

MEETING OF THE FUNDING & PROGRAMMING COMMITTEE

Thursday January 20, 2022

Remote Meeting Via Webex# | 1:30 PM

Contact Joe Barbeau (joseph.barbeau@metc.state.mn.us) for access to the video conference.

AGENDA

I. CALL TO ORDER

II. APPROVAL OF AGENDA

III. APPROVAL OF MINUTES

December 16, 2021, meeting of the Funding & Programming Committee

IV. TAB REPORT

V. BUSINESS

1. 2022-08: Program Year Extension Request: Washington County CSAH 15 Safety Improvements
2. 2022-09: Program Year Extension and 2022-2025 TIP Amendment Request: Dakota County North Creek Greenway

VI. INFORMATION

1. Corridors of Commerce (Patrick Weidemann, MnDOT)
2. Electric Vehicle Planning Study Results (Tony Fischer, MTS)
3. MnDOT Metro District CRRSAA Funding Discussion (Molly McCartney, MnDOT)
4. TAC Bylaws Update (Joe Barbeau, MTS)

VII. OTHER BUSINESS

IX. ADJOURNMENT

Minutes of the REGULAR MEETING OF THE TAC FUNDING & PROGRAMMING COMMITTEE

Thursday, December 16, 2021

Committee Members Present: Paul Oehme (Acting Chair, Lakeville), Jerry Auge (Anoka County), Angie Stenson (Carver County), Jenna Fabish (Dakota County), Jason Pieper (Hennepin County), John Mazzitello (Ramsey County), Craig Jenson (Scott County), Joe Ayers-Johnson (Washington County), Cole Hiniker (Metropolitan Council), Elaine Koutsoukos (TAB), Anna Flintoft (Metro Transit), Molly McCartney (MnDOT Metro District), Colleen Brown (MnDOT Metro District State Aid), Mehjabeen Rahman (MPCA), Mackenzie Turner Bargaen (MnDOT Bike & Ped), Nancy Spooner-Mueller (DNR), Aaron Bartling (MVTA), Robert Ellis (Eden Prairie), Ken Ashfeld (Maple Grove), Nathan Koster (Minneapolis), Ann Weber (St. Paul)

Committee Members Absent: Karl Keel (Bloomington), Jim Kosluchar (Fridley), Michael Thompson (Plymouth)

I. CALL TO ORDER

A quorum being present, Acting Chair Oehme called the regular meeting of the Funding & Programming Committee to order at 1:32 p.m. on Thursday, December 16, 2021. Due to the COVID-19 pandemic, the meeting was held via teleconference.

II. APPROVAL OF AGENDA

The agenda was approved without a vote. A vote is only needed if changes are made to the agenda.

III. APPROVAL OF MINUTES

MOTION: It was moved by McCartney and seconded by Spooner-Mueller to approve the minutes of the October 21, 2021, regular meeting of the Funding & Programming Committee. The motion was approved unanimously via roll call.

IV. TAB REPORT

Koutsoukos reported on the December 15, 2021, TAB meeting. The report included mention of Charles Carlson as the new Metropolitan Transportation Services (MTS) executive director. Joe Barbeau, MTS, stated that Carlson will be introduced at the next meeting.

V. BUSINESS

1. 2022-03: Scope Change Request for Hennepin County: CSAH 158 Bridge Replacement

Barbeau said that Hennepin County requests a scope change for its CSAH 158 (Vernon Ave) bridge replacement project to increase the project length, remove a channelized right-turn island, reconstruct the southbound MN 100 ramp, and install a noise wall.

MOTION: It was moved by Brown and seconded by Ellis to recommend approval of Hennepin County's scope change request to amend its CSAH 158 (Vernon Ave) bridge replacement project to increase the project length, remove a channelized right-turn island, reconstruct the southbound MN 100 ramp, and install a noise wall and for the applicant to retain all of its original federal funding. The motion was approved unanimously.

2. 2022-04: Program Year Extension Request for City of Blaine Intersection Improvements

Barbeau said that The City of Blaine received \$1,530,000 from the 2020 Highway Safety Improvement Program (HSIP) Solicitation to construct a roundabout at the intersection of

99th Avenue and Baltimore Street in program year 2022. The city requests an extension of the program year to 2023, as that would provide better coordination with nearby Trunk Highway 65 improvements. The city had applied for 2024 or 2025 funds to coordinate with that project but accepted earlier funding in anticipation that it would be further along.

Per the Program Year Policy's progress assessment, a minimum score of seven is needed to be eligible for an extension. The city scored six for this request. That said, MnDOT Metro District is comfortable with approval of the request because the score is due to the city agreeing to an earlier program year to be on track with the TH 65 environmental study (phase I completed by MnDOT; phase II in process, led by the city), which was to be completed in 2020 but took longer than anticipated. The score being below seven is not the result of the city not doing its part to deliver the project, which should be able to be delivered in May of 2023. Further, MnDOT Metro District believes it will be able to spend the project's funds in 2023.

Jon Haukaas, Director of Public Works for the City of Blaine said that the project is tied to a Minnesota Highway 65 project and that it can now be de-coupled from the larger project. With the extension, the city should be able to get a consultant on board in January 2022.

Oehme asked whether the project was originally programmed for a later year, to which Haukaas replied that the city originally applied for the funding in 2024 or 2025 but it was awarded 2022 funding with the belief that it could be delivered in that year.

MOTION: It was moved by Auge and seconded by Pieper to recommend Blaine's program year extension request to move its 99th Avenue / Baltimore Street roundabout from fiscal year 2022 to fiscal year 2023. The motion was approved unanimously.

3. 2022-05: Scope Change and TIP Amendment Request for Hennepin County: CSAH 42

Barbeau said that Hennepin County requests a scope change for its CSAH 42 / CSAH 3 signal revisions and pedestrian improvements project to remove BRT station underground and flatwork along with one intersection and approve an amendment to the 2022-2025 TIP reflecting this change. The request removes ABRT station underground and flatwork that was added previously via an administrative modification. On its own, this change would return the project back to its original scope. The change would also remove the CSAH 3 / CSAH 152 intersection from the project. This would enable the signal and pedestrian facilities to be constructed as part of the Metro Transit B-Line ABRT project. It would also change "crossing beacons" to "signal" for the four remaining intersections in the project description.

Oehme asked whether \$171,000 is larger than amounts that are traditionally retained. Barbeau replied that it is a significant amount, though there is history of being lenient when the project is completed elsewhere, as opposed to if part of the project is being removed and not completed. Brown added that this is commonplace when the applicant is spending its own funding to complete the removed elements, as is the case here.

Pieper pointed out that the project uses FHWA funds whereas the project absorbing the CSAH 3 intersection is using FTA funds and removing FHWA funds from the project will simplify it.

MOTION: It was moved by Ashfeld and seconded by Koster to recommend approval Hennepin County's request to remove BRT station underground and flatwork along with one intersection from Hennepin County's CSAH 42 / CSAH 3 signal revisions and pedestrian

improvements project, inclusive of retention of the full federal funding amount, and an amendment to the 2022-2025 TIP reflecting this change.

Stenson asked whether it is appropriate for the applicant to retain all of the federal funding when part of the project is removed, given that the Scope Change Policy states that funds should not be provided for increased costs. Barbeau replied that historically, the committees have allowed for retention as long as the full project is being built. Koster said that there is a precedent with a CSAH 46 pedestrian project, for which Minneapolis led delivery of a project on behalf of Hennepin County for the sake of efficiency.

The motion was approved unanimously.

VI. INFORMATION

None.

VII. OTHER BUSINESS

Koutsoukos said that she is planning a Regional Solicitation workshop for January 21, though she wanted to check with the group on that date. Mazzitello said that that is the last day of the Minnesota County Engineers Conference. After further discussion that included that the workshop will be recorded, the date was agreed upon, as was a morning time.

VIII. ADJOURNMENT

Acting Chair Oehme adjourned the meeting.

Joe Barbeau
Recording Secretary

ACTION TRANSMITTAL – 2022-08

DATE: January 13, 2022

TO: TAC Funding & Programming Committee

PREPARED BY: Joe Barbeau, Senior Planner (joseph.barbeau@metc.state.mn.us)

SUBJECT: Program Year Extension Request: Washington County CSAH 15 Safety Improvements

REQUESTED ACTION: Washington County requests a program year extension for its CSAH 15 rumble-strip and striping project (SP# 082-615-045) from fiscal year 2022 to fiscal year 2023.

RECOMMENDED MOTION: That the Funding & Programming Committee recommend that TAB approve Washington County’s program year extension request to move its CSAH 15 rumble-strip and striping project (SP# 082-615-045) from fiscal year 2022 to fiscal year 2023.

BACKGROUND AND PURPOSE OF ACTION: Washington County received \$111,657 from the 2020 Highway Safety Improvement Program (HSIP) Solicitation to install rumble-strips and wet-reflective striping along County State Aid Highway (CSAH) 15 (Manning Avenue) from CSAH 12 (75th Street North) to 240th Street North (Chisago County line) in program year 2022. The county is requesting an extension of the program year to 2023 to enable the rumble-strips to be placed one year after a recently planned 2022 resurfacing of segments of CSAH 15.

RELATIONSHIP TO REGIONAL POLICY: The Transportation Advisory Board (TAB) adopted the Program Year Policy in April 2013 (updated in August 2014) to assist with management and timely delivery of transportation projects awarded federal funding through the TAB’s Regional Solicitation. The policy includes a procedure to request a one-year extension based on extenuating circumstances within certain guidelines.

STAFF ANALYSIS: Per the Program Year Policy’s progress assessment (pages 7 and 8), a minimum score of 7 is needed to be eligible for an extension. The county scored 9 for this request due to the completion of right-of-way acquisition, engineering cost estimates, and environmental documentation.

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 2026 reimbursement of federal funds, though an earlier reimbursement may occur if funding becomes available due to the recent increase in federal funds or if other projects withdraw.

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED / COMPLETED
TAC Funding & Programming Committee	Review & Recommend	1/20/2022
Technical Advisory Committee	Review & Recommend	2/2/2022
Transportation Advisory Board	Review & Accept	2/16/2022

Donald J. Theisen, P.E., Director
Wayne H. Sandberg, P.E., Deputy Director,
County Engineer

December 27, 2021

Mr. Michael Thompson, Chair
TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

RE: Program Year Extension Request for SP 082-615-045; Safety improvements to CSAH 15 (Manning Avenue) in Washington County

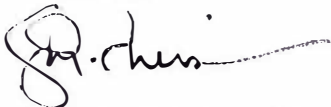
Dear Mr. Thompson,

Washington County is requesting that the Funding and Programming Committee consider a program year extension for safety improvements along County State Aid Highway (CSAH) 15 (Manning Avenue). The project includes rumble strips and wet-reflective striping along CSAH 15 from CSAH 12 to 240th St N (County Line) in Washington County, and was awarded \$111,657 for program year 2022 in the 2020 HSIP solicitation.

The County applied for \$111,657 of HSIP funds for program year 2024-2025 but indicated that it could accept funding for program year 2022 if it became available. However, due to funding made possible from a local option sales tax recently approved in 2021, the County now plans to resurface these segments of CSAH 15 in 2022. As rumble strips should not be placed until one year after new pavement is placed to allow the pavement to cure, we respectfully request the Funding and Programming Committee's support for extending Washington County's program year to 2023.

Please let me know if additional information is needed.

Sincerely,



Donald J. Theisen, P.E.

Director, Public Works

CC: Joe Barbeau, Metropolitan Council; Colleen Brown, MnDOT State Aid; Lyssa Leitner, Washington County Planning Supervisor; Frank Ticknor, Washington County Design Engineering Supervisor; Eden Rogers, Washington County Design Engineer; Joe Ayers-Johnson, Washington County Transportation Planner

A great place to live, work and play...today and tomorrow

Donald J. Theisen, P.E., Director
Wayne H. Sandberg, P.E., Deputy Director,
County Engineer

REQUEST FOR PROGRAM YEAR EXTENSION

PROJECT:

SP 082-615-045
Safety Improvements to CSAH 15 (Manning Ave)
Washington County, MN

REQUESTED BY:

Donald J. Theisen, Director of Public Works
651-430-4304; don.theisen@co.washington.mn.us

A great place to live, work and play...today and tomorrow

North Shop • 11660 Myeron Road North • Stillwater, MN 55082-9537
Telephone: 651-430-4300 • Fax: 651-430-4350 • TTY: 651-430-6246
www.co.washington.mn.us

Project Background

Washington County is requesting that the Funding and Programming Committee consider a program year extension for safety improvements along County State Aid Highway (CSAH) 15 (Manning Avenue). The project includes rumble strips and wet-reflective striping along CSAH 15 from CSAH 12 to 240th St N (County Line) in Washington County, and was awarded \$111,657 for program year 2022 in the 2020 HSIP solicitation.

The County applied for \$111,657 of HSIP funds for program year 2024-2025 but indicated that it could accept funding for program year 2022 if it became available. However, due to funding made possible from a Local Option Sales Tax (LOST) recently approved in 2021, the County now plans to resurface these segments of CSAH 15 in 2022. As rumble strips should not be placed until one year after new pavement is placed to allow the pavement to cure, we respectfully request the Funding and Programming Committee's support for extending Washington County's program year to 2023.

Project Status

Project Schedule

- a) See attached schedule

Right of Way Acquisition

No right of way acquisition is needed for this project.

Plans

See attached map for project location.

Permits

See attached map for project location.

Approvals

Washington County is the only agency with approval authority.

Identify funds and other resources spent to date on the project

- a) Washington County staff have expended time on the scoping of this project.

Justification for Extension Request

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

The County applied for \$111,657 of HSIP funds for program year 2024-2025 but indicated that it could accept funding for program year 2022 if it became available. However, due to funding made possible from a County local option sales tax recently approved in 2021, the County now plans to resurface these segments of CSAH 15 in 2022. As rumble strips should not be placed until one year after new pavement is placed to allow the pavement to cure. Washington County also wants to complete a complete public engagement process with this project. The rumble strips will go through six cities/townships and the County will be educating local residents on the benefits of centerline rumble strips. Washington County

respectfully request the Funding and Programming Committee's support for extending Washington County's program year to 2023.

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 only other available funds are County CIP funding or State Aid funding. Both sources have long range plans committing those dollars out to 2026 or beyond.

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

There are legitimate safety needs along this stretch of Manning Ave, which the scoring committee recognized and is reflected in the initial award that this project received. However, there are not currently alternative funding sources identified for these improvements; and if the project does not receive the requested extension, it is highly likely that these improvements will not be constructed in the foreseeable future and existing safety needs will go unmet.

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

Washington County is prepared to move this project forward immediately if the extension to 2023 is granted.

Attachment 1: PROGRESS SCHEDULE FOR PROGRAM YEAR EXTENSION

Enter request date

INSTRUCTIONS:

1. Check status of project under each major heading.
2. Enter dates as requested for each major heading.
3. Enter points as suggested by each applicable response.
4. Total points received in the TOTAL POINTS line on the last page. **The minimum score to be eligible to request an extension is seven points.**

ENVIRONMENTAL DOCUMENTATION

PROJECT MEMORANDUM

Reviewed by State Aid If checked enter 4. 4
Date of approval _____

____ Completed/Approved If checked enter 5. _____
Date of approval _____

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

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

OPPORTUNITY FOR PUBLIC HEARING (not necessary for project memorandum)

____ Completed
Date of Hearing _____ If checked enter 2. _____

Not Complete
Anticipated Date of Completion Summer 2022
If prior to February 28 of the program year, enter 1. 1

FINAL ENVIRONMENTAL ASSESSMENT (not required for project memorandum)

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

Not Complete
Anticipated Date of Completion April 2022
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 December 2022
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. 2
Date _____
 Not Complete
Anticipated Date of Completion _____
If prior to December 31 of the year following the original program year, enter 1. _____

ENGINEERS ESTIMATE OF COSTS

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

AUTHORIZED

Anticipated Letting Date January 5 2023
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 9

Schedule

Washington County

Project SAP

082-615-045

CSAH

15

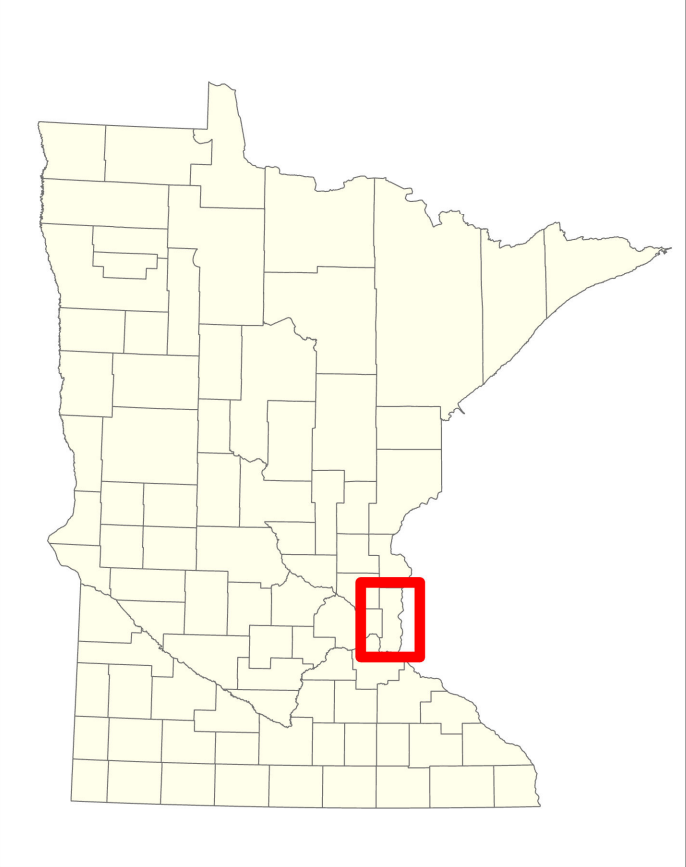
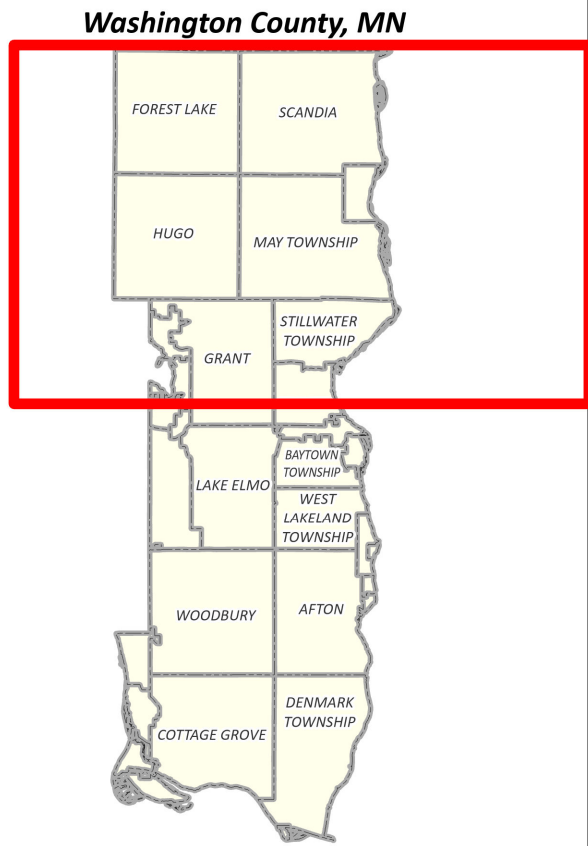
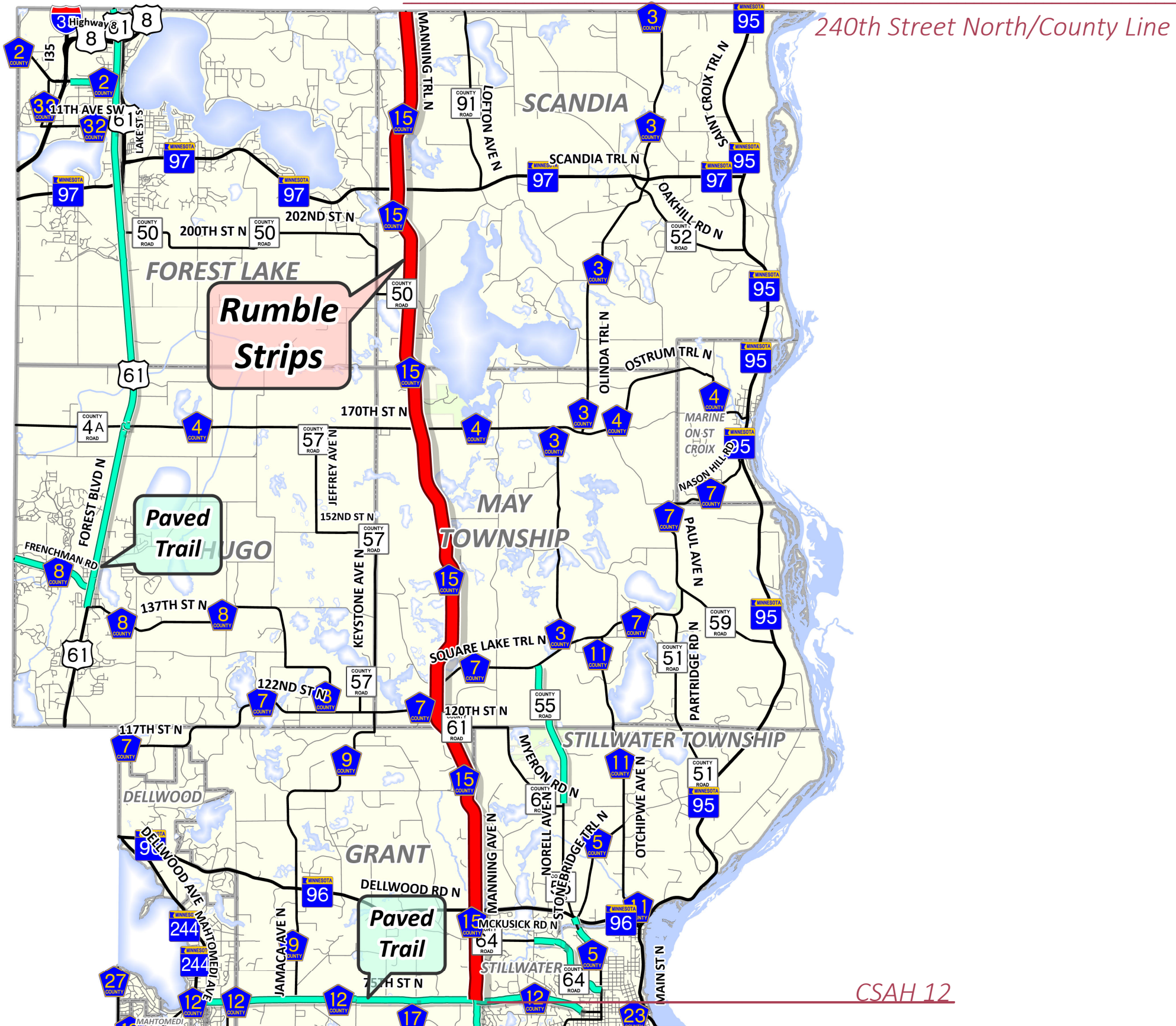
Preliminary/Final Design

Friday, July 14, 1905

Date of Letting

Sunday, January 1, 2023

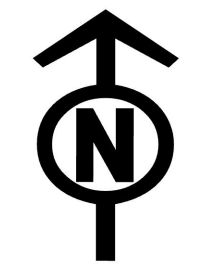
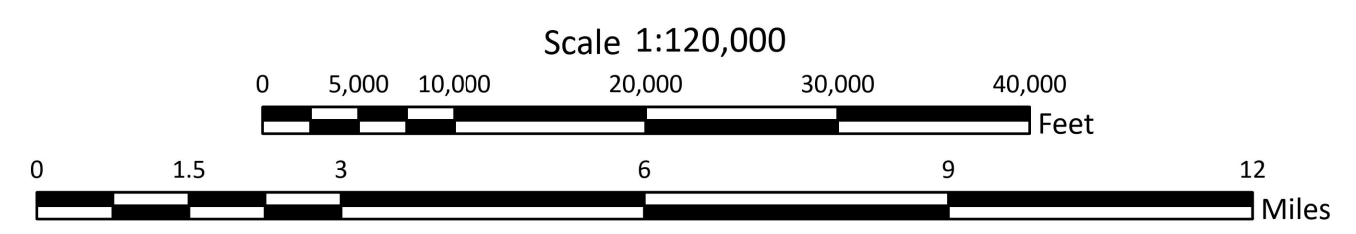
DATE	2021				2022				2023															
ITEM	Sept	Oct	Nov	Dec	Jan	Feb	March	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	March	April	May	June	July	
Project Management and Coordination																								
Notice to Proceed																								
Project Kick off																								
Agency coordination/Public Engagement																								
Preliminary Design																								
30% Plans and Specifications																								
30% Cost Estimates																								
Final Design																								
60% Plans and Specifications																								
60% Cost Estimates																								
Final Agency coordination																								
90% Plans and Specifications																								
90% Cost Estimate																								
Final Bid Documents																								
Bid Letting and Construction																								
Advertisement for bid																								
Award Contract																								
Construction																								



Washington County

This map is neither a legally recorded map nor a survey and is not intended to be used as one. The Digital Data is a compilation of records, information and data from various city, county and state offices and other sources and should be used for reference only. No representation is made that the features presented accurately reflect true location. Washington County or any other entity from which data was obtained assumes no liability for any errors or omissions herein. If discrepancies are found, please contact the Washington County Public Works

Location Map
2020 HSIP Application
CSAH 15 - CSAH 12 to N County Line
Washington County, MN



Centerline Rumble Strips

Length

17 miles

Cost Estimate

	Unit	Quantity	Cost	Total
Mobilization	Each	1	\$ 6,000.00	\$ 6,000.00
Traffic Control	Each	1	\$ 10,000.00	\$ 10,000.00
Milled Rumble Strips - CL	LF	89,760	\$ 0.40	\$ 35,904.00
4" Solid Line Multi-Component (WR)*	LF	107,700	\$ 0.67	\$ 72,159.00
			Total	\$ 124,063.00

* This is estimated by applying a factor of 1.2 to account for skips and double yellow along this stretch of roadway.

ACTION TRANSMITTAL – 2022-09

DATE: January 13, 2022

TO: TAC Funding & Programming Committee

PREPARED BY: Joe Barbeau, Senior Planner (joseph.barbeau@metc.state.mn.us)

SUBJECT: Program Year Extension and 202-2025 TIP Amendment Request:
Dakota County North Creek Greenway

REQUESTED ACTION: Dakota County requests a program year extension for its North Creek Greenway project (SP# 019-090-023) from 2022 to 2023 and an amendment to the 2022-2025 TIP reflecting this change along with a cost increase and technical corrections.

RECOMMENDED MOTION: That the Funding & Programming Committee recommend that TAB:

- Approve Dakota County’s program year extension request to move its North Creek Greenway project (SP# 019-090-023) from 2022 to 2023.
- Recommend the Council approve an amendment to the 2022-2025 TIP reflecting this change along with a cost increase and technical corrections.

BACKGROUND AND PURPOSE OF ACTION: Dakota County received \$480,000 from the 2018 Regional Solicitation to construct a 2.1-mile multi-use trail. in program year 2022. The county is requesting an extension of the program year to 2023 to account for delays likely to occur due to the more extensive site work (versus expected) that is needed.

While most program year extension requests do not require a TIP amendment, a TIP amendment is included with this request to reflect a cost increase that is due to a need for more extensive site work and longer bridge spans than originally estimated. Along with the cost increase and program year change, the proposed TIP amendment corrects minor errors in the project description.

RELATIONSHIP TO REGIONAL POLICY: The Transportation Advisory Board (TAB) adopted the Program Year Policy in April 2013 (updated in August 2014) to assist with management and timely delivery of transportation projects awarded federal funding through the TAB’s Regional Solicitation. The policy includes a procedure to request a one-year extension based on extenuating circumstances within certain guidelines.

Federal law requires that all TIP amendments meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity; and opportunity for public input. It is the TAB’s responsibility to recommend TIP amendments to the Council, provided these four requirements are met.

STAFF ANALYSIS:

Program Year Extension: Per the Program Year Policy’s progress assessment (pages 9 and 10), a minimum score of 7 is needed to be eligible for an extension. The county scored 8 for

this request due to the completion of engineering cost estimates and environmental documentation.

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 2026 reimbursement of federal funds, though an earlier reimbursement may occur if funding becomes available due to the recent increase in federal funds or if other projects withdraw.

TIP Amendment: Assuming the program year extension is approved, a TIP amendment reflecting the change should be recommended to the Council as well. If the program year extension is not approved, a TIP amendment reflecting the cost increase and description corrections should still be recommended for approval. The TIP amendment meets fiscal constraint because the federal funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis.

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED / COMPLETED
TAC Funding & Programming Committee	Review & Recommend	1/20/2022
Technical Advisory Committee	Review & Recommend	2/2/2022
Transportation Advisory Board	Review & Recommend TIP Amendment and Accept Program Year Extension	2/16/2022
Metropolitan Council Transportation Committee	Review & Recommend (TIP Amendment Only)	2/28/2022
Metropolitan Council	Review & Adopt (TIP Amendment Only)	3/9/2022



December 22, 2021

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

RE: Program Year Extension Request for SP 019-090-023 - North Creek Greenway

Greetings Mr. Thompson,

Dakota County would like to respectfully request a program year extension be considered by the Funding and Programming Committee for the above referenced project. The project's current program year is 2022 and includes the construction of 2.1 miles of multi-use trail, two trail bridges over North Creek and surrounding wetlands, and other amenities consistent with Dakota County Greenways.

In 2018, Dakota County applied for and was awarded \$480,000 of Federal funds in the form of a Surface Transportation Block Grant under the Transportation Alternatives Program. The County applied for funding for this project as this area of Dakota County is rapidly developing and the project will close an important gap in the Regional Bicycle Transportation Network. The project is also part of a wider Dakota County Board priority of accelerating expansion of the Dakota County bicycle & pedestrian trail system.

The County completed a preliminary design study of this corridor in early 2020. The study revealed that, due to soil conditions and topography at the proposed bridge locations, more extensive site work and longer bridge spans than originally anticipated will be required. This has increased the estimated construction cost of the project from the \$600,000 submitted in the 2018 funding application to approximately \$2.5 million. A final design consultant has been engaged with a goal of federal authorization in 2022, however, Dakota County is requesting that Federal funding be extended to FY 2023 to account for any potential delays in the final design process that may delay federal authorization to 2023.

We request the Funding and Programming Committee's support in extending Dakota County's program year for this project to 2023. Please contact me if you require additional information on this request.

Sincerely,

Bryce LeBrun, P.E.

Project Manager
bryce.lebrun@co.dakota.mn.us
952-891-7213

CC: Colleen Brown, MnDOT Federal Aid; Joe Barbeau, Senior Planner; Elaine Koutsoukos, TAB Coordinator

REQUEST FOR PROGRAM YEAR EXTENSION

For

SP 019-090-023

North Creek Greenway from 173rd St in Lakeville to 189th St in Farmington

Dakota County, MN

REQUESTED BY:

John Mertens

Title: Principal Planner

Phone: 952-891-7036

john.mertens@co.dakota.mn.us

Project Contact:

Bryce LeBrun, P.E.

Phone: 952-891-7213

bryce.lebrun@co.dakota.mn.us

Project Background

This project will construct a 2.1 mile segment of the North Creek Greenway between 173rd St in Lakeville and 180th St in Farmington as identified in the North Creek Greenway Master Plan. Dakota County was awarded \$480,000 of Surface Transportation Block Grant – Transportation Alternatives Program for this project in program year 2022. It was funded in the Multiuse Trails and Bicycle Facilities funding category.

Project Progress

Environmental Documentation

A draft project memorandum has been prepared and submitted to State Aid for review.

Project Schedule

See the attached project schedule.

Right of Way Acquisition

Parcels where permanent trail improvements will be located are already in Dakota County or City ownership, no further acquisition is anticipated. Property for the greenway was dedicated to Dakota County or the cities of Lakeville & Farmington along with the surrounding subdivision developments. Identification of temporary and permanent easement needs for construction and maintenance is ongoing.

See the attached project maps and the below parcel ID list for trail right-of-way.

Parcel ID	Owner
220120050016	CITY OF LAKEVILLE
220120025031	COUNTY OF DAKOTA
220120079011	COUNTY OF DAKOTA
146405300020	CITY OF FARMINGTON
146405100080	CITY OF FARMINGTON
146405300010	CITY OF FARMINGTON
146405100090	CITY OF FARMINGTON
146405100110	CITY OF FARMINGTON
144780300030	CITY OF FARMINGTON
144780200080	CITY OF FARMINGTON
144780300040	CITY OF FARMINGTON
144780200030	CITY OF FARMINGTON
140130075013	CITY OF FARMINGTON
225710600060	CITY OF LAKEVILLE
225710600060	CITY OF LAKEVILLE
225710500030	CITY OF LAKEVILLE
225710000060	CITY OF LAKEVILLE

Engineers Estimate of Costs

See the attached preliminary engineer’s estimate.

Plans

A design study including preliminary construction limits and a preliminary plan/profile was completed in early 2021. Survey work for final plans was completed this fall, a 30% design has been completed, and final design work is ongoing.

Permits

Unit of Government	Type of Application	Current Status		
		To be requested	Requested	Complete
Federal				
FHWA	Categorical Exclusion determination	X		
MnDOT CRU	Section 106 (Historic/Archeological) determination		X	
MnDOT OES	Endangered Species Act Section 7 determination			X
US Army Corps of Engineers	Section 404 Clean Water Act Permit	X		
State				
MnDOT	Categorical Exclusion document		X	
MPCA	National Pollutant Discharge Elimination System (NPDES) - Construction Stormwater Permit	X		
MPCA	Storm Water Pollution Prevention Plan (SWPPP)	X		
MnBWSR	WCA Permit	X		
Local				
Watershed District	Watershed Permit	X		

Expended Funds and Resources to Date

Dakota County has expended staff time in planning, scoping, project development, preliminary environmental/cultural resources review, and project management. Dakota County has also engaged consultant services, partnering with the City of Lakeville for a preliminary design study and contracting a consultant for final design. Dakota County will continue to expend funds & resources to advance this project; SRF is signed on to a contract for final design services for approximately \$260,000 and Merjent Inc. has been engaged for archeology services for approximately \$7,600. See the below summary of costs to date for consultant services.

Consultant Services Cost Summary		
Item	Consultant	Cost to Date
Preliminary Design Study	Stantec	\$79,862.11
Final Design Services	SRF	\$5,527.30
	TOTAL	\$85,389.41

Justification for Extension

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

The County completed a preliminary design study of this corridor in early 2020. The study revealed that, due to soil conditions, wetlands, floodplain corridors, and topography at the proposed bridge locations, more extensive site work and longer bridge spans than originally anticipated will be required. More reconstruction of existing city trails than initially estimated was also found to be required as part of this project. This has increased the estimated construction costs of the project from the \$600,000 submitted in the 2018 funding application to approximately \$2.5 million. A final design consultant has been engaged with the goal of federal authorization in 2022. However, Dakota County is requesting that Federal funding be extended to FY 2023 to account for any potential delays in the final design process that may delay federal authorization to 2023.

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

The current Dakota County Transportation CIP accounts for the remaining funds beyond the federal award required to cover the increased construction cost. The County applied for Federal funding for this project as this area of Dakota County is rapidly developing and the project will close an important gap in the Regional Bicycle Transportation Network. The project is also part of a wider Dakota County Board priority of accelerating expansion of the Dakota County bicycle & pedestrian trail system. If the project does not meet the current program year and loses access to the Federal funding, it could cause delays this project and/or to other CIP-planned Dakota County greenway projects due to the need to shift funds.

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

The target date for letting this project is in 2022. If the letting date is delayed due to any number of factors during the design process, the letting date will shift to early 2023. Without the requested extension, a project delay would cause a loss of federal funding and the aforementioned County CIP impacts.

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

Dakota County has engaged a consultant for final design, and the project team is aggressively pursuing the completion of final plans by the end of the Spring of 2022. Regular meetings and

coordination with MnDOT State Aid have begun and will be recurring. The project team will continue to work closely with project partners and stakeholders (Dakota County Parks Department, the City of Lakeville, City of Farmington, MnDOT State Aid, nearby residents, etc.) to stay on schedule and deliver the project, preferably in 2022 or, if needed, 2023.

Regional Program Year Policy

TAB Adopted: April 17, 2013

Administrative Modifications: August 20, 2014

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 April/May 2022
If prior to June 30 of the 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 January 2022
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 _____
If prior to December 31 of the year following the original program year, enter 1. _____

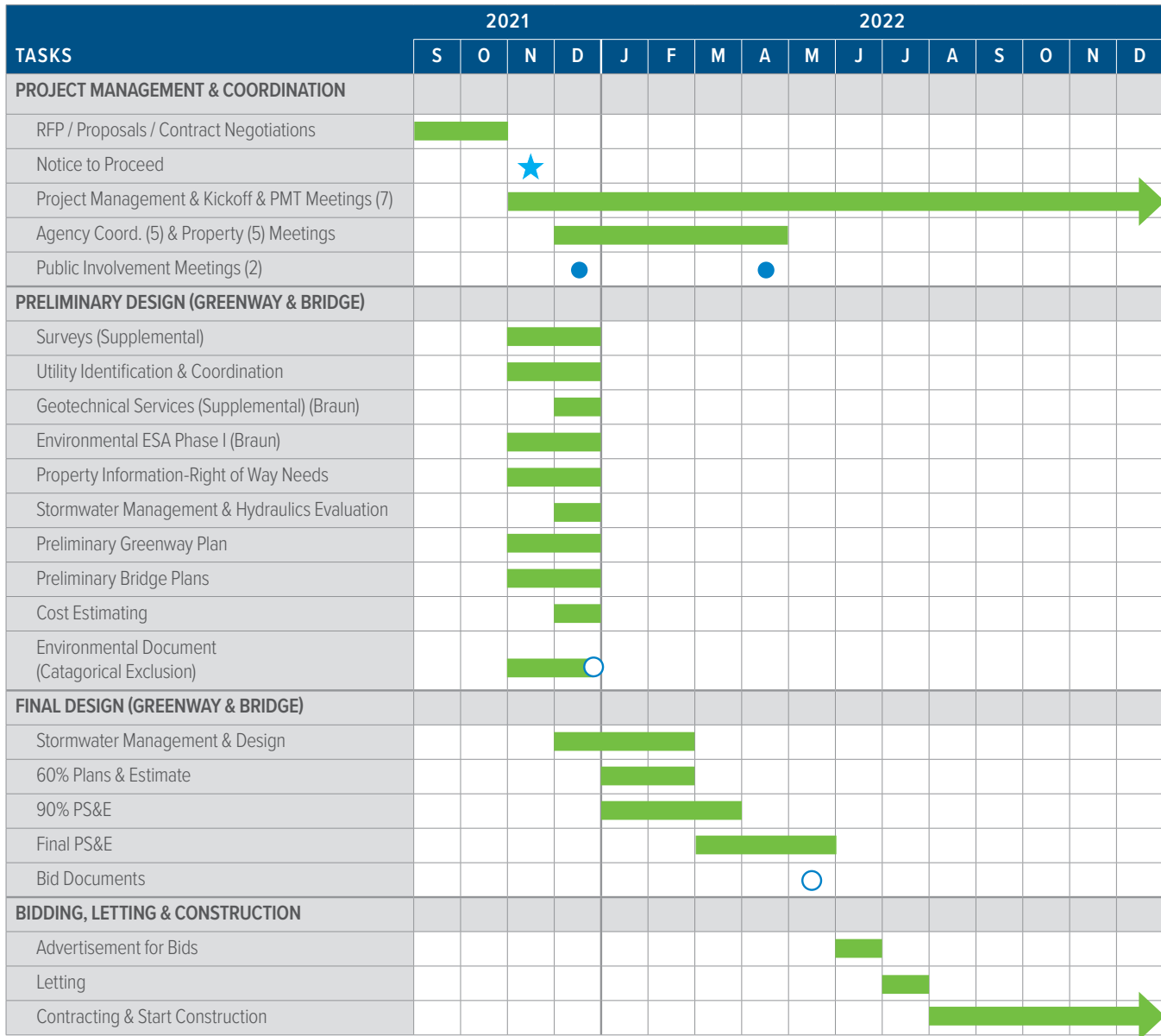
AUTHORIZED

Anticipated Letting Date July 2022.
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 8

SCHEDULE

SRF has provided a schedule of associated tasks and list of deliverables based on the County's aggressive design schedule to deliver through MnDOT's DCP for authorization for the current funding award and 2022 program year. The RFP states the County anticipates submitting a request for a program-year extension to MnDOT State Aid, requesting authorization to extend into 2023 if necessary, and that a contract amendment may be necessary if significant construction engineering support is needed or if bidding is rescheduled to 2023.



LIST OF DELIVERABLES

Project Management & Coordination Deliverables:

- Invoices & Progress Reports
- Agendas & minutes
- Drawings, exhibits, visualizations & handouts
- Public Involvement Plan (PIP)
- Mailing materials
- Public comments & summaries

Design - Construction Deliverables:

Preliminary, December, 15, 2021:

- Field topographic survey
- Phase I ESA report
- Environmental document (Cat. Ex.)
- Existing utility data

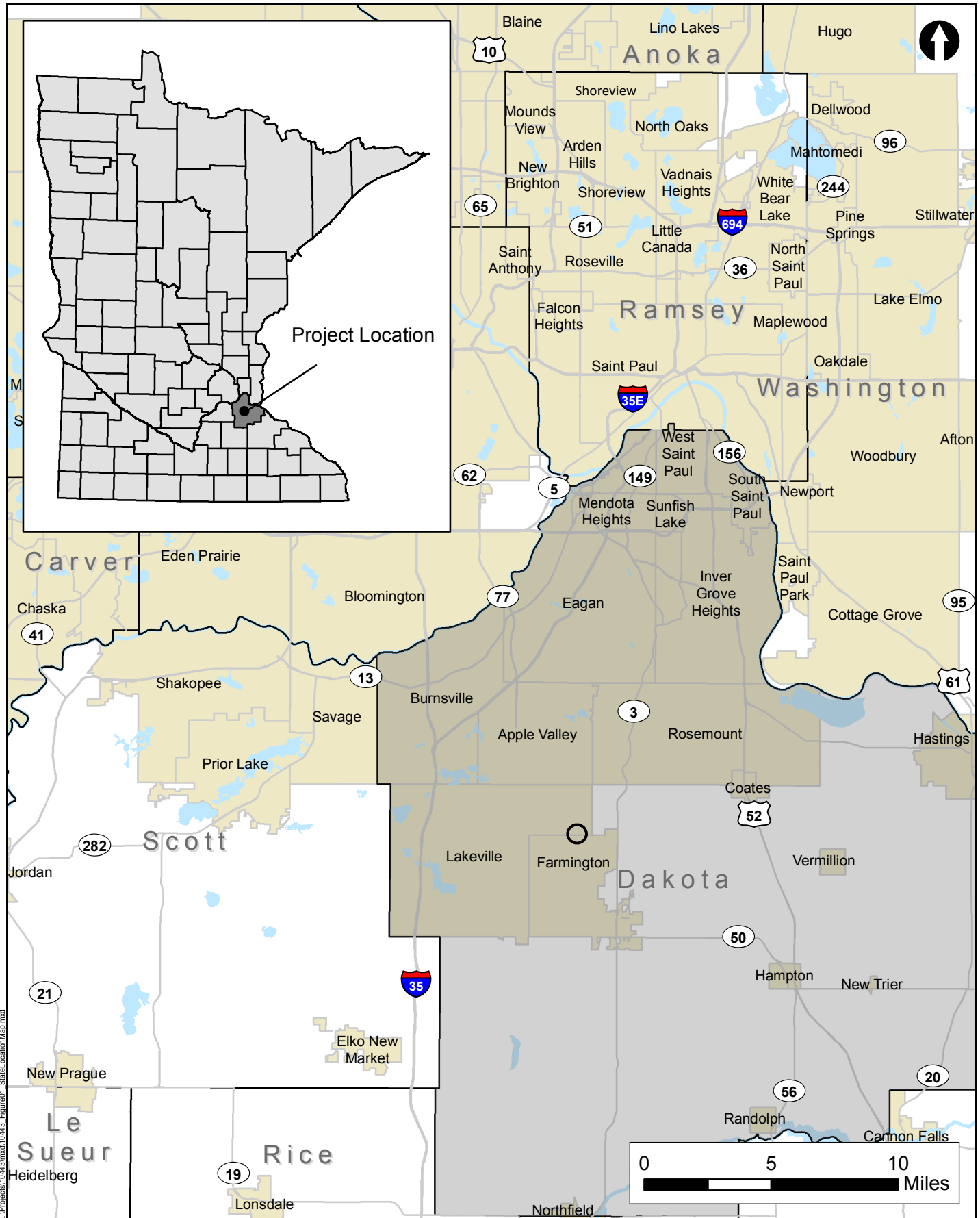
- Title work, parcel sketches, legal descriptions
- Hydraulic recommendations
- Borings & foundation & pavement recommendations
- Preliminary bridge plans

Final Design, February 4 - May 9, 2022:

- Stormwater Report & No-Rise Certification
- Greenway, Civil & Bridge (60%, 90% & Final)
- Permits & approvals
- Bid documents & DCP forms

Bidding, Letting & Construction: Begins Summer 2022:

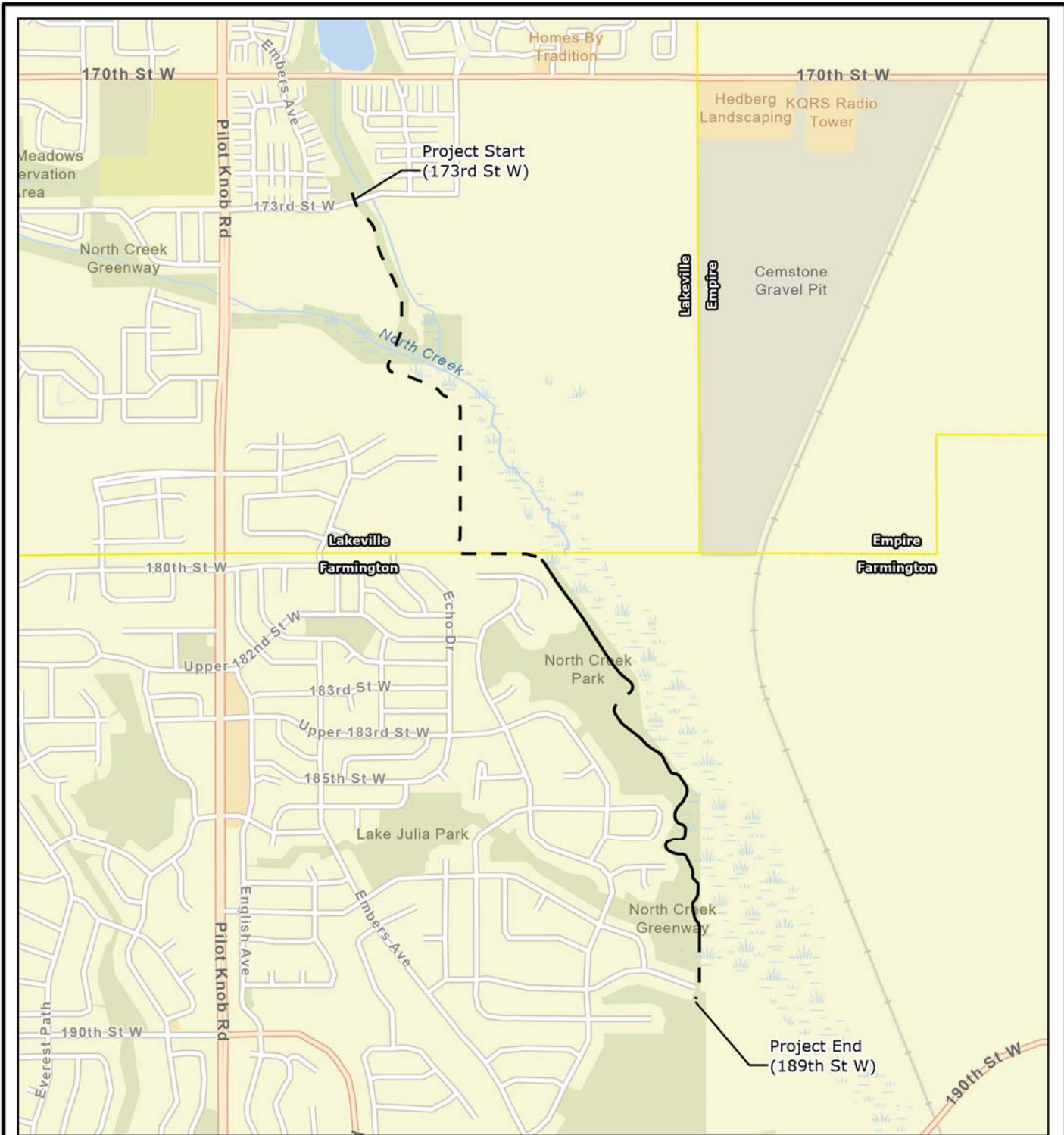
- Responses to bid questions & addenda
- Responses to RFI, CO, shop plans & submittals



State Location Map

North Creek Greenway
 Cities of Lakeville and Farmington, Dakota County, MN
 SP 019-090-023

Figure 1A



Legend

- - - Proposed Trail Centerline
- Existing Trail Centerline
- Minor Civil Divisions



Path: L:\5895120-512\ProiCityTrail\CityTrail.aprx
 4/2/2021 11:50 AM BerKA1064 Layout: Overview Map








DAKOTA COUNTY
 Overview Map

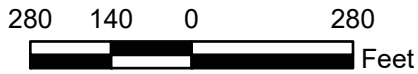


APR 2021
 Figure 1



Legend

- | | |
|--|---|
|  Trail Pavement |  Private Parcel |
|  Proposed Trail Centerline |  City Of Lakeville |
|  Approximate Wetland Boundary |  County Of Dakota |
|  Delineated Wetland |  Minor Civil Divisions |



2019 Aerial Photograph (Source: Dakota County)
 Nov. 2020 Drone Imagery Overlay
 (Source: Wenck/Now Part of Stantec)

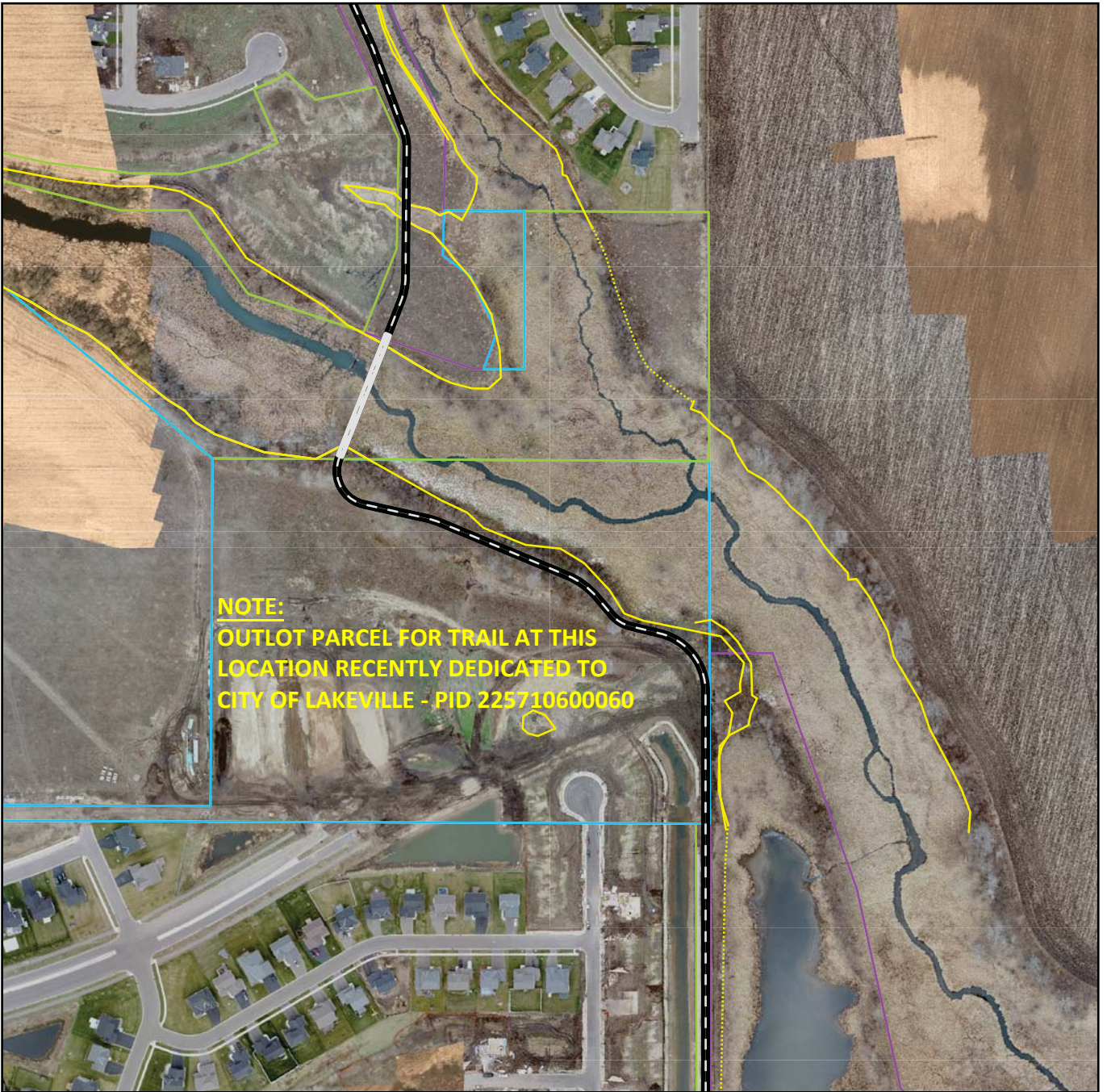
Path: L:\5895\20-512\Pro\CityTrail\CityTrail.aprx
 4/22/2021 9:41 PM BerKA1064 Layout: Proposed Trail Map



DAKOTA COUNTY
 Proposed Trail Map



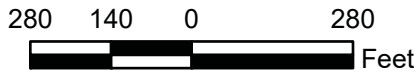
APR 2021
 Figure 2



NOTE:
**OUTLOT PARCEL FOR TRAIL AT THIS
 LOCATION RECENTLY DEDICATED TO
 CITY OF LAKEVILLE - PID 225710600060**

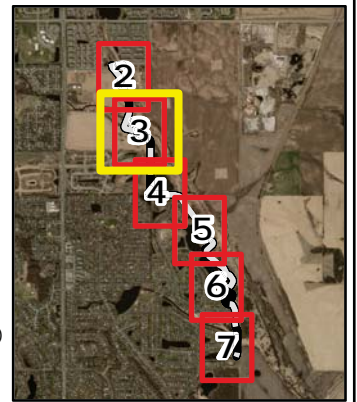
Legend

- | | | | |
|--|------------------------------|--|-----------------------|
| | Bridge | | Parcels |
| | Trail Pavement | | Private Parcel |
| | Proposed Trail Centerline | | City Of Lakeville |
| | Approximate Wetland Boundary | | County Of Dakota |
| | Delineated Wetland | | Minor Civil Divisions |



2019 Aerial Photograph (Source: Dakota County)
 Nov. 2020 Drone Imagery Overlay
 (Source: Wenck/Now Part of Stantec)

Path: L:\5895\20-512\Pro\CityTrail\CityTrail.aprx
 4/22/2021 9:41 PM BerKA1064 Layout: Proposed Trail Map



DAKOTA COUNTY
 Proposed Trail Map

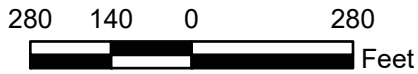


APR 2021
 Figure 3



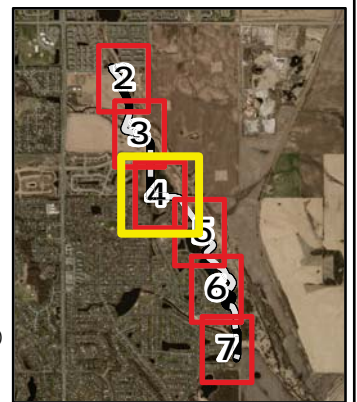
Legend

- | | | | |
|--|------------------------------|--|-----------------------|
| | Trail Pavement | | Parcels |
| | Proposed Trail Centerline | | City Of Farmington |
| | Existing Trail Centerline | | City Of Lakeville |
| | Approximate Wetland Boundary | | County Of Dakota |
| | Delineated Wetland | | Minor Civil Divisions |



2019 Aerial Photograph (Source: Dakota County)
 Nov. 2020 Drone Imagery Overlay
 (Source: Wenck/Now Part of Stantec)

Path: L:\5895\20-512\Pro\CityTrail\CityTrail.aprx
 4/22/2021 9:41 PM BerKA1064 Layout: Proposed Trail Map



DAKOTA COUNTY
 Proposed Trail Map








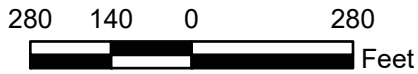
APR 2021

Figure 4



Legend

- | | |
|---|---|
|  Trail Pavement |  City Of Farmington |
|  Proposed Trail Centerline |  County Of Dakota |
|  Existing Trail Centerline |  Minor Civil Divisions |
|  Delineated Wetland | |



2019 Aerial Photograph (Source: Dakota County)
 Nov. 2020 Drone Imagery Overlay
 (Source: Wenck/Now Part of Stantec)

Path: L:\5895\20-512\Proj\CityTrail\CityTrail.aprx
 4/22/2021 9:41 PM BerKA1064 Layout: Proposed Trail Map



DAKOTA COUNTY
 Proposed Trail Map










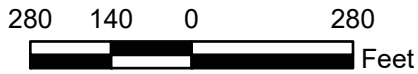
APR 2021

Figure 5



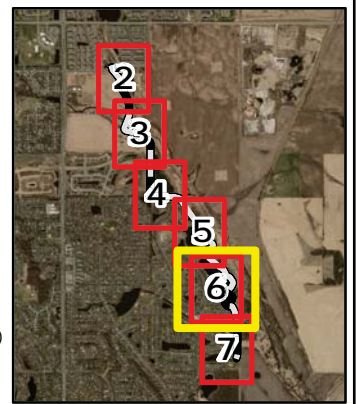
Legend

-  Trail Pavement
-  Proposed Trail Centerline
-  Existing Trail Centerline
-  Delineated Wetland
-  Parcels
-  City Of Farmington
-  Minor Civil Divisions



2019 Aerial Photograph (Source: Dakota County)
 Nov. 2020 Drone Imagery Overlay
 (Source: Wenck/Now Part of Stantec)

Path: L:\5895\20-512\Proj\CityTrail\CityTrail.aprx
 4/22/2021 9:41 PM BerKA1064 Layout: Proposed Trail Map



DAKOTA COUNTY
 Proposed Trail Map









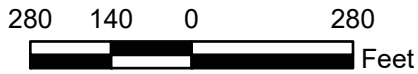
APR 2021

Figure 6



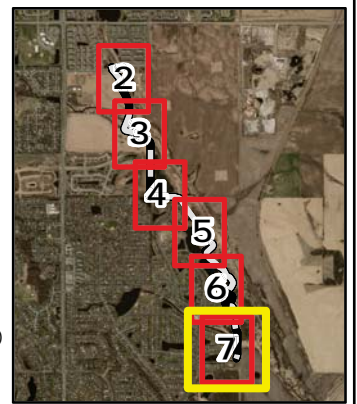
Legend

-  Bridge
-  Delineated Wetland
-  Trail Pavement
-  Parcels
-  Proposed Trail Centerline
-  City Of Farmington
-  Existing Trail Centerline
-  Minor Civil Divisions



2019 Aerial Photograph (Source: Dakota County)
 Nov. 2020 Drone Imagery Overlay
 (Source: Wenck/Now Part of Stantec)

Path: L:\5895\20-512\Pro\CityTrail\CityTrail.aprx
 4/22/2021 9:41 PM BerKA1064 Layout: Proposed Trail Map



DAKOTA COUNTY
 Proposed Trail Map



APR 2021
 Figure 7

NORTH CREEK GREENWAY

DAKOTA COUNTY, MN

30% COST ESTIMATE

NOTES	ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT COST	TOTAL	
					QUANTITY	AMOUNT
	2021.501	MOBILIZATION	LUMP SUM	\$ 107,000.00	1	\$ 107,000.00
	2101.502	CLEARING	EACH	\$ 375.00	21	\$ 7,875.00
	2101.502	GRUBBING	EACH	\$ 375.00	21	\$ 7,875.00
	2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$ 10.00	4431	\$ 44,310.00
	2215.504	FULL DEPTH RECLAMATION	SQ YD	\$ 4.00		\$ -
	2104.503	REMOVE CURB & GUTTER	LIN FT	\$ 15.00	60	\$ 900.00
	2105.607	COMMON EXCAVATION	CU YD	\$ 20.00	4245	\$ 84,900.00
	2105.607	COMMON EXCAVATION	CU YD	\$ 22.00	1717	\$ 37,774.00
	2105.607	COMMON BORROW (CV)	CU YD	\$ 25.00	497	\$ 12,425.00
	2105.607	STRIP, STOCKPILE, AND RESPREAD TOPSOIL	CU YD	\$ 8.00	1779	\$ 14,232.00
	2211.509	AGGREGATE BASE CLASS 5	TON	\$ 55.00	2141	\$ 117,755.00
	2521.518	3" BITUMINOUS WALK	SQ FT	\$ 2.00	104808	\$ 209,616.00
	2108.504	GEOGRID TYPE 1	SQ YD	\$ 4.00	750	\$ 3,000.00
	2521.518	5" CONCRETE WALK	SQ FT	\$ 10.00	1654	\$ 16,540.00
	2501.602	SAFETY GRATE FOR 36" RC APRON	EACH	\$ 3,000.00	8	\$ 24,000.00
	2501.602	36" SAFETY APRON	EACH	\$ 500.00	8	\$ 4,000.00
	2503.503	36" RC PIPE SEWER DES 3006	LIN FT	\$ 150.00	224	\$ 33,600.00
	2511.507	RANDOM RIPRAP CLASS III	CU YD	\$ 120.00	201.6	\$ 24,192.00
	2531.503	CONCRETE CURB & GUTTER DESIGN D418	LIN FT	\$ 50.00	60	\$ 3,000.00
	2531.602	PEDESTRIAN CURB RAMP	EACH	\$ 1,500.00	2	\$ 3,000.00
	2531.618	TRUNCATED DOMES	SQ FT	\$ 60.00	40	\$ 2,400.00
	2540.601	LANDSCAPING, TRAIL ELEMENTS, ETC. (10%)	LUMP SUM	\$ 200,000.00	1	\$ 200,000.00
	2563.601	TRAFFIC CONTROL	LUMP SUM	\$ 11,000.00	1	\$ 11,000.00
	2565.616	FLASHING BEACON SYSTEM	SYSTEM	\$ 28,000.00	1	\$ 28,000.00
	2573.502	CULVERT END CONTROLS	EACH	\$ 170.00	8	\$ 1,360.00
	2573.501	STABILIZED CONSTRUCTION EXIT	LUMP SUM	\$ 10,000.00	1	\$ 10,000.00
	2573.503	SILT FENCE, TYPE MS	LIN FT	\$ 3.00	21941	\$ 65,823.00
	2573.503	SEDIMENT CONTROL LOG TYPE COMPOST	LIN FT	\$ 4.00		\$ -
	2574.508	FERTILIZER TYPE 2	POUND	\$ 1.00	390	\$ 390.00
	2575.504	ROLLED EROSION PREVENTION CATEGORY 50	SQ YD	\$ 4.00	1369	\$ 5,476.00
	2575.505	SEEDING	ACRE	\$ 3,000.00	1.95	\$ 5,850.00
	2575.508	SEED MIXTURE 25-121	POUND	\$ 4.00	17	\$ 68.00
	2575.508	SEED MIXTURE 32-241	POUND	\$ 15.00		\$ -
	2575.508	SEED MIXTURE 33-261	POUND	\$ 23.00	10	\$ 230.00
	2575.508	SEED MIXTURE 25-141	POUND	\$ 2.00	90	\$ 180.00
	2575.508	HYDRAULIC MULCH MATRIX	POUND	\$ 2.00	3894	\$ 7,788.00
	2582.518	CROSSWALK MULTI COMP	SQ FT	\$ 15.00	160	\$ 2,400.00
	2564.601	BRIDGE SPAN (100')	EACH	\$ 180,000.00	5	\$ 900,000.00
	2564.601	BRIDGE ABUTMENT	EACH	\$ 20,000.00	4	\$ 80,000.00
	2564.601	BRIDGE PIER	EACH	\$ 15,000.00	3	\$ 45,000.00
	2564.601	SUPPORT PILING FOR BRIDGE ABUTMENT	EACH	\$ 15,000.00	4	\$ 60,000.00
	2564.601	SUPPORT PILING FOR BRIDGE PIER	EACH	\$ 15,000.00	3	\$ 45,000.00
		WETLAND IMPACTS	SQ YD	\$ 15.00	783	\$ 11,745.00
		COMPENSATORY STORAGE GRADING - OFFSITE (EV)	SQ YD	\$ 25.00	1116	\$ 27,900.00
		TREES (ALLOTMENT)	EACH	\$ 100,000.00	1	\$ 100,000.00
		GREENWAY LIGHTING (ALLOTMENT)	EACH	\$ 60,000.00	1	\$ 60,000.00
		SUBTOTAL				\$ 2,426,604.00
		CONTINGENCY				\$ 679,981.00
		TOTAL				\$ 3,106,585.00

NOTES

- 1
- 2
- 3
- 4
- 5
- (P)

Please amend the 2022-2025 Transportation Improvement Program (TIP) to move this project from program year 2022 to program year 2023. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

Seq #	State Fiscal Year	ATP/ Dist	Route System	Project Number	Agency	Description	Miles
1439	2022 2023	M	Local Street	019-090-023	Dakota County	North Creek Greenway from 173rd St in Lakeville to 189th 189th St in Farmington- Construct multi-purpose trail and <u>two ped</u> bridges	2.1

Prog	Type of Work	Prop funds	TOTAL \$	FHWA \$	OTHER \$
BT	New Trail	STBGP-TAP	\$1,500,000 \$2,300,000	\$480,000	\$1,020,000 \$1,820,000

PROJECT BACKGROUND:

1. Briefly describe why amendment is needed (e.g., project in previous TIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in TIP).

This amendment is needed to move the project to 2020, increase project cost, and adjust project termini/description to match original funding application.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- Other X

No additional federal funds are being added to the project. Therefore, fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

AIR QUALITY CONFORMITY:

- Subject to conformity determination
- Exempt from regional level analysis
- N/A (not in a nonattainment or maintenance area)

*Exempt Project Category AQ-2. Bicycle and pedestrian facilities per Section 93.126 of the Conformity Rules