

ACTION TRANSMITTAL

DATE: September 12, 2013

TO: TAC Funding and Programming Committee

PREPARED BY: Heidi Schallberg, Senior Planner (651-602-1721)

SUBJECT: 2014-2017 TIP Amendment for CSAH 60 (185th St) and CSAH 50 (Kenwood Trail) in the City of Lakeville

REQUESTED ACTION: Dakota County requests a TIP amendment to modify the scope of SP#188-020-021 (and change the SP# to 019-650-014) by adding expansion to a 4-lane divided highway CSAH 50 north from CSAH 60 to Jurel Way and CSAH 60 west from CSAH 50 to Orchard Trail. The change would also increase the budget to a total of \$6,870,000 with \$1,632,000 in STP funds and an increased local amount of \$5,238,000.

RECOMMENDED MOTION: Recommend that the Transportation Advisory Board adopt an amendment to the 2014-2017 Transportation Improvement Program (TIP) to modify the scope of SP#188-020-021 (and change the SP# to 019-650-014) by adding expansion to a 4-lane divided highway CSAH 50 north from CSAH 60 to Jurel Way and CSAH 60 west from CSAH 50 to Orchard Trail. The change would also increase the budget to a total of \$6,870,000 with \$1,632,000 in STP funds and an increased local amount of \$5,238,000.

BACKGROUND AND PURPOSE OF ACTION: In the 2009 solicitation, the City of Lakeville received \$1,632,000 in Surface Transportation Program funding for the CSAH 60 and CSAH 50 roundabout project. The county is now the lead agency on the project. Construction of a multi-lane roundabout at CSAH 50 and CSAH 60 includes the expansion elements of: CSAH 50 north from CSAH 60 to Jurel Way and CSAH 60 west from CSAH 50 to Orchard Trail to full 4-lane divided highways. The city and county are adding locally-funded projects to the federally-funded project by adding two 4-lane extensions which extend 1,763 feet north and 920 feet west of the multi-lane roundabout project. The original multi-lane roundabout construction cost was \$2 million, but detailed final design estimates have increased the multi-lane roundabout estimated cost to \$4.03 million. The cost increase of adding to the north (along CSAH 50) is \$1.84 million and to the west (along CSAH 60) is \$1 million, for a total project cost of \$6.87 million. The local funding increase will be paid with funds from the City of Lakeville and Dakota County.

A related scope change request is being presented for approval. The approval of this TIP amendment is contingent on the approval of the scope change request.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be partially funded with federal funds must be in an approved TIP and 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 adopt and amend the TIP according to these four requirements.

STAFF ANALYSIS: The TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. The amendment is consistent with the Transportation Policy Plan, adopted by the Metropolitan Council on November 10, 2010, with FHWA/FTA conformity determination established on February 23, 2011. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project scope changes are exempt from air quality conformity analysis. Public input opportunities for this amendment are provided through the TAB's and Council's regular meetings.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Concurrence	
Metropolitan Council	Concurrence	

September 11, 2013

Karl Keel, Chair
TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street No.
St. Paul, Minnesota 55101

Re: Amendment to the Twin Cities 2014-2017 Transportation Improvement Program (TIP)

Dear Mr. Keel:

Please amend the 2014 – 2017 Transportation Improvement Program (TIP) to include this project in program year 2014. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

STATE FISCAL YEAR	ROUTE SYS	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)
2014	CSAH 60	019-650-014	DAKOTA COUNTY	AT DAKOTA CSAH 60 (185TH ST) & DAKOTA CSAH 50 (KENWOOD TR) IN LAKEVILLE-CONSTRUCT ROUNDABOUT, EXPAND TO 4-LANE DIVIDED HIGHWAY CSAH 50 N FROM CSAH 60 TO JUREL WAY AND CSAH 60 WEST FROM CSAH 50 TO ORCHARD TRAIL (AC PROJECT, PAYBACK IN 2017)
2017	CSAH 60	019-650-014AC	DAKOTA COUNTY	AT DAKOTA CSAH 60 (185TH ST) & DAKOTA CSAH 50 (KENWOOD TR) IN LAKEVILLE-CONSTRUCT ROUNDABOUT, EXPAND TO 4-LANE DIVIDED HIGHWAY CSAH 50 N FROM CSAH 60 TO JUREL WAY AND CSAH 60 WEST FROM CSAH 50 TO ORCHARD TRAIL (AC PAYBACK 1 OF 1)

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
RC	GRSU - GRADE AND SURFACE	STP	\$6,870,000		\$1,632,000			\$5,238,000
RC	GRSU - GRADE AND SURFACE	STP	\$1,632,000	\$1,632,000				

PROJECT BACKGROUND:

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

The City of Lakeville in 2009 successfully applied for federal funding to construct a multi-lane roundabout at the intersection of Dakota County State Aid Highway (CSAH) 50 (Kenwood Trail) and CSAH 60 (185th Street) through the Metropolitan Council Transportation Advisory Board's regional solicitation process. The Project Number S.P. 188-020-021, is listed in the Final TIP for program year 2014 AC (advance construct) with 2017 payback (was moved from 2013). Dakota County is now the lead agency and the State Project number will change from S.P. 188-020-021 to S.P. 019-650-014.

The project funding is listed as Total \$2,040,000, FHWA \$1,632,000, Other \$408,000; and the Lead Agency is the City of Lakeville.

Construction of a multi-lane roundabout at CSAH 50 and CSAH 60, includes the expansion projects of: CSAH 50 north from CSAH 60 to Jurel Way and CSAH 60 west from CSAH 50 to Orchard Trail to full 4-lane divided highways. The City and County are adding locally-funded projects to the federally-funded project by adding two 4-lane extensions which extend 1,763 feet north and 920 feet west of the multi-lane roundabout project. The original multi-lane roundabout construction cost was \$2 million, an acceptable multi-lane roundabout estimate but detailed final design estimates have increased the multi-lane roundabout estimated cost to \$4.03 million. The cost increase of adding to the north (along CSAH 50) is \$1.84 million and to the west (along CSAH 60) is \$1.00 million for a total project cost of \$6.87 million.

The project funding is now Total \$6,870,000, FHWA \$1,632,000, Other \$5,238,000, and Lead Agency: Dakota County.

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 Mn/DOT Adjustment by deferral of other projects _____
- Earmark or HPP not affecting fiscal constraint _____
- Other X* _____

*SP 188-020-021 is currently programmed in SFY 2014 of the 2014-2017 STIP with a total project cost of \$2,040,000 with \$1,632,400 in federal AC funds, with payback in SFY 2017 (188-020-021AC) and \$408,000 in local funds. The scope of the original project has been changed through addition of expansion projects of CSAH 50 north from CSAH 60 to Jurel Way and CSAH 60 west from CSAH 50 to Orchard Trail to full 4-lane divided highways. As a result the project number has changed to SP 019-650-014 and total project cost has increased to \$6,870,000 including \$1,632,400 in federal AC funds, with payback in SFY 2017 (019-650-014AC) and \$5,238,000 in local funds.

The federal AC funds of \$1,632,400 currently programmed in SFY 2014, with payback in SFY 2017, along with \$5,238,200 in local funds (provided by the City of Lakeville and Dakota County) are sufficient to fully fund SP 019-650-014; 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 10, 2010, with FHWA/FTA conformity determination established on February 23, 2011.

AIR QUALITY CONFORMITY:

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

The Minnesota Interagency Air Quality and Transportation Planning Committee has reviewed the proposed change and determined that the scope change would not affect the air quality status of this project and should be considered to be non-classifiable (code NC); the amended project with the scope change would not require inclusion in a regional air quality analysis. The original project had been determined to be exempt from regional level analysis as an intersection channelization project (code E-1) in the 2014-2017 TIP.

Sincerely,

Kristi Sebastian, PE, PTOE
Dakota County Traffic Engineer
kristi.sebastian@co.dakota.mn.us
(952) 891-7178



cc: Cindy Krumsieg, MN/DOT Metro Program Management
Dan Erickson, MN/DOT Metro State Aid
Heidi Schallberg, Metropolitan Council