

ACTION TRANSMITTAL No. 2021-43

DATE: October 11, 2021
TO: Transportation Advisory Board
FROM: Technical Advisory Committee
PREPARED BY: Joe Barbeau, Senior Planner (joseph.barbeau@metc.state.mn.us)
SUBJECT: Streamlined 2022-2025 TIP Amendment Request for MnDOT: Two Project Cost Changes
REQUESTED ACTION: MnDOT requests an amendment to the 2022-2025 TIP to adjust funding for two projects: US Highway 10 bridge replacement (SP# 0215-76) and US 952A bridge pier rehabilitation (SP # 2770-05).
RECOMMENDED MOTION: That the Transportation Advisory Board recommend adoption of an amendment to the 2022-2025 TIP to change the cost of two MnDOT-sponsored projects (SP # 0215-76 and 2770-05).

BACKGROUND AND PURPOSE OF ACTION: MnDOT requests that funding adjustments for two projects be reflected in the 2022-2025 TIP. These are:

1. A total project cost decrease (and federal funding increase) to MnDOT's US 10 bridge replacement and rehabitee project (0215-76). This project is funded with a Better Utilizing Investments to Leverage Development (Build) award (Denoted in the TIP as Federal Funds Miscellaneous (FFM)) and federal Surface Transportation Program (STP) funds.
2. A total project and federal funding increase to MnDOT's US 952A bridge pier rehabilitation project (0215-76). This increase is due to installation of clearform catchment systems on the undersides of several bridge decks. This project is funded with federal National Highway Performance Program (NHPP) funds.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all TIP amendments 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.

The streamlined TIP amendment process allows projects that meet certain conditions to be forgo the TAC Funding & Programming Committee review, resulting 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. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB's and the 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 October 6, 2021, meeting, the Technical Advisory Committee recommended adoption of an amendment the 2022-2025 TIP to change the

cost of two MnDOT-sponsored projects (US Highway 10 bridge replacement and US 952A bridge pier rehabilitation).

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED / COMPLETED
Technical Advisory Committee	Review & Recommend	10/6/2021
Transportation Advisory Board	Review & Recommend	10/20/2021
Metropolitan Council Transportation Committee	Review & Recommend	Undecided*
Metropolitan Council	Review & Adopt	Undecided*

*Following the Transportation Advisory Board, the amendment to the 2020-2025 TIP will not be forwarded to the Transportation Committee until the 2022-2025 State Transportation Improvement Program (STIP) is approved by the USDOT.

Please amend the 2022-2025 Transportation Improvement Program (TIP) to amend this 2022 project. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

State Fiscal Year	ATP/ Dist	Route System	Project Number (S.P. #)	Agency	Description	Miles
2022	M	US 10	0215-76	MnDOT	On US 10 from 0.25 MI east of Ferry St to Bridge 9717 over BNSF in Anoka, replace bridge 9700 and 9713, rehab or replace bridges 9714 and 9715, rehab bridges 9716 and 9717, reconstruct MN 47/US 169 Ferry St interchange, construct aux lanes, noisewalls and ADA	1.11

Prog	Type of Work	Prop Funds	Total \$	Federal \$	TH \$	Other
MC	Bridge Replacement	FFM, STP	62,842,000 <u>48,000,000</u>	36,415,000 <u>36,960,000</u>	24,627,000 <u>9,240,000</u>	1,800,000

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 needed to decrease the project cost in state fiscal year 2022 of the 22-25 TIP/STIP.

- 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 X

While the total project cost decreased, the federal funds increased due to changing the total project to an 80% federal / 20% local split per MnDOT Central Office. The additional federal funds are coming from MnDOT under-programming the fiscal year 2022 federal target by \$31M. 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 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

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.

Please amend the 2022-2025 Transportation Improvement Program (TIP) to amend this 2022 project. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

State Fiscal Year	ATP/ Dist	Route System	Project Number (S.P. #)	Agency	Description	Miles
2022	M	US952A	2770-05	MnDOT	US952A over multiple roadways between N 10th Ave and N 2nd Ave in Mpls – Rehab bridge piers on Bridges 27816N and 27816S, <u>install clearform catchment system on underside of bridge decks on Bridge 27816N Spans 5, 6 and 7, and Bridge 27816S Spans 7, 8 and 9.</u>	.03

Prog	Type of Work	Prop Funds	Total \$	Federal \$	TH \$	Other
BR	Bridge Repair	NHPP	1,985,000 2,578,000	1,588,000 <u>2,062,400</u>	397,000	118,600

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 needed to add scope and increase the total project cost.

- 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 X

Federal funds from District C Non-Traditional Transportation Alternatives setaside (880C-NTA-22) is sufficient for this increase and match provided by Hines Development Group, 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 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

AIR QUALITY CONFORMITY:

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

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