

ACTION TRANSMITTAL No. 2015-19

DATE: April 3, 2015

TO: Transportation Advisory Board

FROM: Technical Advisory Committee

PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)

SUBJECT: 2015-2018 TIP Amendment: MnDOT Metrowide Central Signal Monitoring System

REQUESTED ACTION: MnDOT requests an amendment to add its Metrowide Central Signal Timing Monitoring System (SP# 8825-535) to the 2015-2018 TIP. The project is to be funding by the Highway Safety Improvement Program (HSIP)

RECOMMENDED MOTION: Recommend that the Transportation Advisory Board adopt the amendment into the 2015-2018 TIP to add the Metrowide Central Signal timing Monitoring System (SP# 8825-535) to the 2015-2018 TIP.

BACKGROUND AND PURPOSE OF ACTION: An amendment is needed to add this project to year 2015 of the 2015-2018 TIP because another project (062-610-004) is moving from the SFY 2015 to SFY 2016. The project being added is the purchase of a Central Signal Monitor System, an advanced traffic management system (ATMS) software package that will aid MnDOT in making real-time signal changes during critical traffic events. The project will use Safety Capacity state funds as matching funds.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be 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 federal and state funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015. It is also consistent with the Transportation Policy Plan adopted by the Metropolitan Council on September 8, 2014 with FHWA/FTA conformity determination established on October 6, 2014. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis. Public input opportunity for this amendment is provided through the TAB's and Council's regular meetings.

COMMITTEE COMMENTS AND ACTION: At its March 19, 2015, meeting, the Funding and Programming Committee unanimously approved the recommendation. At its April 1, 2015 meeting, the Technical Advisory Committee unanimously approved the recommendation.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	3/19/2015
Technical Advisory Committee	Review & Recommend	4/1/2015
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Concurrence	
Metropolitan Council	Concurrence	

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
	2015	M	M		8825-535	MNDOT	METROWIDE - CENTRAL SIGNAL MONITORING SYSTEM (PURCHASE ORDERS ONLY)	0.0

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
TM	TRAFFIC MGMT. SYSTEM	HSIP	700,000	630,000			70,000	

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).

An amendment is needed to add this project to year 2015 of the 2015-2018 TIP because another project (062-610-004) is moving from SFY 2015 to SFY 2016. The project being added is the purchase of a Central Signal Monitor System, an advanced traffic management system (ATMS) software package that will aid MnDOT in making real-time signal changes during critical traffic events. The project will use Safety Capacity state funds as matching funds.

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

X

This project (SP 8825-535) will be added to SFY2015 of the 2015-2018 TIP, with \$630,000 of federal HSIP funds, and \$70,000 of state funds from the Safety Capacity program, for a total project cost of \$700,000. SP 8825-535 is being awarded HSIP funds due to a project (SP 062-610-004) in Ramsey County moving from SFY2015 to SFY2016. The Ramsey County project move from SFY2015 to SFY2016 is being done with an administrative modification and will use a Metro HSIP Setaside (SP 880M-SHL-16) to accommodate that move of \$739,337.

MnDOT Metro Traffic is awarding SP 8825-535 these HSIP funds because the projects had a similar costs and MnDOT is able to purchase this software in SFY 2015. The funds from SP 062-610-004 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 January 14, 2015. It is also consistent with the Transportation Policy Plan adopted by the Metropolitan Council on September 8, 2014 with FHWA/FTA conformity determination established on October 6, 2014.

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-6 (Safety Improvement Program) per Section 93.126 of the Conformity Rules