

Transportation Committee

Meeting date: March 23, 2020

For the Metropolitan Council meeting of March 25, 2020

Subject: 2020-2023 TIP Amendment for Metro Transit: Districtwide Pavement Marking and Cat-Tracks Projects Set-a-Side

District(s), Member(s): All

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 approve an amendment to the 2020-2023 Transportation Improvement Program (TIP) to add a districtwide set-a-side for pavement marking and cat-track¹ projects.

Background

This amendment is needed to reflect MnDOT’s addition of a Highway Safety Improvement Program (HSIP) funding set-a-side in the Statewide Transportation Improvement Program (STIP) for each MnDOT district. The set-a-side funding will be used for pavement marking and cat-track projects within the metropolitan area district. The project is funded by statewide HSIP funds not awarded through the Regional Solicitation process.

Rationale

The Transportation Advisory Board and the Metropolitan Council approve formal amendments to the TIP. The project is consistent with the Transportation Policy Plan (TPP) and meets fiscal constraint because the federal and state 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.

Thrive Lens Analysis

This action promotes livability by providing safety features.

Funding

The project is fully funded with federal funds.

Known Support / Opposition

This proposed action was reviewed and recommended by the Transportation Advisory Board. No known opposition.

¹ “Cat-tracks” are the dotted lines used as intersection extension lines.



Please amend the 2020-2023 Transportation Improvement Program (TIP) to include this project in program year 2020. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

State Fiscal Year	ATP/Dist	Route System	Project Number	Agency	Description	Miles
2020	M	District-wide	8825-823	MnDOT	Districtwide- Enhanced pavement marking and cat-tracks	0.0

Prog	Type of Work	Prop Funds	Total \$	FHWA \$
SH	Striping	HSIP 164	1,000,000	1,000,000

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 add Sec 164 HSIP project in SFY 2020.

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

*Section 164 HSIP funds are above and beyond Metro District’s federal regular target formula funds. 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 April 24, 2019 with FHWA/FTA conformity determination established on May 9, 2019.

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 S-6. Safety Improvement Program per Section 93.126 of the Conformity Rules.

Transportation Improvement Program (TIP) Amendments: Streamlined Process

Adopted by TAB: February 19, 2020

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS: STREAMLINED PROCESS

Conditions for Using a Streamlined Amendment Process

A TIP amendment request can be streamlined if it meets all of these criteria:

- 1) The project is consistent with the adopted Transportation Policy Plan.
- 2) The project is not a regionally significant project* (as defined in the adopted Transportation Policy Plan) or is a regionally significant project currently in the TIP but is not changing in any way that will impact the regional significance of the project.
- 3) The project does not relate to a formal scope change (per the Transportation Advisory Board's Scope Change Policy) before the committee.

Process

For projects in the PM10 maintenance area, the Minnesota Interagency Air Quality and Transportation Planning Committee will, in its review of the project for air quality conformity determination; any amendments involving changes unable to be exempted from an air quality conformity determination will be deemed regionally significant. If the project meets the three criteria described above, Metropolitan Council staff prepares an action item for Transportation Advisory Committee (skipping TAC Funding and Programming Committee). The item will be discussed at the TAC Executive Committee prior to TAC. If approved by TAC, the action item will be placed on the consent agenda for TAB, Transportation Committee, and the Metropolitan Council. Information about streamlined amendments shall be presented as information to the Funding and Programming Committee.