will connect.

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: Based on the score on the attached worksheet, staff recommends approval of the program year extension to 2021. 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 2024 reimbursement of federal funds, though an earlier reimbursement may occur if funding becomes available. In that case the program year change would be administered in the annual Transportation Improvement Program (TIP) update and does not require a separate TIP amendment.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Accept	

November 8, 2019

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

RE: PROGRAM YEAR EXTENSION REQUEST FOR SP 163-291-008
CSAH25/Beltline Pedestrian Improvements

Dear Mr. Oehme,

City of St. Louis Park 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 2020 and includes construction and upgrading pedestrian facilities that will help transform the CSAH25 corridor to an urban corridor with pedestrian friendly features, while accommodating improvements identified in the Beltline Transitional Station Area Action Plan.

The City applied for and was awarded 2016 STBGP funds for program year 2020. The City has worked with Metro Transit for the past few years to locate a station for the Southwest Light Rail Transit (SWLRT) project at Beltline Boulevard and CSAH 25. The SWLRT was delayed on being approved, which included commencement of construction, therefore the City delayed starting the design of this project in order to avoid major design changes. We are now ready to go forward with the public engagement and final design of the project. The schedule for this work will take us beyond the June 2020 deadline and therefore a program year extension is necessary.

The City can demonstrate that we will be on schedule to accomplish the predesign and final design of the project for a program year of 2021. A one-year time extension would allow the City of St. Louis Park to retain the funding to keep this needed safety improvement.

We therefore request the Funding and Programming Committee's support for extending the City of St. Louis Park's program year to 2021. If additional information is needed, please contact me at 952.924.2691 or by email at jsullivan@stlouispark.org.

Sincerely,



Jack Sullivan, PE
City of St. Louis Park

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

REQUEST FOR PROGRAM YEAR EXTENSION

For

SP 163-291-008

PEDESTRIAN IMPROVEMENTS AT CSAH 25 AND BELTLINE BOULEVARD

CITY OF ST. LOUIS PARK, HENNEPIN COUNTY

REQUESTED BY:

JACK SULLIVAN

CITY OF ST. LOUIS PARK PROJECT MANAGER

Phone: 952.924.2691

Email: jsullivan@stlouispark.org

1. PROJECT BACKGROUND

a. Project Name:

County State Aid Highway (CSAH) 25 & Beltline pedestrian improvements in the City of St. Louis Park.

b. Location Map:

See **Figure 1 – Location Map and Project Area Map** for the project location and adjacent roadways.

c. Sponsoring Agency:

City of St. Louis Park, Minnesota

d. Other Participating Agencies:

Hennepin County, and FHWA

e. Project Description:

The proposed project will complete the gaps in the pedestrian system along Beltline Boulevard, CSAH 25, Ottawa Avenue, and Lynn Avenue, which will also improve the pedestrian access across busy CSAH 25 corridor and connect to the planned Beltline LRT station. The project consists of constructing pedestrian facilities on the following roadways: along Beltline Boulevard from West 36th Street to Minnetonka Boulevard; replacing and completing gaps in the sidewalks along both sides of Ottawa Avenue and Lynn Avenue from CSAH 25 to Minnetonka Boulevard; and constructing a walkway along CSAH 25 from Beltline Boulevard to Lynn Avenue. In addition, streetscaping elements will be installed along CSAH 25 and Beltline Boulevard.

f. Funding Category:

The project is funded with 2016 Surface Transportation Block Grant Program (STBGP) funds.

g. Federal Funds Allocated:

Federal funds in the amount of \$560,000.00 have been secured for Fiscal Year 2020.

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.

Activity / Milestone	Date Completed
Design - Layout Options	January / February 2020
Draft Project Memorandum	December 2019
Project Memorandum Submittal	July 2020
Submit 30% Construction Plans for review	August 2020
Right of Way Acquisition	July to December 2020
Plan Approval and Authorization	Spring 2021
Project Bid Opening	Spring 2021
Project Construction	Summer 2021

b. Right of Way Acquisition:

Permanent and temporary easement needs will be identified and ROW (if needed) will be acquired by end of December 2020.

c. Plans:

The preliminary layout will be developed through a public engagement process.

d. Permits:

Table 1 – Permits Required

Permits Required		
Agency	REQ'D	Status/ Date Received
USACE Section 404	N	Not applicable (N/A) (no wetlands within the project area)
Coast Guard	N	N/A
DNR - Water	N	N/A
DNR - Public Waters	N	N/A (no DNR public waters within the project area)
MPCA - NPDES	Y	Permit will be obtained prior to construction
MPCA - Section 401	N	N/A
Watershed District	Y	Permit will be obtained prior to construction

Permits Required		
Agency	REQ'D	Status/ Date Received
Wetland Conservation Act/ BWSR	N	N/A (no wetlands within the project area)
Railroad	N	N/A sidewalks along Beltline Blvd will start and stop prior to light rail right-of-way; LRT project to complete sidewalks within ROW
Other	N	N/A

e. Approvals:

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

Agency	Approval Required	Status
MnDOT State Aid	Project Memorandum	Draft submitted November 2019
	Final Plan Approval	Not yet submitted, December 2020
Hennepin County	Preliminary Layout	Not yet completed
	Final Plan Approval	Not yet submitted, November 2020
City of St. Louis Park	Preliminary Layout	Not yet completed
	Final Plan Approval	Not yet submitted, November 2020

f. Identified Funds Spent to Date on Project:

To date, the City of St. Louis Park has contracted approximately \$19,000 on preliminary design and anticipates approving an overall contract for \$140,000 for the design of project.

3. JUSTIFICATION FOR EXTENSION

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

This project completes the missing pedestrian gaps along Beltline Blvd, CSAH 25, Ottawa Ave and Lynn Ave for pedestrians getting to and from the new Beltline LRT station.

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

If federal funds are surrendered, the proposed project will likely be postponed until an alternate source of funding can be secured. The City of St. Louis Park has spent funds in excess of \$30,000 and anticipate continued design work costs of an additional \$140,000 to prepare the plan. The City of St. Louis Park feels strongly that this project is a high priority segment and delaying the improvements on this segment will likely cause increased traffic delays/ congestion and crashes.

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

A delay in this project will affect the pedestrians that will be accessing the new Beltline LRT Station to use unsafe or undesignated pedestrian facilities. Therefore, potentially causing harm to the pedestrians.

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

The City will continue to gather public input through the design process with the intent to have final plans in the late fall of 2020. The City is in the process of contracting the remaining preliminary and final design services for this project which include a robust public engagement process.

FINAL ENVIRONMENTAL ASSESSMENT (not required for project memorandum)

Completed/FONSI Approved If checked enter 2. _____
Date of approval _____

Not Complete
Anticipated Date of Completion _____
If prior to March 31 of the program year, enter 1. _____

STUDY REPORT (required for Environmental Assessment Only)

Complete/Approved If checked enter 1. _____
Date of Approval _____

Not Complete
Anticipated Date of Completion _____

CONSTRUCTION PLANS

Completed (includes signature of District State Aid Engineer)
Date _____ If checked enter 3. _____

Completed (approved by District State Aid as to SA Standards but not signed)
Date _____ If checked enter 2. _____

Not Complete
Anticipated Date of Completion November 2020
If prior to June 30 of the program year, enter 1. _____

RIGHT OF WAY ACQUISITION

Completed (includes approval of R/W Cert. #1 or #1A) If checked enter 2.
Date _____

Not Complete
Anticipated Date of Completion December 2020

If prior to December 31 of the year following the original program year, enter 1. 1

ENGINEERS ESTIMATE OF COSTS

Completed If checked enter 2. 2
Date _____

Not Complete
Anticipated Date of Completion November 2020 – see attached preliminary construction cost estimate

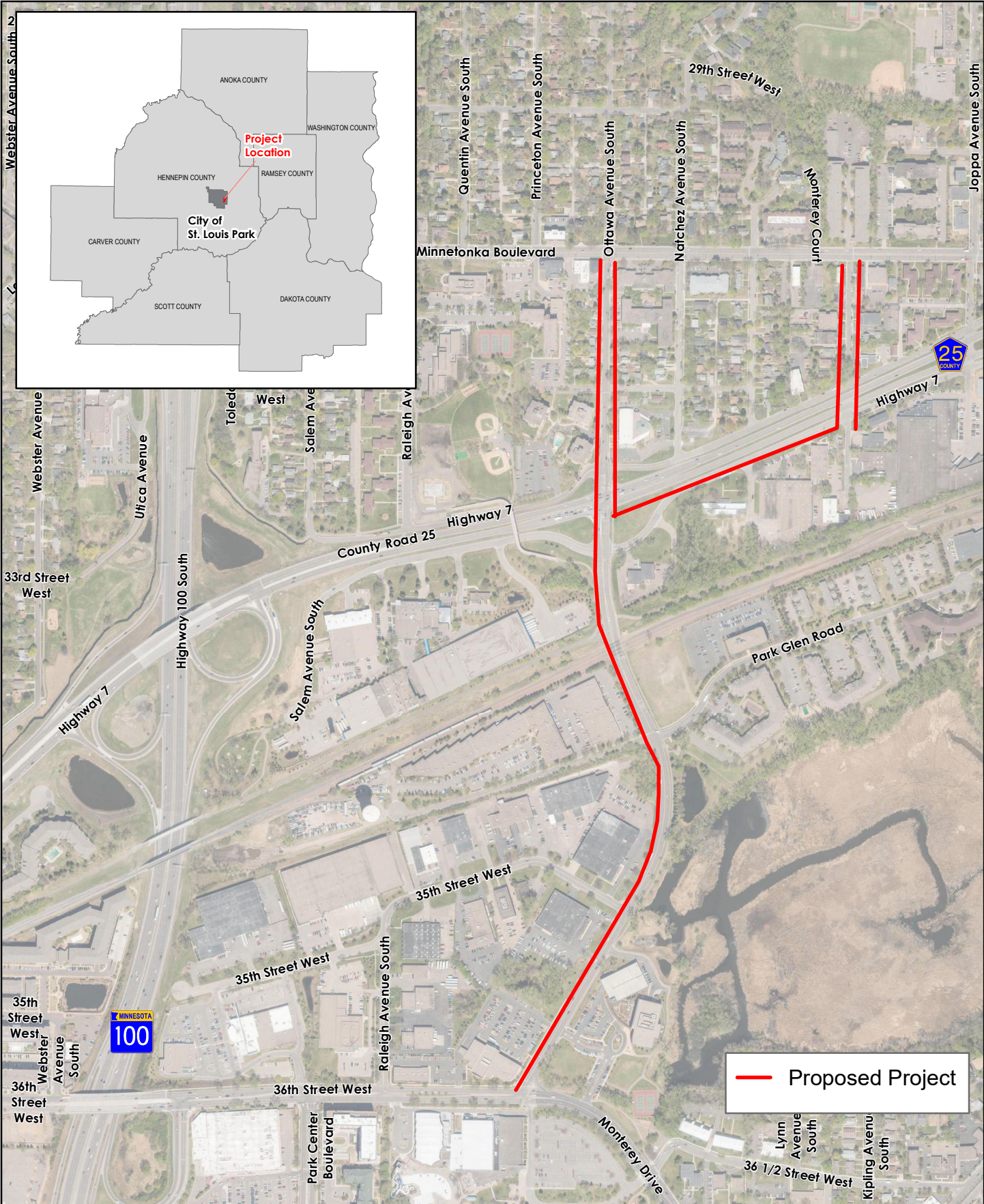
If prior to December 31 of the year following the original program year, enter 1. _____

AUTHORIZED

Anticipated Letting Date Spring 2021.

Anticipated letting date must be prior to June 30 in the year following the original program year, so that authorization can be completed prior to June 30 of the extended program year.

TOTAL POINTS 7




Path: P:\PT\S\Stlou153156\GIS\mak-dsgm\51-drawings\90-GIS\Maps\Beltline_CSAH25.mxd

— Proposed Project



Project: STLOU 153156
 Print Date: 10/29/2019



PROJECT LOCATION
 Beltline/CSAH 25 Pedestrian Improvements
 (S.P. 163-291-008)
 2016 Regional Solicitation
 St. Louis Park, Minnesota

Figure
 1

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL – 2020-07

DATE: December 20, 2019

TO: TAC Funding & Programming Committee

PREPARED BY: Elaine Koutsoukos, TAB Coordinator (651-602-1717)
Joe Barbeau, Senior Planner (651-602-1705)

SUBJECT: Program Year Extension Request: Richfield 77th Street
Extension/MN 77 Bridge

REQUESTED ACTION: Richfield requests a program year extension for its 77th Street extension / MN 77 bridge project (SP# 157-108-035) from fiscal year 2020 to fiscal year 2021.

RECOMMENDED MOTION: That the TAC Funding & Programming Committee recommend approval of Richfield's program year extension request to move its 77th Street extension / MN 77 bridge project (SP# 157-108-035) from fiscal year 2020 to fiscal year 2021.

BACKGROUND AND PURPOSE OF ACTION: Richfield received \$7,000,000 from the 2016 Regional Solicitation to fund a new roadway connection on 77th Street, four new bridges on MN 77, and two ramps between MN 77 and I-494 for program year 2020. The City is requesting an extension of the program year to 2021 to close a funding gap.

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: Based on the score on the attached worksheet, staff recommends approval of the program year extension to 2021. 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 2024 reimbursement of federal funds, though an earlier reimbursement may occur if funding becomes available. In that case the program year change would be administered in the annual Transportation Improvement Program (TIP) update and does not require a separate TIP amendment.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Accept	



Public Works Department

December 18, 2019

MAYOR

MARIA REGAN
GONZALEZ

CITY COUNCIL

EDWINA GARCIA
MARY SUPPLE
SIMON TRAUTMANN
BEN WHALEN

CITY MANAGER

KATIE RODRIGUEZ

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

RE: PROGRAM YEAR EXTENSION REQUEST FOR SP 2758-82, SP 157-108-035
Construction of a new roadway connection on 77th Street and 4 new bridges on TH 77 and on two TH 77 ramps to and from I-494.

Dear Mr. Oehme,

The City of Richfield 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 2020 and includes construction of 0.36 miles of a new 4-lane road connecting 77th Street from Bloomington Avenue to Longfellow Avenue and construction of 4 new bridges carrying TH 77 and ramps for the TH 77 and I494 interchange.

The City applied for and was awarded \$7,000,000 STP funds for program year 2020. Due to a gap in the project funding the City is requesting this extension. The City is pursuing funds that will close the funding gap in the 2020 state legislature. Therefore, the City may not know whether those funds are allocated for this project until the end of the session, and thus after the deadline to request an extension has passed.

The project cannot meet the deadline for authorization within its 2020 program year and a program year extension is necessary. Based on the current schedule, authorization could not occur until July 2020 which is past the June 2020 deadline. The City of Richfield can demonstrate to the Funding and Programming Committee that significant public involvement and progress has been made on the project since the award of 2020 funding. A one-year time extension would allow the City to retain the funding to keep this needed safety improvement.

We therefore request the Funding and Programming Committee's support for extending the City of Richfield's program year to 2021. If additional information is needed, please contact me at 612-861-9795 or by email at Kasher@richfieldmn.gov

Sincerely,

Kristin Asher - Public Works Director / City Engineer

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

REQUEST FOR PROGRAM YEAR EXTENSION

For

SP 2758-82, SP 157-108-035

Roadway and Bridge Construction on 77th Street and TH 77

City of Richfield, MN

REQUESTED BY:

Kristin Asher

Phone: 612-861-9795

Email:

Kasher@richfieldmn.gov

1. PROJECT BACKGROUND

a. Project Name: 77th Street and TH 77 Underpass

b. Location Map:

See **Figure 1 – Location Map** and **Figure 2 – Project Area Map** for the project location and adjacent roadways.

c. Sponsoring Agency: City of Richfield

d. Other Participating Agencies: Minnesota Department of Transportation

e. Project Description: Construction of 0.36 miles of a new 4-lane road connecting 77th Street from Bloomington Avenue to Longfellow Avenue and construction of 4 new bridges carrying TH 77 and ramps for the TH 77 and I494 interchange.

f. Funding Category:

The project is funded with STP funds.

g. Federal Funds Allocated:

Federal funds in the amount of \$7,000,000 have been secured for Fiscal Year 2020.

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.

Activity / Milestone	Date Completed
Design - Layout Options	August 2017
Draft Project EA	May 2018
Project EA Submittal	April 2019
Draft Project Memo (Design Memo)	February 2019
Project Memo (Design Memo) Submittal - Approval	March 2019
Submit Construction Plans for review	March 2019
Right of Way Acquisition	May 2020
Plan Approval and Authorization	March 2020
Project Bid Opening	October 2020
Project Construction	April 2021

b. Right of Way Acquisition:

Permanent and temporary easement needs have been identified for 4 parcels per attached preliminary ROW Plan (**Figure 3 – Right of Way Layout**). The City of Richfield is in the process of acquiring the proposed easements and will have title and possession in early May, 2020.

c. Plans:

The preliminary layout has been developed and the plan preparation is estimated at 99 percent complete. Attached is an exhibit showing the proposed project corridor layout (**Figure 4 – Project Layout**)

d. Permits:

Table 1 – Permits required

Permits Required		
Agency	REQ'D	Status/ Date Received
USACE Section 404	N	Not applicable (N/A) (no wetlands within the project area)
Coast Guard	N	N/A
DNR - Water	N	N/A
DNR - Public Waters	N	N/A (no DNR public waters within the project area)
MPCA - NPDES	Y	Permit will be obtained prior to construction
MPCA - Section 401	N	N/A
Watershed District	Y	Permit will be obtained prior to construction – In Process
Wetland Conservation Act/ BWSR	N	N/A (no wetlands within the project area)
Railroad	N	N/A (no railroads within the project area)
Other	Y	Mn Dept. of Health – watermain. In process.

e. Approvals:

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

Agency	Approval Required	Status
MnDOT State Aid	Project Memorandum	Draft submitted February, 2019
	Final Plan Approval	Not yet submitted, March 2020. 95% plans submitted in March 2019.

Agency	Approval Required	Status
County - NA	Preliminary Layout	NA
	Final Plan Approval	NA
City of Richfield	Preliminary Layout	Completed
	Final Plan Approval	Not yet submitted, March 2020. 95% plans submitted in March 2019.

f. Identified Funds Spent to Date on Project:

To date, the City of Richfield has spent approximately \$2.1 million on preliminary and final design. The City of Richfield is in process of hiring an appraiser for the project.

3. JUSTIFICATION FOR EXTENSION

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

This project has involved coordination with multiple MNDOT projects in the south metro. Our team has coordinated with MNDOT over the past year and adjusted our project schedule back to accommodate roadway closures caused by those projects. This project also involves easement acquisition from the Metropolitan Airports Commission. This acquisition process has been ongoing for several months. The process of the acquisition has changed during this time which has pushed the acquisition schedule back to its current timeline. The circumstances that caused the delay in the schedule were unforeseen during the coordination with MAC. The funding of this project is also unique. There are several funding sources, one of which is the federal STP funds. The project also involves State funding. Currently the City is requesting additional funds from the State legislature, in the 2020 legislative session, to close the current funding gap. It is possible that the funds will not be allocated this session and pushed back to the 2021 session. Due to this factor the City cannot guarantee full project funding prior to the project needing to be authorized for 2020 federal funding.

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

If federal funds are surrendered, the proposed project will likely be postponed until an alternate source of funding can be secured, or the project will be eliminated. The City of Richfield has spent funds in excess of \$2 million to complete the environmental document and all but complete the design and construction documents and anticipate continued design work costs of an additional \$50,000 to complete the final documents and acquire the required easements. The City of Richfield feels strongly that this project is a high priority segment as it will act as a reliever roadway to the congested I494 to the south.

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

The project cannot be delivered within the current funding year due to the unknown of whether the City will be able to secure the necessary funding from the State legislature

in the 2020 legislative session prior to needing project authorization. Without the current federal funds, the project will be even further short on funding and the project will not move forward at this time.

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

The City of Richfield has worked diligently over the past two years to complete the environmental document and to complete the design and construction documents to prepare the project for letting. The City has also worked closely with the Metropolitan Airports Commission over the past two years to properly acquire the necessary easements to construct the project. The information provided by MAC during the first year was not correct in regards to how the easements would be obtained. The City has continued to work closely with MAC to find a remedy to the situation and properly acquire the easements. Recent coordination has led the City to determine that the MAC easements will be acquired in the next six months. The City will continue its close coordination with MnDOT to obtain final construction document approval in the next three months. The City has already worked closely with MnDOT to obtain approval of the Design memo. The City will also continue to closely coordinate with State government staff in order to obtain the necessary funding from the State to eliminate the funding gap on the project.

STUDY REPORT (required for Environmental Assessment Only)

Complete/Approved If checked enter 1. 1
Date of Approval March 8, 2019
 Not Complete
Anticipated Date of Completion _____

CONSTRUCTION PLANS

Completed (includes signature of District State Aid Engineer)
Date _____ If checked enter 3. _____
 Completed (approved by District State Aid as to SA Standards but not signed)
Date _____ If checked enter 2. _____
 Not Complete
Anticipated Date of Completion March 20, 2020
If prior to June 30 of the current program year, enter 1. 1

RIGHT OF WAY ACQUISITION

Completed (includes approval of R/W Cert. #1 or #1A) If checked enter 2. _____
Date _____
 Not Complete
Anticipated Date of Completion May 29, 2020
If prior to December 31 of the year following the original program year, enter 1. 1

ENGINEERS ESTIMATE OF COSTS

Completed If checked enter 2. _____
Date _____
 Not Complete
Anticipated Date of Completion March 20, 2020
If prior to December 31 of the year following the original program year, enter 1. 1

AUTHORIZED

Anticipated Letting Date October 2020.
Anticipated letting date must be prior to June 30
in the year following the original program year,
so that authorization can be completed prior to
June 30 of the extended program year.

TOTAL POINTS 10

Figure 1 - Location Map

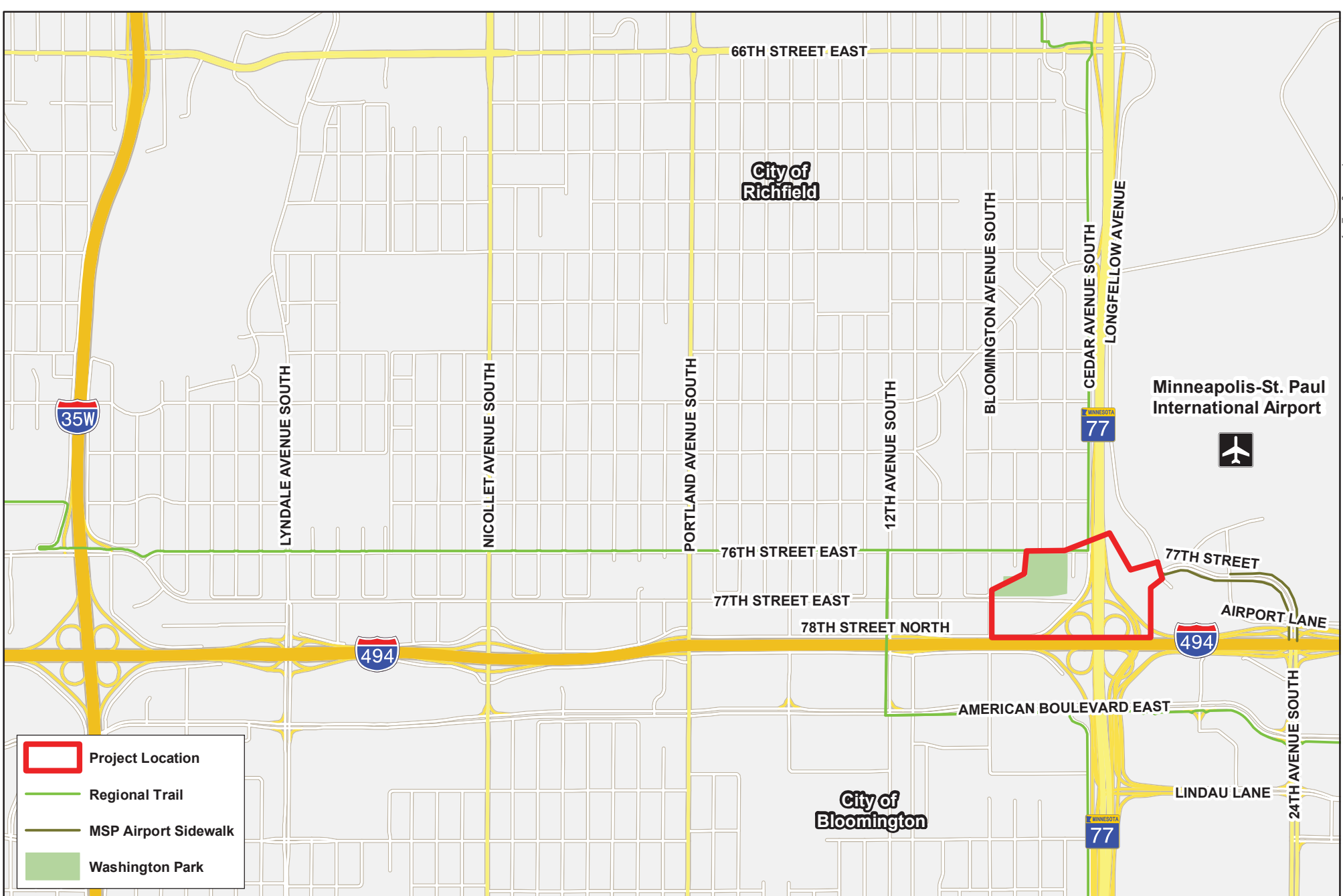


Figure 1 : Project Area
77th Street Extension and TH 77 Underpass
 Richfield, MN | SP 2758-82/SP 157-108-035/SP 157-594-003 | EA February 2019

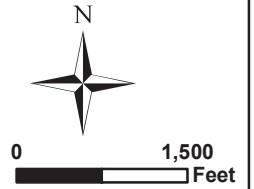


Figure 2 – Project Area Map

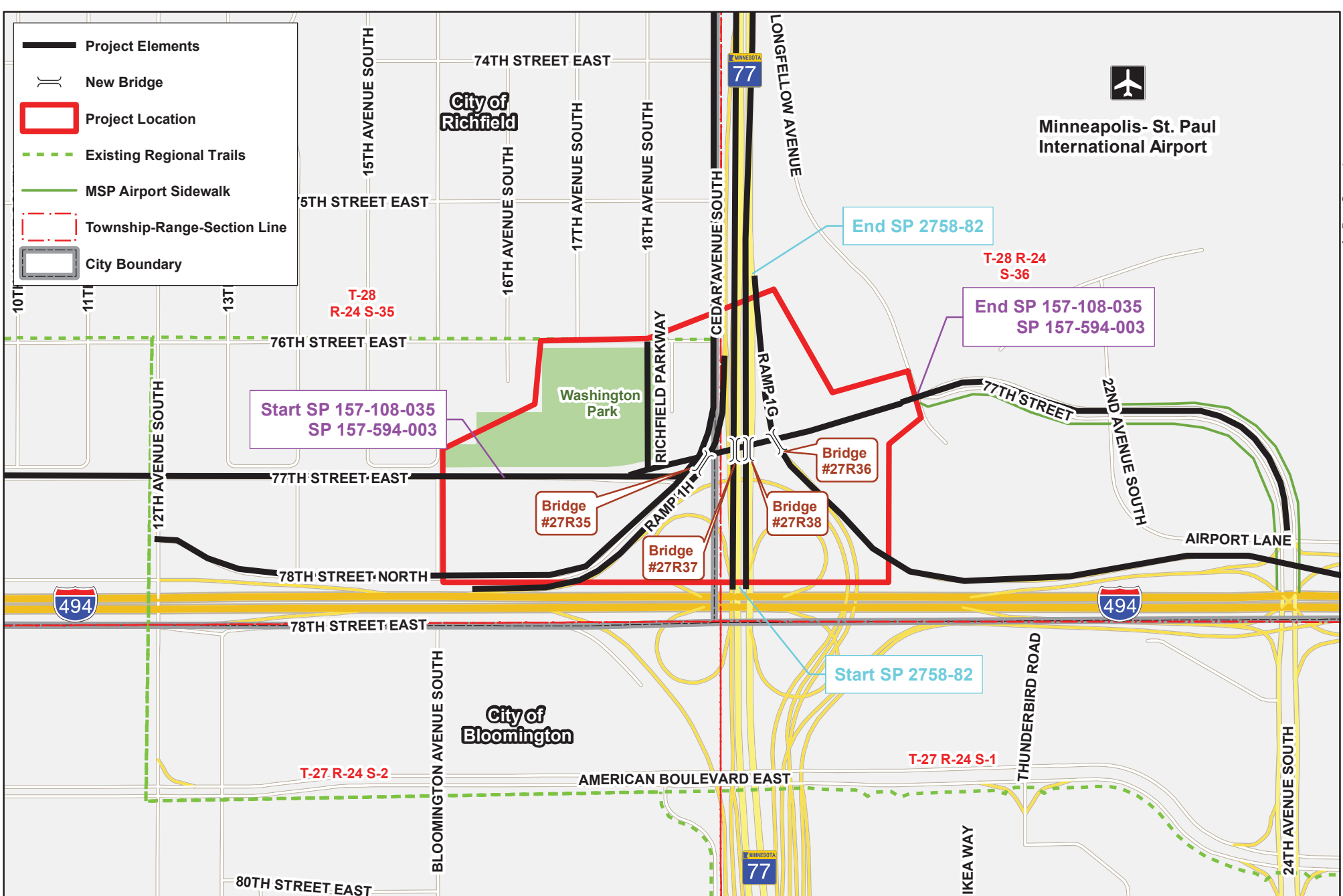


Figure 2 : Project Location
77th Street Extension and TH 77 Underpass
 Richfield, MN | SP 2758-82/SP 157-108-035/SP 157-594-003 | EA February 2019

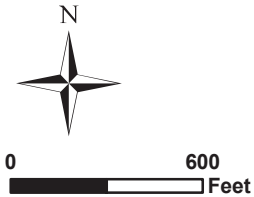
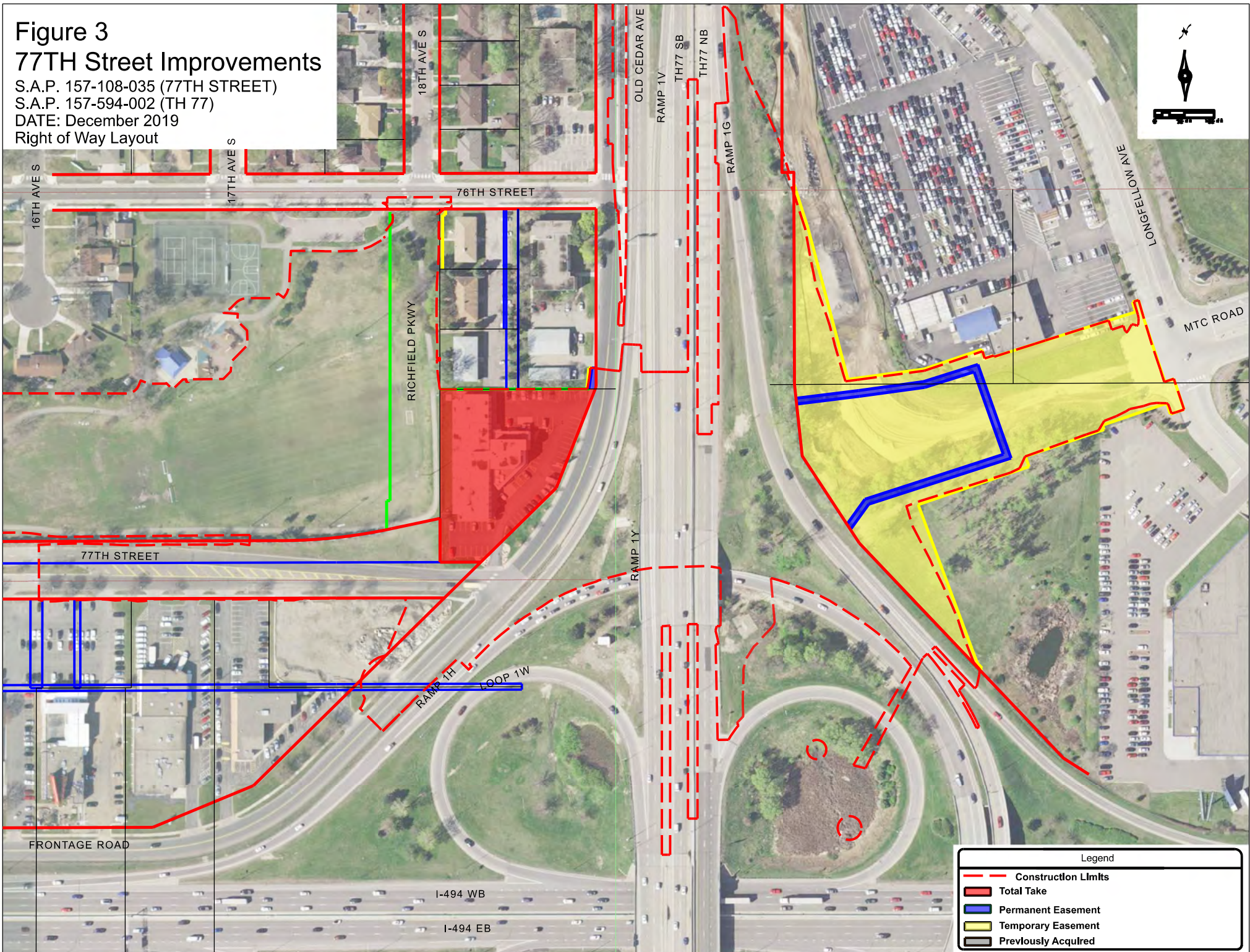


Figure 3 – Right of Way Layout

Figure 3 77TH Street Improvements

S.A.P. 157-108-035 (77TH STREET)
 S.A.P. 157-594-002 (TH 77)
 DATE: December 2019
 Right of Way Layout



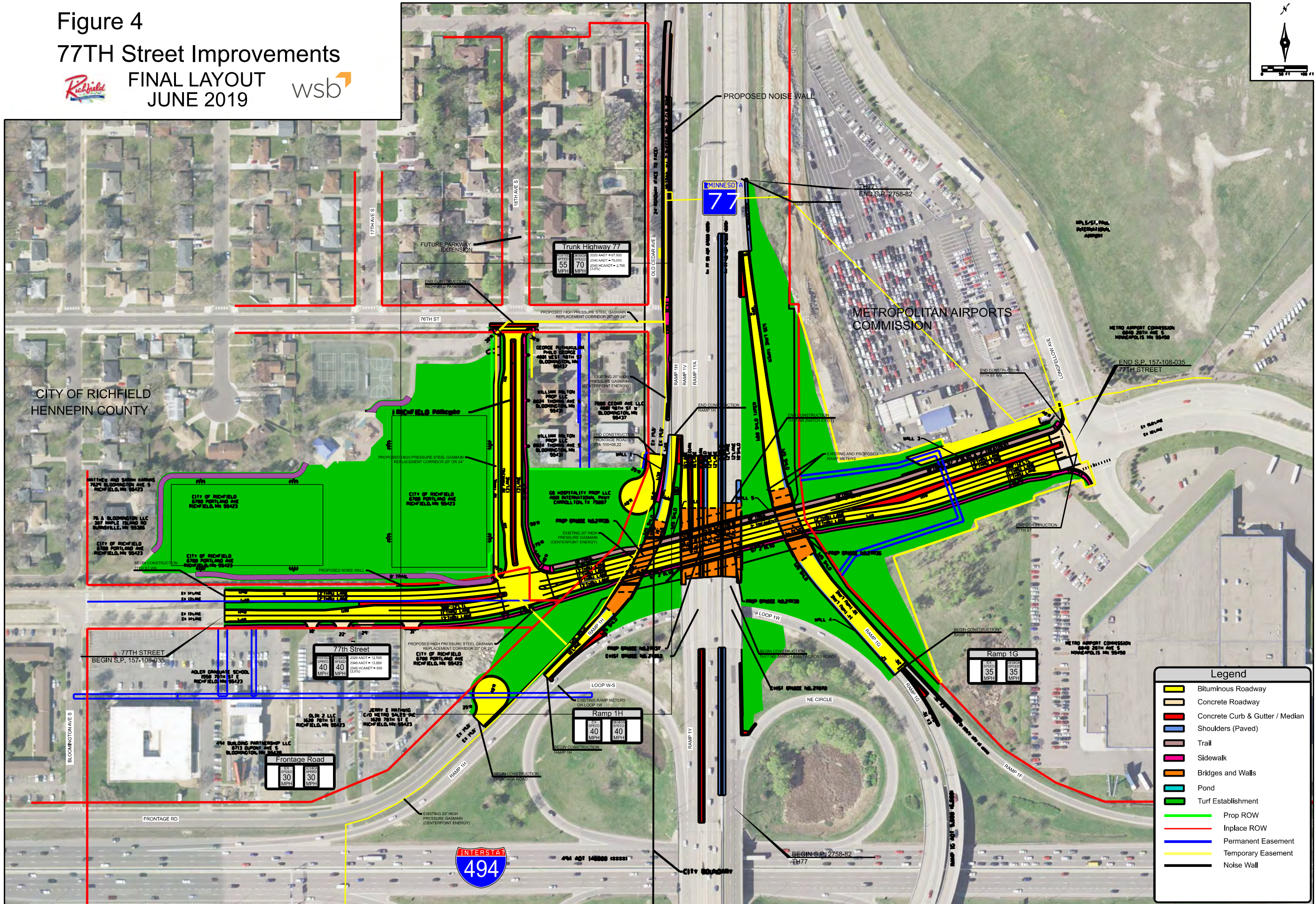
Legend

- Construction Limits
- Total Take
- Permanent Easement
- Temporary Easement
- Previously Acquired

DATE: 12/15/19
 DRAWN BY: J. [unreadable]
 CHECKED BY: [unreadable]

Figure 4 – Project Layout

Figure 4 77TH Street Improvements FINAL LAYOUT JUNE 2019



Trunk Highway 77

EXISTING SPEED	DESIGN SPEED	2020 AADT	2040 AADT
55 MPH	70 MPH	67,000	75,000
		2040 HCAADT = 2,700	
		(33%)	

77th Street

POSTED SPEED	DESIGN SPEED	2020 AADT	2040 AADT
40 MPH	40 MPH	11,200	13,850
		2040 HCAADT = 500	
		(33%)	

Frontage Road

EXIST. SPEED	DESIGN SPEED
30 MPH	30 MPH

Ramp 1G

EXIST. SPEED	DESIGN SPEED
35 MPH	35 MPH

Ramp 1H

EXIST. SPEED	DESIGN SPEED
40 MPH	40 MPH

Legend

- Bituminous Roadway
- Concrete Roadway
- Concrete Curb & Gutter / Median
- Shoulders (Paved)
- Trail
- Sidewalk
- Bridges and Walls
- Pond
- Turf Establishment
- Prop ROW
- Inplace ROW
- Permanent Easement
- Temporary Easement
- Noise Wall

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL – 2020-08

DATE: December 20, 2019

TO: TAC Funding & Programming Committee

PREPARED BY: Elaine Koutsoukos, TAB Coordinator (651-602-1717)
Joe Barbeau, Senior Planner (651-602-1705)

SUBJECT: Program Year Extension Request: Dakota County CSAH 86 Reconstruction

REQUESTED ACTION: Dakota County requests a program year extension for its CSAH 86 reconstruction (SP# 019-686-018) from fiscal year 2020 to fiscal year 2021.

RECOMMENDED MOTION: That the TAC Funding & Programming Committee recommend approval of Dakota County’s program year extension request to move its CSAH 86 reconstruction (SP# 019-686-018) from fiscal year 2020 to fiscal year 2021.

BACKGROUND AND PURPOSE OF ACTION: Dakota County received \$4,200,000 from the 2016 Regional Solicitation to reconstruct and widen the shoulders along CSAH 86 (280th St) in Eureka, Greenvale, Castle Rock, and Waterford Townships for program year 2020. The County is requesting an extension of the program year to 2021 following schedule delays related to working with the railroad.

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: Based on the score on the attached worksheet, staff recommends approval of the program year extension to 2021. 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 2024 reimbursement of federal funds, though an earlier reimbursement may occur if funding becomes available. In that case the program year change would be administered in the annual Transportation Improvement Program (TIP) update and does not require a separate TIP amendment.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Accept	



December 12, 2019

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

Physical Development Division
Steven C. Mielke, Director

Dakota County
Western Service Center
14955 Galaxie Avenue
Apple Valley, MN 55124-8579

952.891.7000
Fax 952.891.7031
www.dakotacounty.us

Environmental Resources
Environmental Initiatives
Groundwater Protection
Land Conservation
Vermillion River Watershed
Water Resources
Waste Regulation

Office of Planning

Parks, Facilities and Fleet
Parks
Facilities Management
Fleet Management

Transportation
Highway
Surveyor's Office
Transit Office

RE: PROGRAM YEAR EXTENSION REQUEST
SP 019-686-018
CSAH 86 Reconstruction
Castle Rock, Eureka, Greenvale and Waterford Townships
Dakota County, Minnesota

Dear Mr. Oehme,

Dakota County 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 2020 and includes the reconstruction of 3.7 miles of County State Aid Highway (CSAH) 86 from CSAH 23 east to Trunk Highway (TH) 3 through the Village of Castle Rock. The project also includes the replacement of the Canadian Pacific (CP) Railroad Bridge, No. BR 319.57 Albert Lea Subdivision, located on the east edge of the Village of Castle Rock.

Dakota County has worked diligently with Canadian Pacific (CP, rail owner) and Union Pacific (UP, rail operator) to coordinate the replacement of the aging trestle bridge. To date, the County has received approval of the 30% plans from CP/UP and has gone through iterations of Memorandum of Understanding (MOU) language and intends to request approval from the Dakota County Board of Commissioners at the January 21, 2020 board meeting. It is in the best interest of all parties that the roadway project includes the replacement of the railroad bridge.

During the Project Memorandum development, MnDOT Cultural Resources Unit (CRU) flagged the project for Architectural and Archaeological Review due to potential findings within proximity to the project corridor. Due to the timing of the request and availability for CRU to secure contracts to perform the reviews, the results of the studies may not be finalized prior to the June 2020 program year deadline.

A program year extension is necessary to allow adequate time for right of way, railroad coordination and archaeological review. The requested one-year time extension is needed to work through CP/UP's review and approval process. Based on the County's experience working with both Canadian Pacific and Union Pacific, an executed agreement between the County and CP/UP by the June 2020 authorization may not be feasible. The one-year extension will also ensure the Architectural and Archaeological review findings are completed and necessary mitigation (if needed) is included in the plans.

Dakota County's desire for SP 019-686-018 is to start construction in early 2021 at the latest as it is expected to be a full 2-year construction. The one-year program extension will allow for completion of all project tasks, while still allowing for the construction schedule to stay as desired. We therefore request the Funding and Programming Committee's support for extending Dakota County's project program year to 2021. If additional information is needed, please contact me at (952) 891-7104 or by email at jacob.chapek@co.dakota.mn.us.

Sincerely,

Jake Chapek, PE
Dakota County Project Manager

Enclosure

Cc: Scott Eue, MnDOT State Aid
Colleen Brown, MnDOT State Aid

REQUEST FOR PORGRAM YEAR ENTENSION

For

SP 019-686-018

RECONSTRUCTION OF CSAH 86 FROM CSAH 23 TO TH 3
CASTLE ROCK, EUREKA, GREENVALE AND WATERFORD TOWNSHIPS
DAKOTA COUNTY, MN

REQUESTED BY:

JAKE CHAPEK

DAKOTA COUNTY PROJECT MANAGER

PHONE: 952-891-7104

EMAIL: JACOB.CHAPEK@CO.DAKOTA.MN.US

1. PROJECT BACKGROUND

a. Project Name:

CSAH 86 Reconstruction

b. Location Map

Reconstruction of CSAH 86 from 800 feet east of CSAH 32 to TH 3 in Castle Rock, Eureka, Greenvale and Waterford Townships within Dakota County. **See Figure 1 – Location Map** and **Figure 2 – Project Area Map** for the project location and adjacent roadways. The County is planning to construct the CSAH 86 in 2021 and 2022.

c. Sponsoring Agency:

Dakota County

d. Other Participating Agencies:

MnDOT and FHWA

e. Project Description:

The proposed project will reconstruct 3.7 miles of County State Aid Highway (CSAH) 86 from 800 feet west of CSAH 23 to Trunk Highway (TH) 3 within Castle Rock, Eureka, Greenvale and Waterford Townships. The proposed improvements include reconstructing the existing (60+ year) two-lane roadway, adding 8' shoulders, flattening side slopes/ditches, adding turn lanes at major intersections and bypass lanes at "T" intersections. The unincorporated town of Castle Rock will be improved with an urban 3-lane typical section to increase safety and access through town. The Canadian Pacific (CP) Railroad Bridge, No. BR 319.57 Albert Lea Subdivision, located on the east edge of Castle Rock will be replaced to correct vertical clearance deficiency and bring to Minnesota Rule 8820.9956 requirements for a minimum vertical clearance of 16 feet, 4 inches for a highway crossing under a railroad bridge.

f. Funding Category:

The project is funded with Surface Transportation Block Grant Program (STBG) funds.

g. Federal Funds Allocated:

Federal Funds in the amount of \$4,200,000 have been secured for Fiscal Year 2020.

2. PROJECT PROGRESS

a. Project Schedule:

The schedules below detail the progress of the project to date and how the schedule has been modified to account for extended coordination and review time. The final schedule shows the expected dates if a program year extension is granted.

a.1 - Schedule presented at initial Open House – November 14, 2018

SP 019-686-018 Kick-Off Schedule	
Preliminary Design Layout	October, 2018
Community Engagement Open House #1	November 14, 2018
30% Roadway Plan	March, 2019
30% Bridge Plan	March, 2019
30% Bridge Plan Railroad Review (CP/UP)	April, 2019
Determine Right Of Way Limits	April, 2019
Draft Project Memorandum	June, 2019
Draft Project Memorandum Submittal	August, 2019
Easement Acquisition Negotiation	June – November, 2019
60% Bridge Plan	July, 2019
60% Bridge Plan Railroad Review (CP/UP)	September, 2019
60% Roadway Plan	September, 2019
90% Roadway Plan	November, 2019
100% Bridge Plan	November, 2019
100% Bridge Plan Railroad Review (CP/UP)	December, 2019
100% Roadway Plan	December, 2019
UP/CP Railroad Executed Agreement	December, 2019
Construction Plan Approval	January, 2020
Project Letting	March, 2020
Project Construction	April 2020 – December 2021
Program Year Sunset Date	June 30, 2020

a.2 - Below is a schedule intended to meet Program Year after ongoing coordination with Canadian Pacific (CP) / Union Pacific (UP) over ownership and maintenance of the proposed bridge began to interrupt original schedule. This schedule is no longer achievable as ongoing Memorandum of Understanding negotiation with CP/UP regarding ownership and maintenance of proposed railroad bridge has surpassed the scheduled dates. Time loss could be made up if the right of way schedule is aided by friendly acquisitions in a timely manner. Additionally, the results from the upcoming Archaeological Review scheduled for Spring, 2020 would require favorable weather and no significant findings to fit within the program year.

SP 019-686-018 Modified Schedule - Program Year 2020	
Preliminary Design Layout	October 2018 (Complete)
Community Engagement Open House #1	November 14, 2018 (Complete)
30% Roadway Plan	March 2019 (Complete)
30% Bridge Plan	May 2019 (Complete)

Community Engagement Open House #2	May 2019 (Complete)
30% Bridge Plan Railroad Review (CP/UP)	June 2019 (Complete)
Determine Right Of Way Limits	June 2019 (Complete)
Draft Project Memorandum	October 2019 (Complete)
60% Roadway Plan	November 2019 (Complete)
60% Bridge Plan	October 2019
Easement Acquisition Negotiation	October – March 2019
60% Bridge Plan Railroad Review (CP/UP)	November 2019
Draft Project Memorandum Submittal	November 2019 (Complete)
90% Roadway Plan	March 2020
100% Bridge Plan	April 2020
100% Bridge Plan Railroad Review (CP/UP)	May 2020
100% Roadway Plan	May 2020
UP/CP Railroad Executed Agreement	June 2020
Construction Plan Approval	June 2020
Project Letting	August 2020
Project Construction	October 2020 – December 2022

a.3 – The final schedule below depicts proposed dates for a program year extension. Dakota County believes this is a full two-year construction commitment to complete the 3.7-mile reconstruction and proposed railroad bridge. The County is committed to maintaining construction in 2021-2022 and does not intend to utilize a full year extension if granted.

SP 019-686-018 Modified Schedule – Program Year 2021	
Preliminary Design Layout	October 2018 (Complete)
Community Engagement Open House #1	November 14, 2018 (Complete)
30% Roadway Plan	March 2019 (Complete)
30% Bridge Plan	May 2019 (Complete)
Community Engagement Open House #2	May 2019 (Complete)
30% Bridge Plan Railroad Review (CP/UP)	June 2019 (Complete)
Determine Right Of Way Limits	June 2019 (Complete)
Draft Project Memorandum	November 2019 (Complete)
60% Roadway Plan	November 2019 (Complete)
Draft Project Memorandum Submittal	November 2019 (Complete)
Easement Acquisition Negotiation	January – March, 2020
60% Bridge Plan	February, 2020
60% Bridge Plan Railroad Review (CP/UP)	March/April, 2020
90% Roadway Plan	April, 2020
100% Bridge Plan	June 2020
100% Bridge Plan Railroad Review (CP/UP)	June-July 2020
100% Roadway Plan	July 2020
UP/CP Railroad Executed Agreement	August 2020
Construction Plan Approval	September 2020
Project Letting	November 2020 (See Note 1 Below)
Project Construction	April 2021 – December 2022

(1) – Pending results of the Archaeological Survey and completion of the CP/UP Railroad Construction Agreement, Dakota County is moving forward with November 2020 as the project letting date. If findings from survey require corrective action, the County has ability to push Project Letting back to February 2021 to still accomplish construction start of April 2021.

b. Right of Way Acquisition:

Permanent and temporary easement needs have been identified for 56 parcels (**Table 1– Easement Parcel Table**). See **Figure 4 – ROW Exhibit** for graphic representation of parcels requiring easement acquisition for roadway improvements and railroad bridge construction.

Dakota County had prepared first right of way offers to go to board in November 2019 to meet program year but due to ongoing railroad coordination regarding the Memorandum of Understanding (MOU), the decision was made to delay offers until this agreement is reached. The MOU has been resubmitted to CP/UP and Dakota County is intending to go for County Board approval on January 21, 2020, pending railroad coordination. Without the program year extension, Dakota County will not be able to provide the necessary durations for the remainder of the right of way process, unless all are friendly acquisitions, to successfully have title and possession by sunset date.

c. Plans:

The preliminary roadway plans are past the 60% development stage internally within Dakota County. These 60% plans include the final construction limits that are utilized for right of way acquisition. The 60% plans were submitted to MnDOT State Aid with the Draft Project Memorandum on November 29, 2019.

The proposed railroad bridge plans are past the 30% development stage and have been submitted to both Canadian Pacific Railway and Union Pacific Railroad in July 2019. Comments were received from the railroad companies and incorporated in the design as it advances towards 60% stage. The 60% bridge plans are currently scheduled for February 2020.

d. Permits:

Table 2 – Permits Required

Permits Required			
Agency	REQ'D	Status / Date Received	Attached
USACE Section 404	Y	To be obtained.	N
Coast Guard	N	N/A	N
DNR--Water	N	N/A	N
DNR--Public Waters	N	Project being conducted in accordance with 103E, permit not needed	N
MPCA--NPDES	Y	Permit will be obtained prior to construction. SWPPP will be prepared as part of construction plans.	N
MPCA--Section 401	N	N/A	
Watershed District	N	N/A	
Wetland Conservation Act / BWSR	Y	To be obtained.	
Railroad	Y	Canadian Pacific / Union Pacific have approved of 30% plan. MOU is being finalized and construction agreement will be started at 60% design approval	N
Other	N	N/A	N

e. Approvals:

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

Agency	Approval Required	Status
Federal Highway Administration	Project Memorandum	Not yet submitted to FHWA. Draft to State Aid Nov. 2019 with Final August, 2020
	Net Benefit 4(f) Evaluation	Not yet submitted. August, 2020
	Section 106 Historic Archaeological Determination	Not yet submitted. August, 2020
	Final Plan Approval	Not yet submitted, Sept., 2020
MnDOT	Project Memorandum	State Aid review Dec. 2019 with Final August, 2020
	Net Benefit 4(f) Evaluation	Not yet submitted. August, 2020
	Section 106 Historic Archaeological Determination	Not yet submitted. August, 2020
	Final Plan Approval	Not yet submitted. Draft Dec. 2019, Final Sept. 2020
Dakota County	Preliminary Layout	Completed
	Final Plan Approval	Not yet submitted. 60% Plans completed, Final August 2020
Canadian Pacific / Union Pacific Railroad Authority	Preliminary Bridge Layout	Completed June 2019
	Construction Agreement	Not yet submitted. August 2020
	Final Bridge Plan Approval	Not yet submitted. Final July 2020

f. Identified Funds Spent to Date on Project:

To date, the County has spent approximately \$900,000 on preliminary/final roadway design, preliminary/final bridge design, right of way services and preparation of the project memorandum documents.

3. JUSTIFICATION FOR EXTENSION

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

The existing railroad trestle bridge within Castle Rock (Unincorporated) was constructed in 1930 and creates a barrier for both vehicle and pedestrian traffic along the County State Aid Highway (CSAH) 86 corridor. The structure has vertical clearance deficiencies at 14.1 feet eastbound and 14.3 westbound, short of the 16'4" height required by Minnesota Rule 8820.9953 for a highway crossing under a railroad bridge. This creates an obstacle for the future principal arterial roadway that also serves as a regional tier 2 truck corridor. In addition to vertical deficiency, the horizontal clearance is limited by the existing center pier and proximity of exterior supports (See **Figure 5 – Existing Railroad Bridge**). The existing bridge also creates a barrier for bicycle and pedestrian traffic as it is limited to a single lane in each direction without paved shoulders. Canadian Pacific (bridge owner) has no plan to replace the bridge as it currently meets the requirements for their freight needs.

Due to the reasoning above, Dakota County has approached Canadian Pacific (owner) and Union Pacific (operator) with the desire to replace the dated bridge with the upcoming CSAH 86 reconstruction. There has been a difference in opinion surrounding whom should maintain ownership of the proposed bridge and how future maintenance/replacement responsibilities will be determined. Below is a timeline of coordination that has been had relating to the efforts to replace the bridge:

- November 2017 – Dakota County meets with Canadian Pacific (CP) & Union Pacific (UP) to discuss CSAH 86 roadway reconstruction and determine if there is a plan to replace bridge. No proposed bridge replacement is planned and CP indicates if bridge were to be replaced with CSAH 86 reconstruction project, Dakota County would have to fund and own future bridge.
- December 2017 to April 2018 – Dakota County researches railroad ownership on recent bridge replacements and meets with MnDOT to discuss precedence. Understanding is bridge ownership may fall on Dakota County if an agreement cannot be determined with railroads. Ongoing conversations with CP/UP consistent that railroad will not replace bridge and any replacement of will require ownership by Dakota County.
- April 24, 2018 – Dakota County hires HDR Engineering, Inc. for bridge design and their expertise in railroad relations.

- May 2018 to November 2018 – Dakota County advances bridge replacement discussions and completes concept for bridge replacement. Bridge alternatives and temporary shoofly designs completed and shared with CP/UP. CP/UP maintain ownership stance but willing to work with Dakota County on replacement of bridge. Determination of utilizing embankment shoofly vs. temporary bridge shoofly.
- November 2018 to January 16, 2019 – Ongoing discussions with CP/UP and internal Dakota County lead to Memorandum of Understanding (MOU) being drafted to determine ownership, maintenance and liability of proposed bridge. Canadian Pacific accepts template of MOU on January 16, 2019.
- March 4, 2019 – Fully executed agreement for preliminary engineering with Union Pacific Railroad company
- March 14, 2019 – Dakota County Board of Commissioners asked to authorize the execution of a joint Memorandum of Understanding with Canadian Pacific Railway and Union Pacific Railway company to replace the existing railroad bridge on County Project 86-34 (CSAH 86 Reconstruction). Dakota County Board of Commissioners does not grant authorization due to ownership and maintenance language issues. Dakota County not interested in taking on full ownership and all long-term maintenance responsibilities.
- June 11, 2019 – 30% Bridge Plans send to Canadian Pacific Railway
- June 17, 2019 – 30% Bridge Plans sent to Union Pacific Railroad
- August 9, 2019 – Dakota County sends letter to Canadian Pacific Railway requesting that CP consider supporting this project by agreeing to maintain ownership of future bridge that carries railroad tracks over the County State Aid Highway. Dakota County maintains stance that the County will fund bridge replacement if done in conjunction with CSAH 86 reconstruction.
- September 18, 2019 – Meeting with Canadian Pacific Railway at the Canadian Pacific Plaza (Minneapolis). CP agrees to own the proposed railroad bridge, pending agreement of the Memorandum of Understanding language. Dakota County still assuming cost burden of proposed bridge as part of the CSAH 86 reconstruction.
- October 21, 2019 – Dakota County sends revised MOU to CP based on September coordination meeting.
- November 22, 2019 – Canadian Pacific Railway submits revised version of MOU to Dakota County. Dakota County has concerns over language regarding future replacement of bridge costs, liability of maintenance and maintenance agreement language.
- December 9, 2019 – Dakota County submits revised version of MOU to Canadian Pacific Railway and Union Pacific Railroad Company.
- January 21, 2020 (Future date pending agreement with CP/UP) – Dakota County staff to present MOU to Dakota County Board of Commissioners requesting authorization to finalize MOU with CP/UP. This would signify advancement of

railroad bridge plans to 60% and move bridge replacement along on same schedule as roadway reconstruction (2021/2022).

As detailed above, Dakota County worked continually with CP/UP to find the solution to replace the aging railroad bridge that does not service the County State Aid Highway effectively. Had Canadian Pacific Railway not agreed to maintain ownership (August 2019) over the proposed structure, Dakota County would have modified design for the CSAH 86 Reconstruction to omit the bridge replacement and adjust the roadway design accordingly. The County would have continued to work towards the replacement of the bridge but at a later date as a separate project. This was not the preferred alternative considering the barrier the existing bridge creates for both vehicle and pedestrian/bicycle traffic. A federal extension will allow for Dakota County to continue to work with both CP/UP and include the proposed bridge replacement as part of the CSAH 86 reconstruction.

An additional item that would benefit from the approval of a federal extension would be MnDOT's Office of Environmental Stewardship (OES) request for Archaeological and Architectural review on the CSAH 86 reconstruction corridor. During the development of the Project Memorandum by Dakota County's consultant (HDR Engineering), OES sent a July 2019 notice to the tribal representatives within proximity of the project. The results of this coordination indicated that potential burial sights exist within the parcels that may be affected by right of way acquisition. This finding triggered the OES project request for Architectural and Archeological Review for the proposed CSAH 86 reconstruction Corridor.

MnDOT OES's standard process is for OES to handle the hiring and contracts for consultants to perform the Architectural and Archaeological Reviews and asks that the County's share 20% of the contract costs (80% MnDOT/20% County). Due to volume of current contracts and changes within OES's funding and contracts processes, Renee Barnes indicated that it may be more efficient to have Dakota County hire consultants to perform these services. This would require that Dakota County cover 100% of the costs and hold all contracts associated. See **Figure 6 – Letter from OES**.

The Architectural and Archeological Review is not a project requirement that Dakota County has previous experience with. Consideration to the project efforts was reviewed internally and considering it was new project scope item, it required approval from the Dakota County Board of Commissioners to advance with a consultant contract. Due to the time associated with approving a contract for consultant services and when this work could have been performed, it would not have left adequate room for the field archaeological work to be performed within the 2019 year, pending weather. Due to this risk, it was determined that the County did not want to take on the full contract amount if the work would not have been done until Spring 2020, same time-table as a MnDOT OES held contract (80/20 Split).

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

If the federal funds are surrendered, Dakota County will have to consider how the portion of federal funds are replaced to maintain the construction schedule of 2021/2022. Consideration would be given for phasing of the replacement of the railroad bridge to occur after the roadway reconstruction as the federal funds are not applicable to the bridge replacement costs. Removal of the bridge replacement from the proposed plan would allow for nearly all the federal funds lost to be backfilled for the roadway reconstruction costs. Dakota County has spent approximately \$900,000 on the design of the roadway, bridge replacement and right of way efforts to date.

The federal funds secured for the CSAH 86 reconstruction are in the amount of \$4,200,000. The total estimated costs for the project are as follows:

Roadway Reconstruction: \$5,500,000
Railroad Bridge Construction: \$3,500,000
Right of Way: \$1,200,000

The County feels strongly that this is a high priority reconstruction segment as this is the last remaining portion of CSAH 86 that does not have adequate shoulders, bypass lanes or turn lanes to accommodate the vehicle movements. Replacement of the railroad bridge for the future principle arterial and tier 2 truck route is also high priority for the County.

c. What are the implication if the project does not obtain the requested extension

As shown in Project Progress/Project Schedule section above, the County is at risk for delivering the project within the program year due to ongoing railroad coordination and the pending results of the archaeological survey. In order for the project to meet the original program year, it will require timely railroad coordination, friendly right of way acquisition and a no significant findings determination from the archaeological survey. The survey results are dependent on favorable spring 2020 weather that will allow MnDOT OES's consultant to perform the necessary field investigations.

The financial impacts of delivering the project within its current year include increased right of way costs related to settlements and attorney fees and potentially releasing the federal funding. The project costs would likely increase to due shorter right of way negotiation time in efforts for friendly acquisition. There would also be financial risk potential for the County to release the federal funding due to ongoing coordination with Canadian Pacific Railway / Union Pacific Railroad and if significant findings are discovered during archaeological survey that would require extended investigation. The program year extension would provide opportunity to work with the railroad

companies, allow adequate time for archaeological survey results 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?

Dakota County will continue to work closely with Canadian Pacific Railway and Union Pacific Railroad to complete the Memorandum of Understanding and advance the bridge design. The County feels that have reached a milestone with the railroad companies regarding the language within the agreement that will result in the acceptance from both the rail and the Dakota County Board in January 2020.

In efforts to maintain the 2021/2022 construction schedule, Dakota County has determined to take the risk associated with acquiring of temporary and permanent right of way prior to the results of the archaeological and architectural survey are complete. This is a calculated risk that may result in the County owning rights to portions of property that may require mitigation or may not be acceptable to utilize. The right of way first offers are going for approval from the Dakota County Board of Commissioners at the same board meeting as the railroad MOU. First offers are anticipated to be in sent to the property owners on January 21, 2020 pending approval.

STUDY REPORT (required for Environmental Assessment Only)

Complete/Approved If checked enter 1. _____
Date of Approval _____
 Not Complete
Anticipated Date of Completion _____

CONSTRUCTION PLANS

Completed (includes signature of District State Aid Engineer)
Date _____ If checked enter 3. _____
 Completed (approved by District State Aid as to SA Standards but not signed)
Date November 29, 2019 If checked enter 2. 2
 Not Complete
Anticipated Date of Completion _____
If prior to June 30 of the program year, enter 1. _____

RIGHT OF WAY ACQUISITION

Completed (includes approval of R/W Cert. #1 or #1A) If checked enter 2. _____
Date _____
 Not Complete
Anticipated Date of Completion September, 2020
If prior to December 31 of the year following the original program year, enter 1. 1

ENGINEERS ESTIMATE OF COSTS

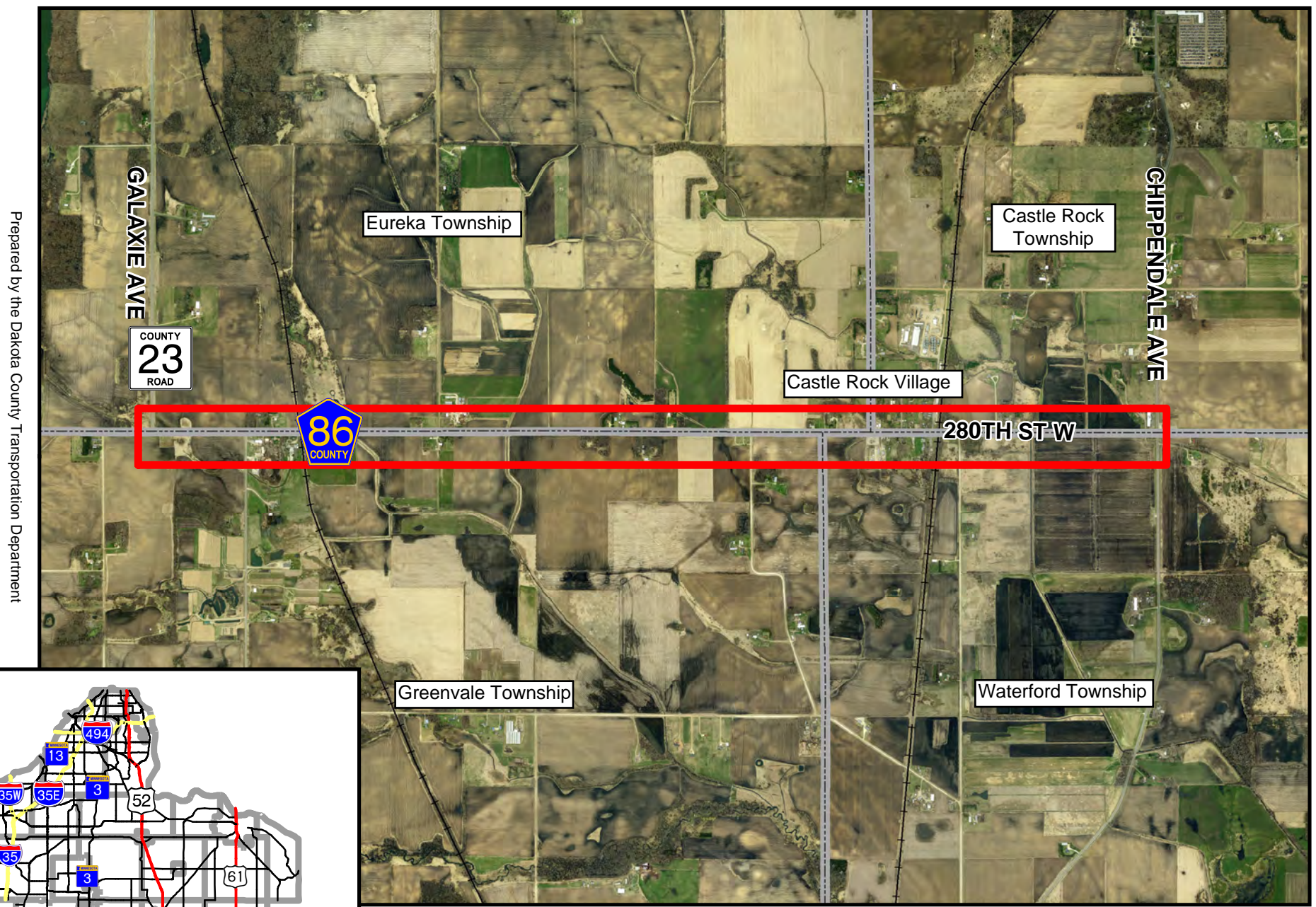
Completed If checked enter 2. _____
Date _____
 Not Complete
Anticipated Date of Completion April, 2020
If prior to December 31 of the year following the original program year, enter 1. 1

AUTHORIZED

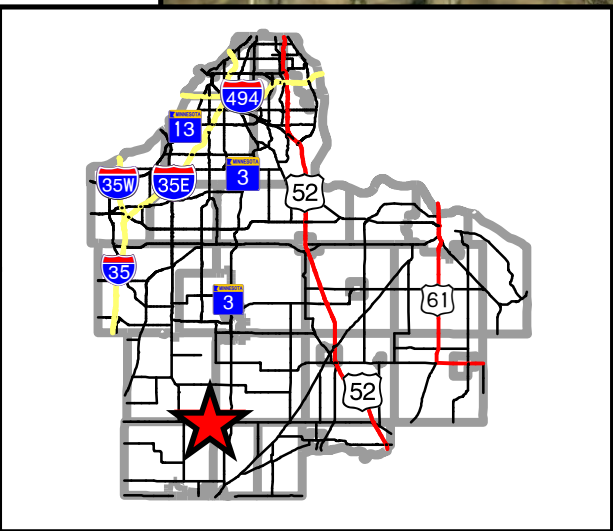
Anticipated Letting Date November, 2020.
Anticipated letting date must be prior to June 30
in the year following the original program year,
so that authorization can be completed prior to
June 30 of the extended program year.

TOTAL POINTS 10

Figure 2 - Project Area Map



Prepared by the Dakota County Transportation Department

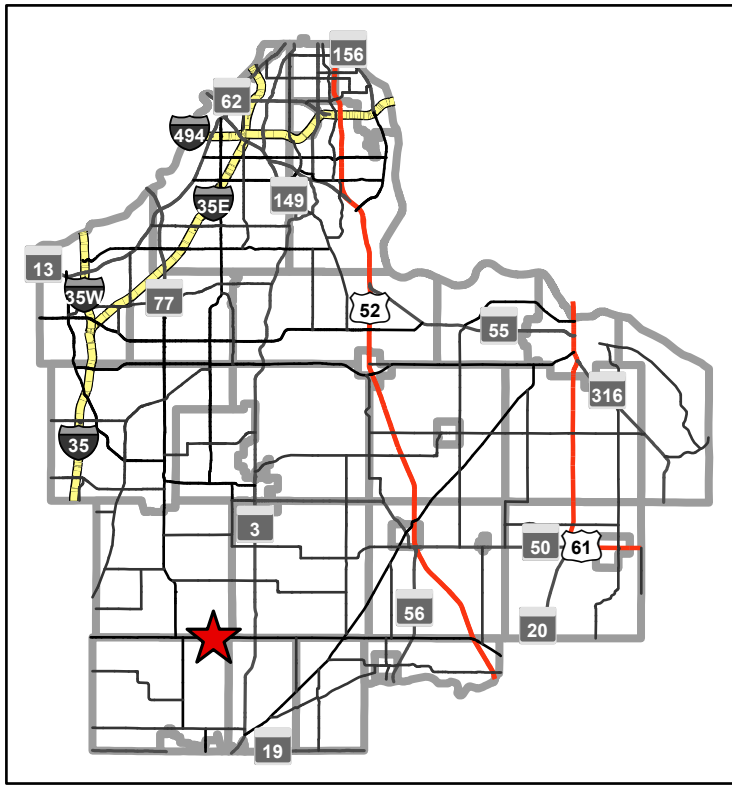


County Project 86-34 Project Area Map

Table 1 - Easement Parcel Table

SP 019-686-018					
County Project 86-34 - CSAH 86 Reconstruction					
Table 1 - Easement Parcel Table					
Parcel No.	Owner	Address	Perm. Easement (SF)	Temp. Easement (SF)	Drainage Easement (SF)
1	Alan R. Storlie And Joan M. Storlie	6897 255th St W	6,596		
2	Edith Gayle Wirth, Salley Robinson & Daniel Fredrickson	XXX North Side of 280th St	1,465		
3	Robert L. Lenzen	6525 280th St W	891		
4	Wayne P. Hallcock And Candace F. Hallcock	5975 280th St W	45,816	1,820	
4A	Wayne P. Hallcock And Candace F. Hallcock	5975 280th St W	49,211		
5	Paul A. Hallcock And Nicole A. Hallcock	6155 280th St W	11,155		
6	Dilley Eureka Properties, L.L.P.	8485 Bechtel Ave	25,340		
7	Jacqueline Lucking	5191 280th St W	3,696		
8	Wayne P. Hallcock And Candace F. Hallcock	5975 280th St W	32,632		
9	John A. Hallcock	4625 280th St W	5,676		
10	Jonathan R. Hoes And Catherine D. Hoes	4623 280th St W	1,320		
11	Jeffrey A. Annexstad	12396 Cedar Ct	11,462		
12	Ronald B. Collins, Jr.	PO BOX 472	6,160		
13	Perry A. Collins And Mary C. Collins	PO BOX 514	1,382	2,893	
14	David Villarreal And Katie Carroll	4439 280th St W		510	
15	Mark S. Detlie And Margaret L. Detlie	31293 Dahomey Ave		588	
16	Charles L. Pryor	903 Highland Ave	459	254	
17	Dean Burton	1549 18th Ave NW	285	204	
18	Gregory M. Mccracken And Holly C. Mccracken	PO BOX 453	368	588	
19	Northern States Power Company, A Minnesota Corporation	414 NICOLLET MALL		1,066	
20	David E. Olson And Deborah J. Olson	22004 Blaine Ave		893	
22	Donald W. Nihart, Jr., & Susan Nihart	4301 280th St W		Total Take	
23	Farmers Mill & Elevator, Inc.	PO BOX 488	4,441	247	
25	Joel W.A. Barsness And Ritva H.M. Barsness	4073 280th St W	6,952		
25A	Joel W.A. Barsness And Ritva H.M. Barsness	4074 280th St W	16,967	9,715	
26	Andrew M. Collins	4221 280th St W	1,738	10,120	
27	James J. Scott And Dorothy I. Scott, Trustees Of The Scott Family Revocable Living Trust	3925 280th St W	7,348		
28	Boudreau Farm, Inc.	4310 290th St W	22,766		
29	Stephan Caspers And Michelle Caspers	3655 280th St W	16,849		
30	Castle Rock Properties L.L.C., A Limited Liability Company	19015 Blaine Ave	8,184		
31	Erin Wipf, Christina Perrone, Steven Crombie, Scott Crombie, Michael Crombie And Brian Crombie	512 Wilson Ct	750		
32	Dale Francis Kaufman	9251 185th St E	35,468		
33	Dale Francis Kaufman	9251 185th St E	61,990		
34	L And B Schweich Properties, L.P., A Minnesota Limited Partnership	PO BOX 1214	6,864		
34A	L And B Schweich Properties, L.P., A Minnesota Limited Partnership	PO BOX 1215	21,622		
35	Peggy R. Runge	1903 Aspen Ct	1,973	7,369	
36	Robert J. Theisen	1401 106th St W		2,233	
37	Tawny L. Carlson	4320 280th St W		1,087	
38	James D. Hendrickson	4344 280th St W		2,851	
39	Joseph James Dill	4386 280th St W		1,774	
40	Evan Bolton And Patricia Youngkrantz	4436 280th St W		6,403	
41	Edmund Peter Brunette And Barbara Jean Brunette, As Trustees Of The Edmund Peter Brunette And Barbara Jean Brunette Trust	4444 280th St W		924	
42	Michael B. Schroeder And Ruth Ann Schroeder	PO BOX 471		532	
43	S.D.M. Properties, Llc	22080 Chippendale Ave		623	
44	Powder Creek Properties, Llc	4476 280th St W		2,702	
44A	Station 86, Llc, A Limited Liability Company Under The Laws Of Minnesota	4476 280th St W		4,738	
45	Dilley Greenvale Properties, L.L.P.	8485 Bechtel Ave	45,613		88,121
46	The Trustees Of The McKinley Chapel Methodist Episcopal Church	27890 Delft Ave, PO Box 525	2,320	1,565	
47	William F. Johnson Ii And Elizabeth Johnson	22908 Anderson Rd	79,681	6,653	
48	Wayne P. Hallcock And Candace F. Hallcock	5975 280th St W	46,350	8,153	
49	Darrell G. Wiese And Arlys A. Wiese	6498 280th St W	3,488		
50	David Roehl And Cynthia Roehl	28218 Foliage Ave	3,854	1,752	
51	David J. Mittelstaedt And Deborah M. Mittelstaedt	28010 Foliage Ave	2,063		
52	Patrick Mccarthy	1275 Deerwood Dr	9,087	28,574	
53	Joy Kempenich, Leeann Singleton, And Chet Olinger, As Trustees Of The Olinger Family Irrevocable Trust "A"	180 Fox Hollow Dr	21,293	11,419	
59	Boudreau Farm, Inc.	4310 290th St W		14,300	22,535
64	Dianne Olson	26455 Dodd Blvd	3,557		

Figure 4 - ROW Exhibit



C.P. 86-34 C.S.A.H. 86 (280th St W) Acquisition Map

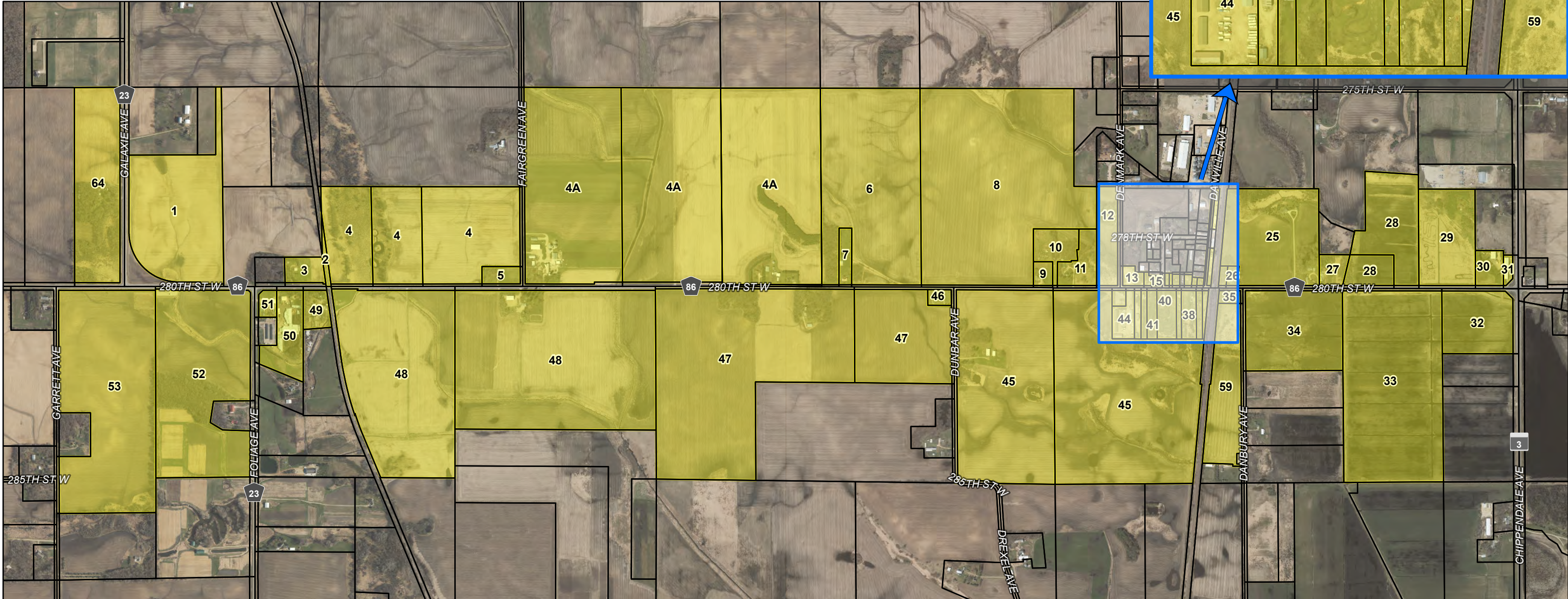
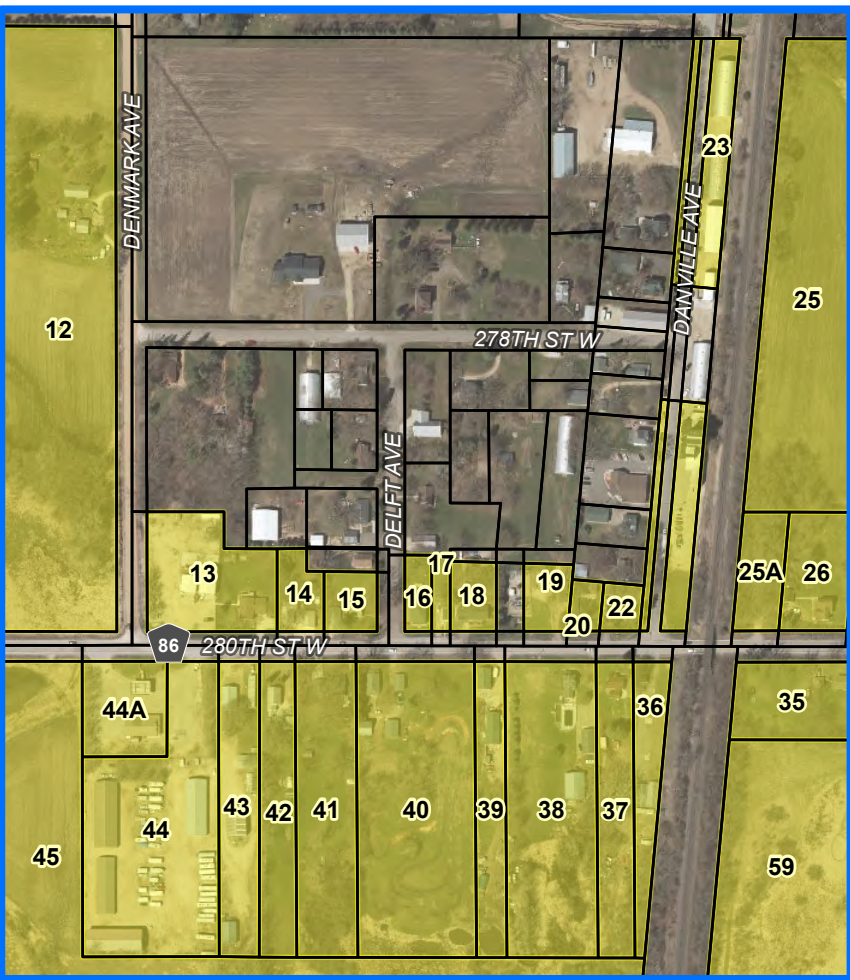
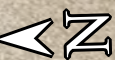


Figure 5

CSAH 86 Existing Railroad Bridge
No. BR 319.57 Albert Lea Subdivision



Office of Environmental Stewardship

Mail Stop 620
395 John Ireland Boulevard
St. Paul, MN 55155-1899

Office Tel: (651) 366-4291

Jake Chapek, PE, Senior Project Manager
Dakota County Transportation Department

October 14, 2019

RE: SP 019-686-018 (CP 86-34), CSAH 86, Castle Rock, Dakota County

Mr. Chapek,

Because this project is receiving federal funds, we have reviewed the above-referenced undertaking pursuant to our FHWA-delegated responsibilities for compliance with Section 306108 (formerly known as Section 106 of the National Historic Preservation Act [54 USC 300101 et. seq.] and its implementing regulations, 36 CFR 800, and as per the terms of the 2015 Section 106 Programmatic Agreement between the FHWA and the Minnesota State Historic Preservation Office (SHPO). MnDOT is not responsible for compliance with the Minnesota Historic Sites Act (MS 138.665-.666) since we are not funding or permitting the project, or for compliance with the Field Archaeology Act of Minnesota (MS 138.40) and the Private Cemeteries Act (MS 307.08) on this project, since MnDOT does not control the said lands, however we did consult with the Minnesota Indian Affairs Council (MIAC) and the Office of State Archaeologist (OSA) on the behalf of the county.

We have determined that there are some areas of concern for Cultural Resources, which includes archaeology and standing structures. Since the road will be widened and additional right-of-way of 44 feet will be acquired there is potential to impact these resources. We recommend an archaeology survey of the proposed right-of-way and an architectural history survey of the first tier of parcels to determine if any sites or structures of National Register eligibility are within this proposed project area of potential effects. Three archaeological sites have been identified within the CSAH 86 corridor. It needs to be determined if these sites still existing within the existing ROW or within the proposed ROW. Additionally, the proximity to water increases the likelihood that other unknown sites are within the area. The architectural survey is recommended because of the acquisition of land from properties that are 50 years or older, could be an impact to an eligible property, if any exist.

If during investigations, any sites or properties are found to be eligible for listing in the National Register, our office would determine if the project scope will have adverse effects to those sites or properties. If we determine there are adverse effects, we would work with your office to avoid or minimize those effects. Which could be done by design changes or limiting ROW purchase within the property or site, to name two examples. If the effects cannot be minimized we would work to mitigate them by performing additional documentation or some other forms of mitigation that we would work out in coordination with the State Historic Preservation Office or the Office of the State Archaeologist.

As we have discussed in previous phone conversations, there are two options for getting this work done. Dakota County could work with the current contract they have with HDR to have their professionals perform this work, which would require the county to pay 100 percent of the costs. Or MnDOT CRU

could execute a contract with a pre-qualified consultant to perform the work, in this case the County would pay for 20 percent of the cost while MnDOT covers 80 percent. The downside of this second option is that we cannot execute a contract in time to plan turn-in dates. If Dakota County would adjust their current contract with HDR that work could be completed quickly and allow for all dates to be met.

Per recent discussions, the county has decided to do the 80/20 cost split with MnDOT CRU running the contract. We will move forward with these contracts.

Sincerely,

A handwritten signature in black ink that reads "Renée Hutter Barnes". The signature is written in a cursive style with a long horizontal flourish at the end.

Renée Hutter Barnes, Historian
Cultural Resources Unit Supervisor
renee.barnes@state.mn.us

recommended that historic ranges be maintained. Flintoft asked what TAB's rational for the modal shift of \$5 million towards transit was, Peterson said this was a way to fund enough transit projects after the arterial bus rapid transit (ABRT) setaside. Koster said that the \$3.5 million maximum in the new Spot Mobility category offsets the \$10 million maximum in Strategic Capacity. MacPherson asked whether \$20 million would be enough for ABRT. Flintoft replied that the \$25 million proposal is less than the \$28 million than the Council usually receives for multiple ABRT projects. Pieper suggested that the adjustment is not needed at this point because the range is flexible. Stenson said she agrees with MacPherson. Flintoft said she prefers not to offer a policy comment. Barbeau said that TAB moved toward updated midpoints under the assumption that the midpoint will be targeted when projects are programmed.

MOTION 1: MacPherson moved to stay with the ranges from 2018. Seconded by Sass. Koster said that a theme in the Solicitation is the importance of transit. Hiniker said that TAB could program to its suggested midpoints under either circumstance and suggested no change to what has been released. Eyoh said the policy work group has been through this discussion. Keel added that he does not support the motion because it is a policy issue. **Motion 1 failed by a count of nine to seven.**

Peterson said that TAB wants to know how one Multiuse Trails and Bicycle Facilities project can be funded at \$5.5 million dollars and whether there is interest in raising any other maximum award amounts. To the first question, Hiniker asked whether applicants for a \$5.5 million project would take \$4 million if offered, to which Keel replied they would more often than not. Hiniker replied that it is then feasible. Koster suggested that applicants may change the scope based on expectations. Members agreed to provide the feedback that funding one project at \$5.5 million dollars with a lower maximum for the remaining projects is feasible but creates difficulties for applicants regarding how to size a project.

Koster suggested that TAB could set a general goal to fund \$10 million in bridge projects, as opposed to a rigid rule. Members agreed to provide this as a comment to TAB. Stenson added that a target would help set expectations regarding the potential for category split within the highways mode.

Peterson said TAB wanted feedback on whether the proposed ABRT program could be broadened to include all BRT project types. Bartling said he is not fond of the ABRT program because not all applicants can apply and the process to establish it bypassed technical groups. Jorgensen added that the Gold Line cannot compete in the category. Flintoft said that ABRT will not receive any more money than it usually does. Members agreed to provide a recommendation that a scoring process be completed for 2022 so all BRT project types can compete. MOTION 2: Keel moved to retain the ABRT category as is out for review. No second.

Peterson said that TAB wanted to know whether any technical changes should be made to the requirement that transit applicants must have capital and operating funds to implement the entire project. The following language is removed from that requirement: "and commit to continuing the service or facility beyond the initial three-year funding period for operating costs." Hiniker said that demonstration projects do not always last in the long term and that the intent of the requirement is that the applicant pay for operations itself. MOTION 3: Hiniker moved to replace the eliminated language with "and certify that they will provide funding, if the service or facility project continues beyond the initial three-year funding period for transit operating funds." Seconded by Bartling. **MOTION 3 was approved unanimously.**

Peterson said that TAB posed the question of whether Washington County's request to add a Tier 1 Regional Bicycle Transportation Network (RBTN) trail alignment along the Gold Line be

considered. Members agreed that this is an issue for the RBTN map discussion at TAC. Koster asked whether all applicants will get a chance to update the RBTN map.

Peterson said that Minneapolis made several comments on Roadways topics, most related to the Spot Mobilities category. Koster said that most of the comments were submitted for general consideration moving forward.

Peterson said that TAB requested whether anything can or should be done to address concerns about outdated information in studies or to address interest in giving full credit in the Truck Corridor Study under certain circumstances. MOTION 4: Jorgenson moved to give the at-grade intersection with the highest traffic volumes on Highway 36 the full 80 points from the Principal Arterial Intersection Conversion Study and to give roadways with a heavy commercial vehicle volume of 1,000 the full 80 points from the Truck Freight Corridor Sstudy map. Seconded by Sass. Koster said that studies become outdated quickly, so how to update them should be examined; however, it is difficult to base changes on specific problems. Jorgensen added that the Truck Corridor Study change would be universal, as opposed to helping one project. **Motion 4 failed by a split vote.**

MOTION 5: It was moved by Spooner-Mueller and seconded by MacPherson, to recommend acceptance of the public comments. **Motion carried unanimously.**

2. 2019-63: Adopt 2020 Regional Solicitation Packet for Release

MOTION: It was moved by MacPherson and Seconded by Hiniker, to recommend release of the 2020 regional solicitation inclusive of the change made in item 2019-62. **Motion carried unanimously.**

VII. INFORMATION

1. . Review of Streamlined TIP Amendment Policy

Joe Barbeau from Metropolitan Council said that staff is looking into amending the streamlined TIP Amendment Process for the following reasons:

- The process is five years old and has not been reviewed.
- The qualifying criterion related to cost effectiveness is outdated.
- As of November 29, 2019, The Twin Cities area will become an attainment area for carbon monoxide but a small part of the region will be a maintenance area for particulate matter – 10 (PM₁₀). This means that an updated definition of “regionally significant” is likely to be written. It makes sense to remove the definition from the policy and simply reference the definition in the Transportation Policy Plan.
- There has been feedback from TAB members that it does not make sense for TAB to hear the details of routine amendment requests and that it might be better for these to be included on the consent agenda. However, staff believes that each request should be on at least one primary agenda, so it may be appropriate to place streamlined amendment requests on TAC’s agenda.

Changes shown in the draft include elimination of the cost-effectives reference, moving the actions directly to TAC, and referencing the Transportation Policy Plan’s definition of regional significance.

Eyoh said that he was recently informed by the Environmental Protection Agency that the PM₁₀ maintenance area is going to be enforced.

VIII. OTHER BUSINESS

IX. ADJOURNMENT

It was moved by MacPherson and seconded by Eyoh to adjourn the meeting. **Motion carried unanimously** and the meeting was adjourned.

Joe Barbeau
Recording Secretary

ACTION TRANSMITTAL – 2020-05

DATE: January 10, 2020
TO: TAC Funding & Programming Committee
PREPARED BY: Steve Peterson, Manager of Highway Planning and TAB/TAC Process
Elaine Koutsoukos, TAB Coordinator (651-602-1717)
Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: Streamlined TIP Amendment Process
REQUESTED ACTION: Approval of an updated Streamlined TIP Amendment Process.
RECOMMENDED MOTION: That the TAC Funding & Programming Committee recommend updates to the Streamlined TIP Amendment Process.

BACKGROUND AND PURPOSE OF ACTION: In April of 2014, TAB adopted the attached process for “streamlining” TIP amendment requests. The intent of this process is to reduce the amount of time and number of meetings needed to approve TIP amendments regarded as routine and in need of minimal scrutiny. In this process, the TAC Executive Committee approves requests for streamlining and requests are moved directly to TAB, saving one month in the approval process. Most TIP amendment requests are eligible. Ineligible requests include regionally significant projects and Regional Solicitation-funded projects going through the formal scope change process. In the five-and-a-half years this process has been in place, this is the first consideration of an update, which is being considered for the following reasons:

- Included in the qualifying criteria, specific to Regional Solicitation projects, is the provision that “project changes do not relate to solicitation scoring based on cost effectiveness.” Starting in 2016, the Regional Solicitation has a cost-effectiveness score determined after all other scores are calculated. This criterion is outdated.
- On November 29, 2019, The Twin Cities area became an attainment area for carbon monoxide. While a small area continues its role as a maintenance area for particulate Matter 10 (PM₁₀), few projects will be subject to air quality review. Therefore, an updated definition of “regionally significant” is likely to be written and it makes sense to remove the definition from the policy and simply reference the definition in the Transportation Policy Plan.
- There has been feedback from TAB members that it does not make sense for TAB to hear the details of routine amendment requests and that it might be better for these to be included on the consent agenda.

Given the above rationale, the attached draft update makes the following key changes (pending discussion at the January 15, 2020 TAB meeting):

- Eliminates the separate break-out criteria for Regional Solicitation projects, since the “cost-effectiveness” language is no longer needed.
- Moves requests directly to TAC, a decision made by staff. It still skips TAC Funding & Programming, which enables the one-month time saving to be retained.

- Removes the definition of “regionally significant” in order to be flexible when that definition changes.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects receiving federal funds must be in an approved TIP and meeting the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity; and opportunity for public input. .

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Accept	

Metropolitan Council Transportation Improvement Program (TIP) Amendments: Streamlined Process

Conditions for Using a Streamlined Amendment Process

Any project that meets all of these criteria:

- 1) The federal funding for the project is from a program not administered by the Transportation Advisory Board and the Metropolitan Council.
- 2) The project is consistent with the adopted Transportation Policy Plan.
- 3) The project is not a regionally-significant project* or is a regionally-significant project currently in the TIP but is not changing the scope or any other elements that would potentially change the air quality conformity determination.

OR

For projects funded through the Transportation Advisory Board and the Metropolitan Council, any project that meets these criteria as well as criteria 2 and 3 above:

- 4) The project does not relate to a scope change before the committee.
- 5) The project changes do not relate to solicitation scoring based on cost effectiveness.

Process

The TIP amendment request is submitted as usual. Council staff will review each amendment request for these criteria. The Minnesota Interagency Air Quality and Transportation Planning Committee will, in its review of the project for air quality conformity determination, clarify if the project would be eligible for the streamlined process criterion for regional significance (#3). If the project meets the overall criteria, Met Council staff emails the request for streamlining to the TAC Executive Committee, which approves or denies the streamlined process by email. If approved, the amendment moves as an action directly to TAB. If denied, the amendment would move through the full five-committee Council process (TAC Funding & Programming Committee, TAC, TAB, Transportation Committee, and the Metropolitan Council). Information about streamlined amendments could be presented as information to the Funding and Programming Committee and TAC.

Example projects that could use this process:

- Congressional earmarks
- Projects funded through statewide programs, such as Section 5310 transit projects or Safe Routes to School (before 2017).
- Cost increases that do not affect the federal amount or project scope.

**In this context, "regionally significant" refers to the air quality conformity definition, which is: "Regionally significant project means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternatives to regional highway travel." [EPA Transportation Conformity Rules 93.101]*

A project is generally considered regionally significant in the Twin Cities maintenance area if:

- *It adds one or more travel lanes for over one mile,*
- *It involves the addition of an interchange, or*
- *It involves the reconfiguration of an interchange such that a movement is added or eliminated."*

[Transportation Conformity Procedures for Minnesota: A Handbook for Transportation and Air Quality Professionals, Minnesota Interagency Air Quality and Transportation Planning Committee]

Project sponsor submits TIP amendment request

Met Council TIP staff submits request for air quality & interagency reviews

Met Council TIP staff notifies TAC Executive Committee of submittals that meet streamlining criteria

TAC Executive Committee approves or denies streamlined process

Denied
(10-12 week process)

Amendment follows full five-committee Council process

Approved
(6-8 week process)

Amendment as action item at TAB

Amendment at Transportation Committee

Met Council concurrence

Amendment Process

Metropolitan Council Transportation Improvement Program (TIP) Amendments: Streamlined Process

Conditions for Using a Streamlined Amendment Process

A TIP amendment request can be streamlined if it meets all of these criteria:

- 1) The project is consistent with the adopted Transportation Policy Plan.
- 2) The project is not a regionally-significant project (as defined in the adopted Transportation Policy Plan).
- 3) The project does not relate to a formal scope change (per TAB's Scope Change Policy) before the committees.

Process

For projects in the PM10 maintenance area, the Minnesota Interagency Air Quality and Transportation Planning Committee will, in its review of the project for air quality conformity determination; any amendments involving changes unable to be exempted from an air quality conformity determination will be deemed regionally significant. If the project meets the three criteria described above, Met Council staff prepares an action item for TAC (skipping TAC Funding and Programming). The item will be discussed at the TAC Executive Committee prior to TAC. If approved by TAC, the action item will be placed on the consent agenda for TAB, Transportation Committee, and the Metropolitan Council. Information about streamlined amendments shall be presented as information to the Funding and Programming Committee.

Draft Update