

Action Transmittal

Transportation Advisory Board



Meeting Date: May 4, 2022

Date: April 27, 2022

Action Transmittal: 2022-22

Streamlined 2022-2025 TIP Amendment: Three Termini Changes

To: Technical Advisory Committee

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Requested Action

MnDOT requests an amendment to the 2022-2025 TIP to increase the cost of three MnDOT projects.

Recommended Motion

That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2022-2025 TIP to change the termini of three MnDOT projects.

Summary

This requested action involves three termini changes for projects in the TIP. These changes are to increase the length of a traffic management system, reduce the length of a landscaping project, and add a second work location to an intersection modification project. Each of these actions meets the threshold for a streamlined TIP amendment.

Background and Purpose

The following projects are proposed for termini changes in to the 2022-2025 TIP:

1. MnDOT is increasing the cost and length of its traffic management system on US 169 in Shakopee. The proposed cost increase is \$75,000 and the length is due to increase by 1.59 miles. Additional funding is state and local (SP # 7005-130). (Page 3)
2. MnDOT is decreasing the project length of its I35W landscaping project in Minneapolis due to removing on site. There is no cost change proposed (SP # 2782-357). (Page 4)
3. MnDOT is adding a second work location to its I394 ramp intersection modification project. This includes a \$169,000 (SP # 2789-165 and 2789-165S). (Page 5)

These are all 2023 projects being changed to match the draft 2023-2026 TIP in case of project obligation prior to federal approval of that final TIP.

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 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 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
Technical Advisory Committee	Review & Recommend	May 4, 2022
Transportation Advisory Board	Review & Recommend	May 18, 2022
Metropolitan Council Transportation Committee	Review & Recommend	May 23, 2022
Metropolitan Council	Review & Adopt	May 25, 2022



Please amend the 2022-2025 Transportation Improvement Program (TIP) to change this project in program year 2023. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

Seq #	State Fiscal Year	ATP / Dist	Route System	Project Number	Agency	Description
1673	2023	M	US 169	7005-130	MNDOT	**ITS** US 169, from MN41 (<u>Chestnut Blvd</u>) to Canterbury Downs Blvd and on MN41 (<u>Chestnut Blvd</u>) from <u>US169</u> to MN River in Shakopee-Traffic management system (other is operating funds)

Miles	Prog	Type of Work	Prop Funds	Total \$	FHWA \$	STATE \$	Other \$
6.21 <u>7.8</u>	TM	Traffic Management System	STP	\$800,000 <u>\$875,000</u>	\$640,000 <u>\$640,000</u>	\$160,000 <u>\$225,000</u>	<u>10,000</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 request is to increase the total project cost and length.

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

A \$75,000 cost increase. Because this is a 2023 project, it will be included in the draft 2023-2026 TIP. Metro District will align its program to meet MnDOT’s 2023-2026 STIP funding guidance. 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 S-7— Traffic control devices and operating assistance other than signalization projects per Section 93.126 of the Conformity Rules.

Please amend the 2022-2025 Transportation Improvement Program (TIP) to change this project in program year 2023. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

Seq #	State Fiscal Year	ATP / Dist	Route System	Project Number	Agency	Description
1660	2023	M	I35W	2782-357	MNDOT	I35W, from <u>Park Ave to 43rd 26th to 31st St</u> in Mpls – Landscaping (Transportation Enhancement, TE, funded)

Miles	Prog	Type of Work	Prop Funds	Total \$	FHWA \$	STATE \$	Other \$
3.00 .67	RB	Landscaping	TAP	\$500,000	\$400,000	\$100,000	NA

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 to decrease the project length.

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

The total project cost remained the same. Therefore, fiscal constraint is maintained. Because this is a 2023 project, it will be included in the draft 2023-2026 TIP. Metro District will align its program to meet MnDOT’s 2023-2026 STIP funding guidance. 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 NC—Non-classifiable per Section 93.126 of the Conformity Rules.

Please amend the 2022-2025 Transportation Improvement Program (TIP) to change this project in program year 2023. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

Project Number	2789-165	2789-165S
Seq #	1664	1665
State Fiscal Year	2023	2023
ATP / Dist	M	M
Route System	I394	I394
Agency	MnDOT	MnDOT
Description	I394, on I394 ramps, and on Washington Ave and 3rd Ave in Mpls – Intersection Modification and install left turn land, ADA improvements, drainage (Associate to 2789-165S)	I394, on I394 ramps, and on Washington Ave and 3rd Ave in Mpls – Intersection Modification and install left turn land, ADA improvements, drainage (Associate to 2789-165)
Miles	0.5	0.5
Prog	SC	SC
Type of Work	Ped Ramps (ADA Improvements)	Turn Lanes
Prop Funds	NHPP	HSIP
Total \$	\$198,000 <u>\$192,000</u>	\$1,120,000 <u>\$1,295,000</u>
FHWA \$	\$178,200 <u>\$172,800</u>	\$774,900 <u>\$938,700</u>
State \$	\$19,800 <u>\$19,200</u>	\$86,100 <u>\$104,300</u>
Other \$	NA	259,000 <u>\$252,000</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 to add a second work location and total project cost increase.

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

Cost increase of \$169,000. Because this is a 2023 project, it will be included in the draft 2023-2026 TIP. Metro District will align its program to meet MnDOT’s 2023-2026 STIP funding guidance. 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-1—Intersection channelization projects per Section 93.126 of the Conformity Rules.