

Transportation Committee

Meeting date: January 14, 2019

For the Metropolitan Council meeting of January 23, 2019

Subject: 2019-2022 TIP Amendment: MnDOT I-94 Ramp Bridge Rehabilitation

District(s), Member(s): 8 – Letofsky

Policy/Legal Reference: TAB Action

Staff Prepared/Presented: Amy Vennewitz, Deputy Director, Finance & Planning (651-602-1508)
Steve Peterson, Manager of Highway Planning and TAB/TAC Process (651-602-1819)
Joe Barbeau, Senior Planner (651-602-1705)

Division/Department: Transportation / Metropolitan Transportation Services (MTS)

Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2019-2022 Transportation Improvement Program (TIP) to increase the cost of MnDOT's I-94 Ramp Bridge Rehabilitation project.

Background

MnDOT requests an amendment to update the total cost on its project to rehabilitate three bridges: an I-94 mainline bridge, the westbound exit ramp, and the eastbound entrance ramp over the Blue Line light rail transit line, South 17th Avenue, and the Hiawatha Bike Trail. The revised total project cost of \$1,079,000 to \$1,800,000 is due to an updated cost estimate. The project scope remains unchanged. This project is funded with National Highway Performance Program (NHPP) federal funds.

Rationale

The Transportation Advisory Board approves formal amendments to the TIP and the Metropolitan Council concurs with the action of the TAB. The project is consistent with the Transportation Policy Plan (TPP) and meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis.

Thrive Lens Analysis

This action promotes stewardship by enabling cost-effective rehabilitation of infrastructure.

Funding

The project is fully funded with state and federal funds.

Known Support / Opposition

No known opposition.

Please amend the 2019-2022 Transportation Improvement Program (TIP) to modify this project in program year 2019. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

Seq #	State Fiscal Year	ATP / Dist	Route System	Project Number (S.P. #) (Fed # if available)	Agency	Description include location, description of all work, & city (if applicable)	Miles
	2019	M	I 94	2781-447	MnDOT	I94 mainline, WB exit ramp, & EB entrance ramp over LRT, S 17th Ave, and Hiawatha bike trail located just east of Jct of TH55 in Minneapolis – Rehab Bridges 27859, 27861, and 27V28	0.27

Prog	Type of Work	Prop Funds	Total \$	FHWA \$	AC \$	FTA \$	TH \$	Other \$
BI	BR Rehab	NHPP	\$1,079,000 \$1,800,000	\$971,000 \$1,620,000	-	-	\$107,900 \$180,000	-

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).

An amendment is needed to update the total project cost. The revised total project cost of \$1,079,000 to \$1,800,000 an increase of \$721,000 due to a more current bridge cost estimate. The project scope remains unchanged.

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 (SP 7001-115 STIP mod reducing project cost) ✓

✓SP 2781-447 is currently programmed in SFY 2019 with a total project cost of \$1,079,000 in the 19-22 TIP/STIP. On September 5, 2018 an Administrative Modification was processed for SP 7001-115 to reduce the total project cost from \$9,710,000 to \$7,266,171 releasing \$2,443,829 which is available for future projects.

The NHPP funds currently programmed for this project in the 2019-22 TIP/STIP and the released funds from SP 7001-115 are sufficient to fully fund the project; therefore, fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

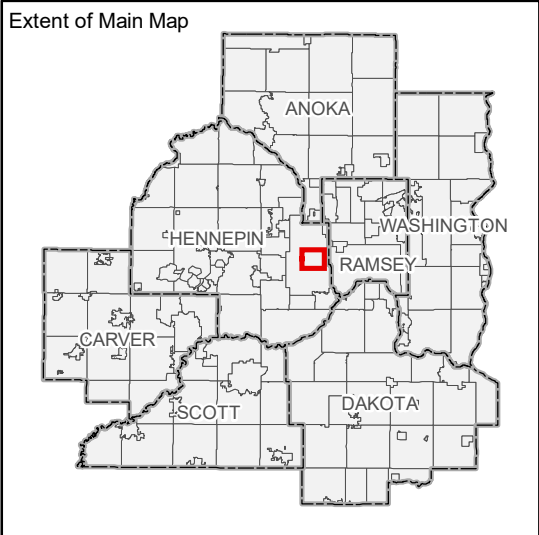
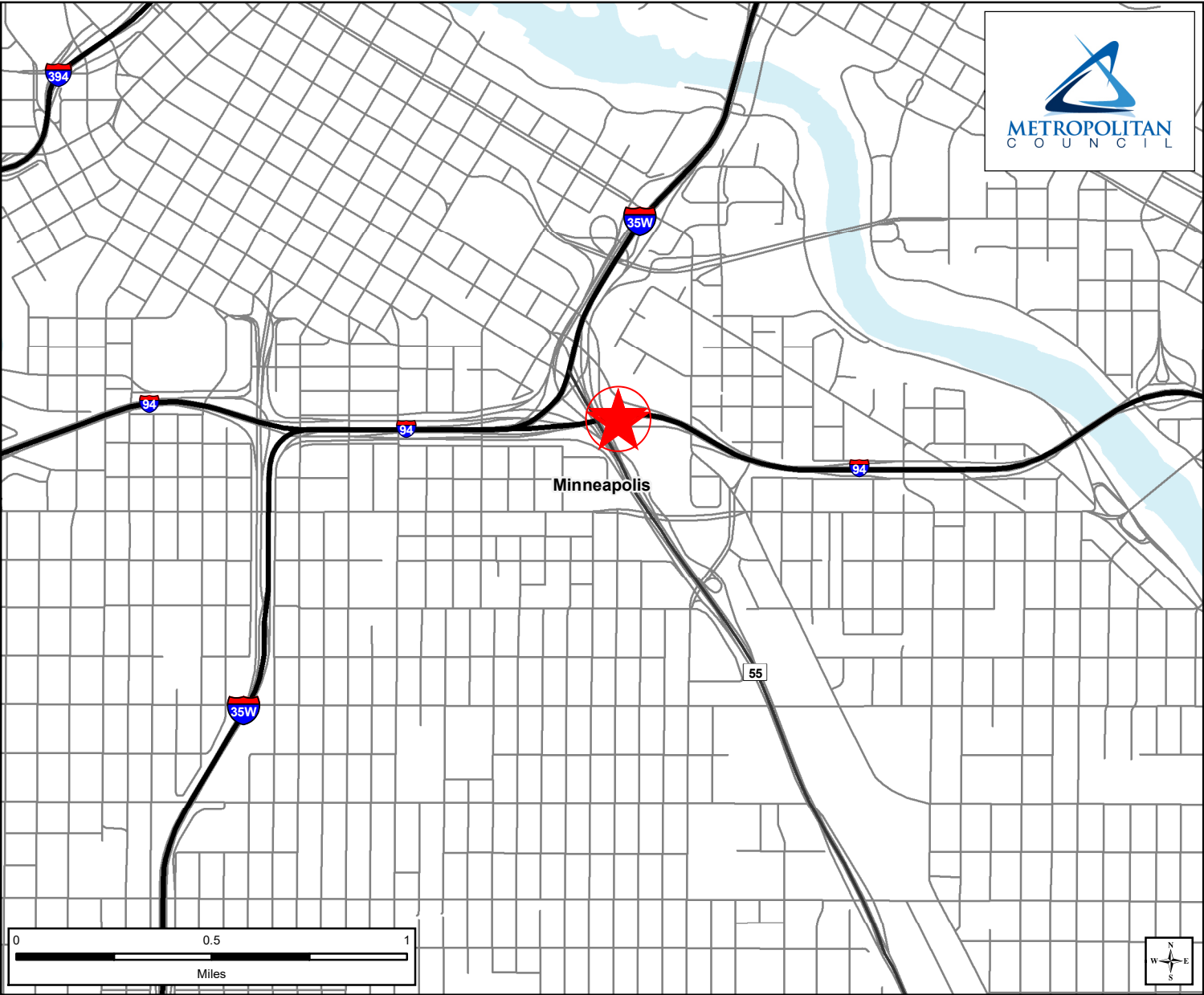
This amendment is consistent with the Metropolitan Council Transportation Policy Plan,

adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015.

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: S-19 (Widening narrow pavements or reconstructing bridges (no additional travel lanes))



- Approximate location of bridgework
- Interstate Highways
- State, US Highways and County Roads
- County Boundaries
- City and Township Boundaries
- Lakes and Rivers