

ACTION TRANSMITTAL – 2020-40

DATE: December 3, 2020

TO: Transportation Advisory Board

FROM: Technical Advisory Committee

PREPARED BY: Joe Barbeau, Senior Planner (651-414-0875)

SUBJECT: 2021-2024 Streamlined TIP Amendment for MnDOT: MN 316 Reconstruction

REQUESTED ACTION: MnDOT requests an amendment to the 2021-2024 TIP to reduce the length, increase the cost, and change the scope of its mill-and-overlay project on Minnesota Highway 316 (Red Wing Blvd) in Dakota County (SP# 1926-22).

RECOMMENDED MOTION: That the Transportation Advisory Board recommend adoption of an amendment to the 2021-2024 TIP to reduce the length, increase the cost, and change the scope of MnDOT's mill-and-overlay project on Minnesota Highway 316 (Red Wing Blvd) in Dakota County (SP# 1926-22).

BACKGROUND AND PURPOSE OF ACTION: This amendment is needed to change the project's scope from a mill-and-overlay to a reconstruction, reduce the project length from 9.65 miles to 1.1 miles, and increase the total project cost.

The project is funded through the National Highway Performance Program (NHPP) and the cost increase is being paid for by GO bonds from the recent bonding bill. Neither of these funds are programmed by TAB.

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 recommend TIP amendments to the Council for adoption. The streamlined TIP amendment process allows projects that meet certain conditions to be streamlined, which entails forgoing TAC Funding & Programming Committee Review and results in saving a month of Process time.

STAFF ANALYSIS: The TIP amendment meets fiscal constraint because the federal, state, 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 October 24, 2018, as amended on April 24, 2019, with FHWA/FTA conformity determination established on May 9, 2019. Public input opportunity for this amendment is provided through the TAB's and Council's regular meetings. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis.

COMMITTEE COMMENTS AND ACTION: At its December 2, 2020, meeting, the Technical Advisory Committee voted unanimously to recommend adoption of an amendment to the 2021-

2024 TIP to reduce the length, increase the cost, and change the scope of MnDOT's mill-and-overlay project on Minnesota Highway 316 (Red Wing Blvd) in Dakota County.

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED / COMPLETED
Technical Advisory Committee	Review & Recommend	12/2/2020
Transportation Advisory Board	Review & Recommend	12/16/2020
Metropolitan Council Transportation Committee	Review & Recommend	1/11/2020
Metropolitan Council	Review & Adopt	1/13/2021

Please amend the 2021-2024 Transportation Improvement Program (TIP) to amend this project. This action is being submitted with the following information:

PROJECT IDENTIFICATION:

State Fiscal Year	ATP/ Dist	Route System	Project Number (S.P. #)	Agency	Description include location, description of all work, & city (if applicable)	Miles
2021	M	MN 316	1926-22	MnDOT	**CHAP3**SEC164**LPP** MN316, from S Jct US61 in Goodhue County 625' south of Tuttle Dr to Jct N US61 in Dakota County – Reconstruction, MILL AND OVERLAY , roundabouts, pond construction, ADA updates, lighting, signing and trail installation (Associate to 1926-22L, 1926-22S)	9.65 <u>1.10</u>

Prog	Type of Work	Prop Funds	21-24 Total \$	FHWA \$	GO Bonds \$	TH \$	Other \$
RC	Reconstruct	NHPP, GO Bonds	3,399,000 <u>4,899,000</u>	4,420,000	<u>1,500,000</u>	655,000	834,000

Note: The overall project is shown as three project lines in the TIP, to reflect three federal funding sources/mechanisms. The total project cost increases from \$5,909,000 to \$7,409,000, with the entire increase reflected in the GO bonds. 1926-22L is part of the Local Partnership Program, while 1926-22S is funded through the Highway Safety Improvement Program (HSIP)

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 formal amendment is needed to revise the project scope (changed to reconstruction from mill and overlay), update the termini (reduced to 1.1 miles from 9.65 miles) and correct the total project cost (increased by \$1,500,000).

- 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
 - Earmark or HPP not affecting fiscal constraint
 - Other

This project received GO bonds from the Bonding Bill in the amount of \$1.5M. No additional federal funds are needed. 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 October 24, 2018, as amended 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 X*
- N/A (not in a nonattainment or maintenance area)

*Exempt Project Category S-10. Pavement Resurfacing/Rehabilitation per Section 93.126 of the Conformity Rules.

