

# Action Transmittal

Transportation Advisory Board



**Meeting Date:** June 15, 2022

**Date:** June 8, 2022

## Action Transmittal: 2022-27

Streamlined 2022-2025 TIP Amendment: I-494 Interchange, Bridge, and Reconstruction

**To:** Transportation Advisory Board  
**From:** Technical Advisory Committee  
**Prepared By:** Joe Barbeau, Senior Planner, phone 651-602-1705

### Requested Action

The Minnesota Department of Transportation and City of Bloomington request an amendment to the 2022-2025 TIP to increase the total cost of and add two new funding sources to and advance construct, their I-494 reconstruction, interchange construction, and bridge replacement projects (SP # 2784-424, 2785-424C, 85-424G, 107-010-013, and 107-010-013AC).

These projects involve federal funding from four sources, none of which are funded through the Regional Solicitation.

### Recommended Motion

That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2022-2025 TIP to increase the total cost of and add two new funding sources to, MnDOT and Bloomington's I-494 reconstruction, interchange construction, and bridge replacement projects (SP # 2784-424, 2785-424C, 85-424G, 107-010-013, and 107-010-013AC).

### Summary

This requested action involves adding Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and Infrastructure for Rebuilding America (INFRA) grant funding to MnDOT's 2023 I-494 reconstruction, and bridge replacement project and advancing construction of Bloomington's associated I-494 and I-35W interchange construction from 2025 to 2023 so the projects can be completed in the same timeframe. The projects themselves are already in the 2040 Transportation Policy Plan and the Transportation Improvement Program (TIP), so this action only focuses on the addition of funding and the change of years. The Technical Advisory Committee unanimously recommended approval.

### Background and Purpose

This amendment request is to increase the total cost of MnDOT's I-494 mobility project that includes interchange reconstruction and bridge replacement. Pavement rehabilitation is being added to the project as well. While the total cost is increasing, bond funding is decreased due to \$16.65 M in CRRSAA funding and \$60 M in INFRA Funding. The Met Council and MnDOT jointly

applied for the INFRA funding as part of this national competitive grant program and the two agencies were awarded funding by USDOT in 2021 for the project.

The MnDOT project is scheduled for 2023, leading the City of Bloomington to request movement of its associated 2025 I-494 and I-35W interchange project to 2023 for the purpose of coordination. This project will be advanced constructed in 2023 with federal payback scheduled for 2025.

These projects are being changed to reflect the draft 2023-2026 TIP in case of project obligation prior to federal approval of that TIP.

There are currently no Federal Highway Administration (FHWA) requirements for greenhouse gas (GHG) impacts analysis for highway projects. A GHG analysis for highway projects is a MnDOT requirement and applies to state or federally funded highway projects on MnDOT facilities. As such, the project underwent a GHG analysis as part of the Environmental Assessment. From an operational standpoint, GHG emissions are expected to decrease in both the no-build and build alternative (i.e., the proposed project) due in large part to better fuel efficiency of vehicles. In 2040, there will be a decrease of GHGs of 17% in the no-build, while the proposed project will experience a 16% decrease in GHG. There will also be GHGs produced during construction of the project. Since the project is a mix of preservation of existing assets and new assets, future analysis should aim to parse out incremental GHGs resulting from any new project elements versus what would be needed to preserve/replace existing assets. Future work may also expand the scope of the analysis to better understand the positive or negative GHG impacts on parallel corridors when traffic diverts away from those parallel corridors to I-494.

The MnDOT analysis also states: “Assessing GHG emissions from transportation projects is one of several strategies that MnDOT is pursuing to address the issue of climate change. Other strategies that MnDOT is pursuing include intermodal transportation, electric vehicle incentives and infrastructure, clean vehicle standards, and alternative fuels.”

### **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 recommend TIP amendments to the Council for adoption, provided these four requirements are met.

The streamlined TIP amendment process allows projects that meet certain conditions to be streamlined, which entails forgoing the TAC Funding & Programming Committee review and results 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 projects. 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 projects are exempt from air quality conformity analysis.

The I-494 project was first added to the Increased Revenue Scenario of the 2040 TPP in 2015. When the state’s Corridor’s of Commerce project awarded funds to two projects in the I-494 corridor in 2018, these specific projects were found to be consistent with the goals, objectives, and strategies of the TPP and were subsequently amended into the TPP’s Current Revenue Scenario in the same year.

### **Committee Comments and Action**

At its June 1, 2022, meeting, the Technical Advisory Committee voted unanimously to recommend that the Transportation Advisory Board recommend adoption of an amendment to the 2022-2025 TIP to increase the total cost of and add two new funding sources to, MnDOT and Bloomington’s I-494 reconstruction, interchange construction, and bridge replacement projects.



## Routing

To	Action Requested	Date Completed / Scheduled
Technical Advisory Committee	Review & Recommend	June 1, 2022
Transportation Advisory Board	Review & Recommend	June 15, 2022
Metropolitan Council Transportation Committee	Review & Recommend	June 27, 2022
Metropolitan Council	Review & Adopt	July 13, 2022



Please amend the 2022-2025 Transportation Improvement Program (TIP) to amend these projects in program year 2023. The projects are being submitted with the following information:

**PROJECT 1-3 IDENTIFICATION:**

<b>Seq #</b>	1662	<u>TBD/New</u>	<u>TBD/New</u>
<b>State Fiscal Year</b>	2023	<u>2023</u>	<u>2023</u>
<b>ATP/District</b>	M	<u>M</u>	<u>M</u>
<b>Route System</b>	I494	<u>I494</u>	<u>I494</u>
<b>Project Number (S.P. #)</b>	2785-424	<u>2785-424C</u>	<u>2785-424G</u>
<b>Agency</b>	MnDOT	<u>MnDOT</u>	<u>MnDOT</u>
<b>Description</b>	**PRS** <u>COC3</u> **Chap 3**I494, EB from East Bush Lk Rd to MN77, WB from MN77 to I35W and NB I35W to WB I494 in Bloomington, Richfield, and Edina – Improve mobility, reconstruct I35W/I494 interchange, <u>rehab pavement</u> , replace Bridges 6850, 6851, 9077, 9079 and 9080 (Associate to 2785-424C, 2785-424G, 107-010-013)	<u>**PRS**CRRSAA**I494, EB from East Bush Lk Rd to MN77, WB from MN77 to I35W and NB I35W to WB I494 in Bloomington, Richfield, and Edina - Improve mobility, reconstruct I35W/I494 interchange, rehab pavement, replace Bridges 6850, 6851, 9077, 9079 and 9080 (Associate to 2785-424, 2785-424G, 107-010-013)</u>	<u>**PRS**INFRA**I494, EB from East Bush Lk Rd to MN77, WB from MN77 to I35W and NB I35W to WB I494 in Bloomington, Richfield, and Edina - Improve mobility, reconstruct I35W/I494 interchange, rehab pavement, replace Bridges 6850, 6851, 9077, 9079 and 9080 (Associate to 2785-424, 2785-424C, 107-010-013)</u>
<b>Miles</b>	6.34	<u>6.34</u>	<u>6.34</u>
<b>Prog</b>	MC	<u>MC</u>	<u>MC</u>
<b>Type of Work</b>	Major Construction	<u>Major Construction</u>	<u>Major Construction</u>
<b>Prop Funds</b>	NHPP	<u>FFM/CRRSAA</u>	<u>FFM/INFRA</u>
<b>Total \$</b>	<del>190,500,000</del> <u>253,016,667</u>	<u>16,650,000</u>	<u>60,000,000</u>
<b>FHWA \$</b>	<del>10,000,000</del> <u>76,550,000</u>	<u>16,650,000</u>	<u>60,000,000</u>
<b>Bonds</b>	<del>180,500,000</del> <u>169,500,000</u>	NA	NA
<b>Other \$</b>	<u>6,966,667</u>	NA	NA

**PROJECT 4-5 IDENTIFICATION:**

<b>Seq #</b>	1852	<u>TBD/New</u>
<b>State Fiscal Year</b>	<del>2025</del> <u>2023</u>	<u>2025</u>
<b>TP/District</b>	M	<u>M</u>
<b>Route System</b>	I494	<u>I494</u>
<b>Project Number (S.P. #)</b>	107-010-013	<u>107-010-013AC</u>
<b>Agency</b>	Bloomington	<u>Bloomington</u>
<b>Description</b>	** <u>AC</u> **SPPF**PRS**I494 and I35W in Bloomington and Richfield – Construct interchange (Associate to 2785-424, 2785-424C, 2785-424G) (AC project, payback in FY25)	** <u>AC</u> **SPPF**PRS**I494 and I35W in Bloomington and Richfield – Construct interchange (Associate to 2785-424, 2785-424C, 2785-424G) (AC project, payback in FY25)
<b>Miles</b>	6.34	<u>6.34</u>
<b>Prog</b>	MC	<u>MC</u>
<b>Type of Work</b>	Major Construction	<u>Major Construction</u>
<b>Prop Funds</b>	NHFP	<u>NHFP</u>
<b>Total \$</b>	<u>12,333,333</u>	<u>0.00</u>
<b>FHWA \$</b>		<u>11,100,000</u>
<b>FHWA AC \$</b>	<u>11,100,000</u>	NA
<b>Other \$</b>	<u>1,233,353</u>	NA

**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 increase total project costs and to advance-construct the interchange (107-101-013). The scope remains the same.

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
- Earmark or HPP not affecting fiscal constraint
- Other

X

Total project cost increased to \$342,000,000, an increase of \$139,166,667 in 2023. Because this is a 2023 project, it is included in draft 2023-2026 TIP and is due to be included in the final TIP and Minnesota STIP with the updated cost and will align its program to meet MnDOT 2023-2026 STIP funding guidance. Therefore, fiscal constraint is maintained.

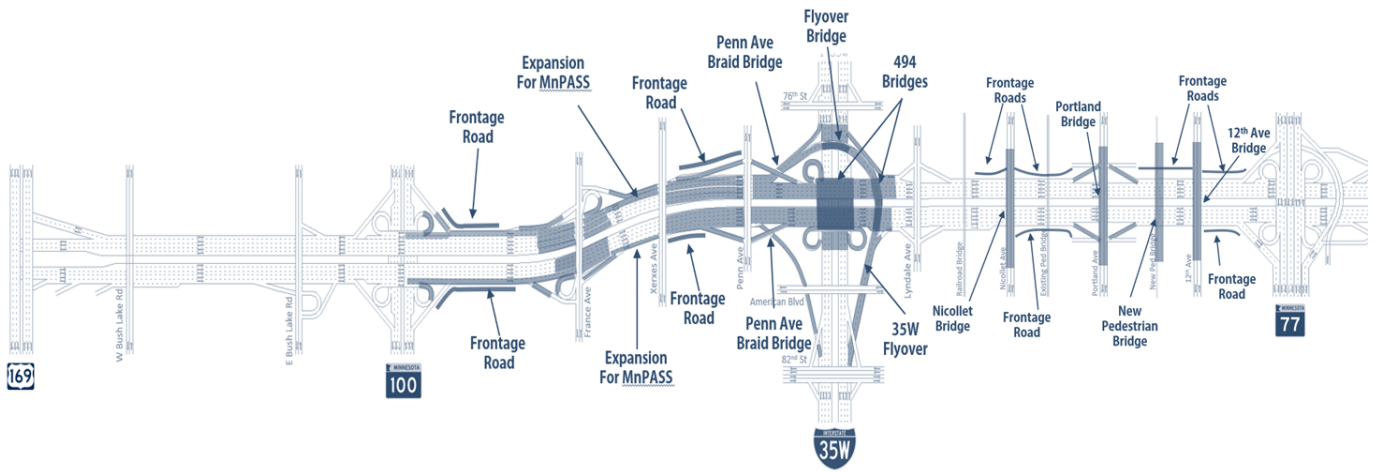
**CONSISTENCY WITH MPO LONG RANGE PLAN:**

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)

\*The existing projects are classified as A-30, regionally significant. No project elements are changing; the only changes are to the cost and to the timing of the project. Therefore, it is exempt from a regional level analysis.



# I-494 TIP Amendment June 2022



— Project Location

