

## Transportation Committee

Meeting date: September 28, 2020

For the Metropolitan Council meeting of October 12, 2020

**Subject:** 2020-2023 and 2021-2024 TIP Amendment for MnDOT: I-94 Frontage Road Pedestrian Project

**District(s), Member(s):** 14 – Fredson

**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 approve an amendment to the 2020-2023 and 2021-2024 Transportation Improvement Programs (TIPs) to increase the cost of MnDOT's I-94 pedestrian Project

### Background

This amendment is requested to increase the cost of MnDOT's I-94 frontage road pedestrian project to \$1,846,146, as the project cost is higher than originally projected. The amendment is proposed for both the 2020-23 and 2021-24 TIPs, as it is uncertain whether the latter will be approved when the project is obligated. The project is funded with National Highway Preservation Program (NHPP) funds, programmed by MnDOT. The project is included in the 2020-2023 TIP and the 2021-2024 TIP. The former is active until the United States Department of Transportation approves the latter, which the Council approved on September 23. This amendment is likely to be approved prior to federal approval of the 2021-2024 TIP. Therefore, it will be approved in that TIP, pending federal approval.

### Rationale

The Metropolitan Council approves formal amendments to the TIP. The project is consistent with the Transportation Policy Plan (TPP) and meets fiscal constraint because the federal 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 *livability* by enabling completion of a pedestrian project.

### Funding

The project is fully funded with federal, state, and local funds.

### Known Support / Opposition

This proposed action was reviewed and recommended by the Transportation Advisory Board. No known opposition.

Please amend the 2020-2023 and 2021-2024 Transportation Improvement Programs (TIPs) to include this project in program year 2021. This project is being submitted with the following information:

**PROJECT IDENTIFICATION:**

State Fiscal Year	ATP / DIST	Route System	Project Number (S.P. #)	Agency	Description	Miles
2021	M	I-94	6282-231	MNDOT	I94, frontage road along I94 from Cretin Ave to Griggs St. in St Paul, ADA improvements, signals, ped Br 62849	2.08

TIP	Prog	Type of Work	Prop Funds	Total \$	FHWA \$	TH \$	Other \$
2020-23	SC	BIKE/PED	NHPP	934,000	781,000	86,800	66,000
				<u>1,846,146</u>	<u>1,602,132</u>	<u>178,014</u>	
2021-24	SC	BIKE/PED	NHPP	782,000	647,100	71,900	63,000
				<u>1,846,146</u>	<u>1,602,132</u>	<u>178,014</u>	<u>66,000</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 formal amendment is required due to a total project cost increase to \$1,846,146, including \$1,602,312 in federal NHPP funding. The project is listed at different costs in the 2020-2023 and 2021-2024 TIPs and both are being proposed for amendment, as it is unknown whether the later will be approved when the project is obligated.

- 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

OTSM/Finance Office provides an annual program capacity review and reports those findings to FHWA after federal fiscal close in October 2020. It is MnDOT’s intention to use that unprogrammed capacity for the additional federal funds (for 20-23), or after 1<sup>st</sup> AND 2<sup>nd</sup> quarter letting, MnDOT will capture bid savings for the additional federal funds required (21-24). Therefore, fiscal constraint will be 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, as amended on April 24, 2019 with FHWA/FTA conformity determination established on May 9, 2019.

**AIR QUALITY CONFORMITY:**

- Subject to conformity determination
- Exempt from regional level analysis X\*
- N/A (not in a nonattainment or maintenance area)

\*Exempt Project Category AQ2. Bicycle and Pedestrian Facilities per Section 93.126 of the Conformity Rules.