

Transportation Committee

For the Metropolitan Council meeting of July 26, 2017

Subject: 2017-2020 TIP Amendment: MnDOT US 10 Cable Median Barrier

Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2017-2020 Transportation Improvement Program (TIP) to add a project to add a cable median barrier to US Highway 10 from Anoka to Elk River.

Summary of Committee Discussion/Questions

Metropolitan Transportation Services Senior Planner Joe Barbeau presented this item.

Council member Dorfman asked for clarification as to what cable median barriers were; Barber responding that this was the barrier (fence-line) between the two directions and Nick Thompson adding that these are lower cost and help prevent head on collisions.

Motion by McCarthy, seconded by Letofsky and passed.

Transportation Committee

Meeting date: July 24, 2017

For the Metropolitan Council meeting of July 26, 2017

Subject: 2017-2020 TIP Amendment: MnDOT US 10 Cable Median Barrier

District(s), Member(s): 9 -- Reynoso

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 2017-2020 Transportation Improvement Program (TIP) to add a project to add a cable median barrier to US Highway 10 from Anoka to Elk River.

Background

The project will add a cable median barrier on US 10 from Anoka to Elk River. It is being coordinated with another MnDOT median project in District 3 (SP # 7101-64). Funding for the project is coming from Metro Highway Safety Improvement Program (HSIP) funding that was re-allocated through the HSIP solicitation process.

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 state 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. This TIP amendment is using the streamlined process adopted by TAB on April 19, 2014.

Thrive Lens Analysis

This action promotes *livability* by enhancing safety along a highly-travelled corridor.

Funding

The project is fully funded with federal and state funds.

Known Support / Opposition

No known opposition.

Please amend the 2017-2020 Transportation Improvement Program (TIP) to add the following project in program year 2018. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

SEQ #	STATE FISCAL YEAR	A T P	D I S T	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILES
-	2018	M	M	US 10	0202-106	MNDOT	US10, FROM THURSTON AVE IN ANOKA TO MN101 IN ELK RIVER - CABLE MEDIAN BARRIER (DESIGNED BY METRO DISTRICT, ATP3 PORTION OF \$650K UNDER ASSOCIATED SP 7101-64)	9.1

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	BOND	OTHER \$
TM	TRAFFIC CONTROL DEVICE/SAFETY	HSIP	\$995,100	895,590	-	-	99,510	-	-

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 add a project to SFY2018 of the 2017-2020 TIP. SP 0202-106 is in SFY2018 of the draft 2018-2021 TIP, but the project will be let before the final is approved.

SP 0202-106 is a cable median barrier project on US 10 from Anoka County to Elk River. It is being coordinated with another MnDOT median project in District 3, SP 7101-64. Funding for the project is coming from Metro HSIP funding that was re-allocated through the HSIP solicitation process.

- 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 X
- Earmark or HPP not affecting fiscal constraint
- Other

This amendment is receiving \$585,000 in funding from Statewide HSIP funding (SP 880C-HSIP-18, SEQ 1882), \$345,100 in funding from MnDOT-Metro’s HSIP setaside (SP 880M-SHS-18, SEQ 1590), and \$65,000 in funding from MnDOT-District 3 Safety Capacity funding (SP 8803-SC-18, SEQ 546). The project is fully funded, therefore fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

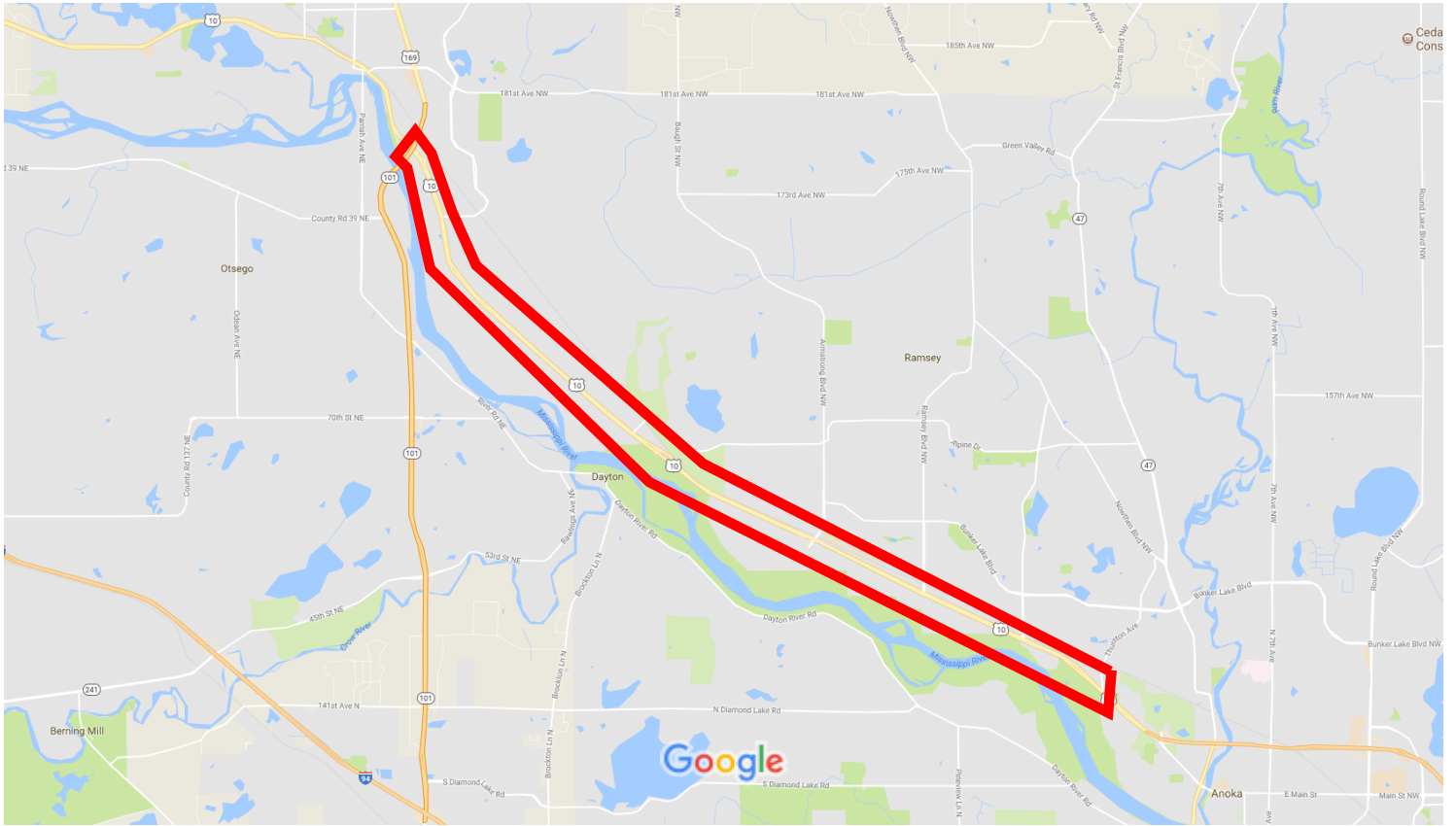
This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on March

13, 2015.

AIR QUALITY CONFORMITY:

- Subject to conformity determination
- Exempt from regional level analysis X*
- N/A (not in a nonattainment or maintenance area

*Exempt Project Category S-9. Guardrails, median barriers, crash cushions per Section 93.126 of the Conformity Rules



Map data ©2017 Google United States 5000 ft