

ACTION TRANSMITTAL No. 2018-18

DATE: January 31, 2018

TO: Transportation Advisory Board

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

SUBJECT: 2018-2021 Streamlined TIP Amendment for MnDOT: Traffic Management System Projects

REQUESTED ACTION: The Minnesota Department of Transportation requests an amendment to the 2018-2021 TIP to increase the cost of a traffic management project (SP # 8825-614) and add another (SP # 8825-664).

RECOMMENDED MOTION: Recommend that TAB adopt the amendment into the 2018-2021 TIP to increase the cost of a MnDOT traffic management project (SP # 8825-614) and add another (SP # 8825-664).

BACKGROUND AND PURPOSE OF ACTION: This TIP amendment is requested to amend SP 8825-614 and add SP 8825-664 to state 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 the projects address the District's traffic management needs that could be easily developed and delivered in a short time period. 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. Typically, state-furnished materials are not included in the construction estimate for projects, but due to the amount of state-funded materials, it was determined that a TIP amendment is needed. SP 8825-681 is a SFY2019 project, but will be let in May 2018. Funding sources for the projects are National Highway Performance Program and STPGB programmed by MnDOT.

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 project is 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 TAB's streamlined TIP amendment process and was recommended for streamlining by the TAC Executive Committee.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
Technical Advisory Committee Executive Committee	Review & Approve for Streamlining	1-30-2018
Transportation Advisory Board	Review & Adopt	-
Metropolitan Council Transportation Committee	Concur	-
Metropolitan Council	Concur	-

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 8825-681 is SFY2019 project, but also an early let, later 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