

Transportation Committee

Meeting date: February 12, 2018

For the Metropolitan Council meeting of February 28, 2018

Subject: 2018-2021 TIP Amendment: Dakota County CSAH 46 Traffic Management System Project

District(s), Member(s): 16 – Wulff

Policy/Legal Reference: TAB Action

Staff Prepared/Presented: Amy Vennewitz, Deputy Director, Finance & Planning (651-602-1508)

Steve Peterson, Manager of Highway Planning and TAB/TAC Process (651-602-1819)

Joe Barbeau, Senior Planner (651-602-1705)

Division/Department: Transportation / Metropolitan Transportation Services (MTS)

Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2018-2021 Transportation Improvement Program (TIP) to increase the cost and split into two projects Dakota County's CSAH 46 Traffic Management System project (SP # 019-030-009).

Background

This TIP amendment is requested to split signal timing and ATMS software licenses into a new, separate project phase (SP # 019-030-010), update the description, and include an increase in funds from the local agency to both projects. The funding source for the project is FTA CMAQ funds awarded through the 2014 Regional Solicitation.

Rationale

The Transportation Advisory Board approves formal amendments to the TIP and the Metropolitan Council concurs with the action of the TAB. The project is consistent with the Transportation Policy Plan (TPP) and meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis. This TIP amendment is using the streamlined process adopted by TAB on April 19, 2014.

Thrive Lens Analysis

This action promotes *stewardship* by working through a process confirming it is in the public's interest to fund this work.

Funding

The project is fully funded with federal and local funds.

Known Support / Opposition

No known opposition.

Please amend the 2018-2021 Transportation Improvement Program (TIP) to include this project in program year 2018. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

SEQ #	STATE FISCAL YEAR	A T P	D I S T	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	M I L E S	
1405	2018	M	M	CSAH 46	019-030-009	Dakota County	CSAH 46 from Kenrick Ave to CSAH 31 in Apple Valley and Lakeville and CSAH 31 from 170th St to CSAH 38 in Apple Valley and Lakeville -Fiber optic signal interconnection, traffic signal revisions, signal retiming/ coordination , traffic monitoring cameras	9.8	
PROG	TYPE OF WORK		PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
TM	Traffic Mgmt Syst		CMAQ	1,346,200 1,964,480	1,075,900 1,001,256	-	-	-	270,300 963,224

SEQ #	STATE FISCAL YEAR	A T P	D I S T	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	M I L E S	
-	<u>2018</u>	<u>M</u>	<u>M</u>	<u>CSAH 46</u>	<u>019-030-010</u>	<u>Dakota County</u>	<u>CSAH 46 from Kenrick Ave to CSAH 31 in Apple Valley and Lakeville and CSAH 31 from 170th St to CSAH 38 in Apple Valley and Lakeville- Signal retiming/ coordination, ATMS software licenses</u>	<u>8.8</u>	
PROG	TYPE OF WORK		PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
<u>TM</u>	<u>Traffic Mgmt Syst</u>		<u>CMAQ</u>	<u>93,305</u>	<u>74,644</u>	-	-	-	<u>18,661</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 split signal timing and ATMS software licenses into a new, separate project phase (SP 019-030-010), update the description, and include an increase from the local agency to both project costs.

This project is split into two phases because the software and licenses need to be purchased via a force account agreement, which allows the County to purchase software and retime its signals. This contract follows a process that confirms it is in the public's interest to use federal funds for this work. The construction contract remains separate. The cost increase, which is covered entirely by the applicant, is due to updated Dakota County IT fiber standards, which includes boring all conduit (instead of trenching portions of the conduit run) as well as increasing the number of fiber strands within the conduit.

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 019-030-009 is in SFY2019 of the 2018-2021 TIP for a total of \$1,346,200 (\$1,075,900 CMAQ/ \$270,300 local funds). A portion of the CMAQ funds and local funds will be moved to SP 019-030-010 for a total of \$93,305 (\$74,644 CMAQ/\$18,661 locals). Dakota County is also increasing their funding to SP 019-030-009; the total project cost will be \$1,964,480 (\$1,001,256 CMAQ/\$963,224 local). There is no increase in federal funding to either project. The project cost increase is being covered by Dakota County. 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 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 ✓ X
- N/A (not in a nonattainment or maintenance area)

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