

**Transportation Committee**

For the Metropolitan Council meeting of August 26, 2015

**Subject:** 2015-2018 TIP Amendment: MnDOT Interstate 94 Unbonded Concrete Overlay

**Proposed Action**

That the Metropolitan Council Concur with the Transportation Advisory Board (TAB) action to amend the 2015-2018 Transportation Improvement Program (TIP) to adjust the project description and funding levels for the Interstate 94 unbonded concrete overlay project.

**Summary of Committee Discussion/Questions**

This item was approved as part of the consent agenda at the Transportation Committee.

Motion by Dorfman, seconded by Letofsky and carried.

## Transportation Committee

Meeting date: August 24, 2015

For the Metropolitan Council meeting of August 26, 2015

**Subject:** 2015-2018 TIP Amendment: MnDOT Interstate 94 Unbonded Concrete Overlay

**District(s), Member(s):** 11 – Rummel, 12 – Melander, 13 – Kramer

**Policy/Legal Reference:** TAB Action

**Staff Prepared/Presented:** Arlene McCarthy, Director MTS (651-602-1754)

Mark Filipi, MTS Technical Services Manager (651-602-1725)

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 2015-2018 Transportation Improvement Program (TIP) to adjust the project description and funding levels for the Interstate 94 unbonded concrete overlay project.

### Background

The project will provide unbonded concrete overlay as well as mill and overlay work on Interstate 94 in St. Paul, Woodbury, Maplewood, and Oakdale. This amendment is needed to update the project description to amend the bridge language and locations, adjust the project length, and increase the total project cost. The cost increases are a result of a number of project changes. A portion of the project (approximately two miles from Mounds Blvd. to just west of White Bear Lake Ave.) will change from a mill and overlay to an unbonded concrete overlay project, which includes raising the profile of a road and ramps in that area, adding a median barrier, improvements to storm sewer curbs and gutters, bike/pedestrian trail, and ADA and signal improvements.

### 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, state, 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 following the streamlined process adopted by TAB on April 19, 2014.

### Funding

The project is fully funded with federal, state, and local funds. The project is currently programmed in SFY 2016 with a total of \$32,725,000 including \$29,380,500 in National Highway Performance Program (NHPP) federal funding, \$3,264,500 in State Trunk Highway (TH) funds, and \$80,000 in local funds from the City of St. Paul and Ramsey County. The total project cost is increasing to \$44,480,000. This \$10,755,000 increase will be covered by increases of \$9,652,500 in NHPP funds, \$1,072,500 in TH funds, and \$30,000 in local funds.

### Known Support / Opposition

No known opposition.



differently, and did not include the work to be done on MN 120. The new description better-reflects the work being done to the bridges. The length of the project will also be refined from previous STIP entries. The cost increase is a result of a number of project changes. A portion of the project (approximately 2 miles from Mounds Blvd. to just west of White Bear Lake Ave.) will change from a mill and overlay to an unbonded concrete overlay, which required raising the profile of a road and ramps in that area, adding a median barrier, improvements to storm sewer curbs and gutters, slope work, bike/pedestrian trail, and ADA and signal improvements, all of which contributed to the increase in cost. Work being done on MN 120 is also included in the description and mileage.

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   X
- Earmark or HPP not affecting fiscal constraint
- Other

SP 6283-234 has a revised total project cost of \$43,480,000—\$39,033,000 federal NHPP funds, \$4,337,000 state TH funds, and \$110,000 from Ramsey County and the City of St. Paul for a total project cost increase of \$10,755,000. The costs increases are accounted for by using funding from a downscoped project on I-35W and funding from the Congestion Management Safety Program (CMSP) that will be repaid to that program as shown in the below table

**SP 6283-234 Fiscal Constraint**

	<b>Project cost</b>
Current	\$32,725,000
Proposed	\$43,480,000
Difference needed for fiscal constraint	-\$10,755,000

	<b>Total</b>	<b>NHPP</b>	<b>State</b>	<b>Local</b>
Needed for fiscal constraint	\$10,755,000	\$9,652,500	\$1,072,500	\$30,000
Cost savings from down-scoping SP 6284-166	\$5,725,000	\$5,152,500	\$572,500	
Borrowing from 2016 CMSP (Paid back in year 2020 of the CHIP from pavement budget)	\$5,000,000		\$5,000,000	

The draft 2016-2019 TIP has this project in it with the increased costs based on MnDOT’s 2016-2019 STIP funding guidance; therefore, fiscal constraint is maintained. Because this project is being let before the 2016-2019 STIP will likely be approved by FHWA, this amendment is needed for federal authorization of the funds.

**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 #S-10. Pavement resurfacing and/or rehabilitation per Section 93.126 of the Conformity Rules