

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: February 19, 2025

Date: February 12, 2025

Action Transmittal: 2025-09

Streamlined 2025-2028 TIP Amendment Request – MnDOT's I 394 Auxiliary Lane, Bridge, Retaining Wall, Signal, and Intersection Modification Project

To: Transportation Advisory Board
From: Technical Advisory Committee
Prepared By: Joe Barbeau, Planning Analyst, 651-602-1705

Requested Action

MnDOT requests an amendment to the 2025-2028 Transportation Improvement Program (TIP) to increase the cost of its I 394 auxiliary lane, bridge repair, retaining wall, signal, and intersection modification project.

Recommended Motion

That the Transportation Advisory Board recommend approval of an amendment to increase the cost of MnDOT's I 394 auxiliary lane, bridge repair, retaining wall, signal, and intersection modification project.

Background and Purpose

MnDOT requests an amendment to the 2025-2028 Transportation Improvement Program (TIP) to increase the cost of its I 394 auxiliary lane, bridge repair, retaining wall, signal, and intersection modification project (SP # 2789-171 and 2789-171S). The project is also moving from fiscal year 2025 to 2026. The total cost between the two funding sources will increase from \$8,510,000 to \$14,992,000.

During the project scoping phase, MnDOT identified the need for a full shoulder for the safety of people pulling vehicles over on the side of the road, as well as for maintenance personnel. This led to the need for replacement of existing retaining walls and the installation of a new retaining wall on Louisiana Ave. Additionally, this triggered a water-main replacement with the local authorities, and portions of Wayzata Avenue. This added scope is largely responsible for the cost increase.

SP # 2789-171 is funded through the National Highway Performance Program (NHPP), which is not funded through the Regional Solicitation. SP # 2789-171S is funded with Highway Safety Improvement Program (HSIP) funds not provided through the competitive HSIP Solicitation.

Relationship to Regional Policy

Federal law requires that all TIP amendments meet the following tests: fiscal constraint; consistency with the adopted regional transportation plan; and opportunity for public input. It is the TAB's responsibility to recommend TIP amendments to the Council for adoption, provided these requirements are met.

Staff Analysis

The TIP amendment meets fiscal constraint because the federal, state, and local funds are sufficient to fully fund the projects. 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.

Committee Comments and Action

At its February 5, 2025, meeting, the Technical Advisory Committee recommended approval of an amendment to increase the cost of MnDOT's I 394 auxiliary lane, bridge repair, retaining wall, signal, and intersection modification project.

Routing

To	Action Requested	Date Completed (Date Scheduled)
Technical Advisory Committee	Review & Recommend	February 5, 2025
Transportation Advisory Board	Review & Recommend	<i>February 19, 2025</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>February 24, 2025</i>
Metropolitan Council	Review & Adopt	<i>February 26, 2025</i>



2025-2028 TIP AMENDMENT REQUEST

Please amend the 2025-2028 Transportation Improvement Program (TIP) to adjust the below projects

Project identification

	(SP #)	(SP #)
Seq #	2015	TBD
State Fiscal Year (State)	2025 <u>2026</u>	2025 <u>2026</u>
ATP and District	METRO	METRO
Route System	I 394	I394
Project Number (S.P. #)	2789-171	2789-171S
Agency	MNDOT	MNDOT
Description	**ELLE** I394, FROM LOUISIANA AVE TO XENIA AVE/PARK PLACE IN GOLDEN VALLEY/ST LOUIS PARK- CONSTRUCT AUX LANE, REPAIR BR #27745, TMS, RETAINING WALL, INTERSECTION MODIFICATION, SIGNAL REPLACEMENT, SIDEWALKS, ADA, AND RECONSTRUCT EB RAMPS (ASSOCIATE TO 2789-171S)	**ELLE** I394, FROM LOUISIANA AVE TO XENIA AVE/PARK PLACE IN GOLDEN VALLEY/ST LOUIS PARK- CONSTRUCT AUX LANE, SLOPE PAVE UNDER BR #27745, TMS, RETAINING WALL, INTERSECTION MODIFICATION, RECONSTRUCT EB RAMPS (ASSOCIATE TO 2789-171)
Miles	0.85	0.85
Program	DRAINAGE <u>RECONSTRUCTION</u>	SH – SAFETY HSIP
Type of Work	CULVERT REPAIR <u>AUX LANES</u>	AUX LANES
Proposed Funds	NHPP	HSIP
Total \$	4,757,000 , <u>514,000</u>	3,475,000 <u>14,200,000</u>
FHWA \$	4,073,400 <u>346,950</u>	3,127,000 <u>12,780,000</u>
State \$	452,600 <u>38,550</u>	347,500 <u>1,420,000</u>
OTHER \$	231,000 <u>128,500</u>	NA

Background and TIP Amendment Need

This amendment is needed to increase total project cost. There is not any change in project scope.

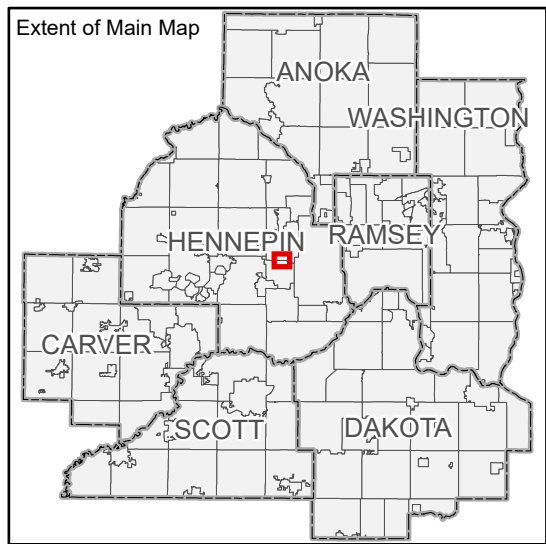
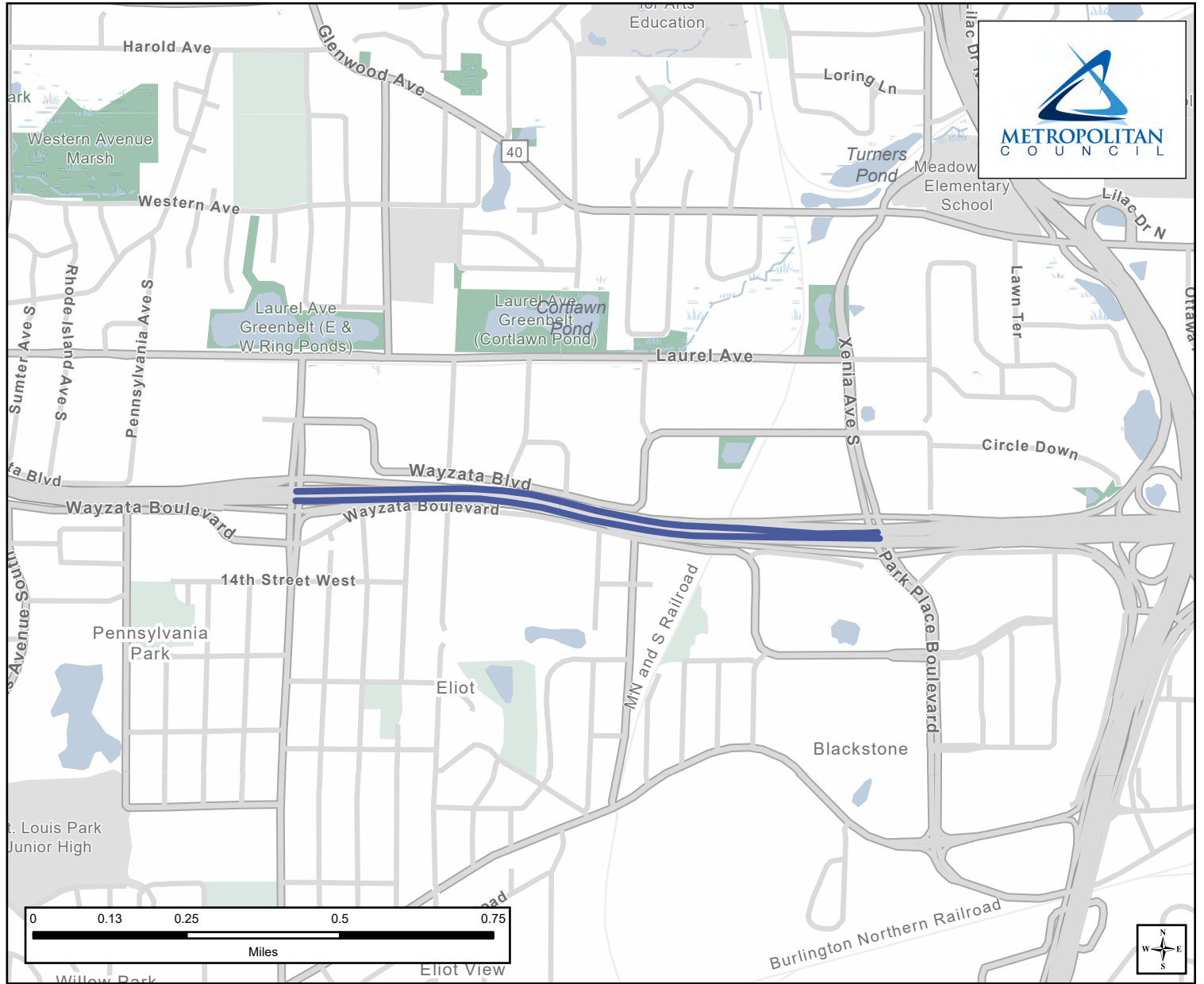
Fiscal Constraint (as required by 23 CFR 450.216)

The total federal project cost increased by \$6,482,000 from \$8,232,000 to \$14,714,000. Because this is a 2026 project, it will be included in the 2026-2029 TIP and STIP with the updated cost and align its program to meet MnDOT 2026-2029 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.

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— Project Area

Source: Esri Community Maps Contributors, City of Golden Valley, Metropolitan Council, MetroGIS, Three Rivers Park District, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS