

Action Transmittal

Transportation Advisory Board



Meeting Date: May 4, 2022

Date: April 27, 2022

Action Transmittal: 2022-21

Streamlined 2022-2025 TIP Amendment: Three Project Cost Changes

To: Technical Advisory Committee

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Requested Action

MnDOT request an amendment to the 2022-2025 TIP to increase the cost of three projects.

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 cost of three projects.

Summary

This requested action involves three cost increases to be included in the TIP. These increases are to senior mobility transit bus purchases, an I-494 bridge rehabilitation, and a US 52 concrete overlay. Each of these actions meets the threshold for a streamlined TIP amendment.

Background and Purpose

The following projects are proposed for cost increases in to the 2022-2025 TIP:

1. MnDOT is increasing the cost of three Section 5310 (Enhanced Mobility for Seniors and Persons with Disabilities) bus purchases due to industrywide inflation). It is also removing one bus purchase because the recipient agency has declined the bus. (Pages 3-4)
2. MnDOT is increasing the total project cost of its rehabilitation of five I-494 bridges in Eagan and Bloomington. This includes a new project line to show \$17.7 million from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), leading to a light reduction in NHPP and local funds. Total cost increase is \$12,150,000. This is a 2023 project being changed to match the draft 2023-2026 TIP in case of project obligation prior to federal approval of that final TIP (SP # 2785-433 and 2785-433N). (Pages 5-6)
3. MnDOT is increasing the cost and length of its US 52 concrete surfacing project from Hampton Township to Rosemount. This is a 2023 project being changed to match the draft 2023-2026 TIP. This is a 2023 project being changed to match the draft 2023-2026 TIP in case of project obligation prior to federal approval of that final TIP (SP # 1906-71). (Page 7)

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 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 projects are exempt from air quality conformity analysis.

Routing

To	Action Requested	Date Completed
Technical Advisory Committee	Review & Recommend	May 4, 2022
Transportation Advisory Board	Review & Recommend	May 18, 2022
Metropolitan Council Transportation Committee	Review & Recommend	May 23, 2022
Metropolitan Council	Review & Adopt	May 25, 2022



Please amend the 2022-2025 Transportation Improvement Program (TIP) to address these projects. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

Data for each Project

ATP	Metro
Route System	BB (Transit (buses))
Agency	MnDOT
Miles	0
Program	FTA Elderly and Persons with Disabilities – Section 5310
Proposed Funds	FTA
State Fiscal Year	2022

Project-Specific Data:

Project Nor (S.P. #)	Description	Type of Work	Total \$	FTA \$	Other \$
TRF-0260-22	Section 5310: Midwest Special Services, Inc.; 2 (Class 400) Vehicle Replacement	Purchase Buses	\$186,000 <u>\$256,000</u>	\$148,800 <u>\$204,800</u>	\$37,200 <u>\$51,200</u>
TRF-1767-22	Section 5310: Rise, Inc.; 2 (Class 400) Vehicle Replacement	Purchase Buses	\$186,000 <u>\$256,000</u>	\$148,800 <u>\$204,800</u>	\$37,200 <u>\$51,200</u>
TRF-9056-22A	Section 5310: Newtrax, Inc.; 6 (Class 400) Vehicle Replacement and 2 (Class 400) Vehicle Expansion	Purchase Buses	\$744,000 <u>\$1,024,000</u>	\$595,200 <u>\$819,200</u>	148,800 <u>\$204,800</u>
TRF-0011-22	Section 5310: Lifeworks Services, Inc.; 1 (Class 400) Vehicle Replacement	Purchase Buses	\$93,000	\$74,400	\$18,600

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).

Section 5310: The Enhanced Mobility for Seniors and Persons with Disabilities program is funded by FTA through MnDOT’s Office of Transit. The selection of these projects is done through grant applications submitted to FTA. MnDOT is requesting that the TIP reflect a cost increase for three of these projects:

- Midwest Special Services, Inc.: Replacement of two class 400 vehicles
- Rise, Inc.: Replace two class 400 vehicles
- NewTrax, Inc.: replace six class 400 vehicles and add two class 400 vehicles

These increases are due to industrywide cost increases.

MnDOT also wishes to remove the replacement of one class 400 vehicle for the Lifeworks Services, Inc., who declined the project.

These four changes result in an overall cost increase of \$327,000 (\$261,600 federal).

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
- ✓ the funds used for these projects are 2020 Section 5310 Large Urban apportionment, so fiscal constraint is maintained. The 20% local match will be provided by the sub-recipients.

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 from regional level analysis: T-10—Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet per Section 93.126 of the Conformity Rules.

Please amend the 2022-2025 Transportation Improvement Program (TIP) to change this project in program year 2023. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

	Project Line 1 (new)	Project Line 2 (amended)
Seq #	<u>1663</u>	TBD
State Fiscal Year	<u>2023</u>	2023
ATP / Dist	<u>M</u>	M
Route System	<u>I494</u>	I494
Project Number	<u>2785-433</u>	<u>2785-433N</u>
Agency	<u>MnDOT</u>	MnDOT
Description	<u>**CRRSAA**I494, between Pilot Knob Rd in Eagan and 24th Ave in Bloomington – Rehab Bridges 9217E, 9217W, 19825, 27765 and 27767, concrete pavement rehab, bituminous shoulder reconstruction, highway lighting replacement, reconstruct pedestrian trail, drainage repairs (Associate to 2785-433N)</u>	I494, between Pilot Knob Rd in Eagan and 24th Ave in Bloomington - Rehab Bridges 9217E, 9217W, 19825, 27765 and 27767, concrete pavement rehab, bituminous shoulder reconstruction, highway lighting replacement, reconstruct pedestrian trail, drainage repairs (Associate to 2785-433)
Miles	<u>3.9</u>	4.18 <u>3.9</u>
Prog	<u>BI</u>	BI
Type of Work	<u>Bridge Deck Overlay</u>	Bridge Deck Overlay
Prop Funds	<u>FFM</u>	NHPP
Total \$	<u>\$17,670,000</u>	\$49,846,000 <u>\$44,330,000</u>
FHWA \$	<u>\$17,670,000</u>	\$44,861,000 <u>\$39,897,000</u>
State \$	NA	\$4,984,000 <u>\$4,433,000</u>

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 to increase the total project cost. The new project line added because MnDOT is adding CRRSAA funds while the existing project line shows a reduction in NHPP funds and state funds.

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

The change reflects a \$12,154,000 cost increase. Because this is a 2023 project, it will be included in the draft 2023-2026 TIP and with these updates. Metro District will align its program to meet MnDOT’s 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)

*Exempt Project Category S-19—Widening narrow pavements or reconstructing bridges per Section 93.126 of the Conformity Rules.

Please amend the 2022-2025 Transportation Improvement Program (TIP) to change this project in program year 2023. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

Seq #	State Fiscal Year	ATP / Dist	Route System	Project Number	Agency	Description
1644	2023	M	US 52	1906-71	MnDOT	US52, from 0.2 ML N of CR 86 (<u>280th St/Rochester Blvd</u>) in Hampton Twp to 0.2 ML N of CSAH 42 (<u>145th St</u>) in Rosemount – Concrete surfacing, drainage, cable median guardrail, and repair Br# 19033 and 9675

Miles	Prog	Type of Work	Prop Funds	Total \$	FHWA \$	State \$	Other \$
14.91	RS	Concrete	NHPP	\$61,746,000	\$49,396,800	12,349,200	NA
<u>15.5</u>		Overlay		<u>\$65,000,000</u>	<u>\$52,000,000</u>	<u>\$13,000,000</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 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

Total project cost increase of \$3,254,000. Because this is a 2023 project, it will be included in the draft 2023-2026 TIP and with these updates. Metro District will align its program to meet MnDOT’s 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)

*Exempt Project Category S-10—Pavement resurfacing and/or rehabilitation per Section 93.126 of the Conformity Rules.