

**ACTION TRANSMITTAL No. 2021-55**

**DATE:** December 2, 2021

**TO:** Transportation Advisory Board

**FROM:** Technical Advisory Committee

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

**SUBJECT:** Streamlined 2022-2025 TIP amendment for MnDOT: MN 55 Intersection and Drainage Repairs in Rosemount

**REQUESTED ACTION:** MnDOT requests an amendment to 2022-2025 TIP to adjust the cost to its MN 55/Doyle Path intersection improvement and drainage repair projects (SP # 1910-56 and 1910-56S).

**RECOMMENDED MOTION:** That the Transportation Advisory Board recommend adoption of an amendment to the 2022-2025 TIP to adjust the cost of MnDOT's MN 55/Doyle Path intersection improvement and drainage repair projects (SP # 1910-56 and 1910-56S).

**BACKGROUND AND PURPOSE OF ACTION:** 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)-funded intersection elements show a \$661,000 cost decrease. An amendment to the TIP to recognize these cost changes is requested.

Along with state funding, this project is funded with HSIP funds not funded through the HSIP Solicitation process.

**RELATIONSHIP TO REGIONAL POLICY:** Federal law requires that all TIP amendments 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 recommend TIP amendments to the Council for adoption, provided these four requirements are met.

The streamlined TIP amendment process allows projects that meet certain conditions to be streamlined, which entails forgoing the TAC Funding & Programming Committee review and results in saving a month of process time.

**STAFF ANALYSIS:** The TIP amendment meets fiscal constraint because the 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 November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis.

**COMMITTEE COMMENTS AND ACTION:** At its December 1, 2021, meeting, the Technical Advisory Committee voted unanimously to recommend adoption of an amendment to the 2022-2025 Transportation Improvement Program to adjust the cost of MnDOT's MN 55/Doyle Path intersection improvement and drainage repair projects.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE SCHEDULED / COMPLETED</b>
Technical Advisory Committee	Review & Recommend	12/1/2021
Transportation Advisory Board	Review & Recommend	12/15/2021
Metropolitan Council Transportation Committee	Review & Recommend	12/20/2021
Metropolitan Council	Review & Adopt	12/22/2021

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	<del>11,000</del> 31,000	-	<del>11,000</del> 31,000
1910-56S	<del>0.05</del> 0.694	SH	Safety-HSIP	HSIP	<del>2,330,000</del> 1,669,000	2,097,000 1,502,100	<del>233,000</del> 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.