

ACTION TRANSMITTAL No. 2013-56

DATE: November 26, 2013
TO: Technical Advisory Committee
FROM: TAC Funding and Programming Committee
PREPARED BY: Heidi Schallberg, Senior Planner (651-602-1721)
SUBJECT: 2014-2017 TIP Amendment for Scott County CSAH 17 from Vierling Dr to TH 169 in Shakopee
REQUESTED ACTION: The City of Shakopee requests a TIP amendment to modify the project scope for CSAH 17.
RECOMMENDED MOTION: Recommend that the Transportation Advisory Board adopt an amendment to the 2014-2017 Transportation Improvement Program (TIP) to modify the project scope for CSAH 17 by adding mill and overlay and pavement rehab to the original project scope and specifying some of the original elements not included in the original description (signal communication interconnect, red light running system, turn lanes).

BACKGROUND AND PURPOSE OF ACTION: In the 2009 Highway Safety Improvement Program (HSIP) solicitation, the City of Shakopee received \$1,101,600 in federal funding for traffic signal rebuild, including turn lanes, on Scott County CSAH 17 from Vierling Dr. to TH 169 in Shakopee. The project application included adding turn lanes, traffic signal rebuild, providing signal communication interconnect, and providing a red light confirmation system. This amendment would modify the project scope to add locally-funded pavement rehabilitation work that was identified as a need as the project proceeded. Adding this locally-funded rehabilitation work would coordinate road work and eliminate additional construction disruption if the work was being done separately.

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 | November 21, 2013 |
| Technical Advisory Committee | Review & Recommend | |
| Transportation Advisory Board | Review & Adopt | |
| Metropolitan Council Transportation Committee | Concurrence | |
| Metropolitan Council | Concurrence | |

November 12, 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 add locally funded pavement preservation work to a project in State Fiscal Year (SFY) 2014. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

| SEQ # | STATE FISCAL YEAR | ACT | DIS | ROUTE SYS | PROJECT NUMBER (S.P. #) (Fed # if available) | AGENCY | DESCRIPTION include location, description of all work, & city (if applicable) | MILES |
|-------|-------------------|-----|-----|-----------|----------------------------------------------|----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| | 2014 | M | M | CSAH 17 | 166-020-014 | SHAKOPEE | ON SCOTT CSAH 17 FROM VIERLING DR TO TH 169 IN SHAKOPEE-TRAFFIC SIGNAL REBUILD, SIGNAL COMMUNICATION INTERCONNECT, RED LIGHT RUNNING SYSTEM, TURN LANES AND FROM 17 TH AVE TO 10 TH AVE, MILL AND OVERLAY; ON VIERLING DRIVE FROM SAGE LN TO MILLER ST-PAVEMENT REHAB | 1 mi |

| PROG | TYPE OF WORK | PROP FUNDS | TOTAL \$ | FHWA \$ | AC \$ | FTA \$ | TH \$ | OTHER \$ |
|------|-------------------|------------|-------------|-------------|-------|--------|-------|----------------------------------------------------|
| SH | GRADE AND SURFACE | HSIP | \$2,220,000 | \$1,101,600 | 0 | 0 | 0 | \$1,118,400 (CITY OF SHAKOPEE AND SCOTT COUNTY) |

PROJECT BACKGROUND:

1. This amendment is needed to add locally funded pavement preservation work to project SP 166-020-014 and to adjust the project description to reflect the additional work.

The original project included the construction of additional left turn lanes, rebuilding signal systems, signal communication interconnect and a red light running system. Following initial project scoping the City of Shakopee and Scott County evaluated the road surface conditions within and adjacent to the project area and determined CSAH 17 - from 17th Avenue to 10th Avenue - and Vierling Drive - from Sage Lane to Miller Street - were both in need of pavement rehabilitation.

Due to the close proximity of the safety and pavement needs the pavement rehabilitation work has been incorporated into the scope of the HSIP project. The combined projects will provide the same safety and operational benefits of the HSIP project originally awarded to the City of Shakopee in 2009. No elements are being removed from that project.

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 166-020-014 is currently programmed in SFY of the 2014-2017 STIP with a total cost of \$2,220,000, with \$1,101,600 in federal HSIP funds and \$1,118,400 in local funds. The local contribution comprises the requisite ten percent HSIP local match and 100 percent of the pavement rehabilitation and mill and overlay work being added through this amendment.

The total project cost was updated during development of the 2014-2017 TIP/STIP to reflect the addition of local work and as a result there is no change in project cost.

The \$1,101,600 in federal funds currently programmed in SFY 2014 have not changed and when combined with \$1,118,400 in local funds are sufficient to fully fund SP 166-020-014, 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 changes and determined the project is exempt from regional analysis (code E-1).

Sincerely,

Bruce Loney
Public Works Director
City of Shakopee

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