

Business Item

Transportation Committee



Committee Meeting Date: June 27, 2022

For the Metropolitan Council: July 13, 2022

Business Item: 2022-186

2022-2025 TIP Amendment: I-494 Interchange, Bridge, and Reconstruction

District(s), Member(s): 5 – Cummings

Policy/Legal Reference: TAB Action

Staff Prepared/Presented: Amy Vennewitz, Deputy Director, Finance & Planning (651-602-1508)
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Division/Department: Transportation / Metropolitan Transportation Services (MTS)

Proposed Action

That the Metropolitan Council adopt an amendment to the 2022-2025 Transportation Improvement Program (TIP) to increase the total cost, add two new federal funding sources and change a program year for MnDOT's and the City of Bloomington's I-494 mobility projects on I-494 from East Bush Lake Road to Minnesota Highway 77.

Background

This amendment request is to increase the total cost of MnDOT's I-494 mobility project, including interchange reconstruction and bridge replacement, from \$202.8M to \$265.4M. Pavement rehabilitation work is also being added to the project. While the total cost is increasing, there is a decrease in trunk highway bond funding of \$11M due to the receipt of \$16.65M in federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funding and \$60M in INFRA Funding. (The Met Council and MnDOT jointly applied for the federal INFRA funding as part of a national competitive grant program and the two agencies were awarded the \$60M by USDOT in 2021.)

Because the MnDOT project is scheduled for 2023, the City of Bloomington is also requesting to move its associated I-494/ I-35W interchange project from 2025 to 2023 for the purpose of coordinating the projects. Bloomington's project will be advance constructed in 2023 with federal payback scheduled for 2025.

This amendment was reviewed and recommended by the Transportation Advisory Board (TAB). In its discussion of TIP amendments that involve the addition of highway capacity, TAB has been asking for information and discussing the potential impact of these projects on greenhouse gas emissions. There are currently no Federal Highway Administration (FHWA) requirements for greenhouse gas (GHG) impacts analysis for highway projects. However, MnDOT has implemented a requirement for a GHG analysis for highway projects on MnDOT facilities. As such, the project underwent a GHG analysis as part of the Environmental Assessment. GHG emissions are expected to decrease under both the no-build and build (i.e., the proposed project) alternatives due in large part to better fuel efficiency of vehicles expected over time. In 2040, under the no-build alternative there will be an expected decrease of GHGs of 17% in the corridor, while under the project build alternative there is projected a decrease of 16% in GHG emissions. There will also be

GHGs produced during construction of the project. The project is a mix of preservation of existing assets and new project elements. The current analysis is not refined enough to parse out the incremental GHGs resulting from any new project elements versus what would be needed to preserve/replace existing assets. Future improvements to the methodology will seek to expand the scope of the analysis to better understand the contributions of various project components and the positive or negative GHG impacts on parallel corridors from traffic diversion.

The MnDOT analysis also states: “Assessing GHG emissions from transportation projects is one of several strategies that MnDOT is pursuing to address the issue of climate change. Other strategies that MnDOT is pursuing include intermodal transportation, electric vehicle incentives and infrastructure, clean vehicle standards, and alternative fuels.”

Rationale

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

Thrive Lens Analysis

This action promotes *stewardship* by incorporating new federal funding sources and matching the two projects into one federal year.

Funding

The projects are fully funded with federal, state, and local funds.



Please amend the 2022-2025 Transportation Improvement Program (TIP) to amend these projects in program year 2023. The projects are being submitted with the following information:

PROJECT 1-3 IDENTIFICATION:

| | | | |
|--------------------------------|---|---|--|
| Seq # | 1662 | <u>TBD/New</u> | <u>TBD/New</u> |
| State Fiscal Year | 2023 | <u>2023</u> | <u>2023</u> |
| ATP/District | M | <u>M</u> | <u>M</u> |
| Route System | I494 | <u>I494</u> | <u>I494</u> |
| Project Number (S.P. #) | 2785-424 | <u>2785-424C</u> | <u>2785-424G</u> |
| Agency | MnDOT | <u>MnDOT</u> | <u>MnDOT</u> |
| Description | **PRS** <u>COC3</u> **Chap 3**I494, EB from East Bush Lk Rd to MN77, WB from MN77 to I35W and NB I35W to WB I494 in Bloomington, Richfield, and Edina – Improve mobility, reconstruct I35W/I494 interchange, <u>rehab pavement</u> , replace Bridges 6850, 6851, 9077, 9079 and 9080 (Associate to 2785-424C, 2785-424G, 107-010-013) | **PRS** <u>CRRSAA</u> **I494, EB from East Bush Lk Rd to MN77, WB from MN77 to I35W and NB I35W to <u>WB I494 in Bloomington, Richfield, and Edina - Improve mobility, reconstruct I35W/I494 interchange, rehab pavement, replace Bridges 6850, 6851, 9077, 9079 and 9080 (Associate to 2785-424, 2785-424G, 107-010-013)</u> | **PRS** <u>INFRA</u> **I494, EB from East Bush Lk Rd to MN77, WB from MN77 to I35W and NB I35W to <u>WB I494 in Bloomington, Richfield, and Edina - Improve mobility, reconstruct I35W/I494 interchange, rehab pavement, replace Bridges 6850, 6851, 9077, 9079 and 9080 (Associate to 2785-424, 2785-424C, 107-010-013)</u> |
| Miles | 6.34 | <u>6.34</u> | <u>6.34</u> |
| Prog | MC | <u>MC</u> | <u>MC</u> |
| Type of Work | Major Construction | <u>Major Construction</u> | <u>Major Construction</u> |
| Prop Funds | NHPP | <u>FFM/CRRSAA</u> | <u>FFM/INFRA</u> |
| Total \$ | 190,500,000 <u>253,016,667</u> | <u>16,650,000</u> | <u>60,000,000</u> |
| FHWA \$ | 10,000,000 <u>76,550,000</u> | <u>16,650,000</u> | <u>60,000,000</u> |
| Bonds | 180,500,000 <u>169,500,000</u> | NA | NA |
| Other \$ | <u>6,966,667</u> | NA | NA |

PROJECT 4-5 IDENTIFICATION:

| | | |
|--------------------------------|--|---|
| Seq # | 1852 | <u>TBD/New</u> |
| State Fiscal Year | 2025 <u>2023</u> | <u>2025</u> |
| TP/District | M | <u>M</u> |
| Route System | I494 | <u>I494</u> |
| Project Number (S.P. #) | 107-010-013 | <u>107-010-013AC</u> |
| Agency | Bloomington | <u>Bloomington</u> |
| Description | **AC**SPPF**PRS**I494 and I35W in Bloomington and Richfield – Construct interchange (Associate to 2785-424, 2785-424C, 2785-424G) (AC project, payback in FY25) | <u>**AC**SPPF**PRS**I494 and I35W in Bloomington and Richfield – Construct interchange (Associate to 2785-424, 2785-424C, 2785-424G) (AC project, payback in FY25)</u> |
| Miles | 6.34 | <u>6.34</u> |
| Prog | MC | <u>MC</u> |
| Type of Work | Major Construction | <u>Major Construction</u> |
| Prop Funds | NHFP | <u>NHFP</u> |
| Total \$ | <u>12,333,333</u> | <u>0.00</u> |
| FHWA \$ | | <u>11,100,000</u> |
| FHWA AC \$ | <u>11,100,000</u> | NA |
| Other \$ | <u>1,233,353</u> | NA |

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 is needed to increase total project costs and to advance-construct the interchange (107-101-013). The scope remains the same.

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

Total project cost increased to \$342,000,000, an increase of \$139,166,667 in 2023. Because this is a 2023 project, it is included in draft 2023-2026 TIP and is due to be included in the final TIP and Minnesota STIP with the updated cost and will align its program to meet MnDOT 2023-2026 STIP funding guidance. Therefore, fiscal constraint is maintained.

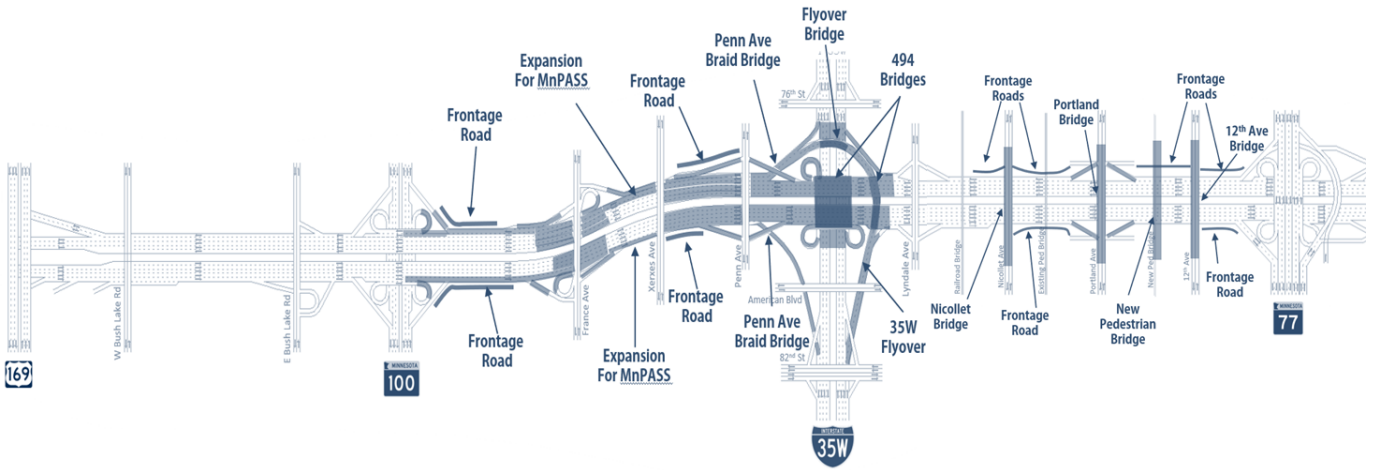
CONSISTENCY WITH MPO LONG RANGE PLAN:

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)

*The existing projects are classified as A-30, regionally significant. No project elements are changing; the only changes are to the cost and to the timing of the project. Therefore, it is exempt from a regional level analysis.



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— Project Location

