

ACTION TRANSMITTAL
No. 2013-14

DATE: February 6, 2013

TO: Transportation Advisory Board

FROM: Technical Advisory Committee

PREPARED BY: Heidi Schallberg, Senior Planner (651-602-1721)
Ann Braden, Senior Planner (651-602-1705)

SUBJECT: 2013-2016 TIP Amendment for I-35E MnPASS Managed Lane Extension Study

REQUESTED ACTION: MnDOT requests a TIP amendment to add the I-35E MnPASS Managed Lane Extension Study.

RECOMMENDED MOTION: Recommend that the Transportation Advisory Board adopt an amendment to the 2013-2016 Transportation Improvement Program (TIP) to add the I-35E MnPASS Managed Lane Extension Study in 2013 using \$605,000 of federal Value Pricing Pilot Program funding and \$151,250 of local funding (\$30,000 from the University of Minnesota and \$121,250 from MnDOT trunk highway funds).

BACKGROUND AND PURPOSE OF ACTION: MnDOT was awarded \$605,000 in federal funds from a 2012 solicitation for the Value Pricing Pilot Program to conduct the I-35E MnPASS Managed Lane Extension Study. The study will evaluate managed lane concepts on I-35E between Little Canada Road and CR 96 that are compatible with the long-term plans for development of I-35E on the eastern side of the Twin Cities metropolitan area. It will include innovative priced lane design and operations alternatives; a comprehensive outreach and education process; transit enhancements and supportive land use analysis and recommendations along a populated corridor; and tools to help the public understand MnPASS operations and feasibility of alternatives.

The required 20 percent local match will be provided with \$121,250 of state trunk highway funds and \$30,000 from the University of Minnesota, for a local match total of \$151,250.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be partially funded with federal funds must be in an approved TIP and 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 adopt and amend the TIP according to these four requirements.

STAFF ANALYSIS: The TIP amendment meets fiscal constraint because the funds are new to the TIP through a new \$605,000 grant from the federal Value Pricing Pilot Program and \$151,250 of local funding (\$30,000 from the University of Minnesota and

\$121,250 from MnDOT trunk highway funds). The amendment is consistent with the Transportation Policy Plan, adopted by the Metropolitan Council on November 10, 2010, with FHWA/FTA conformity determination established on February 23, 2011. The project is exempt from regional air quality analysis, and public input opportunities are provided through the TAB's and Council's regular meetings.

COMMITTEE COMMENTS AND ACTION: At its February 6, 2013, meeting, the TAC unanimously approved a motion to recommend this TIP amendment to the TAB for adoption.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	January 17, 2013
Technical Advisory Committee	Review & Recommend	February 6, 2013
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Concurrence	
Metropolitan Council	Concurrence	

January 16, 2013

Karl Keel, Chair
TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street No.
St. Paul, Minnesota 55101

Re: Amendment to the Twin Cities 2013-2016 Transportation Improvement Program (TIP)
State Project Number:

Dear Mr. Keel:

Please amend the 2013 – 2016 Transportation Improvement Program (TIP) to include this project in program year 2013. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

STATE FISCAL YEAR	A T P	DIST	ROUTE SYS	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)
2013	M	M	I-35E	6281-46	MnDOT	I-35E MnPASS Managed Lane Extension Study

PROG	PROP FUNDS	TOTAL \$	FHWA \$	TH \$	OTHER \$
PL	VPPP	756,250	605,000	121,250	30,000 (U MN)

PROJECT BACKGROUND:

1. Briefly describe why amendment is needed (e.g., project in previous STIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in TIP).

MnDOT was awarded \$605,000 in federal funds from a 2012 solicitation for the Value Pricing Pilot Program to conduct the I-35E MnPASS Managed Lane Extension Study. The study will evaluate managed lane concepts on I-35E between Little Canada Road and CR 96 that are compatible with the long-term plans for development of I-35E on the eastern side of the Twin Cities metropolitan area. It will include innovative priced lane design and operations alternatives; a comprehensive outreach and education process; transit enhancements and supportive land use analysis and recommendations along a populated corridor; and tools to help the public understand MnPASS operations and feasibility of alternatives.

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 Mn/DOT Adjustment by deferral of other projects _____
- Earmark or HPP not affecting fiscal constraint _____
- Other _____

MnDOT was awarded \$605,000 in federal funds from a 2012 solicitation for the Value Pricing Pilot Program to conduct the I-35E MnPASS Managed Lane Extension Study. The TIP amendment meets fiscal constraint because the funds are new to the TIP through a new \$605,000 grant from the federal Value Pricing Pilot Program and \$151,250 of local funding (\$30,000 from the University of Minnesota and \$121,250 from MnDOT trunk highway funds).

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 10, 2010, with FHWA/FTA conformity determination established on February 23, 2011.

AIR QUALITY CONFORMITY:

- Subject to conformity determination _____
- Exempt from regional level analysis..... _____
- Exempt from project level analysis..... _____
- Exempt by virtue of interagency consultation..... _____
- N/A (not in a nonattainment or maintenance area)..... _____

Exempt project category O-1 as determined by the Minnesota Interagency Air Quality and Transportation Planning Committee

Sincerely,

Brad Larsen
MnPASS Policy Manager
MnDOT Metro District

cc: Cindy Krumsieg, MN/DOT Metro Program Management
Dan Erickson, MN/DOT Metro State Aid
Heidi Schallberg, Metropolitan Council