

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	<del>62,842,000</del> <u>48,000,000</u>	<del>36,415,000</del> <u>36,960,000</u>	<del>24,627,000</del> <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.

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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	<del>1,985,000</del> 2,578,000	<del>1,588,000</del> <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.

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