

ACTION TRANSMITTAL No. 2013-36

DATE: September 5, 2013
TO: Transportation Advisory Board
FROM: Technical Advisory Committee
PREPARED BY: Heidi Schallberg, Senior Planner (651-602-1721)
SUBJECT: 2014-2017 TIP Amendment for Bridge No. 9 over the Mississippi River
REQUESTED ACTION: The City of Minneapolis requests a TIP amendment to modify the scope of the Bridge No. 9 project over the Mississippi River to Pier 3 concrete repair and installation of full height concrete encasement and increase the local funding amount and total project cost.
RECOMMENDED MOTION: Recommend that the Transportation Advisory Board adopt an amendment to the 2014-2017 Transportation Improvement Program (TIP) to modify the scope for SP#141-090-038 Bridge No. 9 over the Mississippi River to Pier 3 concrete repair and installation of full height concrete encasement and also increase the local funding amount and total project cost by \$20,000 to a total of \$1,320,000.

BACKGROUND AND PURPOSE OF ACTION: In the 2009 solicitation, the City of Minneapolis received \$1,040,000 in Transportation Enhancements funding for this project. A related scope change request is being presented for approval. The approval of this TIP amendment is contingent on the approval of the scope change request.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be partially funded with federal funds must be in an approved TIP and meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity; and opportunity for public input. It is the TAB's responsibility to adopt and amend the TIP according to these four requirements.

STAFF ANALYSIS: The TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. The amendment is consistent with the Transportation Policy Plan, adopted by the Metropolitan Council on November 10, 2010, with FHWA/FTA conformity determination established on February 23, 2011. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project scope change is exempt from air quality conformity analysis. Public input opportunities for this amendment are provided through the TAB's and Council's regular meetings.

COMMITTEE COMMENTS AND ACTION: The committee unanimously approved the recommendation to adopt this TIP amendment.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	August 15, 2013
Technical Advisory Committee	Review & Recommend	September 4, 2013
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Concurrence	
Metropolitan Council	Concurrence	

August 8, 2013

Karl Keel, Chair
TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street No.
St. Paul, Minnesota 55101

Re: Amendment to the Twin Cities 2014-2017 Transportation Improvement Program (TIP)

Dear Mr. Keel:

Please amend the 2014 – 2017 Transportation Improvement Program (TIP) to address changes in scope for this project in program year 2014. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

STATE FISCAL YEAR	A T P	DI ST	ROUTE SYS	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILES
2014	M	M	BIKE/PED	141-090-038	CITY OF MINNEAPOLIS	OVER THE MISS RIVER FROM U OF M EAST TO WEST BANK IN MPLS- REPAIR CONCRETE AND INSTALL FULL HEIGHT CONCRETE ENCASEMENT AT PIER 3 ON BR 9(MN BR 94246)	0

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
EN	BRIDGE PIER REPAIR	TAP	\$1,320,000	\$1,040,000				\$280,000

PROJECT BACKGROUND:

1. Briefly describe why amendment is needed (e.g., project in previous STIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in TIP).

During our 2012 field evaluation for design, the City found that the sub-structure’s deterioration was significantly greater than anticipated in our 2009 Bridge Condition Report. The integrity of two of the piers required a NBIS critical finding and emergency repairs were immediately begun to avoid closure. Given the significant increase sub-structure preservation & strengthening work needed, we are requesting that the scope be changed to “Pier 3 Concrete Repairs & Full Height Concrete Encasement”.

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 Mn/DOT Adjustment by deferral of other projects _____
- Earmark or HPP not affecting fiscal constraint _____
- Other X*

*SP 141-090-038 is currently programmed in SFY 2014 of the 2014-2017 STIP with a total project cost of \$1,300,000 with \$1,040,000 in federal funds and \$260,000 in local funds. The scope of the original project has been narrowed to address issues related to Pier 3 of BR 9(MN BR 94246) and the total project cost was increased to \$1,320,000 including \$1,040,000 in federal funds and \$280,000 in local funds.

The federal funds of \$1,040,000 currently programmed in SFY 2014 have not changed and when combine with \$280,000 in local funds (provided by the City of Minneapolis and included the \$20,000 cost increase) are sufficient to fully fund SP 141-090-038; 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 10, 2010, with FHWA/FTA conformity determination established on February 23, 2011.

AIR QUALITY CONFORMITY:

- Subject to conformity determination_____
- Exempt from regional level analysis..... X
- N/A (not in a nonattainment or maintenance area)....._____

The Minnesota Interagency Air Quality and Transportation Planning Committee has reviewed the proposed change and determined that the scope change would not affect the air quality status of this project and should be exempt from regional analysis. The project was originally determined to be regionally significant (code AQ2) in the 2014-2017 TIP.

Karl Keel
August 8, 2013
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Sincerely,

Jack S. Yuzna, PE
Bridge Engineer
City of Minneapolis
Department of Public Works

cc: Cindy Krumsieg, MnDOT Metro Program Management
Dan Erickson, MnDOT Metro State Aid
Heidi Schallberg, Metropolitan Council