

Transportation Committee

For the Metropolitan Council meeting of March 21, 2018

Subject: 2018-2021 TIP Amendment: MnDOT Traffic Management Projects

Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2018-2021 Transportation Improvement Program (TIP) to increase the cost of a MnDOT traffic management project and add another MnDOT traffic management project.

Summary of Committee Discussion/Questions

This item was approved as part of the consent agenda at the Transportation Committee.

Motion by Reynoso, seconded by Elkins. Motion carried.

Transportation Committee

Meeting date: February 26, 2018

For the Metropolitan Council meeting of March 21, 2018

Subject: 2018-2021 TIP Amendment: MnDOT Traffic Management Projects

District(s), Member(s): All

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 2018-2021 Transportation Improvement Program (TIP) to increase the cost of a MnDOT traffic management project (SP # 8825-614) and add another MnDOT traffic management project (SP # 8825-664).

Background

This TIP amendment is requested to amend one project and add another to fiscal year 2018 and 2019, respectively, of the 2018-2021 TIP. Both traffic management systems projects received funds from the 2017 Minnesota Legislature Transportation Funding package (Chapter 3) and address traffic management needs that could be easily developed and delivered in a short time period. One project (SP # 8825-614) was recently amended into the TIP, but during federal authorization, it was found that a significant amount of state-furnished materials (\$1,200,000) for signage material was being used for the project. Due to this large amount of funding, it was determined that a TIP amendment is needed. The other project (SP # 8825-664) is a 2019 project, but will be let in May 2018.

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 local 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 traffic efficiency.

Funding

The project is fully funded with federal and state funds.

Known Support / Opposition

No known opposition.

Please amend the 2018-2021 Transportation Improvement Program (TIP) to amend and add the following projects in program years 2018 and 2019, respectively.

PROJECT IDENTIFICATION:

Seq #	State Fiscal Year	A T P	Dist	Route System	Project Number (S.P. #) (Fed # if available)	Agency	Description include location, description of all work, & city (if applicable)	Miles
1502A	2018	M	M	I-35W	8825-614	MnDOT	**17New**Chap 3**I35 frm Crystal Lk Rd in Burnsville to I35/35W/35E split and on I35W frm split to E 42 nd in Mpls - Traffic management system	12.0
-	2019	M	M	District-wide	8825-664	MnDOT	**ELLA****ITS**Metro wide- Replace shelters and dynamic message signs (\$720K of FHWA is ITS)	-

Prog	Type of work	Prop Funds	Total \$	FHWA \$	AC \$	FTA \$	TH \$	Bond	Other \$
TM	Traffic Control Devices	NHPP	\$600,000 \$1,800,000	480,000 1,440,000	-	-	120,000 360,000	-	-
TM	Traffic Control Devices	STBGP	\$900,000	720,000			180,000		

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 request is to amend SP 8825-614 and add SP 8825-664 to state fiscal year 2018 and 2019 of the 2018-2021 TIP. Both projects are related to traffic management systems. Both projects received funds from the 2017 Minnesota Legislature Transportation Funding package (Chapter 3) and the projects address the District’s traffic management needs that could be easily developed and delivered in a short time period.

SP 8825-614 has been amended recently into the TIP, but during federal authorization, it was found that a significant amount of state furnished materials (\$1,200,000) for signage material was being used for the project. Typically, state furnished materials are not included in the construction estimate for projects, but due to the amount of overall funding that is state funded materials, it was determined a TIP amendment was needed to show that amount. SP 8825-664 is SFY2019 project, but also an early let, late award (ELLA) project that will be let in May 2018.

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 Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- Other

SP 8825-614 and 8825-664 will be funded with funds from the 2017 Minnesota transportation package. This will fully fund the project, therefore maintaining fiscal constraint.

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 ✓
- N/A (not in a nonattainment or maintenance area)

✓Exempt Project Category S-7: Traffic control devices and operating assistance other than signalization and projects and S-9: Guardrails, median barriers, crash cushions per Section 93.126 of the Conformity Rules.