

Transportation Committee

Meeting date: October 14, 2013

For the Metropolitan Council meeting of October 23, 2013

Subject: 2014-2017 TIP Amendment for TH 149 and TH 55 in Eagan

District(s), Member(s): 15 - Chávez

Policy/Legal Reference: TAB Action

Staff Prepared/Presented: Arlene McCarthy, Director (651-602-1754)

Mark Filipi, Manager, MTS Technical Services (651-602-1725)

Heidi Schallberg, Senior Planner (651-602-1721)

Division/Department: Transportation/Metropolitan Transportation Services

Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2014-2017 Transportation Improvement Program (TIP) to modify the scopes of the TH 149 project (SP#195-010-010) and the TH 55 project (SP#195-010-011) and change the budget for TH 149 project to a total cost of \$2,361,000 with \$1,888,800 of federal funds and \$472,200 of local funds.

Background

In the 2009 solicitation, the City of Eagan received \$2,529,600 in Surface Transportation Program funding for the TH 149 project. Through a previous scope change request in 2012, the federal funding amount was reduced to \$2,146,400. The current budget change is to reduce the overall total cost to \$2,361,000 with a reduction in federal funds to \$1,888,800 and a reduction in local funds to \$472,200. The funding reductions are related to the project scope changes. In the 2011 solicitation, the city received \$2,640,000 in Surface Transportation Program funding for the TH 55 project. Because the two projects are tied together and will be constructed under one contract, the projects are included in the same TIP amendment. The TAB approved related scope changes for these projects.

Rationale

The Transportation Advisory Board approves formal amendments to the Transportation Improvement Program, and the Metropolitan Council concurs with the action of the TAB. The projects are consistent with the Transportation Policy Plan and meet fiscal constraint because the state and local funds are sufficient to fully fund the projects. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the projects are exempt from air quality conformity analysis.

Funding

The projects are fully funded with the existing federal and local funds.

Known Support / Opposition

No known opposition.



City of Eagan

August 8, 2013

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

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

Dear Mr. Keel:

Please amend the 2014 – 2017 Transportation Improvement Program (TIP) to address changes to the following projects in program year 2014 of the TIP. The projects are being submitted with the following information:

PROJECT IDENTIFICATION:

Please see list of projects on page 5

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).

TH 149, 195-010-010

Over the past year, the City of Eagan has continued its project coordination efforts with MnDOT and has successfully moved the TH 149 project into the final design phase. The project partners have successfully developed a joint powers agreement, coordinated with local business/property owners regarding planned improvements, hired a consultant to complete the preliminary road/ drainage design and prepared the required environmental documentation consisting of a CATEX and an EAW.

Through this process, it also became apparent that the proposed improvements at the I-494 north ramp posed a particular jurisdictional and funding challenge being that they were physically located in the City of Mendota Heights. Under the federal funding criteria for the TH 149 project, the City of Eagan is responsible for a 20 percent local

match. The Eagan City Council would have a hard time justifying spending these local dollars in another City. The City of Mendota Heights concurs with this notion.

Additionally, it has been determined through the environmental documentation process that the originally proposed north termini for the proposed multi-use trail, on the west side of TH 149, does not meet the logical termini definition.

TH 55, 195-010-011

The preliminary layout the TH 55 project included two access closures and one access modification. The City has had discussions with a property owner where a closure was proposed and has come to better understand the type of industrial business the direct, partial (right-in/right-out), private access serves. This business provides crane and heavy-haul services which entail long, multi-axle vehicles accessing the property. These vehicles have challenging requirements from a turning movement and related roadway geometric standpoint, rendering the direct access invaluable to the property and the business that operates upon it. The City has determined that the impact to the adjacent property is too significant to close the direct, partial, private access as part of this project. Instead, the City will work with the current and/or future property owner(s) to provide a supporting frontage road system and eliminate the direct access to TH 55 during future redevelopment of the property when it occurs. MnDOT has indicated its support for this scope change.

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 195-010-010 is currently programmed in SFY 2014 of the 2014-2017 STIP with a total project cost of \$2,683,000 with \$2,146,400 in federal AC funds, with payback in SFY 2017 (195-010-010AC) and \$536,600 in local funds. The scope of the original project has been reduced through elimination of improvements at the I-494 north ramp and a portion of the multi-use trail and the total project cost was reduced to \$2,361,000 including \$1,888,800 in federal AC funds and \$472,200 in local funds.

The federal AC funds of \$2,146,400 currently programmed in SFY 2014, with payback in SFY 2017, along with \$472,200 in local funds (provided by the City of Egan) are sufficient to fully fund SP 195-010-010, therefore fiscal constraint is maintained.

SP 1917-44 is currently programmed in SFY 2015 of the 2014-2017 STIP with a total cost of \$845,000, and is tied to 195-010-010. This project constitutes the state's funding contribution to the local project and is listed

in the table for informational purposes. There are no changes to SP 1917-44, therefore fiscal constraint is maintained.

*SP 195-010-011 is currently programmed in SFY 2014 of the 2014-2017 STIP with a total project cost of \$3,544,130 with \$2,640,000 in federal AC funds, with payback in SFY 2015 (195-010-011AC) and \$904,130 in local funds. The scope of the original project has been changed to remove planned closure of a direct, partial, private access to TH 55. The total project cost is not changing as a result of this scope change.

The federal AC funds of \$2,640,000 currently programmed in SFY 2014, with payback in SFY 2015, along with \$904,130 in local funds (provided by the City of Eagan) are sufficient to fully fund SP 195-010-011, therefore fiscal constraint is maintained.

SP 1909-95 is currently programmed in SFY 2014 of the 2014-2017 STIP with a total cost of \$570,000, and is tied to 195-010-011. This project constitutes the state's funding contribution to the local project and is listed in the table for informational purposes. There are no changes to SP 1909-95, 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 changes and determined that the scope changes would not affect the air quality status of the projects and should be exempt from regional analysis. The projects were originally determined to be regionally significant in the 2014-2017 TIP.

Sincerely,

Russ Matthys, PE
Director of Public Works

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

LIST OF PROJECTS

SEQ #	STATE FISCAL YEAR	ATP	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILES	PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$	AIR QUALITY CONFORMITY
	2014	M	TH 149	195-010-010	City of Eagan	From TH 55 to just south of I-494 in Eagan-Reconstruct from 4-lane Roadway to 5-lane roadway, trail, ADA, signals	.76	RC	Grade & Surface	STP	\$2,361,000		\$1,888,800			\$472,200	
	2015	M	TH 149	1917-44	MnDOT	From TH 55 to just south of I-494 in Eagan - mill & overlay, signals, drainage	.76	AM	Grade & Surface	SF	\$845,000				\$845,000		
											Combined Total \$3,206,000						
	2014	M	TH 55	195-010-011	City of Eagan	From just w of n jct MN149 to just e of s jct MN149 in Eagan- widen from 4 to 6 lane expansion, trail, ADA, signals	.5	MC	Grade & Surface	STP	\$3,544,130		\$2,640,000			\$904,130	
	2014	M	TH 55	1909-95	MnDOT	From just w of n jct MN149 to just e of s jct MN149 in Eagan- widen from 4 to 6 lane expansion, ADA, signals, drainage	.5	AM	Grade & Surface	SF	\$570,000				\$570,000		
											Combined Total \$4,114,130						