

Committee Report

Business Item No. 2016-201

Consent

Transportation Committee

For the Metropolitan Council meeting of November 9, 2016

Subject: 2017-2020 TIP Amendment: MnDOT I-94 Resurfacing Project

Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2017-2020 Transportation Improvement Program (TIP) to adjust the cost and description for its I-94 bituminous pavement resurfacing project (SP# 2781-432). This action would occur pending the approval of the 2017-2020 TIP.

Summary of Committee Discussion/Questions

This item was approved as part of the Consent Agenda at the Transportation Committee.

Motion by Letofsky, seconded by Rodriguez and passed.

Transportation Committee

Meeting date: October 24, 2016

For the Metropolitan Council meeting of November 9, 2016

Subject: 2017-2020 TIP Amendment: MnDOT I-94 Resurfacing Project

District(s), Member(s): 2 – Schreiber, 6 – Dorfman, 7 – Cunningham

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 2017-2020 Transportation Improvement Program (TIP) to adjust the cost and description for its I-94 bituminous pavement resurfacing project (SP# 2781-432). This action would occur pending the approval of the 2017-2020 TIP.

Background

This amendment is requested to update the total project cost and description to the Minnesota Department of Transportation's (MnDOT) I-94 bituminous pavement resurfacing project from Nicollet Ave in Minneapolis to Shingle Creek Parkway in Brooklyn Center. This amendment was triggered by a change to the number of bridges included in the project. As final plans and costs were reviewed, it was determined that the budget allocated to bridges was inadequate to address 53 bridges. MnDOT prioritized the bridges and the number was reduced to 50. Per the TIP amendment guidance, this change requires an amendment. Additionally, the project received additional funding to complete corridor lighting improvements. The cost of the lighting is \$7,000,000. By completing the lighting with the pavement project in 2017, the impact on corridor mobility and reliability is reduced in the future as additional traffic control would be necessary for a stand-alone lighting project.

Due to MnDOT's timing for this request, this TIP amendment was not be able to be reflected in the final 2017-2020 TIP, approved by the Council on September 28, 2016. Therefore, this amendment is requested to be approved pending approval of the 2017-2020 TIP by the USDOT. This amendment will not be official until after that approval is granted.

Rationale

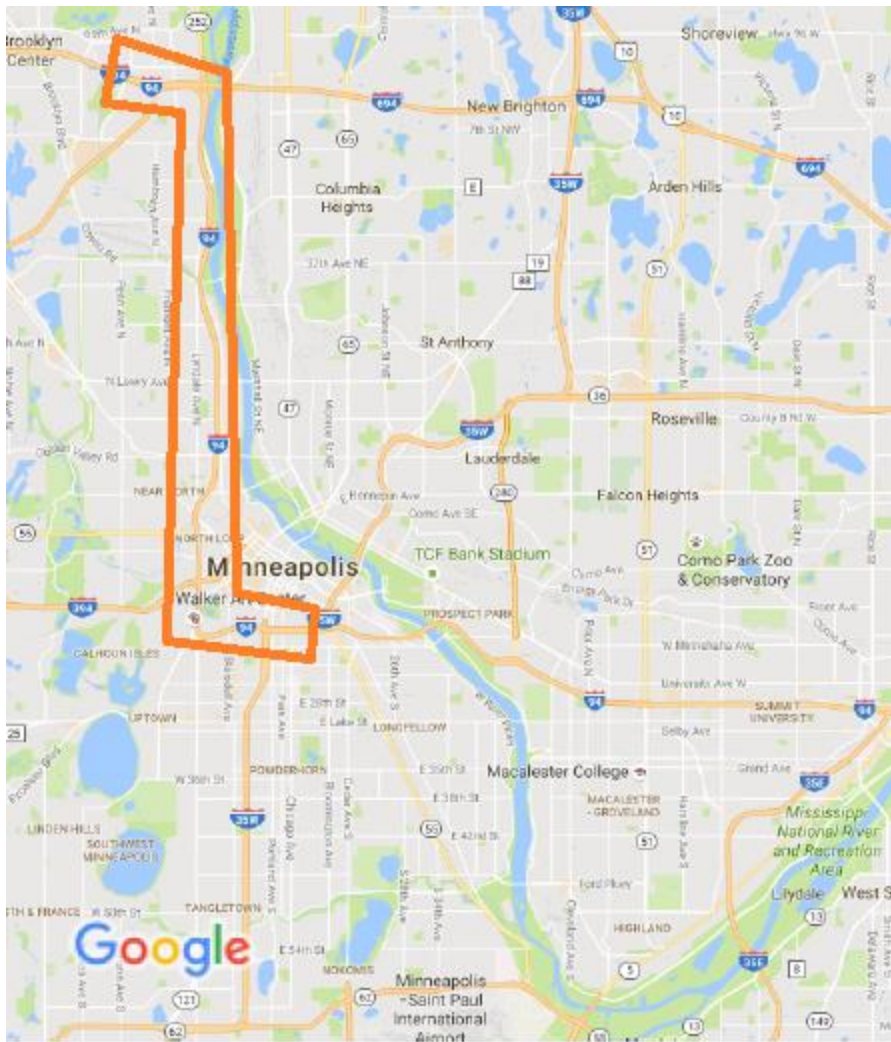
The Transportation Advisory Board approves formal amendments to the TIP and the Metropolitan Council concurs with the action of the TAB. The project is consistent with the Transportation Policy Plan (TPP) and meets fiscal constraint because the federal and state funds are sufficient to fully fund the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

Funding

The project is fully funded with the federal and state funds.

Known Support / Opposition

No known opposition.



Map data ©2016 Google

Please amend the 2017-2020 Transportation Improvement Program (TIP) to modify the following project in program year 2017. 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
	2017	M	M	I-94	2781-432	MNDOT	<p>**SPP**I94, FROM 0.1 MI EAST OF NICOLLET AVE IN MPLS TO 0.3 MI WEST OF SHINGLE CREEK PARKWAY IN BROOKLYN CENTER BITUMINOUS OVERLAY, CONCRETE PAVEMENT REHABILITATION, ADA RAMPS, SIDEWALKS, CURB & GUTTER, DRAINAGE, CONCRETE BARRIER, GUARDRAIL, DE-ICING SYSTEM, TMS, REHABILITATION ON 53 BRIDGES AND BRIDGE RAILING</p> <p>**SPP**I94, FROM 0.1 MI EAST OF NICOLLET AVE IN MPLS TO 0.3 MI WEST OF SHINGLE CREEK PARKWAY IN BROOKLYN CENTER-BITUMINOUS OVERLAY, CONCRETE PAVEMENT REHABILITATION, ADA RAMPS, SIDEWALKS, CURB & GUTTER, DRAINAGE, CONCRETE BARRIER, GUARDRAIL, DE-ICING SYSTEM, TMS, REHABILITATION ON <u>50</u> BRIDGES AND BRIDGE RAILING, AND CORRIDOR LIGHTIING</p>	9.1

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
RD	BITUMINOUS OVERLAY	NHPP	43,355,000	39,019,500	-	-	4,335,500	-
			50,355,000	45,319,500			5,035,500	

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 update the scope and description of a bituminous pavement resurfacing project on I-94 from Nicollet Ave in Minneapolis to Shingle Creek Parkway in Brooklyn Center in 2017.

The pavement improvement is the main portion of the project; there is also work on ADA ramps, sidewalks, curb & gutter, drainage, concrete barrier, guardrail, de-icing system, traffic management systems (TMS), and rehabilitation on multiple bridges and bridge railings. The cause that triggered this amendment is the change to the number of bridges included in the project. As final plans and costs were reviewed, it was determined that the budget allocated to bridges was inadequate to address 53 bridges. MnDOT prioritized the bridges and the number was reduced to 50. Per the TIP amendment guidance, this change requires an amendment.

Additionally, the project received additional funding to complete corridor lighting improvements to be done with the construction. The cost of the lighting is \$7,000,000. Adding this lighting work and cost to the project does not meet the guidance to trigger a formal amendment, but the project is being updated in the TIP in order for project clarity and to allow federal authorization to happen in early December 2016. By completing the lighting with the pavement project in 2017, the impact on corridor mobility and reliability is reduced in the future as additional traffic control would be necessary for a stand-alone lighting project.

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

- New Money X
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- Other

There is no change to the costs of the project outside the lighting. The additional funding for the lighting portion of the work is being entirely funded with a MnDOT District C lighting setaside (SP 880C-LGH-17). This is a statewide lighting setaside that was allocated to the project in late August 2016 by the MnDOT Transportation Program Investment Committee. This will fully fund the lighting portion of the 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 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