

Action Transmittal

Transportation Advisory Board



Meeting Date: January 4, 2023

Date: December 28, 2022

Action Transmittal: 2023-05

Streamlined 2023-2026 TIP Amendment: Minneapolis Broadway Street Intersection Project Cost Increase

To: Technical Advisory Committee

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Requested Action

The City of Minneapolis requests an amendment to the 2023-2026 TIP to increase the total cost of its Broadway Street NE (CSAH 66) intersection improvement project (SP # 141-020-127).

Recommended Motion

That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2023-2026 TIP to increase the total cost of the City of Minneapolis's Broadway Street NE (CSAH 66) intersection improvement project (SP # 141-020-127).

Summary

The requested action involves a total cost increase to the City of Minneapolis's HSIP-funded Broadway Street Northeast intersection improvement project. All additional funding proposed is local.

Background and Purpose

The City of Minneapolis was awarded \$1,170,000 in MnDOT's 2020 Highway Safety Improvement Program (HSIP) solicitation. Estimated project costs have increased by \$1,375,000, rendering a TIP amendment necessary.

The funding source, HSIP is funded through a MnDOT-administered solicitation approved by TAB.

Relationship to Regional Policy

Federal law requires that all TIP amendments meet the following tests: fiscal constraint; consistency with the adopted regional transportation plan; and opportunity for public input. It is the TAB's responsibility to recommend TIP amendments to the Council for adoption, provided these requirements are met.

The streamlined TIP amendment process allows projects that meet certain conditions to be streamlined, which entails forgoing 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 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.

Routing

To	Action Requested	Date Completed / (Scheduled)
Technical Advisory Committee	Review & Recommend	<i>January 4, 2023</i>
Transportation Advisory Board	Review & Recommend	<i>January 18, 2023</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>January 23, 2023</i>
Metropolitan Council	Review & Adopt	<i>January 25, 2023</i>



Please amend this project in the 2023-2026 Transportation Improvement Program (TIP). This project is being submitted with the following information:

PROJECT IDENTIFICATION:

SEQ #	State Fiscal Year	ATP/Dist	Route System	Project Number (S.P. #)	Agency	Description	Miles
1692	2023	M	CSAH 66	141-020-127	Minneapolis	CSAH 66 (Broadway St NE) at Washington St, at Monroe St, at Filmore St, and at Buchanan St NE in Mpls – Rebuild signals, ADA, curb extensions	0.0

Prog	Type of Work	Prop funds	Total \$	FHWA \$	Other \$
SH	Traffic Signal Revision	HSIP	1,378,000 <u>2,750,000</u>	1,170,000	208,000 <u>1,580,000</u>

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 document an increase in the project total cost. No change in scope; all additional costs are covered by local funds.

- 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.