

Action Transmittal

Transportation Advisory Board



Meeting Date: April 6, 2022

Date: March 30, 2022

Action Transmittal: 2022-14

Streamlined 2022-2025 TIP Amendment: Minneapolis HSIP Cost Increases

To: Technical Advisory Committee

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Requested Action

The City of Minneapolis requests an amendment to the 2022-2025 TIP to increase the total cost of three Highway Safety Improvement Program (HSIP) projects (SP # 141-020-123, 141-030-052, and 141-430-010).

Recommended Motion

That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2022-2025 TIP to increase the total cost of three City of Minneapolis Highway Safety Improvement Program (HSIP) projects (SP # 141-020-123, 141-030-052, and 141-430-010).

Summary

This requested action involves adding local funding to three City of Minneapolis Highway Safety Improvement Program (HSIP) projects, which have increased in cost versus the original application due to the cost of steel, concrete, and signals. This is a streamlined TIP amendment request.

Background and Purpose

This amendment request is to increase the total cost for three City of Minneapolis HSIP projects. The proposed increases are the result of steel, concrete, and signal costs that exceed the city's expectations at the time of application. No change to the scope of any of these projects is proposed.

Each of these projects is funded through the HSIP Solicitation that is administered by MnDOT. Additional funds are local.

Relationship to Regional Policy

Federal law requires that all TIP amendments 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 recommend TIP amendments to the Council for adoption, provided these four requirements are met.

The streamlined TIP amendment process allows projects that meet certain conditions to be streamlined, which entails forgoing the TAC Funding & Programming Committee review and results in saving a month of process time

Staff Analysis

The TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the projects. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the projects are exempt from air quality conformity analysis.

Routing

To	Action Requested	Date Completed / Scheduled
Technical Advisory Committee	Review & Recommend	April 6, 2022
Transportation Advisory Board	Review & Recommend	April 20, 2022
Metropolitan Council Transportation Committee	Review & Recommend	April 25, 2022
Metropolitan Council	Review & Adopt	April 27, 2022



Please amend the 2022-2025 Transportation Improvement Program (TIP) to amend these projects in program year 2022. The projects are being submitted with the following information:

PROJECT IDENTIFICATION:

	141-020-123	141-030-052	141-430-010
Seq #	1466	1467	1470
State Fiscal Year	2022	2022	2022
ATP/District	M	M	M
Route System	CSAH 3	999	MSAS 430
Project Number (S.P. #)	141-020-123	141-030-052	141-430-010
Agency	Minneapolis	Minneapolis	Minneapolis
Description	On Lake St: At Dean Pkwy, and Thomas Ave, and Cedar Ave at Minnehaha Pkwy in Mpls – Replace signal systems, signal revisions, curb extensions, and ADA (Associate to 141- 430-010 and 141-030-052)	Lake St E at 28th Ave S; Cedar Ave at 6th St S; and Franklin Ave E at 13th Ave S in Mpls – Rebuild signals, ADA, curb extensions and median (Associate to 141- 020-123 and 141-430-010)	Nicollet Ave from Minnehaha Pkwy to 60th St in Mpls – Signal system revisions, ped ramp improvements and curb extensions (Associate to 141-030-052 and 141-020- 123)
Miles	0	0	0
Prog	SH	SH	SH
Type of Work	Traffic Signal Revision	Traffic Signal Revision	Traffic Signal Revision
Prop Funds	HSIP	HSIP	HSIP
Total \$	1,188,000 <u>2,029,441</u>	1,248,000 <u>1,904,966</u>	2,106,000 <u>3,588,378</u>
FHWA \$	990,000	1,080,000	1,755,000
Other \$	198,000 <u>1,039,441</u>	168,000 <u>824,966</u>	351,000 <u>1,833,782</u>

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 update total project costs. Cost changes are a result of significantly higher steel, concrete and signal costs recognized through recent bids within the City of Minneapolis. There is no change in project scope.

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

No additional federal funds are being added to 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 November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

AIR QUALITY CONFORMITY:

- Subject to conformity determination
- Exempt from regional level analysis
- N/A (not in a nonattainment or maintenance area)

*Exempt Project Category E-2. Intersection signalization projects at individual intersections per Section 93.126 of the Conformity Rules