

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: March 20, 2025

Date: March 12, 2025

Action Transmittal: 2025-10

Program Year Extension Request: Washington County CR 19A Realignment Project

To: TAC Funding and Programming Committee

Prepared By: Joe Barbeau, Planning Analyst, 651-602-1750

Requested Action

Washington County requests a program year extension to move its County Road 19A (Keats Avenue) Realignment project (082-596-010) from 2026 to 2027.

Recommended Motion

That the Funding and Programming Committee recommend approval of Washington County's program year extension request for its County Road 19A (Keats Avenue) realignment from 2026 to 2027.

Project History

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

Background and Purpose

Seven months following the programming of the 2022 Regional Solicitation, Washington County was awarded \$7,000,000 for its County Road 19A (Keats Ave) realignment, one of two projects programmed with Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) funds. The project includes the realignment of approximately 1.2 miles of County Road 19A from the US 61 ramps to 100th Street in Cottage Grove. The realignment will be an A-minor expander.

The project currently has Surface Transportation Block Grant (STBG) Program funds programmed in 2026 (\$4,147,479) along with PROTECT funds programmed in 2026 (\$987,200) and 2027 (\$3,531,600, payback). The project is currently programmed for 2026. Washington County requests a one-year program year extension to 2027 in order to make project submittal deadlines and work with the railroad, for which the project includes an overpass.

Relationship to Regional Policy

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

Staff Analysis

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

Routing

To	Action Requested	Date Completed (Date Scheduled)
TAC Funding & Programming Committee	Review & Recommend	<i>March 20, 2025</i>
Technical Advisory Committee	Review & Recommend	<i>April 2, 2025</i>
Transportation Advisory Board	Review & Adopt	<i>April 16, 2025</i>





PUBLIC WORKS

Wayne Sandberg, P.E., Director, County Engineer
Frank D. Ticknor, P.E., Deputy Director

March 10, 2025

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

Re: Program Year Extension Request for SP082-596-010
CR19A (100th Street) Realignment Project

Dear Mr. Kosluchar:

Washington County (County) was awarded \$2,481,200 STBG and \$987,200 PROTECT funds in FY 2026 to fund the County Road (CR) 19A Southwest Arterial Alignment. This project includes realignment of the existing CR19A to create an east-west arterial highway to support over 500 acres of future development and the City of Cottage Groves (City) growing commercial and residential areas. This project also includes construction of a grade separated crossing over the CPKC Railroad, a new roundabout to control traffic on the southern US 61 on and off ramps, a new signal at the intersection of 100th street and Jamaica Avenue and the realignment and extension of the existing roadway network to support the future arterial highway.

In addition the project received \$3,531,600 PROTECT funds, and \$1,666,279 Congressional Directed Spending (CDS) in FY2027 and \$5,000,000 from the Minnesota Highway Freight Program in FY 2028, for a total of \$13,666,279 federal funds. Since receiving the first notice of award the City and County have been busy working through preliminary engineering and pursuing additional funding opportunities. The team anticipates the continuation of environmental documentation and completing the NEPA process over the next 12 months. To properly align the projects schedule and funding to a single FY, the project is requesting a one-year extension on the federal funding currently programed for FY2026.

The current project schedule includes:

- Approval of Categorical Exclusion document – June 2026
- Completion of Final Plans – October 2026
- Final Right-Of-Way – September 2026
- Authorization to Bid – December 2026
- Bid Letting – February 2027

Please contact me with any questions at (651) 430-4314 or ryan.hoefs@washingtoncountymn.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ryan Hoefs".


Ryan Hoefs, P.E.,
Engineer II, Washington County Public Works

Cc: Colleen Brown, MnDOT Federal Aid
Wayne Sandberg, Public Works Director & County Engineer (Washington County)
Frank Ticknor, Deputy Director of Public Works (Washington County)
Cory Slagle, Assistant County Engineer (Washington County)
Kevin Peterson, Design Engineer (Washington County)
Ryan Burfiend, Public Works Director (City of Cottage Grove)

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PROGRESS SCHEDULE FOR PROGRAM YEAR

Enter request date: _____

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

The County Road 19A Realignment Project is a cooperative project between Washington County and the City of Cottage Grove and is the result of an intensive arterial alignment needs study. This realignment will create a new arterial highway to support the City’s residential, commercial, and industrial growth by unlocking over 500 acres of development opportunity. This realignment will include a three-lane road section, pedestrian accommodations with grade separated trails, and the realignment/extension of adjacent roadways to support future development. This realignment will also include an overpass over the CPKC railroad. This connection will relieve pressure on the existing Jamaica Avenue interchange and provide safe, efficient travel for all users. This project currently has obtained funding for program years 2026 and 2027, this program extension will consolidate the FY2026 funding with program year 2027. The total project cost is estimated at \$47 Million dollars, with construction estimated to be \$29 million dollars. To date, Washington County and the City of Cottage Grove has secured \$13,666.279 in outside funding.

2. Project Progress; Requests must include an agency's anticipated schedule:
 - Environmental document approval date or anticipated approval date: 10/25/2025
 - 100% plan approval date or anticipated approval date: 11/27/2026
 - Right-of-way certificate approval date or anticipated approval date: 10/31/2026

3. Justification for Extension Request. Please describe the circumstances of this request.

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

- Having obtained funding for both program years FY2026 & FY2027, this program year extension will allow funding to be consolidated to allow necessary submittal deadlines to be followed. With the coordination required with CPKC and the scale of this project, FY2027 timelines better align with the project schedule.

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

- Without the program year, this project risks losing funding as the project schedule will not allow for necessary work to be completed for project authorization.

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

- Delaying this project poses no immediate negative impact. There is an existing road network and at grade railroad crossing to serve the area. The at grade crossing will continue to be monitored.