

## **ACTION TRANSMITTAL No. 2019-16**

**DATE:** February 4, 2019

**TO:** TAC Funding and Programming Committee

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

**SUBJECT:** 2019-2022 TIP Amendment Request: MnDOT I-94 Reconstruction

**REQUESTED ACTION:** MnDOT requests an amendment to the 2019-2022 Transportation Improvement Program (TIP) to change the cost and description of its I-94 concrete overlay project (SP # 2780-97) and to add an associated project for temporary widening and cross overs (SP # 2780-99)

**RECOMMENDED MOTION:** That the TAC Funding & Programming Committee recommend to the Technical Advisory Committee approval of an amendment to the 2019-2022 Transportation Improvement Program (TIP) to change the cost and description of MnDOT's I-94 concrete overlay project (SP # 2780-97) and to add an associated project for temporary widening and cross overs (SP # 2780-99)

**BACKGROUND AND PURPOSE OF ACTION:** An amendment is needed to update the project description and total project cost of this 2020 project (SP # 2780-97) on I-94 between Maple Grove and Rogers. Cost estimates have increased to \$124,600,000. Additional project scope includes adding rest area work and weigh-in-motion technology. Also needed as part of this amendment request is the addition of a new 2019 project to complete temporary lane widening and crossovers prior to construction of SP # 2780-97. The total project cost for this new project (SP # 2780-99) is \$11,300,000.

**RELATIONSHIP TO REGIONAL POLICY:** Federal law requires that all transportation projects that will be funded with federal funds must be in an approved TIP 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 Transportation Advisory Board's (TAB's) responsibility to adopt and amend the TIP according to these four requirements.

**STAFF ANALYSIS:** The TIP amendment meets fiscal constraint because the Rethinking I-94 project is being shifted to a later year to allow this project more time to work with stakeholders on a project scope and related environmental documentation. This amendment will be consistent with the Metropolitan Council Transportation Policy Plan's Second Amendment which is anticipated to be approved on May 8, 2019. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis. The 2019-2022 TIP conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality. Public input opportunities for this amendment are provided through the TAB's and Council's regular meetings.

This action follows the action last month of this committee related to the Transportation Policy Plan Amendment #2, which added a new lane to the long-range plan from Highway 610 to Highway 101.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Funding & Programming Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Concur	

Please amend the 2019-2022 Transportation Improvement Program (TIP) to modify one project and add a second in program year 2020 and 2019, respectively. These projects are being submitted with the following information:

**Project #1**

Seq #	State Fiscal Year	A	D	Route System	Project Number (S.P. #) (Fed # if available)	Agency	Description include location, description of all work, & city (if applicable)			Miles
1696	2020	M	M	I 94	2780-97	MnDOT	<p><del>**17New**Chap3**I94, from MN 101 in Rogers to Jct I494 in Maple Grove-Concrete overlay, add EB and WB lanes between MN 610 and MN 101, TMS, lighting</del></p> <p><b>**17New**Chap3**I94, from MN 101 in Rogers to Jct I494 in Maple Grove-Concrete overlay, add EB and WB lanes between MN 610 and MN 101, TMS, <u>rest area parking lot improvement, weigh in motion @ W of CSAH 81(WB only), LIGHTING, ADA</u></b></p>			9.4
Prog	Type of Work	Prop Funds		Total \$	FHWA \$	AC \$	BONDS \$	TH \$	Other \$	
RC	Concrete Overlay	BF		\$100,000,000 \$124,600,000			\$100,000,000 \$124,600,000			

**Project #2**

Seq #	State Fiscal Year	A	D	Route System	Project Number (S.P. #) (Fed # if available)	Agency	Description include location, description of all work, & city (if applicable)			Miles
NEW	2019	M	M	I 94	2780-99	MnDOT	I94, from MN 101 in Rogers to Jct I494 in Maple Grove-Construct temporary widening and cross overs, TMS			9.9
Prog	Type of Work	Prop Funds		Total \$	FHWA \$	AC \$	BONDS \$	TH \$	Other \$	
RC	Concrete Overlay	BF		11,300,000			11,300,000			

**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).

Project #1 SP 2780-97 - An amendment is needed to update project description and total project cost of this SFY 2020 project. In the current 2019-2022 the total project cost is \$100,000,000. Current estimates have increased to \$124,600,000, this project is 100% bond funded. Additional project scope includes adding rest area work and weight in motion. Total project length remains the same. No federal funds are needed, therefore; fiscal constraint is maintained.

Project #2 SP 2780-99– An amendment is needed to add this new SFY 2019 project into the 2019-2022 TIP/STIP. This is needed to do temporary lane widening and crossovers prior to SP 2780-97. The total project cost is \$11,300,000 using 100% bond funds. No federal funds are required, therefore; fiscal constraint is maintained.

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

These projects are being funded with state bonds authorized during the 2017 Minnesota Legislative Session, referred to as Chapter 3 or “17NEW” in the TIP description. These bond funds are state funds and have the flexibility to move forward and back in years that the bonds are authorized. These bonds are available from 2017 until 2024. The funds for SP 2780-99 are being split from the larger project’s funding and advanced into SFY2019 so the early cross over and widening work can commence in the construction season prior to the main project’s work.

The funding total for both projects is \$135,900,000, which is \$35,900,000 more than what is in the current TIP. The additional funds are coming from other Chapter 3 bond-funded projects in the TIP whose year of delivery is being pushed back because of a lack of project readiness to deliver in the year originally identified.

In SFY2021, there is \$100 million set aside in Chapter 3 bond funds for projects for the Rethinking I-94 effort. However, Rethinking I-94 is only now starting pre-design and related environmental work, and project scoping will be delayed at least 18-24 months. Because the Chapter 3 bonds may no longer be able to be used for Rethinking I-94 projects at the time that project(s) is ready for construction, moving some funding to the northwestern Metro I-94 projects in this amendment is appropriate. While some of the Chapter 3 bonds are being diverted from the Rethinking I-94 effort, MnDOT’s commitment to fund improvements in this corridor will be shifted to whichever future years that Rethinking I-94 projects are best suited for. No changes are proposed for the \$100 million in Twin Cities Mobility funding that are programmed in the TIP for the Rethinking I-94 project in 2023 and 2024.

The state bonds programmed for both projects are available to fully fund these 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 October 24, 2018, with FHWA/FTA conformity determination established on December 13, 2018.

**AIR QUALITY CONFORMITY:**

- Subject to conformity determination
  - Exempt from regional level analysis ✓
  - N/A (not in a nonattainment or maintenance area)
- ✓Exempt due to a lack of impact on the amount or length of capacity added.