

**ACTION TRANSMITTAL No. 2019-15**

**DATE:** March 6, 2019

**TO:** Transportation Advisory Board

**FROM:** Technical Advisory Committee

**PREPARED BY:** Joe Barbeau, Senior Planner (651-602-1705)

**SUBJECT:** 2019-2022 TIP Amendment Request: US 212 Reduced Conflict Intersection

**REQUESTED ACTION:** MnDOT requests an amendment to the 2019-2022 Transportation Improvement Program (TIP) to change the scope and cost of its US 212 reduced conflict intersection project (SP # 1013-90 and 1013-90S)

**RECOMMENDED MOTION:** That the Transportation Advisory Board approve an amendment to the 2019-2022 Transportation Improvement Program (TIP) to change the scope and cost of MnDOT's US 212 reduced conflict intersection project (SP # 1013-90 and 1013-90S)

**BACKGROUND AND PURPOSE OF ACTION:** 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.

**RELATIONSHIP TO REGIONAL POLICY:** Federal law requires that all transportation projects that will be 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 state funds are sufficient to fully fund the project. 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. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis. The 2019-2022 TIP conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

Public input opportunities for this amendment are provided through the Transportation Advisory Board's (TAB's) and Council's regular meetings.

**COMMITTEE COMMENTS AND ACTION:** At its February 21, 2019, meeting, the Funding & Programming Committee voted unanimously to recommend approval of an amendment to the 2019-2022 TIP to change the scope and cost of MnDOT's US 212 reduced conflict intersection project.

At its March 6, 2019, meeting the Technical Advisory Committee voted unanimously to recommend approval of an amendment to the 2019-2022 TIP to change the scope and cost of MnDOT's US 212 reduced conflict intersection project.

---

**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Funding & Programming Committee	Review & Recommend	2-21-2019
Technical Advisory Committee	Review & Recommend	3-6-2019
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Concur	

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



Map data ©2019 Google 2 mi