

ACTION TRANSMITTAL – 2021-50

DATE: November 5, 2021

TO: Transportation Advisory Board

FROM: Technical Advisory Committee

PREPARED BY: Joe Barbeau, Senior Planner (joe.barbeau@metc.state.mn.us)

SUBJECT: Streamlined 2022-2025 TIP amendment for MnDOT: Three Project Cost Changes

REQUESTED ACTION: MnDOT requests an amendment to the 2022-2025 TIP to adjust the funding and scope for its US 169 noise wall project (SP # 2772-121), adjust funding and termini for its I-94 maintenance project (SP # 8282-145), and increase funding for its MN 3 railroad bridge rehabilitation (SP # 6217-52).

RECOMMENDED MOTION: That the Transportation Advisory Board recommend adoption of an amendment the 2022-2025 Transportation Improvement Program adjust the funding and scope for MnDOT's US 169 noise wall project (SP # 2772-121), adjust funding and termini for MnDOT's I-94 maintenance project (SP # 8282-145), and increase funding for MnDOT's MN 3 railroad bridge rehabilitation (SP # 6217-52)

BACKGROUND AND PURPOSE OF ACTION: MnDOT requests an amendment to the 2022-25 TIP to make the following changes to three projects:

1. Add transportation management system (TMS) and lighting to MnDOT's noise wall project on US 169 in Edina. This would increase the state and local funding and increase the project length by 0.92 miles.
2. Increase the length from 6.49 miles to 10.53 miles of MnDOT's bituminous shoulder, TMS, and drainage project on I-94 from Oakdale to Lakeland. This would increase the total cost from \$4,500,000 to \$9,161,000. Federal funding is from the National Highway Preservation Program (NHPP), which is not programmed by TAB.
3. Increase the cost of MnDOT's MN 3/George St. rehabilitation of two bridges. Federal funding is Surface Transportation Block Grant (STPB) funding not programmed by TAB.

This amendment needs be reflected in the 2022-2025 TIP, which is yet to be approved. The Council will consider the amendment following federal approval of the 2022-2025 TIP.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all TIP amendments 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 per these four requirements.

The streamlined TIP amendment process allows projects that meet certain conditions to be forgo the TAC Funding & Programming Committee review, resulting in saving a month of process time.

STAFF ANALYSIS: The TIP amendment meets fiscal constraint because the federal, state, and local funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis.

COMMITTEE COMMENTS AND ACTION: At its November 3, 2021, meeting, the Technical Advisory Committee voted to recommend adoption of an amendment the 2022-2025 Transportation Improvement Program adjust the funding and scope for MnDOT's US 169 noise wall project (SP # 2772-121), adjust funding and termini for MnDOT's I-94 maintenance project (SP # 8282-145), and increase funding for MnDOT's MN 3 railroad bridge rehabilitation (SP # 6217-52).

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED / COMPLETED
Technical Advisory Committee	Review & Recommend	11/3/2021
Transportation Advisory Board	Review & Recommend TIP Amendment	11/17/2021
Metropolitan Council Transportation Committee	Review & Recommend	11/22/2021
Metropolitan Council	Review & Adopt	11/22/2021

Please amend the 2022-2025 Transportation Improvement Program (TIP) to amend this project in program year 2022. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

State Fiscal Year	ATP/Dist	Route System	Project Number (S.P. #)	Agency	Description	Miles
2022	M	US169	2772-121	MnDOT	**CHAP 3**US 169, NB US169 from Valley View Rd to Bren Rd in Edina – TMS, lighting and noise wall	.78 <u>1.7</u>

Prog	Type of Work	Prop Funds	Total \$	Federal \$	TH \$	Other
BR	Noisewalls	SF	1,911,000 <u>4,800,000</u>	NA	1,734,000 <u>4,320,000</u>	177,000 480,000

PROJECT BACKGROUND:

- 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 increase the total project cost and length.

- 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

This is a 100% state funded 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 November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

AIR QUALITY CONFORMITY:

- Subject to conformity determination
- Exempt from regional level analysis
- N/A (not in a nonattainment or maintenance area)

*Exempt Project Category O-3. Noise attenuation per Section 93.126 of the Conformity Rules.

Please amend the 2022-2025 Transportation Improvement Program (TIP) to amend this project in program year 2022. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

State Fiscal Year	ATP / Dist	Route System	Project Number (S.P. #)	Agency	Description	Miles
2022	M	I94	8282-145	MnDOT	**ELLE**B2020**I94, From Woodbury Dr in Woodbury MN120 in Oakdale to St Croix River in Lakeland – Bituminous shoulders, TMS, drainage, bituminous cross overs	6.49 <u>10.53</u>

Prog	Type of Work	Prop Funds	Total \$	Federal \$	TH \$	Other
RC	Reconstruction	NHPP	4,500,000	4,050,000	450,000	NA
			<u>9,161,000</u>	<u>8,244,900</u>	<u>916,100</u>	

PROJECT BACKGROUND:

- 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 increase the total project cost and length.

- 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

The additional federal funds are coming from the main project SP 8282-132. Therefore, fiscal constraint is maintained. (A TIP/STIP modification will be processed for the reduction in SP 8282-132)

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

AIR QUALITY CONFORMITY:

- Subject to conformity determination
- Exempt from regional level analysis *
- N/A (not in a nonattainment or maintenance area)

*Exempt Project Category S-19. Widening narrow pavements or reconstructing bridges (no additional travel lanes) per Section 93.126 of the Conformity Rules.

Please amend the 2022-2025 Transportation Improvement Program (TIP) to amend this project in program year 2022. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

State Fiscal Year	ATP/ Dist	Route System	Project Number (S.P. #)	Agency	Description	Miles
2022	M	MN 3	6217-52	MnDOT	MN 3, at George St and at the Union Pacific railroad bridge in St Paul – Rehab Bridges 62050 and 90381	.49

Prog	Type of Work	Prop Funds	Total \$	Federal \$	TH \$	Other
BR	Bridge Rehab	STP	1,027,000 <u>1,878,000</u>	821,600 <u>1,502,400</u>	205,400 <u>375,600</u>	NA

PROJECT BACKGROUND:

- 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 increase the total project cost. The scope remains the same.

- 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

The additional federal funds are coming from MnDOT under programming FY22 federal target by \$31M. 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 November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

AIR QUALITY CONFORMITY:

- Subject to conformity determination
- Exempt from regional level analysis
- N/A (not in a nonattainment or maintenance area)

*Exempt Project Category S-19. Widening narrow pavements or reconstructing bridges (no additional travel lanes) per Section 93.126 of the Conformity Rules.