

Transportation Committee

Meeting date: January 10, 2022

For the Metropolitan Council meeting of January 12, 2022

Subject: 2022-2025 TIP Amendment: MN 55 Intersection and Drainage Project

District(s), Member(s): 15 – Sterner

Policy/Legal Reference: TAB Action

Staff Prepared/Presented: Amy Vennewitz, Deputy Director, Finance & Planning (651-602-1508)
Steve Peterson, Manager of Highway Planning and TAB/TAC Process (651-602-1819)
Joe Barbeau, Senior Planner (651-602-1705)

Division/Department: Transportation / Metropolitan Transportation Services (MTS)

Proposed Action

That the Metropolitan Council adopt an amendment to the 2022-2025 TIP to adjust the cost to MnDOT's MN 55/Doyle Path intersection improvement and drainage repair project.

Background

MnDOT's project repairing drainage, installing an eastbound left-turn lane, installing a westbound acceleration lane, and installing a right turn lane is lower in cost than its initial estimate. The project is shown in the TIP as two separate project lines in order to separate the federal from state-only project elements. While the state-only drainage repairs show a \$20,000 cost increase, the Highway Safety Improvement Program (HSIP) intersection elements show a \$661,000 cost decrease. An amendment to the TIP to recognize these cost changes is requested.

Rationale

The Metropolitan Council approves formal amendments to the TIP. The projects are consistent with the Transportation Policy Plan (TPP) and meet fiscal constraint because the federal, state, and local funds are sufficient to fully fund the projects. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis.

Thrive Lens Analysis

This action promotes *stewardship* by reducing the project's cost.

Funding

The project is fully funded with state and federal funds.

Small Business Inclusion

This project includes federal funding. Therefore, Disadvantaged Business Enterprise (DBE) requirements will apply

Known Support / Opposition

This proposed action was reviewed and recommended by the Transportation Advisory Board. No known opposition.

Please amend the 2022-2025 Transportation Improvement Program (TIP) to change and amend the project(s). These adjustments are being submitted with the following information:

PROJECT IDENTIFICATION:

Project	Seq #	State Fiscal Year	ATP / Dist	Route System	Project Number	Agency	Description
1910-56	TBD	2023	M	MN 55	1910-56	MnDOT	**ELLE**MN55, at Doyle Path in Rosemount – Drainage repairs (Associate to 1910-56S)
1910-56S	TBD	2023	M	MN 55	1910-56S	MnDOT	**ELLE**MN55, at Doyle Path in Rosemount – Install EB left turn lane and WB acceleration and right turn lane (Associate to 1910-56)

Project	Miles	Prog	Type of Work	Prop Funds	Total \$	FHWA \$	State \$
1910-56	0.02	DR	Drainage	SF	11,000 31,000	-	11,000 31,000
1910-56S	0.05 0.694	SH	Safety-HSIP	HSIP	2,330,000 1,669,000	2,097,000 1,502,100	233,000 166,900

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 reduce the total project cost and increase the total length to SP 1910-56S and increase the total project cost for 1910-56. The two projects are separated in order to separate the funding sources.

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 funds are needed. 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 E2—Intersection signalization projects at individual intersections per Section 93.126 of the Conformity Rules.