

Action Transmittal

Transportation Advisory Board



Meeting Date: February 1, 2023

Date: January 25, 2023

Action Transmittal: 2023-14

Streamlined 2023-2026 TIP Amendment: Three Project Changes

To: Technical Advisory Committee

Prepared By: Joe Barbeau, Senior Planner, 651-602-1705

Requested Action

Hennepin County and MnDOT, request an amendment to the 2023-2026 TIP to change the cost and scope of three projects.

Recommended Motion

That the Transportation Advisory Board recommend adoption of an amendment to the 2023-2026 TIP change the cost and scope of three projects.

Summary

This requested action involves changing cost and/or scope elements of three projects in the TIP.

Background and Purpose

The following amendments are proposed for the 2023-2026 TIP:

1. Hennepin County requests a change to the scope of its CSAH 52 (Hennepin Ave) bikeway project that would un-do a TIP amended approved by the Council at its 11/30/2022 meeting. This action would add bus rapid transit (BRT) platforms to the project description and adjust total cost accordingly. A recent decision by FHWA has reversed the original ruling disallowing adjacent BRT work to be included in local federal projects (SP # 027-652-042). This is a Regional Solicitation project that being restored to match its original scope.(Page 3)
2. MnDOT requests a scope and cost reduction for its MN 62 mill and overlay project in Mendota Heights. The proposed project would consist of shoulder repair and guardrail installation (SP # 1918-119). Funding for this project is from the National Highway Performance Program (NHPP), which is not funded through the Regional Solicitation. (Page 4)
3. MnDOT requests reflection of a cost increase to its US 212 rehabilitation project in Cologne to be amended into the 2023-2026 TIP. The \$4,802,000 cost increase will be covered by MnDOT (\$960,400) and federal NHPP funding (\$3,841,600) (SP # 1013-101). No Regional Solicitation funds are included or proposed for this project. (Page 5)

Relationship to Regional Policy

Federal law requires that all TIP amendments meet the following tests: fiscal constraint; consistency with the adopted regional transportation plan; and opportunity for public input. It is the

TAB's responsibility to recommend TIP amendments to the Council for adoption, provided these requirements are met.

The streamlined TIP amendment process allows projects that meet certain conditions to be streamlined, which entails forgoing the TAC Funding & Programming Committee review and results in saving a month of process time.

Staff Analysis

The three TIP amendment requests meet fiscal constraint because the funds are sufficient to fully fund the projects. This amendment and the three projects contained herein are 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.

Routing

To	Action Requested	Date Completed / (Scheduled)
Technical Advisory Committee	Review & Recommend	February 1, 2023
Transportation Advisory Board	Review & Recommend	February 15, 2023
Metropolitan Council Transportation Committee	Review & Recommend	February 27, 2023
Metropolitan Council	Review & Adopt	March 8, 2023



Please amend the 2023-2026 Transportation Improvement Program (TIP) to amend the cost and description of this project in 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
TBD	2023	M	CSAH 52	027-652-042	Hennepin County	CHAH 52 (Hennepin Ave and 1st Ave) from Main St SE (CSAH 23) to 8th St SE (MSAS 231) in Mpls-Bikeway, ADA, traffic signals, intersection crossing improvements, trail, mill and overlay, <u>BRT platforms</u> , lighting (Associate to 2710-57)

Miles	Prog	Type of Work	Prop Funds	Total \$	FHWA \$	Other \$
0.53	BT	Bike/Ped	STBG (TAP)	\$10,685,000 \$10,985,000	\$5,500,000	\$5,185,000 \$5,485,000

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 add bus rapid transit (BRT) Platforms to the project description and adjust total cost accordingly. A recent decision by FHWA has reversed the original ruling disallowing adjacent BRT work to be included in local federal projects.

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

Please amend the 2023-2026 Transportation Improvement Program (TIP) to change this project in program year 2024. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

Seq #	State Fiscal Year	ATP / Dist	Route System	Project Number	Agency	Description
1876	2024	M	MN 62	1918-119	MNDOT	MN62, between MN13 and 0.2 mi E of 135 <u>Lexington Ave</u> in Mendota Heights - CPR, bituminous mill and overlay, <u>bituminous overlay shoulder repair and guardrail</u>

Miles	Prog	Type of Work	Prop Funds	Total \$	FHWA \$	State \$	Other \$
1.35	RS	Resurfacing	NHPP	\$5,172,000	\$4,154,863	\$948,137	\$69,000
<u>.74</u>				<u>\$2,165,767</u>	<u>\$1,763,367</u>	<u>\$402,400</u>	<u>\$0.00</u>

PROJECT BACKGROUND:

- 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 change the scope, reduce the total length, and reduce the total project cost

- 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 required 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.

Please amend the 2023-2026 Transportation Improvement Program (TIP) to amend this project in 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
1716	2023	M	US 212	1013-101	MnDOT	US 212, from 0.14 mi W of CSAH 36 (W Lake St) in Cologne to 0.7 mi E CSAH 36 (E Lake St) in Cologne – Bituminous shoulder mill and overlay, concrete pavement rehab, rehab Bridges 10021 and 10022, drainage and guardrail (Associate to 1013-101S)
1718	2023	M	US 212	1013-101S	MnDOT	US 212, from CSAH 36 (Lake St) W Jct in Cologne to E JCT in Dahlgren Twp- Install cable median barrier (Associate to 1013-101)

Miles	Prog	Type of Work	Prop Funds	Total \$	FHWA \$	TH \$
3.44	RC	Reconstruction	NHPP	9,560,000	7,648,000	1,912,000
				<u>14,362,000</u>	<u>11,489,600</u>	<u>2,872,400</u>
3.44	SH	Safety	HSIP	543,000	488,700	54,300

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 increase the total project cost from \$10,103,000 to \$14,905,000.

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

MnDOT Metro District has been had several good bid lettings that has freed up federal funds for this 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.