

Transportation Committee

For the Metropolitan Council meeting of March 13, 2019

Subject: 2019-2022 TIP Amendment: MnDOT I-35W Pavement Rehabilitation Project

Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2019-2022 Transportation Improvement Program (TIP) to change the scope of MnDOT's I-35W pavement rehabilitation project.

Summary of Committee Discussion/Questions

Metropolitan Transportation Services Senior Planner Joe Barbeau and MnDOT Project Manager Chris Hoberg presented this item.

Sterner asked for clarification on the project. Christian Hoberg explained that ADA upgrades with audible push buttons were going to be installed but APS cannot be accepted with the current signal systems so new signal systems need to be installed first. Chamblis asked if the cost of updating the ADA system is being deferred and when it will be revisited. Hoberg said it will be deferred and the project to scope and deliver is scheduled for 2024 but whether it can be done prior to then will be explored.

Motion by Cummings, seconded by Gonzalez. Motion carried.

Transportation Committee

Meeting date: March 11, 2019

For the Metropolitan Council meeting of March 13, 2019

Subject: 2019-2022 TIP Amendment: MnDOT I-35W Pavement Rehabilitation Project

District(s), Member(s): 7 – Lilligren and 8 – Muse

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 2019-2022 Transportation Improvement Program (TIP) to change the scope of MnDOT's I-35W pavement rehabilitation project.

Background

This amendment is needed to document a total project length change from 1.56 miles to 0.95 miles and the removal of the ADA upgrades in the project description. The total project cost remains the same. The rationale for removing the phrase "ADA upgrades" is that existing signal systems are unable to accommodate accessible pedestrian signals (APS). Therefore, the signal systems will be replaced at a later time.

The MnDOT project manager shared the following explanation: This project's scope previously included some ramps at South 10th St. and South 4th Ave, as well as South 10th St. and South 5th Ave (The northern bounds of the TH 65 downtown exit and entrance from 35W). At some point (prior to his involvement), those ramps were removed from the scope of work. The project description includes ADA Upgrades, which specifically means APS installation at the Washington Ave S/I 35W Pedestrian Ramps. The pedestrian ramps at this location were reconstructed between two different projects in recent years. As design progressed, it became apparent that the existing signal systems are unable to accommodate APS. This meant that we would need to replace the existing signal systems. The City of Minneapolis expressed concern with the disruption posed by the signal system replacement in light of nearby construction projects and requested that MnDOT defer the proposed installation of APS at the Washington Ave ramps under SP 2782-330. The project manager further discussed the City's with MnDOT's ADA office, which indicated that it would accept deferring the installation of APS from this project to a future timeframe, as long as an upcoming project could be identified for the upgrade. The discussions to identify when APS will be installed (and the signal systems will be replaced) are ongoing.

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.

Thrive Lens Analysis

This action promotes stewardship by only completing portions of the project that are ready.

Funding

The project is fully funded with federal and state funds.

Known Support / Opposition

No known opposition.

Please amend the 2019-2022 Transportation Improvement Program (TIP) to modify this project in program year 2019. 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
1540	2019	M	M	I 35W	2782-330	MnDOT	I35W, From Portland Ave to Washington Ave in Mpls – Bituminous mill and overlay, concrete pavement rehabilitation, repair drainage structures and pipe, ADA upgrades, TMS	1.56
							I35W, From Portland Ave to Washington Ave in Mpls – Bituminous mill and overlay, concrete pavement rehabilitation, repair drainage structures and pipe, TMS	0.95

Prog	Type of Work	Prop Funds	Total \$	FHWA \$	AC \$	FTA \$	TH \$	Other \$
RS	Mill and Overlay	NHPP	\$2,273,000	\$2,045,700	-	-	\$227,300	-

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 document a total project length change from 1.56 miles to 0.95 miles and the removal of the ADA upgrades in the project description. The total project cost remains the same.

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

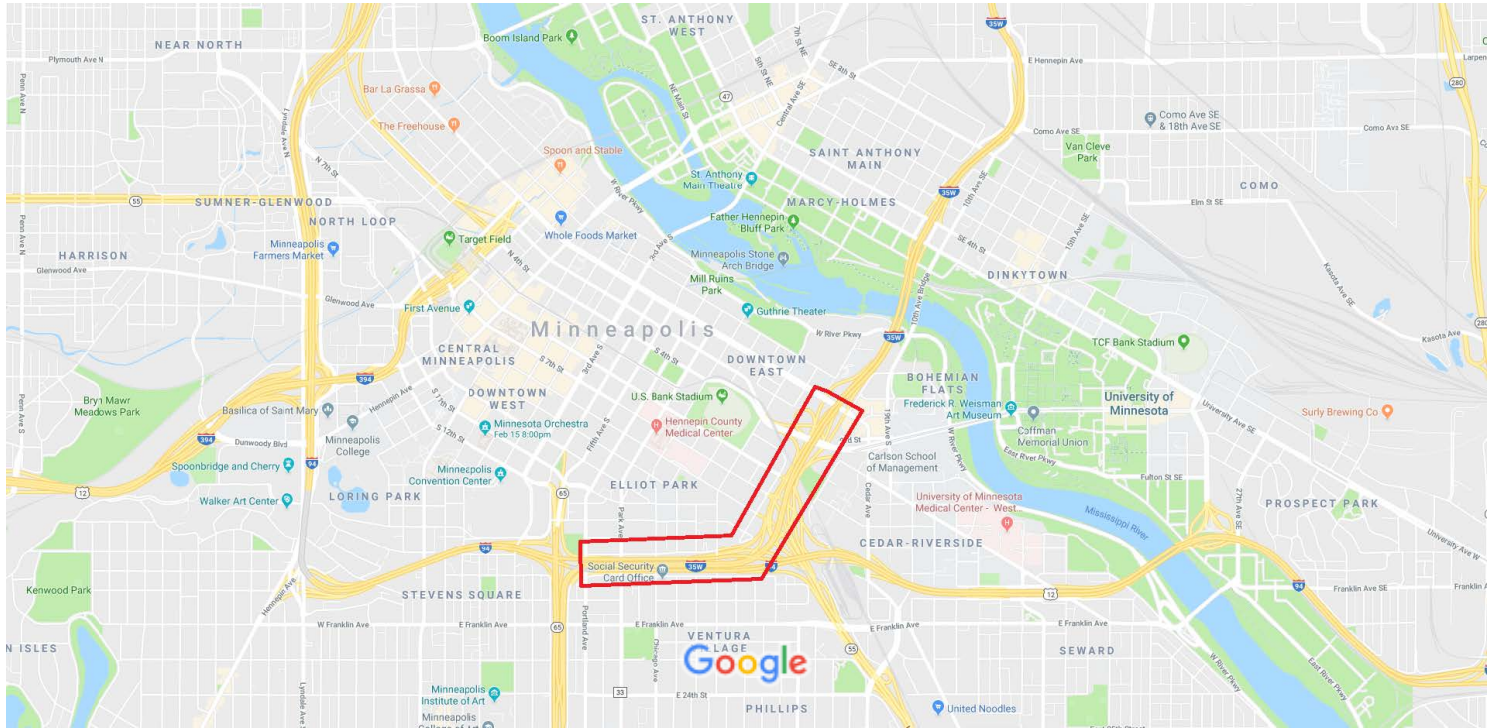
SP 2782-330 is currently programmed in SFY 2019 with a total project cost of \$2,273,000 in the 19-22 TIP/STIP. There is no project cost change. The project has a project length decreased from 1.56 miles to 0.95 miles and removed the ADA upgrade from the description. The NHPP funds currently programmed for this project in the 2019-22 TIP/STIP are 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: S-10: Pavement resurfacing and/or rehabilitation



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