

## Transportation Committee

For the Metropolitan Council Committee of the Whole  
meeting of December 1, 2021

<b>Subject:</b> 2022-2025 TIP Amendment: US Highway 10 Bridge Replacement
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### Proposed Action

That the Metropolitan Council adopt an amendment to the 2022-2025 TIP to accommodate a total project cost decrease (and federal funding increase) to MnDOT's US 10 bridge replacement and rehabilitation project in Anoka.

### Summary of Committee Discussion/Questions

Motion by Cummings, seconded by Fredson. Motion carried, **consent** to Council.

**Transportation Committee**

Meeting date: November 8, 2021

For the Metropolitan Council meeting of November 10, 2021

**Subject:** 2022-2025 TIP Amendment: US Highway 10 Bridge Replacement  
**District(s), Member(s):** 9 – Zeran  
**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 adopt an amendment to the 2022-2025 TIP to accommodate a total project cost decrease (and federal funding increase) to MnDOT’s US 10 bridge replacement and rehabilitation project in Anoka.

**Background**

This project is located on US 10 from 0.25 miles east of Ferry St to Bridge 9717 over BNSF in Anoka. It will rehabilitation or replace four bridges, reconstruct the MN 47/US 169 Ferry St interchange, construct auxiliary lanes, install noise walls and make ADA accommodations. This project is funded with a Better Utilizing Investments to Leverage Development (Build) award (Denoted in the TIP as Federal Funds Miscellaneous (FFM)) and federal Surface Transportation Program (STP) funds.

**Rationale**

The Metropolitan Council approves formal amendments to the TIP. The projects are consistent with the Transportation Policy Plan (TPP) and meet fiscal constraint because the federal, state, and 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 maintaining usability of existing infrastructure.

**Funding**

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

**Small Business Inclusion**

This project includes federal funding. Therefore, Disadvantaged Business Enterprise (DBE) requirements will apply.

**Known Support / Opposition**

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



Please amend the 2022-2025 Transportation Improvement Program (TIP) to amend this 2022 project. 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
2022	M	US 10	0215-76	MnDOT	On US 10 from 0.25 MI east of Ferry St to Bridge 9717 over BNSF in Anoka, replace bridge 9700 and 9713, rehab or replace bridges 9714 and 9715, rehab bridges 9716 and 9717, reconstruct MN 47/US 169 Ferry St interchange, construct aux lanes, noisewalls and ADA	1.11

Prog	Type of Work	Prop Funds	Total \$	Federal \$	TH \$	Other
MC	Bridge Replacement	FFM, STP	<del>62,842,000</del> <u>48,000,000</u>	<del>36,415,000</del> <u>36,960,000</u>	<del>24,627,000</del> <u>9,240,000</u>	1,800,000

**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).

This amendment is needed to decrease the project cost in state fiscal year 2022 of the 22-25 TIP/STIP.

- 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

While the total project cost decreased, the federal funds increased due to changing the total project to an 80% federal / 20% local split per MnDOT Central Office. The additional federal funds are coming from MnDOT under-programming the fiscal year 2022 federal target by \$31M. 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)

\*Exempt Project Category S-19. Widening narrow pavements or reconstructing bridges (no additional travel lanes) per Section 93.126 of the Conformity Rules.