

ACTION TRANSMITTAL 2014-33

DATE: May 7, 2014
TO: Transportation Advisory Board
FROM: Technical Advisory Committee
PREPARED BY: Heidi Schallberg, Senior Planner (651-602-1721)

SUBJECT: 2014-2017 TIP Amendment for MnDOT Bridges over the Minnesota River

REQUESTED ACTION: MnDOT requests an amendment to modify the budget and scope for bridges over the Minnesota River in Bloomington and Eagan in 2015 (SP#1925-52).

RECOMMENDED MOTION: Recommend that the Transportation Advisory Board adopt an amendment to the 2014-2017 TIP to modify the project scope and budget for MnDOT bridges over the Minnesota River in Bloomington and Eagan in 2015 (SP#1925-52).

BACKGROUND AND PURPOSE OF ACTION: This project is currently programmed in the 2014-2017 TIP. After additional evaluation of the structures, MnDOT determined additional work was needed on three bridges. This amendment modifies the project description by adding replace joints and bearing rehabilitation and also modifies the project cost to reflect this additional work.

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 state and federal 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 was 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: At its April 17, 2014, meeting, the Funding and Programming Committee unanimously recommended this TIP amendment for approval. At its May 7, 2014 meeting, the Technical Advisory Committee unanimously recommended this TIP amendment for approval.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	April 17, 2014
Technical Advisory Committee	Review & Recommend	May 7, 2014
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Concurrence	
Metropolitan Council	Concurrence	

April 11, 2014

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)
State Project (SP) Number: 1925-52

Dear Mr. Keel:

Please amend the Twin Cities 2014 – 2017 Transportation Improvement Program (TIP) to document a change in the project's scope and total project costs increase in the above referenced project which is currently programmed in SFY 2015 of the TIP. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

SEQ #	STATE FISCAL YEAR	A T P	DIST	ROUTE SYS	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILES
1733	2015	M	M	MN77	1925-52	MnDOT	OVER MN RIVER IN BLOOMINGTON AND EAGAN-PAINT NB BRIDGE 9600N, SB 9600S AND PED BRIDGE 9600F AND REPLACE GUARDRAIL, JOINTS AND REHAB BEARINGS	.92

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
BI	PAINT & REPAIR BRIDGE	NHPP	3,537,891	2,830,313	0	0	707,578	0

PROJECT BACKGROUND:

1. SP 1925-52 (STIP Seq. #1733) is currently programmed in SFY 2015 of the 2014-2017 TIP. The current project scope includes replacing guardrail and painting bridge numbers 9600N (Northbound), 9600S (Southbound) and 9600 F (pedestrian bridge) on TH 77 over the Minnesota River in Bloomington.

Upon further scoping and evaluation of bridge structure it has been determined that bridges 9600N and 9600S should have their joints replaced and bearings rehabilitated. This work will help in protecting the bridges' superstructure and protect the new paint system.

This amendment is needed to document the addition of this work to the original bridge painting project as well as document the increase in total project cost.

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 - Setaside X

SP 1925-52 (STIP Seq. #1733) is currently programmed in SFY 2015 of the TIP with a total of \$2,140,000 including \$1,712,000 in federal funds and \$428,000 in state matching funds.

The total project cost is increased from \$2,140,000 to \$3,537,891 including \$2,830,313 in federal funds and \$707,578 in state matching funds, an increase of \$1,397,891. The increase in federal and state funds will come from 880M-BI-15, the Metro Setaside for Bridge Improvement Projects (STIP Seq. #1764) in SFY 2015.

The federal and state funds currently programmed in SFY 2015 of the TIP along with funds from the Metro Setaside for Bridge Improvement Projects (Seq. #1764) in SFY 2015 are sufficient to fully fund the project, 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 determined that the project was exempt from air quality conformity analysis [reason S-19 for widening narrow pavements or reconstructing bridges].

Karl Keel
April 11, 2014
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Sincerely,

Brian Isaacson
Planning Director, Program Management
MnDOT Metro District

cc: Cindy Krumsieg, Ryan Gaug - MnDOT Metro District Program Management
Heidi Schallberg, Metropolitan Council