

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: August 21, 2024

Date: August 14, 2024

Action Transmittal: 2024-35

Streamlined TIP Amendment: MnDOT's University Avenue Improvements Project in Fridley and Blaine

To: Transportation Advisory Board
From: Technical Advisory Committee
Prepared By: Robbie King, Planner, 651-602-1380

Requested Action

MnDOT requests an amendment to the 2024-2027 Transportation Improvement Program (TIP) to increase the cost and change the length of its MN 47 (University Avenue) improvements project in Fridley and Blaine.

Recommended Motion

That the Transportation Advisory Board recommend adoption of an amendment to the 2024-2027 TIP to adjust MnDOT's MN 47 (University Avenue) improvement project in Fridley and Blaine.

Background and Purpose

MnDOT requests an amendment to the 2024-2027 TIP to adjust its MN 47 (University Avenue) improvements project in Fridley and Blaine. The requested amendment is to increase the cost to \$1,077,000 from \$1,056,000, an increase of \$18,000, and shorten the length of the project area. The proposed budget changes are outlined in Table 1. Originally, the project was to span 7.952 miles from 37th Avenue NE in Columbia Heights to US 10 in Coon Rapids. The requested amendment is to shorten the length of the project area to 3 miles from Mississippi Street NE in Fridley to University Avenue NE in Blaine. This request change is to amend two associated state projects. SP# 0205-110 is to repair/replace drainage and SP# 0205-110S is to improve signals and add pedestrian safety improvements. This project was funded with MnDOT STP and HSIP funding and not funded through the Regional Solicitation.

Originally, the project was scoped to construct minor safety improvements, like curb extensions or median refuge islands, at several locations along MN 47 (University Avenue). Over the course of project development, MnDOT staff struggled to find space for these improvements without impacting existing bus shoulders and/or adversely impacting turning truck traffic. If implemented at these locations, safety improvements like curb extensions or median refuge islands would need to be a smaller size and would not provide the safety benefit intended by the HSIP project funding.

Within the proposed project length of 3 miles, there is a more substantial focus on safety improvements at three intersections; Mississippi Street, 85th Avenue, and University Avenue NE. At Mississippi Street, free right turns will be removed to shorten pedestrian crossing distance. At 85th Avenue, free right turns and a northbound through lane will be removed. At University Avenue, a pedestrian crossing will be added with signals where no signal exists today.

Table 1. Budget Analysis

SP#	Program	Original Budget	Proposed Budget
0205-110	STP	\$421,991	\$475,000
0205-110S	HSIP	\$634,009	\$602,000
Total		\$1,056,000	\$1,077,000

Relationship to Regional Policy

Federal law requires that all TIP amendments meet the following tests: fiscal constraint; consistency with the adopted regional transportation plan; and opportunity for public input. It is the TAB's responsibility to recommend TIP amendments to the Council for adoption, provided these requirements are met.

Staff Analysis

The TIP amendment requests meet fiscal constraint because the state, federal, and local funds are sufficient to fully fund the projects. This amendment and the projects contained herein are 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.

Committee Comments and Action

At its August 7, 2024, meeting, the Technical Advisory Committee unanimously recommended approval of MnDOT's request to amend the 2024-2027 Transportation Improvement Program (TIP) to adjust MnDOT's MN 47 (University Avenue) improvement project in Fridley and Blaine.

Routing

To	Action Requested	Date Completed (Scheduled)
Technical Advisory Committee	Review & Recommend	August 7, 2024
Transportation Advisory Board	Review & Recommend	August 21, 2024
Metropolitan Council Transportation Committee	Review & Recommend	August 26, 2024
Metropolitan Council	Review & Adopt	August 28, 2024



2024-2027 TIP AMENDMENT REQUEST

Please amend the 2024-2027 Transportation Improvement Program (TIP) to adjust the below projects.

Project identification

	0205-110	0205-110S
Seq #	1198	1199
State Fiscal Year (State)	2025	2025
ATP and District	METRO	METRO
Route System	MN 47	MN 47
Project Number (S.P. #)	0205-110	0205-110S
Agency	MNDOT	MNDOT
Description	MN47 (UNIVERSITY AVE), FROM 37TH AVE IN COLUMBIA HEIGHTS TO US10 IN COON RAPIDS <u>MISSISSIPPI ST NE IN FRIDLEY TO UNIVERSITY AVE NE IN BLAINE</u> - REPAIR/REPLACE DRAINAGE	MN47 (UNIVERSITY AVE), FROM 37TH AVE IN COLUMBIA HEIGHTS TO US10 IN COON RAPIDS - <u>MISSISSIPPI ST NE IN FRIDLEY TO UNIVERSITY AVE NE IN BLAINE</u> SIGNAL AND PEDESTRIAN SAFETY IMPROVEMENTS (HSIP WORK)
Miles	7.952 <u>3.0</u>	7.952 <u>3.0</u>
Program	DRAINAGE	SH – SAFETY HSIP
Type of Work	CULVERT REHAB	BIKE/PED
Proposed Funds	STP	HSIP
Total \$	421,991 <u>475,000</u>	634,009 <u>602,000</u>
FHWA \$	360,691 <u>386,745</u>	551,700 <u>361,800</u>
State \$	61,300 <u>88,255</u>	82,309 <u>40,200</u>
Other \$		\$200,000

Background and TIP Amendment Need

This formal amendment is to change the total project length from 7.952 to 3.0 miles and increase the total project cost from 1,056,000 to 1,077,000.

Fiscal Constraint (as required by 23 CFR 450.216)

This is a 2025 project and will be included in the 2025-2028 TIP. MnDOT Metro District will program the project in the final 2025-2028 STIP with the updated cost and will align its program to meet MnDOT 2025-2028 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.