

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: April 17, 2024

Date: April 10, 2024

Action Transmittal: 2024-17

Program Year Extension Request: MnDOT US 8 HSIP Project

To: Transportation Advisory Board
From: Technical Advisory Committee
Prepared By: Robbie King, Planner, 651-728-4704

Requested Action

MnDOT requests a program year extension for its US 8 intersection access project to move from 2025 to 2026.

Recommended Motion

That the Transportation Advisory Board approve the program year extension request for MnDOT's US 8 intersection access project (SP # 1308-29S) to move from 2025 to 2026.

Summary

MnDOT requests a program year extension from 2025 to 2026 to align its US 8 intersection improvements project with a larger US 8 reconstruction project. The TAC Funding and Programming Committee and TAC voted to recommend approval of the request.

Background and Purpose

In 2020, MnDOT was awarded \$544,500 (currently \$556,200) in HSIP funding to construct a left turn lane at Hazel Avenue and close 250th Street (SP # 1308-29S) on US 8 in Chisago County, supplementing its US 8 reconstruction project (SP # 1308-29). MnDOT requests a program year extension so that this project can remain a part of SP # 1308-29, which has moved to 2026. The larger reconstruction project on US 8 from Interstate 35 in Forest Lake to Chisago City will be included in the 2025-2028 TIP.

The Highway Safety Improvement Program (HSIP) solicitation is administered by MnDOT for its Metro District. However, projects must adhere to Metropolitan Council policy. Along with the seven-county area, MnDOT's Metro District includes Chisago County. As a result, the HSIP solicitation includes projects located in Chisago County and these projects are subject to the Program Year Policy.

Relationship to Regional Policy

The Transportation Advisory Board (TAB) adopted the Program Year Policy in April 2013 (updated in August 2014) to assist with management and timely delivery of transportation projects awarded federal funding through the TAB's Regional Solicitation. The policy includes a procedure to request a one-year extension based on extenuating circumstances within certain guidelines.

Staff Analysis

Per the Program Year Policy’s progress assessment, a minimum score of 7 is needed to be eligible for an extension. This process helps assess whether the project is in position to be able to be obligated with the one-year extension and is not a reflection on the sponsor’s rationale for needing an extension. The request obtained a score of 7. Therefore, staff recommends approval of the request.

An extension of the program year does not guarantee federal funding will be available in that year. The project sponsor is responsible for completing the project in the new program year and covering the federal share of the project until federal funding becomes available. At this time the project would be in line for 2028 reimbursement of federal funds, though an earlier reimbursement may occur if funding becomes available.

Committee Comments and Action

At its March 21, 2024, meeting the TAC Funding and Programming Committee voted unanimously to recommend approval of MnDOT’s requested extension of its US 8 intersection improvements project from 2025 to 2026.

At its April 3, 2024, meeting, the Technical Advisory Committee voted unanimously to recommend approval of MnDOT’s requested extension of its US 8 intersection improvements project from 2025 to 2026.

Routing

To	Action Requested	Date Completed (Date Scheduled)
TAC Funding & Programming Committee	Review & Recommend	March 21, 2024
Technical Advisory Committee	Review & Recommend	April 3, 2024
Transportation Advisory Board	Review & Adopt	April 17, 2024





February 27, 2024

Mr. Michael Thompson, P.E.
Chair, TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street North

Re: Program Year extension Request for SP SP 1308-29S
US8 (LAKE BLVD), FROM TH 61 IN FOREST LAKE TO KARMEL AVE IN CHISAGO CITY

Dear Mr. Thomson:

MnDOT was awarded \$556,200 in federal HSIP funding for spot safety improvement along Hwy 8 in SFY 2025 which were part of SP 1308-27 MnDOT led pavement preservation and spot safety improvement project on US8 between I-35 and Karmel Ave. Concurrently, Chisago County has been leading an effort for a larger SP 1308-29 corridor safety improvements and expansion project in the same limits.

Recently, Chisago County was successful in showing full funding for the larger SP 1308-29 project which includes MnDOT committing to shift and contribute district funding that was programed for the pavement preservation and spot safety improvements work in the same limits.

The program year extension request is for the \$556,200.00 in regional HSIP funds that are currently programmed in FY25 to be moved so they can align with the larger Chisago County led Highway 8 project in SFY 2026. The project funding will be included and shown in the upcoming FY 2025-2028 STIP anticipated to be approved by FHWA in late 2024.

Attached please find information regarding this request. Please contact me with any questions by phone at 651-245-4406 or by email at dmitry.tomasevich@state.mn.us

Sincerely,

Dmitry Tomasevich
MnDOT Metro District
East Area Engineer

CC:

MnDOT Metro State Aid Office
MnDOT Metro Program Delivery Office
MnDOT Metro Traffic Office

Attachment 1: PROGRESS SCHEDULE FOR PROGRAM YEAR EXTENSION

Enter request date

INSTRUCTIONS:

1. Check status of project under each major heading.
2. Enter dates as requested for each major heading.
3. Enter points as suggested by each applicable response.
4. Total points received in the TOTAL POINTS line on the last page. **The minimum score to be eligible to request an extension is seven points.**

ENVIRONMENTAL DOCUMENTATION

PROJECT MEMORANDUM

Reviewed by State Aid
Date of approval _____ If checked enter 4. _____

Completed/Approved
Date of approval _____ If checked enter 5. _____

EA
 Completed/Approved
Date of approval _____ If checked enter 2. _____

EITHER
 Not Complete
Anticipated Date of Completion 11/2024
If prior to January 31 of the program year, enter 1. 1

OPPORTUNITY FOR PUBLIC HEARING (not necessary for project memorandum)

Completed
Date of Hearing _____ If checked enter 2. _____

Not Complete
Anticipated Date of Completion 12/2024
If prior to February 28 of the program year, enter 1. 1

FINAL ENVIRONMENTAL ASSESSMENT (not required for project memorandum)

Completed/FONSI Approved
Date of approval _____ If checked enter 2. _____

Not Complete
Anticipated Date of Completion 2/2025
If prior to March 31 of the program year, enter 1. 1

STUDY REPORT (required for Environmental Assessment Only)

Complete/Approved If checked enter 1. 1
Date of Approval 10/2022
 Not Complete
Anticipated Date of Completion _____

CONSTRUCTION PLANS

Completed (includes signature of District State Aid Engineer)
Date _____ If checked enter 3. _____
 Completed (approved by District State Aid as to SA Standards but not signed)
Date _____ If checked enter 2. _____
 Not Complete
Anticipated Date of Completion 7/2025
If prior to June 30 of the program year, enter 1. 1

RIGHT OF WAY ACQUISITION

Completed (includes approval of R/W Cert. #1 or #1A) If checked enter 2. _____
Date _____
 Not Complete
Anticipated Date of Completion 9/2025
If prior to December 31 of the year following the original program year, enter 1. 1

ENGINEERS ESTIMATE OF COSTS

Completed If checked enter 2. _____
Date _____
 Not Complete
Anticipated Date of Completion 6/2025
If prior to December 31 of the year following the original program year, enter 1. 1

AUTHORIZED

Anticipated Letting Date 10/2025.
Anticipated letting date must be prior to June 30
in the year following the original program year,
so that authorization can be completed prior to
June 30 of the extended program year.

TOTAL POINTS 7



Transportation Advisory Board Program Year Extension Request

1. Project Background

Chisago County is leading the reconstruction of an approximately eight-mile segment of US 8 between TH 61 and Karmel Avenue.

Proposed improvements include expansion of TH 8 from a two-lane section to a four-lane section, intersection safety improvements and pavement preservation work. The project has an approved layout, construction limits, previously approved EAW, in the process of completing the Environmental Assessment document, preparing for the right of way acquisition process and final plan design.

Project is fully funded and will be shown in the upcoming FY 2025-2028 State Transportation Improvement Program (STIP) anticipated to be approved by FHWA in late 2024.

2. Project Progress

A. Progress Schedule

Please see Attachment 1 Progress Schedule for program year extension



NEXT STEPS

- Complete Environmental Review and Documentation Process
- Complete Construction Staging Plan
- Final Design Activities
- Conduct Right-of-Way Process

B. Right of Way Acquisition

County will have a consultant on board and under contract by end of April. Preliminary number of affected parcels is 220. Acquisition will be a combination of temporary easements, permanent easements and fee title.

C. Plan

Project has a MnDOT level 1 Staff approved layout. Link for MNDOT Users and the PUBLIC to a single specific document

- [SP 1308-29 SAL 1 of 5 \(External\)](#)
- [SP 1308-29 SAL 2 of 5 \(External\)](#)
- [SP 1308-29 SAL 3 of 5 \(External\)](#)
- [SP 1308-29 SAL 4 of 5 \(External\)](#)
- [SP 1308-29 SAL 5 of 5 Profiles \(External\)](#)

Current final design efforts are focused on:

- Geometric Refinements
- Staging, Detour, and Traffic Control Plan
- Drainage Plan
- Turtle Crossings
- Construction Limits and Right-of-Way Needs
- Construction Materials and Earthwork

D. Permits

List of Permits

- Section 404 Individual Permit, to be completed
- Wetland Conservation Act (WCA), to be completed
- Section 401 water quality certification, to be completed
- DNR public waters work permit, to be completed
- NPDES construction stormwater permit, to be completed
- Comfort Lake Forest Lake Watershed District Permit, to be completed

List of Other Approvals

- Environmental Assessment (EA), in development
- Section 4(f) determination, complete
- Finding of No Significant Impact (FONSI, assumed outcome), to be completed
- Section 106 (Historic/Archaeological), complete (update pending)
- Section 7 (Endangered Species Act), in development
- Municipal Consent, to be completed

E. Approvals

Preliminary layout approval from the cities of Wyoming and Chisago City and Mndot has been acquired.

F. Identify funds and other resources spent on the project.

TH 8 Design Contracts and Budget Summary			
	Total Budget	Balance	Spent to Date
12151.00 (Pre-Design)	\$899,988	-\$140,765	\$1,040,753
12151.02 (Local Roads Final Design)	\$1,062,249	\$610,043	\$452,206
12151.03 (TH 8 Final Design)	\$1,679,422	\$1,075,377	\$604,045
12151.04 (Additional Design)	\$812,579	\$367,388	\$445,191
Totals	\$4,454,238	\$1,912,043	\$2,542,195

3. Justification for Extension Request

A. What is unique about this project that requires an extension of the project year?

MnDOT was awarded \$556,200 in federal HSIP funding for spot safety improvement along Hwy 8 in SFY 2025 which were part of SP 1308-27 MnDOT led pavement preservation and spot safety improvement project on US8 between I-35 and Karmel Ave. Concurrently, Chisago County has been leading an effort for a larger SP 1308-29 corridor safety improvements and expansion project in the same limits.

Recently, Chisago County was successful in showing full funding for the larger SP 1308-29 project which includes MnDOT committing to shift and contribute district funding that was programed for the pavement preservation and spot safety improvements work in the same limits.

The program year extension request is for the \$556,200.00 in regional HSIP funds that are currently programmed in FY25 to be moved so they can align with the larger Chisago County led Highway 8 project in SFY 2026. The project funding will be included and shown in the upcoming FY 2025-2028 STIP anticipated to be approved by FHWA in late 2024.

B. What are the financial impacts if the project does not meet the current program year?

Chisago County is on schedule to meet its projects scheduled SFY 26 letting.

If the project were delayed, the project risks forfeiture of secured funding sources and would not be able to show full funding to deliver the project.

C. What are the implications if the project does not obtain the requested extension?

Chisago County project full funding includes MnDOT committing to shift and contribute district funding that was programed for the pavement preservation and spot safety improvements work in the same limits.

If a program year extension was not obtained for the \$556,200.00 in regional HSIP funds so they can align with the Chisago County led Highway 8 project in SFY 2026, it risks the funding and safety commitments within the project.

D. What actions will the agency take to resolve the problems facing the project in the next three to six months?

Chisago County is on schedule to meet its projects scheduled SFY 26 letting and will continue to coordinate with MnDOT and local agency partners to authorize and let the project on time.

2/27/2024

Joe Triplett | County Engineer/Director
Chisago County Public Works
31325 Oasis Rd
Center City, MN 55012

Re: MnDOT contributions to SP 1308-29 – Highway 8

Dear Joe Triplett,

This is a notification that MnDOT Metro District intends to show the following and make the following commitment to the Highway 8 project being led by Chisago County between Interstate 35 to Karmel/Wyoming Ave in the FY 2025 to 2028 STIP, which is currently in development. The STIP with these items included is anticipated to be approved by FHWA in late 2024.

- MnDOT will be contributing district target that was originally planned to be used for a resurfacing and safety project on Highway 8. This will include \$13,444,000.00 of TH funds. These will be show in the STIP under 1308-29.
- There is \$556,200.00 in regional HSIP funds that are currently programmed in FY25. MnDOT will be requesting for a program year extension to align with the Highway 8 project.
- MnDOT will contribute an additional \$8,000,000.00 in TH funds for the purposes of including long-term pavement solutions in the project design. These funds will show in the STIP under 1308-29.

Please let me know if you need any additional information. I can be reached at aaron.tag@state.mn.us.

Sincerely,

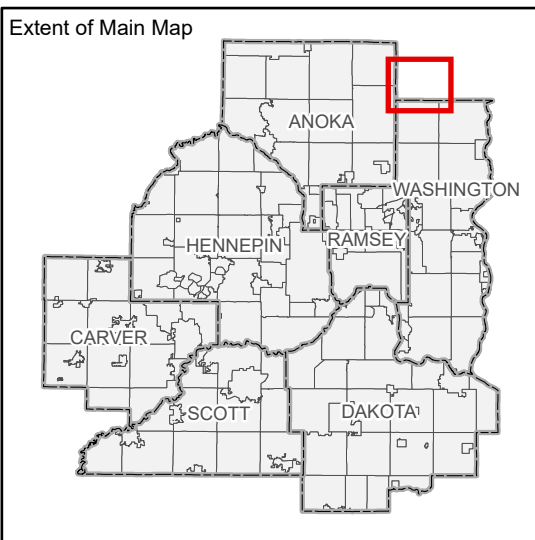
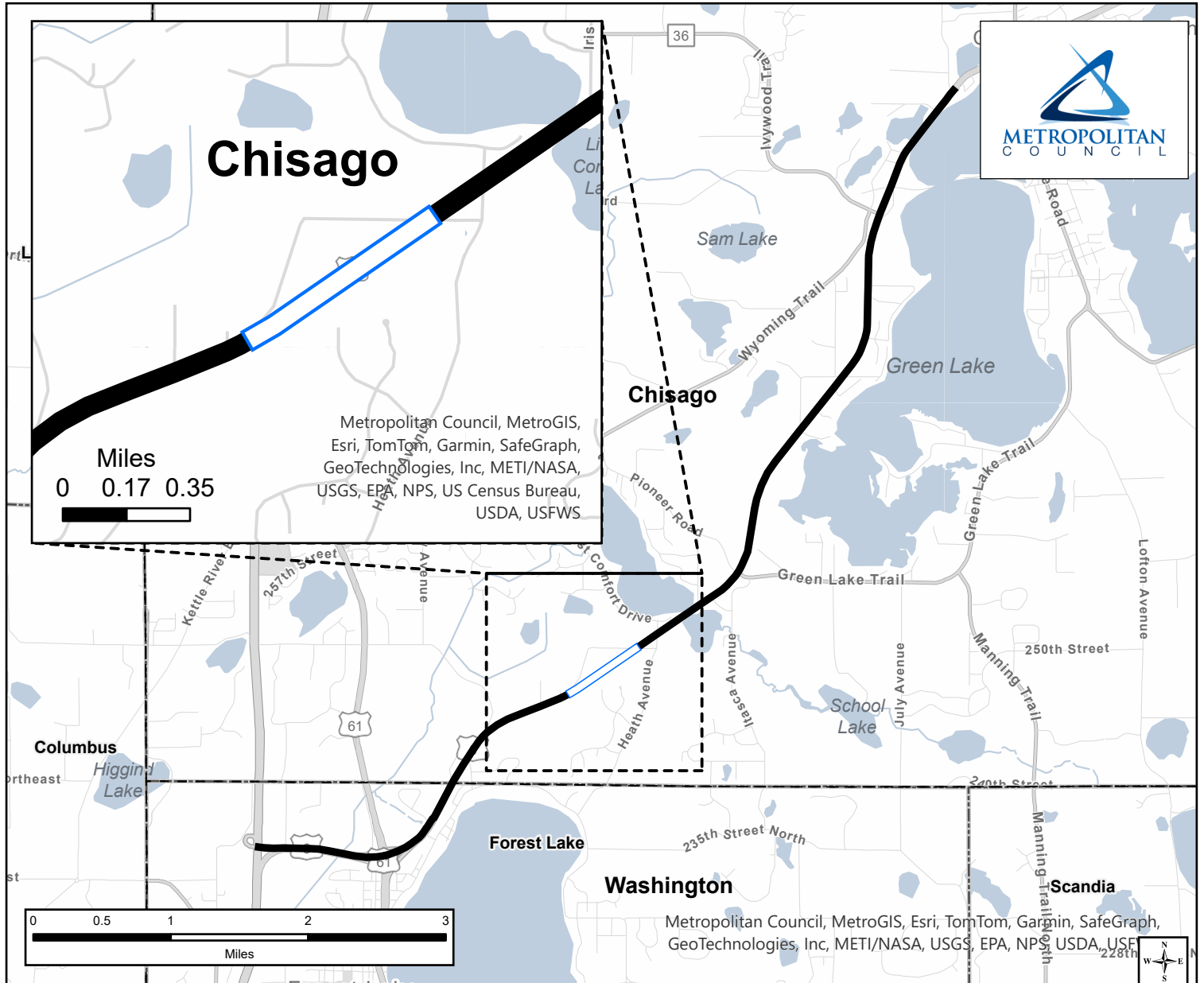
Aaron Tag, PE
Metro District Program Management Director

CC:

Adam Josephson, Area Manager
Dmitry Tomasevich, Area Engineer
Dan Erickson, Metro State Aid Engineer
Marc Briese, State Aid Programs Manager

2024-17

Program Year Extension Request: MnDOT US8 HSIP Project



Project Areas

- 1308-29
- 1308-29S (Requesting Extension)