

**Transportation Advisory Board**  
of the Metropolitan Council of the Twin Cities

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**ACTION TRANSMITTAL No. 2017-15**

**DATE:** June 26, 2017  
**TO:** Transportation Advisory Board  
**PREPARED BY:** Joe Barbeau, Senior Planner (651-602-1705)  
**SUBJECT:** 2017-2020 TIP Amendment for MnDOT: US 10 HSIP Project  
**REQUESTED ACTION:** MnDOT requests an amendment to the 2017-2020 TIP to add a project to add a cable median barrier to US Highway 10 from Anoka to Elk River. (SP # 0202-106)  
**RECOMMENDED MOTION:** Recommend that TAB adopt the amendment into the 2017-2020 TIP to add a project to add a cable median barrier to US Highway 10 from Anoka to Elk River. (SP # 0202-106)

**BACKGROUND AND PURPOSE OF ACTION:** This amendment is needed to add a project to state fiscal year (SFY) 2018 of the 2017-2020 TIP. The project is in SFY 2018 of the draft 2018-2021 TIP, but will likely be let before that TIP is approved by the United States Department of Transportation. The project will add a cable median barrier 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 Highway Safety Improvement Program (HSIP) funding that was re-allocated through the HSIP solicitation process.

**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 per these four requirements.

**STAFF ANALYSIS:** The TIP amendment meets fiscal constraint because federal and state funds are sufficient to fully fund the project. The amendment is consistent with the Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015 and with FHWA/FTA conformity determination established on March 13, 2015. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the projects are exempt from air quality conformity analysis. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings. This amendment meets the criteria for using the TAB's streamlined TIP amendment process and was recommended for streamlining by the TAC Executive Committee.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
Technical Advisory Committee Executive Committee	Review & Approve for Streamlining	6-15-2017
Transportation Advisory Board	Review & Adopt	-
Metropolitan Council Transportation Committee	Concur	-
Metropolitan Council	Concur	-

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)	M I L E S
-	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