

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL No. 2012-42

DATE: November 15, 2012
TO: Technical Advisory Committee
FROM: TAC Funding and Programming Committee

REQUESTED

BY: Jon Solberg, MnDOT Metro District

PREPARED BY: Kevin Roggenbuck, TAB Coordinator
Heidi Schallberg, Senior Planner

SUBJECT: TIP Amendment for the 2015-2016 Highway Safety Improvement Program (HSIP)

MOTION: Recommend that the Transportation Advisory Board adopt an amendment to the 2013-2016 Transportation Improvement Program (TIP) to add the attached list of the 16 projects as the 2015-2016 allocation of Highway Safety Improvement Program (HSIP) funding; delete 999880M-SHL-15, which was a placeholder for HSIP funding for 2015; and modify the budget for 999880M-SHL-16, which serves as a placeholder for the remainder of HSIP funding in 2016.

BACKGROUND AND PURPOSE OF ACTION: HSIP is a core federal program defined in MAP-21. HSIP is designed to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal lands. HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. In order to obligate HSIP funds, the state must develop, implement and update a Strategic Highway Safety Plan and produce a program of projects. This amendment is significant as it would fulfill a part of this obligation.

MnDOT shares these federal funds with local governments to improve and protect the transportation system beyond the state's trunk highway system. MnDOT conducts the solicitation, and the proposed projects are evaluated by a team of transportation professionals that includes members of the TAC.

With guidance and recommendation from its technical committees, the TAB's role is to approve the solicitation criteria and select projects to be awarded HSIP funds. On August 15, 2012, the TAB approved the attached allocation of HSIP funding. Because the 2013-2016 TIP included a set aside for HSIP funding for these years, there is no impact to federal fiscal constraint by adding these projects to the TIP. By approving this TIP amendment, these projects will be able to proceed with their construction schedules and address existing safety problems in the region.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be partially funded with federal funds must be in an approved TIP and 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 adopt and amend the TIP according to these four requirements

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming	Review & Recommend	November 15, 2012
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	
Metropolitan Council	Concurrence	

390 Robert Street No. St. Paul, Minnesota 55101 (651) 602-1728 Fax (651) 602-1739

2011 HSIP Solicitation (Reactive Projects Only)
Metro District

TIP Amendment Action	State Project #	Road Type	Project Description	Location	Agency	HSIP Funding Amount	Match	Total Project Cost	Year	Air Quality Conformity Code
Add new project	027-716-010	CSAH	Intersection lighting	CSAH 116/CR 116 at CSAH 150	Hennepin County	\$22,500	\$2,500	\$25,000	2015	S-18
Add new project	0206-65	TH	Reconstruct center raised median to gain positive offset for NB and SB left turn lanes	TH 47 at 142nd Avenue	MnDOT	\$225,000	\$25,000	\$250,000	2015	S-9
Add new project	141-211-014	MSAS	Construct overhead signal indications at 9 intersections	4th Avenue South between 3rd Street S and 11th Street S	City of Minneapolis	\$643,000	\$72,000	\$715,000	2015	S-7
Add new project	027-619-022	CSAH	Intersection lighting	CSAH 19 at CSAH 30	Hennepin County	\$22,500	\$2,500	\$25,000	2015	S-18
Add new project	141-030-025	MSAS	Install special colored marking and signing treatments for bicycle conflict zones	17 intersections in Mpls	City of Minneapolis	\$153,000	\$17,000	\$170,000	2015	AQ-2
Add new project	107-444-007	MSAS	Removal of approx 380 feet of median	Lindau Lane / IKEA Way	City of Bloomington	\$1,008,000	\$112,000	\$1,120,000	2015	S-9
Add new project	019-632-034	CSAH	Signal rebuild, construct left turn lanes, construct right turn lane	CSAH 32 (Cliff Road) at Johnny Cake Ridge Road	Dakota County	\$562,500	\$62,500	\$625,000	2015	E-2
Add new project	070-646-005	CSAH	Construct roundabout	CSAH 46 at County Road 29	Scott County	\$1,350,000	\$150,000	\$1,500,000	2015	E-1
Add new project	019-632-033	CSAH	Signal rebuild, construct left turn lanes, construct right turn lane	CSAH 32 (Cliff Road) at Nicols Road	Dakota County	\$396,000	\$44,000	\$440,000	2015	E-2
Add new project	070-602-020	CSAH	Construct roundabout	CSAH 2 at CSAH 46	Scott County	\$1,215,000	\$135,000	\$1,350,000	2015	E-1
Add new project	189-102-011	MSAS	Convert signalized intersection to a roundabout	Weaver Lake Road at Dunkirk lane	City of Maple Grove	\$931,590	\$103,510	\$1,035,100	2015	E-1
Add new project	1002-100	TH	Construct 4 acceleration lanes on TH 5	TH 5 at TH 101 (both west and east jcts)	MnDOT	\$1,350,000	\$150,000	\$1,500,000	2015	E-3
Add new project	002-618-030	CSAH	Construct roundabout	CSAH 18 (Broadway Ave) at CR 62 (Kettle River Blvd)	Anoka County	\$450,000	\$50,000	\$500,000	2015	E-1
Add new project	141-030-024	MSAS	Install pedestrian countdown signals at 38 signals in Mpls.	38 signalized intersections	City of Minneapolis	\$274,000	\$31,000	\$305,000	2016	S-7
Add new project	141-030-023	MSAS	Construct overhead signal indications at 16 intersections	35th and 36th Streets between Park Ave and Blaisdale Ave	City of Minneapolis	\$1,080,000	\$120,000	\$1,200,000	2016	S-7
Add new project	019-608-001	CSAH	Construct roundabout	CSAH 8 (Wentworth Ave) at CSAH 73 (Oakdale Ave)	Dakota County	\$720,000	\$80,000	\$800,000	2016	E-1
Delete project (replaced by above-listed projects)	999880M-SHL-15		Metro ATP HSIP Setaside FY 2015	Various	MnDOT	\$8,500,000	\$944,444	\$9,444,444	2015	NC
Change: Budget modification	999880M-SHL-16		Metro ATP HSIP Setaside FY 2016	Various	MnDOT	\$6,596,910	\$732,990	\$7,329,900	2016	NC



Minnesota Department of Transportation

Metropolitan District

1500 West County Road B-2
Roseville, MN 55113

November 9, 2012

Karl Keel, Chair
TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street No.
St. Paul, Minnesota 55101

Re: Amendment to the 2013-2016 Transportation Improvement Program (TIP) for the Twin Cities Metropolitan Area
State Project Number: See attached list

Dear Mr. Keel:

Please amend the 2013 – 2016 Transportation Improvement Program (TIP) to add the attached 16 HSIP projects in Program Years 2015 and 2016, delete #999880M-SHL-15 Metro ATP HSIP Set aside FY 2015, and modify #999880M-SHL-16 Metro ATP HSIP Set aside FY 2016.

PROJECT IDENTIFICATION: Reference the attached project list for the 16 new projects and modifications to two placeholder projects for the HSIP set aside amounts.

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 STIP).

HSIP is a core federal program defined in MAP-21. HSIP is designed to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal lands. HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. In order to obligate HSIP funds, the state must develop, implement and update a Strategic Highway Safety Plan and produce a program of projects. This amendment is significant as it would fulfill a part of this obligation. MnDOT shares these federal funds with local governments to improve and protect the transportation-system beyond the state’s trunk highway system.

Because the 2013-2016 TIP included a set aside for HSIP funding for these years, there is no impact to federal fiscal constraint by adding these projects to the TIP. By approving this TIP amendment, these projects will be able to proceed with their construction schedules and address existing safety problems in the region.

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11/15/2012

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money *(indicate type here) _____
- Anticipated Advance Construction _____
- ATP or MPO or Mn/DOT Adjustment of other projects _____
- Earmark or HPP federal funds outside the ATP target _____
- Other (indicate source here) X

* Defined as additional funds not previously programmed in the TIP.

The TIP previously included set aside amounts for HSIP in years 2015 and 2016, so the funding has already been accounted for in the TIP. This amendment would replace the 2015 set aside placeholder project with the actual recommended projects for that year and would adjust the 2016 set aside placeholder project by reducing the amount and adding the projects recommended for that year.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council's Transportation Policy Plan, adopted by the Metropolitan Council on November 10, 2010, with FHWA/FTA conformity determination established on February 23, 2011.

AIR QUALITY CONFORMITY:

- Subject to conformity determination _____
- Exempt from regional level analysis* X
- Exempt from project level analysis* X
- Exempt by virtue of interagency consultation* _____
- N/A (not in a nonattainment or maintenance area) _____

*Exempt Project Category # ___ See attached list _____
Per Section 93.126 of the Conformity Rules

We are requesting approval of this TIP amendment at this time. If you have any questions, please contact me at 651-234-7788.

Sincerely,



Brian E Isaacson
Director, Program Management
MnDOT Metro District

cc: Jon P. Solberg, MnDOT Metro Program Management
Cindy Krumsieg, MnDOT Metro Program Management
Heidi Schallberg, Metropolitan Council