

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: January 3, 2024

Date: December 27, 2023

Action Transmittal: 2024-06

Streamlined 2024-2027 TIP Amendment Request – Three Project Adjustments

To: Technical Advisory Committee

Prepared By: Joe Barbeau, Planning Analyst, 651-602-1705

Requested Action

Project sponsors request three amendments to the 2024-2027 TIP to adjust existing project scope and costs.

Recommended Motion

That the Technical Advisory Committee recommend amending the 2024-2027 TIP as follows:

- Reduce the project length of MNDOT's MN 13 signs and catch basin reinforcement project in Savage and Burnsville (SP # 7001-134);
- Increase the cost of, and add transportation management services (TMS) to, MnDOT's MN 36 mill & overlay and auxiliary lane extensions project in Roseville, Maplewood, and Little Canada (SP # 6212-192);
- Remove the Indefinite Delivery/Indefinite Quantity (IDIQ) designation and reduce the total project of MnDOT's districtwide bituminous pavement crack treatments project (SP # 8825-1132); and

Background and Purpose

The following projects are proposed for amendment in the 2024-2027 TIP:

- MnDOT requests a reduction in project length from 5.1 miles to 4.5 miles for its MN 13 signs and catch basin reinforcement project in Roseville, Savage, and Burnsville. This is a state-funded project not funded with Regional Solicitation funds.
- MnDOT requests a cost increase and addition of transportation management services (TMS) for its MN 36 mill & overlay, auxiliary lane extension, guardrail replacement, ADA improvement, and ramp reconstruction project. The total cost increase would be from \$13,850,700 to \$16,857,000. The project is regionally significant but a cost increase and the addition of TMS does not require a public comment period. The project is funded through the National Highway Performance Program (NHPP), which is not funded through the Regional Solicitation.
- MnDOT requests removal of the Indefinite Delivery/Indefinite Quantity (IDIQ) designation, along with a cost increase, for its districtwide bituminous pavement crack treatments project. This project is funded with Surface Transportation Block Grant (STBG) Program funds that are programmed by MnDOT (i.e., not through the Regional Solicitation).

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.

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.

Routing

To	Action Requested	Date Completed (Scheduled)
Technical Advisory Committee	Review & Recommend	January 3, 2024
Transportation Advisory Board	Review & Recommend	January 17, 2024
Metropolitan Council Transportation Committee	Review & Recommend	January 22, 2024
Metropolitan Council	Review & Adopt	January 24, 2024



2024-2027 TIP AMENDMENT REQUEST

Please amend the 2024-2027 Transportation Improvement Program (TIP) to adjust the below project.

Project Identification

Seq #	1066
Fiscal Year (State)	2024
ATP and District	Metro
Route System	MN 13
Project Number (S.P. #)	7001-134
Agency	MnDOT
Description	MN13, between MN101 in Savage and I35W in Burnsville – Signs for bus shoulders, reinforce catch basins
Miles	5.1 4.5
Program	Traffic Management
Type of work	Transit Grant Capital Improvement (Non- vehicle)
Proposed Funds	SF
Total \$	231,000
State \$	231,000

Background and TIP Amendment Need

This formal amendment is to reduce the length from 5.1 miles to 4.5 miles, a difference greater than the 0.3-mile threshold for requiring a TIP amendment. The scope remains the same.

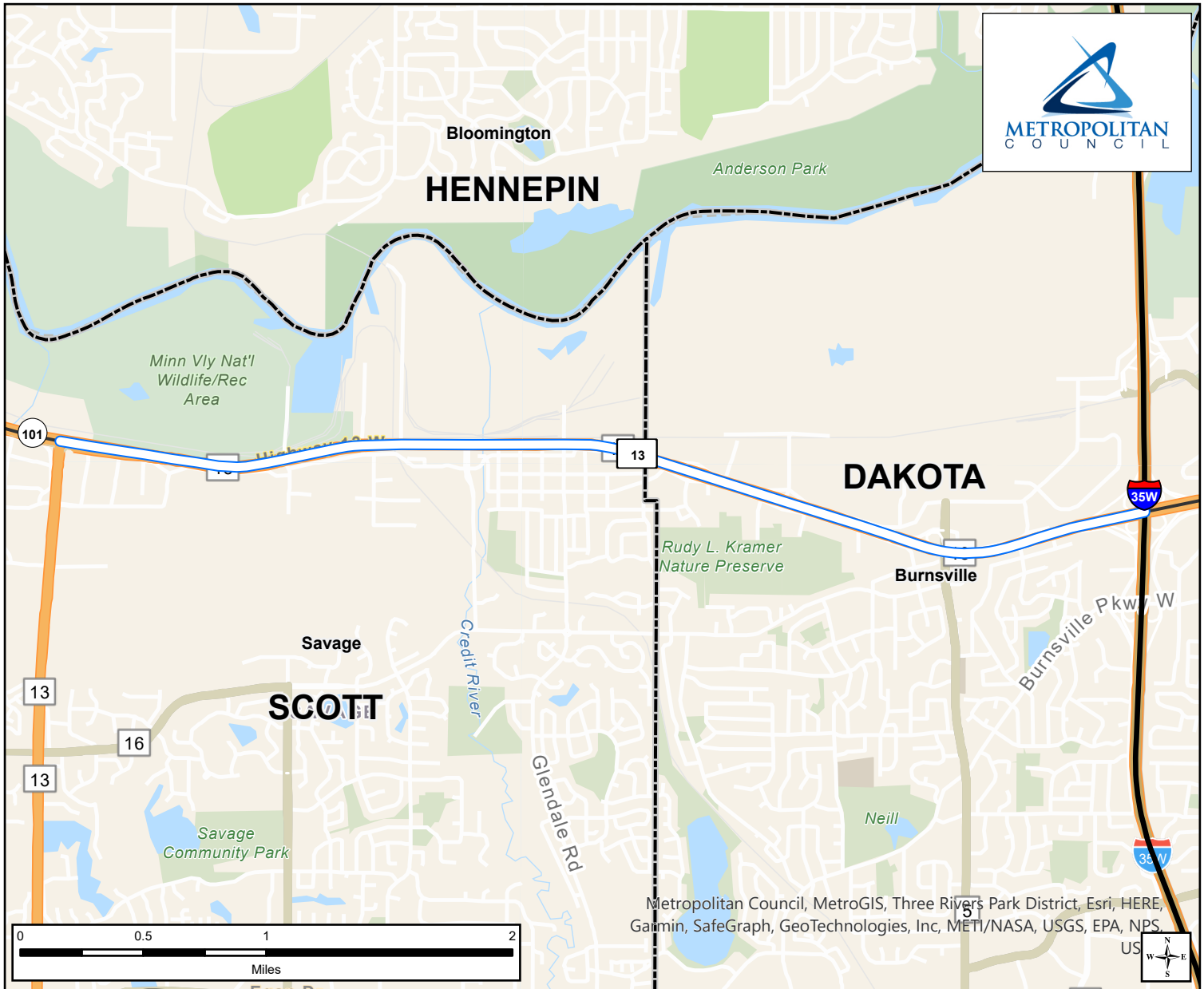
Fiscal Constraint (as Required by 23 CFR 450.216)

This is a 100% state funded 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.

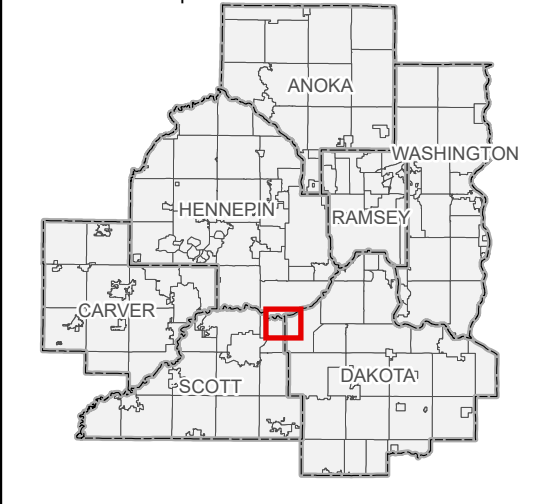
Reduce the project length of MNDOT's MN 13 signs and catch basin reinforcement project in Savage and Burnsville



Metropolitan Council, MetroGIS, Three Rivers Park District, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US

12/27/2023

Extent of Main Map



Project Area 2024-06

Reference Layers

Highways

- Interstate Highways
- State, US Highways and County Roads
- County Boundaries
- City and Township Boundaries

2024-2027 TIP AMENDMENT REQUEST

Please amend the 2024-2027 Transportation Improvement Program (TIP) to adjust the below project.

Project Identification

Seq #	1055
Fiscal Year (State)	2024
ATP and District	Metro
Route System	MN 36
Project Number (S.P. #)	6212-192
Agency	MnDOT
Description	**PRS** : MN36, from Jct with I35W in Roseville to 0.023 MI E Edgerton in Maplewood/Little Canada-Bituminous mill and overlay and auxiliary lane extension, guardrail replacement, ADA improvements, <u>TMS</u> and ramp reconstruction at I35W SB/Cleveland Ave to MN36 EB
Miles	6.03
Program	Resurfacing
Type of work	Mill and Overlay
Proposed Funds	NHPP
Total \$	13,850,700 <u>16,857,000</u>
FHWA \$	11,247,359 <u>13,695,089</u>
State \$	2,567,141 <u>3,125,711</u>
Other \$	36,200

Background and TIP Amendment Need

This formal amendment is for a project cost increase and to add TMS to the project description. This project is regionally significant. However, because it does not change the nature of this project as it pertains to regional significance.

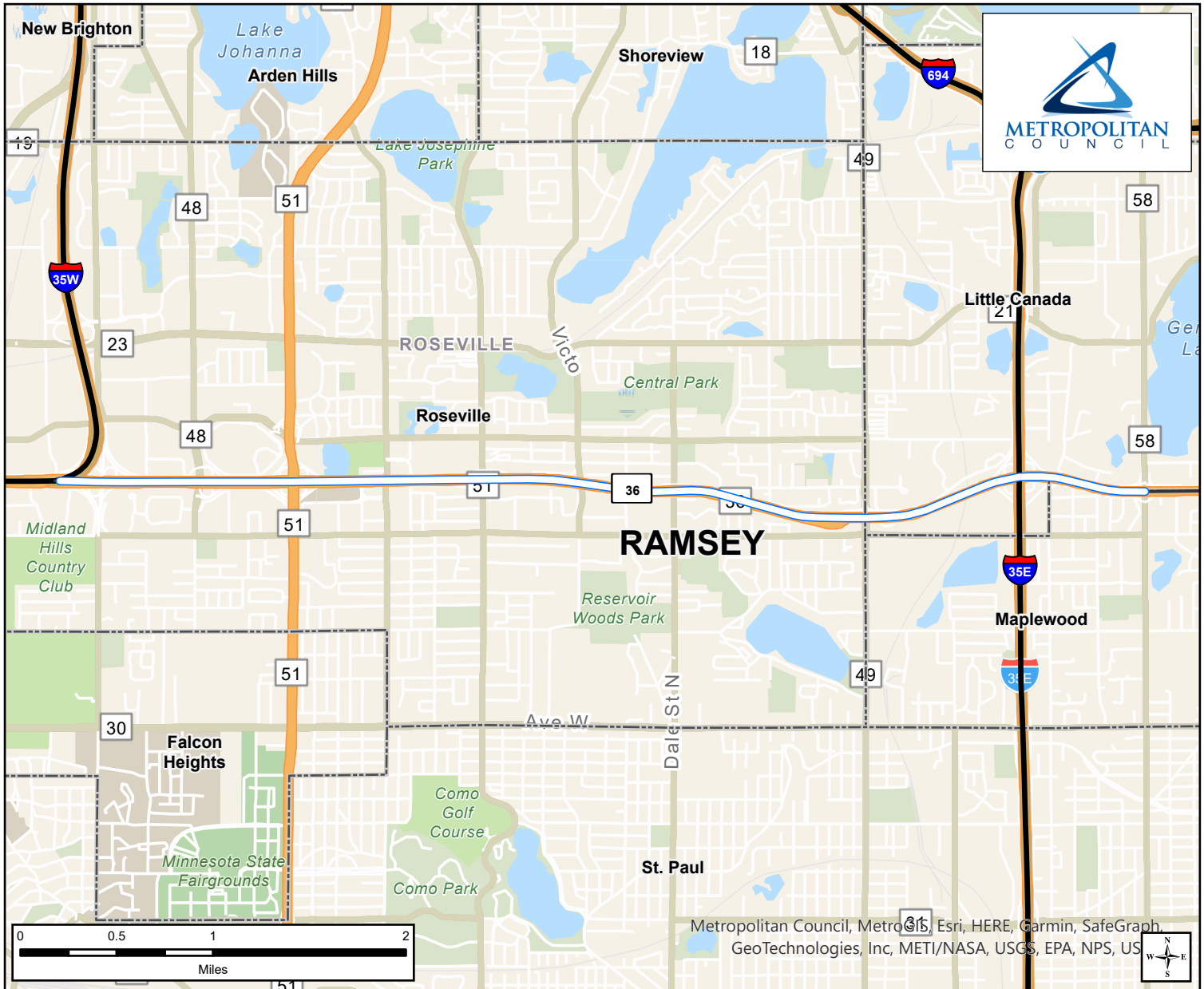
Fiscal Constraint (as Required by 23 CFR 450.216)

This project has a federal cost increase of \$2,447,730. Federal funds are available from SP 1928-123 which was dropped from the 24-27 TIP/STIP 12/13/2023. Therefore, fiscal constraint is maintained.

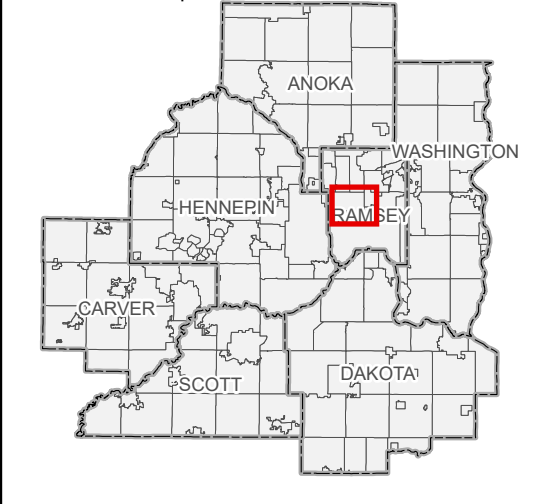
Consistency with MPO Long-Range Plan

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.

Increase the cost of, and add transportation management services (TMS) to, MnDOT's MN 36 mill & overlay and auxiliary lane extensions project in Roseville, Maplewood, and Little Canada







Extent of Main Map



Project Area 2024-06

Reference Layers

Highways

-  Interstate Highways
-  State, US Highways and County Roads
-  County Boundaries
-  City and Township Boundaries

2024-2027 TIP AMENDMENT REQUEST

Please amend the 2024-2027 Transportation Improvement Program (TIP) to adjust the below project.

Project Identification

Seq #	1080
Fiscal Year (State)	2024
ATP and District	Metro
Route System	Districtwide
Project Number (S.P. #)	8825-1132
Agency	MnDOT
Description	**IDIQ** : Districtwide bituminous pavement crack treatments (\$1.113M minimum \$4M maximum, contract expiration 2/28/26) (Preventive maintenance funds)
Miles	0.0
Program	Preventative Maintenance
Type of work	Bituminous Crack Repair
Proposed Funds	STP
Total \$	1,113,000 <u>449,000</u>
FHWA \$	906,205 <u>365,576</u>
State \$	206,795 <u>83,424</u>

Background and TIP Amendment Need

This formal amendment is to remove the Indefinite Delivery/Indefinite Quantity (IDIQ) and decrease the total project cost.

Fiscal Constraint (as Required by 23 CFR 450.216)

This total project decreased from \$1,113,000 to \$449,000. No additional federal funds are needed. 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.