

ACTION TRANSMITTAL No. 2019-26

DATE: June 6, 2019

TO: Transportation Advisory Board

FROM: Technical Advisory Committee

PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)

SUBJECT: Adoption of the Draft 2020-2023 Transportation Improvement Program (TIP) for release for a public comment period.

REQUESTED ACTION: The Metropolitan Council requests that the Transportation Advisory Board (TAB) adopt the draft 2020-2023 Transportation Improvement Program (TIP) for release for a public comment period.

RECOMMENDED MOTION: That the Transportation Advisory Board adopt the draft 2020-2023 Transportation Improvement Program (TIP) for release for a public comment period.

BACKGROUND AND PURPOSE OF ACTION: The Transportation Improvement Program (TIP) is a four-year list of federally funded transportation projects required for all metropolitan planning organizations (MPOs). The TIP must include all projects funded with federal transportation funds and projects that affect air quality. Federal regulations require that a TIP be developed at least every four years. The Metropolitan Council revises its TIP every year in conjunction with the Minnesota Department of Transportation's State Transportation Improvement Program (STIP). The draft 2020-2023 TIP and its development process will meet applicable federal requirements once the public input process is complete. The public comment period is scheduled to run from June 25 to August 9.

The 2020-2023 TIP approval schedule is as follows:

- June 19, 2019 – TAB approves draft TIP for public review
- August 9, 2019 – Public review/comment period ends
- August 21, 2019 – TAB considers public comments and approval of the final TIP
- September 9, 2019 – Transportation Committee recommends concurrence with the TIP to the Metropolitan Council
- September 25, 2019 – Metropolitan Council concurrence with TAB approval of TIP
- September/October, 2019 – MnDOT inclusion of TIP into State Transportation Improvement Program (STIP)
- Roughly November 1, 2019 – USDOT approves Minnesota STIP

The 2020-2023 TIP includes projects valued at approximately \$5 billion for highway, freight transit, bicycle, and pedestrian projects. Roughly 17% of this is from the Regional Solicitation. The sources of funds over the four years are summarized as follows:

- Total – \$5 Billion
 - Federal Highway – \$1.3 Billion
 - Federal Transit – \$1.3 Billion
 - Property Tax and State Taxes – \$2 Billion
 - Trunk Highway – \$466 Million

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be partially funded with federal funds must be in an approved Transportation Improvement Program 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.

COMMITTEE COMMENTS AND ACTION: At its May 16, 2019, meeting, the Funding & Programming Committee voted unanimously to recommend approval of the TIP for release for public comment.

At its June 5, 2019, meeting, the Technical Advisory Committee voted unanimously to recommend approval of the TIP for release for public comment.

ROUTING

TO	ACTION REQUESTED	COMPLETION DATE
TAC Funding & Programming Committee	Review & Recommend	5/16/2019
Technical Advisory Committee	Review & Recommend	6/5/2019
Transportation Advisory Board	Review & Release for Public Comment	
Transportation Advisory Board	Review & Adopt	
Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Concur	

Transit Funding in the TIP

Both transit capital and operating projects are in the TIP and are funded almost exclusively by four federal sources:

- FTA formula funds: The largest source of funds allocated to the Council as the major transit operator in the region.
- Regional Solicitation funds: Projects funded with FHWA flexible funds – CMAQ or STPBG - that are allocated through the Regional Solicitation process. These funds are transferred from FHWA to FTA during the grant-making process.
- FTA and DOT discretionary award funds: Bus and Bus Facilities and Low No Emission Grants are FTA discretionary award programs. The Better Utilizing Investments to Leverage Development (BUILD) is a USDOT discretionary award. The Council has received all these types of discretionary awards in the past. New discretionary awards are amended into the TIP when the awards are announced by the federal agency.
- FTA New Starts/Small Starts funding (Section 5309): This is funding for major Capital Improvement Grants (CIG) and has funded the Blue Line, Northstar, the Green Line, and the Orange Line. Future programs funded with CIG funds include the Green Line Extension, the Blue Line Extension, and the Gold Line BRT transitways.

Regional Solicitation transit awards in the TIP include

- SouthWest Transit creation of transit connector route between Eden Prairie and the Mall of America, including additional buses and operating funds;
- Metro Transit creation and expansion of St. Paul bus routes including additional buses and operating funds;
- Travel Demand Management (TDM)/transportation management organization (TMO) projects;
- Route 724 transit service expansion;
- Route 68 transit service expansion;
- Route 32 transit service expansion;
- Route 4; transit service expansion;
- SouthWest Transit mobility hub at SouthWest Station;
- Orange Line connector bus service;
- Route 6 corridor bus and stop modernization;
- Chicago-Portland Avenue corridor bus stop modernization;
- Emerson and Fremont Avenue bus stop modernization; and
- Lake Street – Marshall Avenue corridor bus stop modernization

Projects that are not discretionary or CIG are selected from the Metropolitan Council Transit Capital Improvement Program (CIP) for inclusion in the TIP. The CIP is published for public comment before adoption by the Council. Federal formula funds are then used to fund these projects as follows:

- **Section 5307** - Funding for any improvement or rehabilitation of preservation projects, fleet vehicle procurement and new capital projects. This is the most flexible funding.

- **Section 5310 Mobility of Seniors and Individuals with Disabilities Program** – This program funds the purchase of lift-equipped vehicles by nonprofit organizations that provide transportation for seniors and individuals with disabilities. This can include projects specifically designed to meet the needs of seniors and individuals with disabilities, transit projects that exceed ADA standards, and transit projects that improve access to fixed-route transit and decrease reliance on paratransit.
- **Section 5337 State of Good Repair** – Funding for preservation projects only. This funding has two parts:
 - High Intensity Fixed Guideway – Funding used for fixed guideway preservation including light rail and commuter rail, i.e., LRV overhaul/maintenance, rail maintenance, locomotive or other commuter rail preservation. Funding may also be used for preservation of BRT on BRT-dedicated roadway (not shoulders or HOV lanes).
 - High Intensity Bus – Funding used for bus and bus facilities preservation including bus replacement and maintenance, passenger facility rehabilitation, and park and ride maintenance and rehabilitation.
- **Section 5339 Bus and Bus Facility** – Funding used for replacement bus procurement, bus maintenance and other bus facilities improvements or rehabilitation.

The TIP only includes those transit projects that are federally funded. Therefore, looking only at the TIP does not provide a picture of all transit capital projects as some projects are funded with only local funds. These projects will not appear in the TIP.



Figure 1.35W@94 construction. 2019

2020-2023 Draft State Transportation Improvement Program (STIP)

The STIP is a comprehensive four-year schedule of planned transportation projects in Minnesota for state fiscal years 2020, 2021, 2022, and 2023. These projects include state trunk highways, local roads and bridges, rail crossings and transit capital and some operating assistance. Statewide, the STIP represents over \$7 billion in federal, state, and local funds over the four years. Metro District's STIP reflects the Metropolitan Council's TIP, with the addition of Chisago County projects and omission of the urbanized areas in Sherburne and Wright counties.

Changes from last year's STIP

This draft STIP includes a number of major projects in the early years and deferral of some MnDOT projects in the later years reflecting an adjustment due to over programming in previous years.

MnDOT annually reviews guidance for capital investments and this year is shifting to a more conservative approach which will impact fiscal years (FY) 2022 and 2023. Last year, MnDOT programmed FY 2022 at a higher level consistent with the Minnesota State Highway Investment Plan (MnSHIP) goals for state funds instead of a base budget level. Federal funds are forecasted to remain flat at this time, and MnDOT's Office of Financial Management (OFM) has forecasted this year that statewide the trunk highway account could likely handle a \$350 million to \$400 million funding level in FY 2022. MnDOT is taking a conservative approach if the Legislature does not provide for increase in spending this session. It is likely that FY 2022 and FY 2023 would be over-programmed without that increase, so districts have been asked to reduce their programs.

The impact of this change to Metro District is that approximately 10 projects are being deferred out of the STIP years. The projects shifted out of 2022 and 2023 are primarily pavement preservation projects, with some minor bridge work. No projects with mobility improvements were shifted out.

However, the setaside of Chapter 3 bonds from the 2017 transportation package for Rethinking I-94 projects (between the downtowns of Minneapolis and St. Paul), has been moved out of the STIP years. The Rethinking I-

94 project office has undergone a detailed community visioning process and is transitioning to environmental review and pre-design work, with major projects now anticipated in the 2024-2025 timeframe. This does not impact a mobility setaside of \$100M identified for the corridor in the CHIP year. There are also some pavement and bridge projects in this corridor that will occur before then.

Major projects (\$15M+)

The following major pavement and bridge projects listed are significant repair or reconstruction projects that will have major traffic impacts. The list does not include projects less than \$15 million.

- 2020
 - I-94 from Maple Grove to Rogers. Long term pavement improvement, lane add from Hwy 610 to Hwy 101. Year 1 of 2. (Hennepin to Wright county line)
 - 3rd Ave Bridge (Hwy 65) over the Mississippi River in downtown Minneapolis. Year 1 of 3. (Hennepin)
 - I-35W/42nd St. Stormwater cavern. Year 1 of 2. (Hennepin)
 - Hwy 5 at Minneapolis-St. Paul International Airport. Pavement & 11 bridges. (Hennepin)
 - I-494 from South St Paul to Eagan. Pavement. (Dakota)
 - I-35W North MnPASS from Roseville to Lino Lakes. Year 2 of 3. (Ramsey/Anoka)
 - I-35W Downtown to Crosstown project. Year 3 of 3. (Hennepin)
 - I-35W Replace Minnesota River bridge in Burnsville-Bloomington. Year 2 of 2 (Dakota/Hennepin)
- 2021 –all major projects are related to multiyear construction projects.
 - I-94 from Maple Grove to Rogers. Year 2 of 2. (Hennepin to Wright county line)
 - 3rd Ave Bridge (Hwy 65) over the Mississippi River in downtown Minneapolis. Year 2 of 3. (Hennepin)
 - I-35W/42nd St. Stormwater storage facility. Year 2 of 2. (Hennepin)
 - I-35W North MnPASS. Year 3 of 3. (Ramsey/Anoka)
- 2022
 - I-94 from Western Ave to Mounds Blvd in St. Paul. Pavement and bridge (3). (Ramsey)
 - Hwy 36 from Maplewood to Stillwater. Pavement (Ramsey/Washington)
 - Hwy 55 (Hiawatha Ave) from east end of downtown to Hwy 62. Pavement and ped improvements (Hennepin)
 - Hwy 55 from Fort Snelling to Inver Grove Heights. Pavement and bridge project (Dakota/Hennepin)
 - 3rd Ave Bridge (Hwy 65). Year 3 of 3. (Hennepin)
 - US 10/Ferry St interchange modernization and US10/Rum River Bridge (Anoka)
- 2023
 - I-94 from Century Ave/Hwy 120 to the St. Croix River (Eastbound). Pavement. Year 1 of 2 (Washington)
 - US 52 from CR 86 (north of Cannon Falls) to CSAH 42. Pavement (Dakota)
 - I-494 Resurface Minnesota River bridge and trail (Hennepin)
 - I-35W from W 106th Street 82nd Street in Bloomington. Pavement (Hennepin)

Corridors of Commerce

Major mobility projects selected in Metro District via the Corridors of Commerce program established by 2017 legislation enter the STIP this year. These projects continue to be developed with preliminary design estimates likely needing to be modified in the future.

- 2022 – These I-494 projects may be up to 3 years construction.
 - I-494/I-35W turbine interchange, northbound to westbound directional ramp (Hennepin)
 - I-494, from France Avenue to Trunk Highway 77 eastbound and from Trunk Highway 77 to I-35W westbound, add MnPASS lanes in both directions. (Hennepin)
- 2023 – This project likely to be 2 to 3 years construction.
 - Hwy 252/I-94, Convert to a freeway and add MnPASS lanes Dowling to TH 610 (Hennepin)

2024-2029 Capital Highway Investment Plan (CHIP)

The CHIP identifies MnDOT's planned investments in the six years (2024-2029) after the STIP. While projects are not commitments until they are scoped and added to the STIP, listing potential projects 5-10 years out allows for advanced coordination and improves transparency of MnDOT's capital investment decision making. The CHIP represents almost \$2 billion in pavement, bridge, and mobility improvements the Metro District.

Changes from last year's CHIP

This draft CHIP includes changes due to absorbing projects shifted out of 2022 and 2023, shifting bridge and pavement projects for better project coordination, and limited bridge investments on the National Highway System (NHS) system after 2026. About ten projects, mainly on the Non-NHS system, were deferred into the CHIP years. There have been moves to better coordinate pavement and bridge project, such as projects on Hwy 280, from the I-35E/I-35W split through downtown St. Paul, and Osceola Bridge (Hwy 243) in Chisago County.

The Blatnik Bridge in Duluth enters the CHIP in year 2028, and with it the majority of statewide bridge funds for the NHS system. Blatnik is a major bridge, comprising about 2% of the statewide deck area. Under the current revenue scenario, the primary source of funding NHS bridges will go entirely to Blatnik. Metro, along with 7 other MnDOT districts, do not have planned bridge work on mainline NHS routes from 2026 to after 2030, but will anticipate using district-controlled funds to fund any immediate bridge needs on the NHS.

Major projects (\$15M+)

The following projects with pavement work are mainly concrete repair or reconstruction projects that will have major traffic impacts. Corridors of Commerce projects are also likely to have construction seasons lasting into the CHIP years.

- 2024
 - I-94 Century Ave/Hwy 120 to the St. Croix River (Westbound). Pavement. Year 2 of 2 (Washington)
 - Hwy 65 from CSAH 10 to 217th Ave. Pavement (Anoka)
 - Hwy 5 (West 7th St.) from Munster Ave to Mounds Blvd in St. Paul. Pavement. (Ramsey)
- 2025
 - US 12 from Wayzata Exit to I-494. Pavement (Hennepin)
 - Hwy 100 from Cedar Lake Rd to I-694, pavement (Hennepin)
 - Hwy 47 from Bunker Lake Blvd to Anoka/Isanti county line. Pavement (Anoka)
 - Hwy 243 Osceola Bridge redeck/replacement (Chisago)
 - I-35W from the 35W/35E split to Lone Oak Rd. Pavement (Dakota)
- 2026
 - I-694 from Dupont to I-35W. Pavement (Anoka/Ramsey)
 - Hwy 95 from Chisago/Isanti county line to Sunrise River. Pavement (Chisago)
 - I-394 Dunwoody Bridge in Mpls (overlay). May be a 2 year project (Hennepin)
 - Hwy 280 from I-94 to Como Ave. Pavement and bridge (8) project (Hennepin)
 - Hwy 77 from CSAH 23 to MN River. Pavement (Dakota)
 - US 169 from CSAH 15 To Bloomington Ferry Br. Pavement (Scott County)
- 2027
 - I-35E from south junction I-35E/I-35W to Lone Oak Rd to 10th St. Bridge in St. Paul. Pavement (Dakota/Ramsey)
 - US 212 from CSAH 4 to Hwy 62. Pavement (Hennepin)
 - Hwy 5 from Hwy 41 to US 21. Pavement (Carver).
 - Hwy 55 from Wright/Hennepin County line to Fernbrook Ave. Pavement (Hennepin)

- I-494 from France to US 12. Pavement (Hennepin)
- Hwy 55 from Fernbrook to General Mills Blvd. Pavement (Hennepin)
- 2028
 - I-35 from US 8 to Hwy 95. Pavement (Chisago)
 - Hwy 95 from Hwy 97 to US 8. Pavement (Chisago)
 - I-94 from Nicollet Av to Western Ave. Pavement (Hennepin and Ramsey). This is an example of the frequency of pavement preservation projects on bad pavement foundation. There is a 2022 pavement project on this same segment.
 - US 52 from Clayton to I-494 and on Hwy 55 from CR 63 to US 52, pavement (Dakota)
- 2029
 - Hwy 610 from US 169 to Mississippi River. Pavement and bridge (Hennepin)
 - I-394 from I-494 to Hwy 100. Pavement (Hennepin)
 - Hwy 7 from Minnetrista to Christmas Lake Rd. Pavement. (Hennepin)
 - I-35 from Lake Marion to Scott/Dakota county line. Pavement.



Figure 2. WTS Transportation YOU tour of the 35W@94 project site