

ACTION TRANSMITTAL No. 2019-33

DATE: July 1, 2019

TO: Transportation Advisory Board

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

SUBJECT: 2019-2022 TIP Amendment for MnDOT: MN Highway 21 reconstruction and bridge replacement

REQUESTED ACTION: MnDOT requests an amendment to the 2019-2022 TIP to change the description and cost of its MN 21 bridge replacement and reconstruction project (SP # 7002-48)

RECOMMENDED MOTION: That the Transportation Advisory Board adopt an amendment into the 2019-2022 TIP to change the description and cost of MnDOT's MN 21 bridge replacement and reconstruction project (SP # 7002-48)

BACKGROUND AND PURPOSE OF ACTION: This amendment is to update the project description to add an additional bridge, install a bike/ped trail and remove the retaining wall work from the scope. This amendment is also needed to increase the total cost of the project. This change would reflect the project's entry in the draft 2020-2023 TIP but is necessary because the project is likely to be let before that TIP is approved.

The project is funded through state bond funds and the Surface Transportation Block Grant (STBG) Program, distributed by MnDOT.

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 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 April 24, 2019 and with FHWA/FTA conformity determination established on May 9, 2019. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis. Public input opportunity for this amendment is provided through the TAB's and Council's regular meetings.

COMMITTEE ACTION: This amendment meets the criteria for using the TAB's streamlined TIP amendment process and was approved for streamlining by the TAC Executive Committee.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
Technical Advisory Committee Executive Committee	Review & Recommend	6-28-2019
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Adopt	

Please amend the 2019-2022 Transportation Improvement Program (TIP) to include this project in program year 2020. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

SEQ #	State Fiscal Year	ATP	DIST	Route System	Project Number (S.P. #) (Fed # if available)	Agency	Description include location, description of all work, & city (if applicable)	Miles
	2020	M	M	TH 21	7002-48	MnDOT	<p>TH 21, from N end Bridge 9124 to Mill St in Jordan- Replace Bridge 9123 over UP railroad, reconstruct pavement, build retaining walls, repair erosion, construct drainage structures and storm sewer pipe</p> <p>TH 21, from just S of Bridge 9124 to intersection with Mill St in Jordan- Replace Bridge #9123 over Union Pacific RR, replace Bridge #9124 over Sand Creek, reconstruct pavement, install bike/ped trail, repair erosion, and construct drainage structures and storm sewer</p>	0.4 0.5

Prog	Type of Work	Prop Funds	Total \$	FHWA \$	AC \$	Bonds \$	TH \$	Other \$
BR	Bridge Replacement	STPBG / BF	6,119,000 6,893,000	4,895,200 5,514,400		1,223,800 1,378,600		

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 to update the project description to add an additional bridge, install a bike/ped trail and remove the retaining wall work from the scope. This amendment is also needed to increase the total cost of the project.

- 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*

*Total project cost has increased based on the most recent estimate. Due to the pending 2020-2023 STIP process time this project will be authorized from the 2019-2022 STIP, the costs shown on this amendment match the 2020-2023 TIP/STIP submittal which has been balanced. Therefore; fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

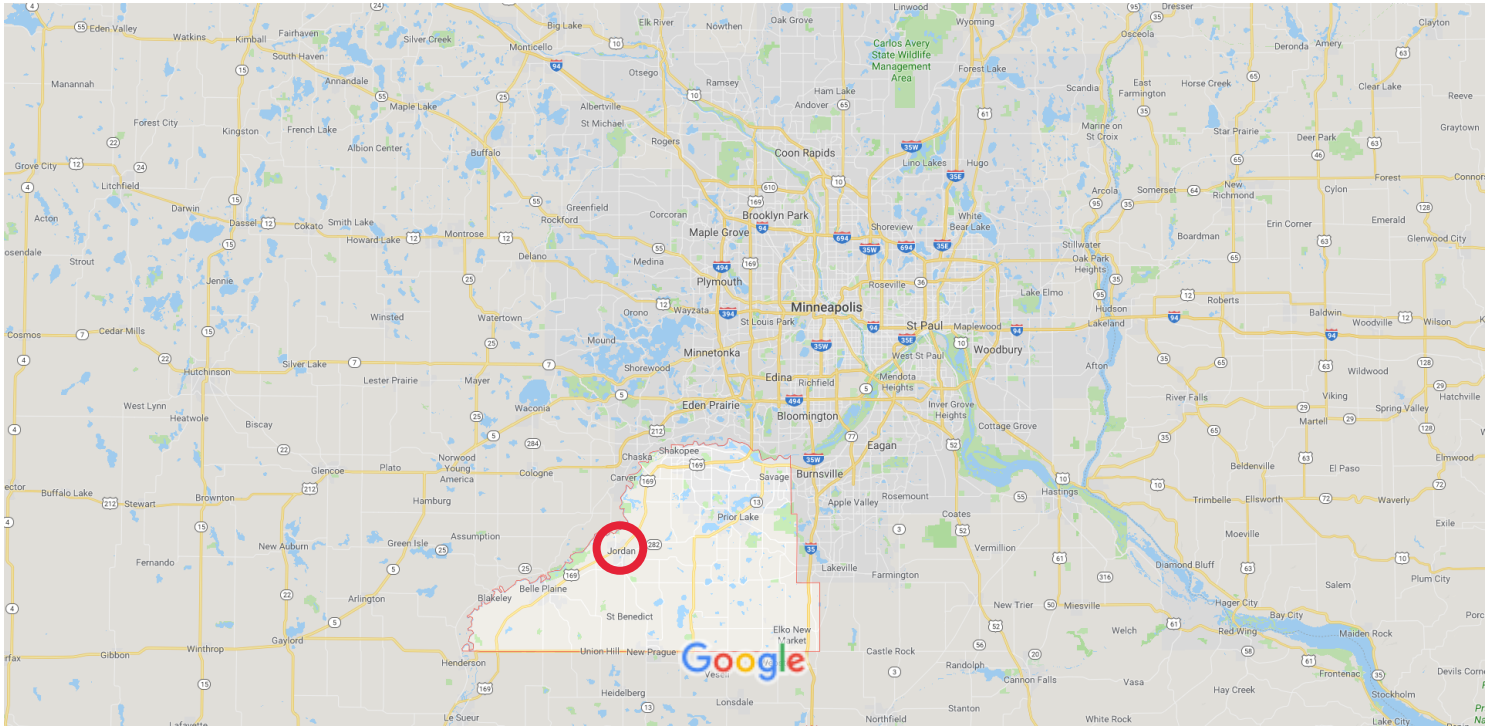
This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on April 24, 2019, with FHWA/FTA conformity determination established on May 9, 2019.

AIR QUALITY CONFORMITY:

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

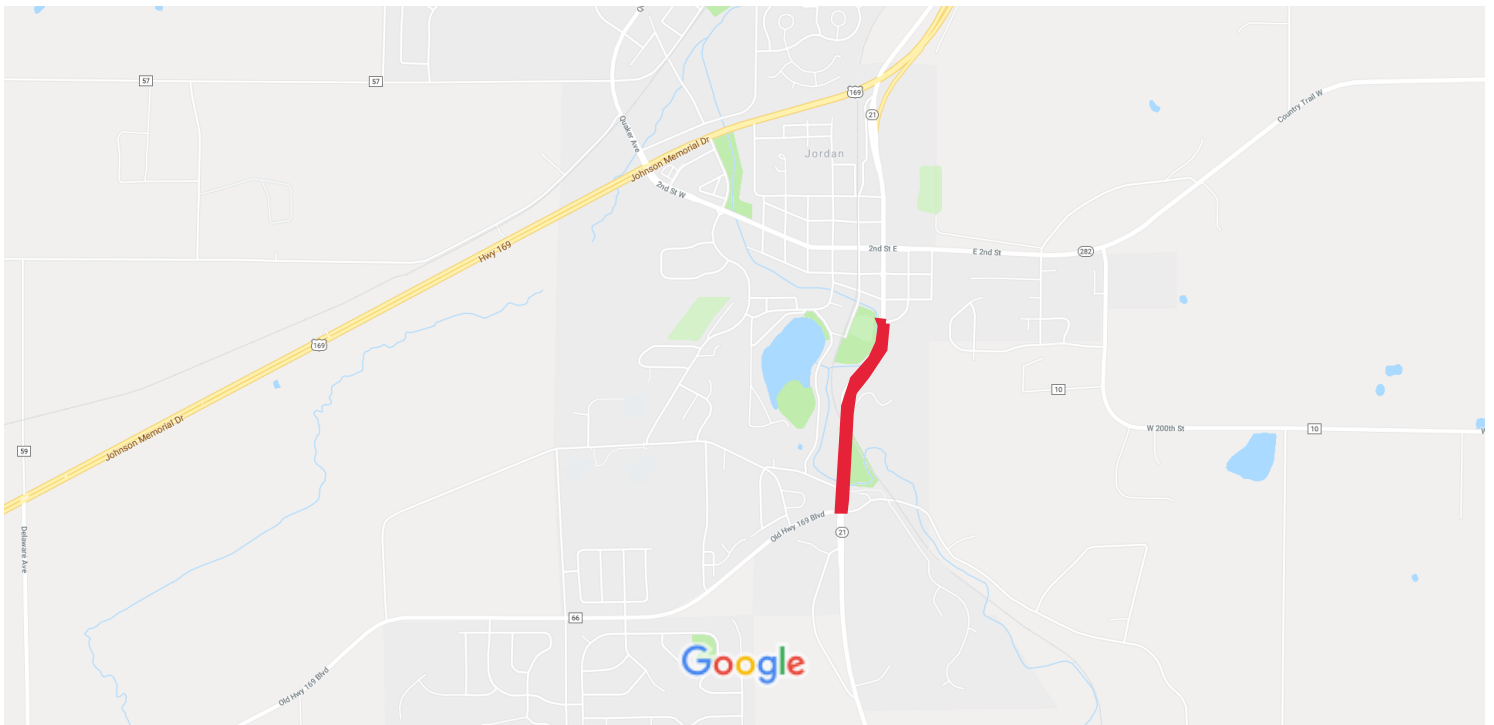
*Exempt Project Category S-19. Widening narrow pavements or reconstructing bridges (no additional travel lanes) per Section 93.126 of the Conformity Rules

Google Maps Scott County



Map data ©2019 5 mi

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Map data ©2019 1000 ft