

Transportation Committee

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

Subject: 2022-2025 TIP Amendment: MnDOT US 952A Bridge Pier Rehabilitation

Proposed Action

That the Metropolitan Council adopt an amendment to the 2022-2025 TIP to increase the cost and add installation of a clearform catchment system.

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: MnDOT US 252 Bridge Pier Rehabilitation

District(s), Member(s): 7 – Lilligren

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 increase the cost and add installation of a clearform catchment system.

Background

This requests is to increase funding (both total and federal) for MnDOT's US 952A bridge pier rehabilitation project (0215-76). This increase is due to installation of clearform catchment systems on the undersides of several bridge decks. US 952A is a ramp that runs from downtown Minneapolis northwest, parallel to (and just southeast of) North 4th Street, connecting with I-94.

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 *livability* by using the clearform catchment system to protect development below the project.

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	US952A	2770-05	MnDOT	US952A over multiple roadways between N 10th Ave and N 2nd Ave in Mpls – Rehab bridge piers on Bridges 27816N and 27816S, <u>install clearform catchment system on underside of bridge decks on Bridge 27816N Spans 5, 6 and 7, and Bridge 27816S Spans 7, 8 and 9.</u>	.03

Prog	Type of Work	Prop Funds	Total \$	Federal \$	TH \$	Other
BR	Bridge Repair	NHPP	1,985,000 2,578,000	1,588,000 <u>2,062,400</u>	397,000	118,600

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 add scope and increase the total project cost.

- 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

Federal funds from District C Non-Traditional Transportation Alternatives setaside (880C-NTA-22) is sufficient for this increase and match provided by Hines Development Group, 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.