

Transportation Committee

For the Metropolitan Council meeting of April 10, 2019

Subject: 2019-2022 TIP Amendment: US 212 Reduced Conflict Intersection

Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2019-2022 Transportation Improvement Program (TIP) to change the scope and cost of MnDOT's US 212 reduced conflict intersection project.

Summary of Committee Discussion/Questions

This item was approved as part of the consent agenda.

Motion by Cummings, seconded by Chamblis. Motion carried. **Consent** to Council.

Transportation Committee

Meeting date: April 8, 2019

For the Metropolitan Council meeting of April 10, 2019

Subject: 2019-2022 TIP Amendment: US 212 Reduced Conflict Intersection

District(s), Member(s): 4 – Barber

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 concur with the Transportation Advisory Board (TAB) action to amend the 2019-2022 Transportation Improvement Program (TIP) to change the scope and cost of MnDOT's US 212 reduced conflict intersection project.

Background

This amendment is needed to revise the project scope and total project cost. The project scope has been revised to add a reduced conflict intersection at US 212 and County State Aid Highway (CSAH) 36 instead of an access closure. The total project cost is currently programmed in the 2019-2022 TIP/STIP for \$1,141,000. The revised total project cost is \$1,949,000 an increase of \$808,000. This project was awarded funding through the Highway Safety Improvement Program (HSIP) in the 2014 solicitation conducted by MnDOT. In April of 2018, TAB approved a scope change to eliminate one of the two reduced conflict intersections (RCIs). Following public comment, MnDOT is reverting to the original scope and this TIP amendment is needed to reflect that change.

Rationale

The Transportation Advisory Board approves formal amendments to the TIP and the Metropolitan Council concurs with the action of the TAB. The project is consistent with the Transportation Policy Plan (TPP) and meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. 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 responding to public comment.

Funding

The project is fully funded with federal, state, and local funds.

Known Support / Opposition

No known opposition.

Please amend the 2019-2022 Transportation Improvement Program (TIP) to modify these projects in program year 2019. This projects are being submitted with the following information:

PROJECT ONE:

Seq #	State Fiscal Year	A	D	Route System	Project Number (S.P. #) (Fed # if available)	Agency	Description include location, description of all work, & city (if applicable)	Miles
1507	2019	M	M	US 212	1013-90	MnDOT	<p>US 212, Construct reduced conflict intersection at Carver CSAH 41 in Benton Twp and closure of CSAH 36 E junction at US212 in Dahlgren Twp, drainage</p> <p>US 212, at Carver-CSAH 41 in Benton Twp and CSAH 36 in Dahlgren Twp, construct reduced conflict intersection, drainage</p>	0.87

Prog	Type of Work	Prop Funds	Total \$	FHWA \$	AC \$	FTA \$	TH \$	Other \$
DR	Culvert Rehab	SF	61,000	-	-	-	\$61,000	-

PROJECT TWO:

Seq #	State Fiscal Year	A	D	Route System	Project Number (S.P. #) (Fed # if available)	Agency	Description include location, description of all work, & city (if applicable)	Miles
1508	2019	M	M	US 212	1013-90S	MnDOT	<p>US 212, Construct reduced conflict intersection at Carver CSAH 41 in Benton Twp and closure of CSAH 36 E junction at US212 in Dahlgren Twp</p> <p>US 212, at Carver-CSAH 41 in Benton Twp and CSAH 36 in Dahlgren Twp, construct reduced conflict intersection</p>	0.87

Prog	Type of Work	Prop Funds	Total \$	FHWA \$	AC \$	FTA \$	TH \$	Other \$
SH	Other	HSIP	\$1,080,000 1,888,000	972,000 1,699,200	-	-	-	108,000 249,800

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 revise the project scope and total project cost. The project scope has been revised to add a reduced conflict intersection at CSAH 36 and US 212 instead of a closure and the total project cost of the two projects is currently programmed in the 2019-2022 TIP/STIP for \$1,141,000. The revised total project cost is \$1,949,000 an increase of \$808,000.

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 Adj by deferral of other projects *
 - Earmark or HPP not affecting fiscal constraint
 - Other (Projected funded/balanced in the 19-22 TIP/STIP) ✓

✓SP 1013-90 is currently programmed in SFY 2019 with a total project cost of \$61,000 in the 2019-22 TIP/STIP. There is no project cost change. Only a project description change to match 1013-90S including the drainage work. This project is 100% state funds; therefore fiscal constraint is maintained.

*SP 1013-90S is currently programmed in SFY 2019 with a total project cost of \$1,080,000 in the 19-22 TIP/STIP. The total project cost has increased to \$1,888,000. Federal HSIP funds currently programmed for this project in the 2019-22 TIP/STIP and SP 062-631-025 which was programmed in SFY 2019 with \$1,018,025 HSIP has been moved to SFY 2024 releasing those HSIP federal funds in SFY 2019. This project will use \$727,200 of those funds and local contribution of an additional \$152,000, which is sufficient to fully fund 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 October 24, 2018, with FHWA/FTA conformity determination established on December 13, 2018.

AIR QUALITY CONFORMITY:

- Subject to conformity determination
 - Exempt from regional level analysis ✓
 - N/A (not in a nonattainment or maintenance area)
- ✓ Exempt from regional level analysis: E-1, Intersection channelization project



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