

**ACTION TRANSMITTAL No. 2017-11**

**DATE:** May 9, 2017

**TO:** Transportation Advisory Board

**PREPARED BY:** Joe Barbeau, Senior Planner (651-602-1705)

**SUBJECT:** 2017-2020 TIP Amendment for MnDOT: MN Highway 149 Bridge over Mississippi River

**REQUESTED ACTION:** MnDOT requests an amendment to the 2017-2020 TIP to update the description, mileage, and project funding for the MN 149 bridge (St. Paul “High Bridge”) over the Mississippi River (SP# 6223-20).

**RECOMMENDED MOTION:** Recommend that TAB adopt the amendment into the 2017-2020 TIP and update the description, mileage, and project funding for the MN 149 bridge over the Mississippi River (SP# 6223-20).

**BACKGROUND AND PURPOSE OF ACTION:** This amendment is requested to update the description, mileage, and project funding for the Minnesota Highway 149 High Bridge project in St. Paul. This project to redeck the High Bridge will begin in state fiscal year 2018, and is Metro District’s first project using the “Construction Manager/General Contractor” (CMGC) delivery method.

The description will better-reflect the project’s end points of construction to include a small amount of pavement work to happen on the south end of the bridge, including drainage work, and to un-tie this project from a larger pavement project on MN 149.

The funding for this project has changed in amount and type. Additional bridge deterioration has caused the cost to increase. In the current TIP, this project is funded with state bonds. In the 2018-2021 TIP, this project will show funding from FHWA, a smaller amount of bond funds and some local funds from the City of St. Paul. The federal funds are being made available by shifts in the program and cost savings from other projects.

**RELATIONSHIP TO REGIONAL POLICY:** Federal law requires that all transportation projects that will be 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 per these four requirements.

**STAFF ANALYSIS:** The TIP amendment meets fiscal constraint because the local, 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 January 14, 2015 and with FHWA/FTA conformity determination established on March 13, 2015. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the projects are exempt from air quality conformity analysis. Public input opportunity for this amendment is provided through the TAB’s and Council’s regular meetings. This amendment meets the criteria for using the TAB’s streamlined TIP amendment process and was recommended for streamlining by the TAC Executive Committee.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
Technical Advisory Committee Executive Committee	Review & Recommend	5-8-2017
Transportation Advisory Board	Review & Adopt	-
Metropolitan Council Transportation Committee	Concur	-
Metropolitan Council	Concur	-

Please amend the 2017-2020 Transportation Improvement Program (TIP) to modify the following project in program year 2018. This project is being submitted with the following information:

**PROJECT IDENTIFICATION:**

SEQ #	STATE FISCAL YEAR	A T P	D I S T	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	M I L E S
1570	2018	M	M	MN 149	6223-20	MNDOT	<p><del>**CHAP 152**MN149, OVER MISSISSIPPI RIVER IN ST PAUL - REHABILITATION AND APPROACH WORK ON BRIDGE #62090 INCLUDING ADA RAMPS (TIED TO 1917-45)</del></p> <p>**CHAP 152**CMGC** WK PAK #2 MN149, OVER MISSISSIPPI RIVER FROM MN 5 (W 7TH ST) TO GEORGE ST IN ST PAUL - REHAB BRIDGE #62090, ADA RAMPS, MILL AND OVERLAY</p>	0.5  0.7

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	BOND	OTHER \$
BI	REDECK	BF	14,110,000	\$28,400,000	-	-	-	14,110,000	-
			\$36,560,000					\$7,100,000	1,060,000

**PROJECT BACKGROUND:**

1. 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 update the description, mileage, and project funding for the High Bridge project in St. Paul. This project to redeck the High Bridge will begin in state fiscal year 2018, and is Metro District’s first project using the “Construction Manager/General Contractor” (CMGC) delivery method.

The new description better reflects the end points of construction, and includes a small amount of pavement and drainage work on the south end of the bridge. The description change also un-ties this project from a pavement project further on MN 149 (SP 1917-45). The length of the project is extended due to the pavement work on the south end of the bridge that was originally in the MN 149 pavement project (SP 1917-45).

The revised description also identifies SP 6223-20 to be “Work Package #2”. With the CMGC delivery method, an early work package has been identified for this project, the installation of a SAFEspan system, which is a scaffolding system that will be attached to the bridge prior to the start of the larger construction project in order to create safe and efficient access for construction crews. That early work is funded entirely with state funds, and does not need a TIP amendment.

The funding for this project has increased and funding type has changed. The costs for the project have increased because there is additional deterioration of the bridge, including under the deck, which requires a more costly fix and increased costs for construction on a bridge of this elevation and type (inverted arch and two half-arches for the main span; eight plate girder spans on the north side). Initial scoping efforts did not accurately reflect the costs associated with the elevated bridge above a major river corridor, including access to an Xcel power plant. In addition, the CMGC delivery method has upfront costs associated with risk that typically are a cost savings due to less cost overruns and supplemental agreements during construction.

In the 2017-2020 TIP, this project is funded with state bonds. In the draft 2018-2021 TIP, this project will show funding from FHWA, a smaller amount of bonds and some local funds from the City of St. Paul. In the 2018-2021 TIP, this project’s funding will change to include federal funds, a reduction of bond funds, and some local funds. The federal funds are being made available by shifts in the program and cost savings from other projects. This amendment updates the total project costs before the adoption of the new TIP because the project will be let before the new TIP is approved. CMGC delivery method also requires the project to be authorized before advertised, as opposed to the traditional Design Bid Build delivery method.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

• New Money	X
• Anticipated Advance Construction	
• ATP or MPO or MnDOT Adjustment by deferral of other projects	X
• Earmark or HPP not affecting fiscal constraint	
• Other	

This amendment reflects how this project is fiscally constrained in the draft 2018-2021 TIP. Funding for the High Bridge will change to include federal funds, reduce bond funds, and include additional local funds. The federal funds are being made available by shifts in the program and cost savings from other projects. This amendment updates the total project costs before the adoption of the new TIP because the project will be let before the new TIP is approved. The project is fully funded, 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 January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015.

**AIR QUALITY CONFORMITY:**

• Subject to conformity determination	
• Exempt from regional level analysis	X*
• N/A (not in a nonattainment or maintenance area)	

\*Exempt Project Category S-10. Pavement resurfacing and/or rehabilitation.