

ACTION TRANSMITTAL No. 2013-13

DATE: January 30, 2013
TO: Technical Advisory Committee
FROM: TAC Funding and Programming Committee
PREPARED BY: Heidi Schallberg, Senior Planner (651-602-1721)
Brian Isaacson, MnDOT Metro District (651-234-7788)
SUBJECT: 2013-2016 TIP Amendment for MnDOT TH 5 Bridge Redeck project (#6201-86)
REQUESTED ACTION: MnDOT requests a TIP amendment to add the TH 5 bridge redeck project from TH 55 to Davern Street in St. Paul (#6201-86) in 2013.
RECOMMENDED MOTION: Recommend that the Transportation Advisory Board adopt an amendment to the 2013-2016 Transportation Improvement Program (TIP) to add the MnDOT TH 5 bridge redeck project from TH 55 to Davern Street in St. Paul in 2013 using advance construction for \$12,000,000 of National Highway Performance Program (NHPP) federal funds and \$3,000,000 of state funds.

BACKGROUND AND PURPOSE OF ACTION: The TH 5 bridge (no. 9300) was identified by MnDOT staff as a high priority for repair and was originally planned for 2017. However, based on the level of need and the rest of the Metro District's construction program, MnDOT has determined the bridge work should be done within the upcoming construction season in 2013. To facilitate a letting schedule to begin construction in the spring, MnDOT also requests an accelerated review schedule through the Metropolitan Council's process.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be partially 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 according to these four requirements.

STAFF ANALYSIS: The TIP amendment meets fiscal constraint because the project will use advance construction with a payback anticipated in 2017, which is beyond the years included in the current TIP. State funds will pay for the project costs until the federal payback is done. The amendment is consistent with the Transportation Policy Plan, adopted by the Metropolitan Council on November 10, 2010, with FHWA/FTA conformity determination established on February 23, 2011. The project is exempt from regional air quality analysis, and public input opportunities are provided through the TAB's and Council's regular meetings.

COMMITTEE COMMENTS AND ACTION: At its January 17, 2013, meeting, the TAC Funding and Programming Committee unanimously approved a motion to recommend this TIP amendment to the TAB for adoption.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	January 17, 2013
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Concurrence	
Metropolitan Council	Concurrence	

January 8, 2013

Karl Keel, Chair
TAC Funding and Programming Committee
Metropolitan Council
390 N. Robert St.
St. Paul, Minnesota 55101

RE: Amendment to the Twin Cities 2013-2016 Transportation Improvement Program (TIP)
State Project Number: 6201-86
Federal Project Number:

Dear Mr. Keel:

Please amend the Twin Cities 2013-2016 Transportation Improvement Program (TIP) to add the following new project into SFY 2013 of the TIP. 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)	MILES
	2013	M	M	MN 5	6201-86	MnDOT	TH 5, from TH 55 to Davern St in St. Paul, redeck bridge #9300, paint bridges #9300 and #9491, minor repairs to bridges #9489, #9490 and #9491), minor concrete pavement repair	0.75

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
BI	Bridge redeck	NHPP	\$15,000,000		\$12,000,000	0	\$3,000,000	0

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 identify project #6201-86 as a new project in SFY 2013 of the 2013-2016 TIP.

Bridge #9300 has been identified by MnDOT bridge staff as a high priority for repair. The project has been scoped and was initially planned for 2017. However, based on a combination of the level of need and compatibility with the rest of the Metro District construction program, Metro has determined that this project should be constructed in the upcoming construction season (FY 2013).

SP 6201-86 was previously planned for SFY 2017 with \$12,000,000 in federal funds and \$3,000,000, in state funds for a total project cost of \$15,000,000. A formal amendment is needed to identify the project as a new project in SFY 2013.

In order to facilitate a letting that allows for construction start this season, MnDOT respectfully requests an accelerated review schedule through the Metropolitan Council process.

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

- New Money – _____
(Discretionary, Special Allocations or Other New Funding Sources)
- Anticipated Advance Construction X*
- ATP or MPO or Mn/DOT Adjustment
of other projects _____
- Earmark or HPP federal funds outside ATP
target _____
- Other _____

*Project SP 6201-86 will use \$12,000,000 of federal Advance Construction (AC) funds, with a payback in SFY 2017, which is beyond the years in the current TIP. Metro District budgeted for anticipated costs related to the state government shutdown. However, those costs ended up being funded from a centralized source. As a result the district budget has the funds available for this project until the federal AC payback is done. Project 2750-75 was let earlier this year at an approximate savings of \$3,428,693. This project will use \$3,000,000 in state trunk highway funds resulting from the favorable bid on project 2750-75.

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The federal AC funds along with State funds are sufficient to fully fund this project 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 10, 2010, with FHWA/FTA conformity determination established on February 23, 2011.

AIR QUALITY CONFORMITY:

- Subject to conformity determination....._____
- Exempt from regional level analysis* YES
- Exempt from project level analysis* YES
- Exempt by virtue of interagency consultation*_____
- N/A (not in a nonattainment or maintenance area)_____

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

We are requesting approval of this TIP amendment at this time. If you have any questions, please call Brian Isaacson at (651) 234-7788

Sincerely,

Brian Isaacson
Director, Program Management
MnDOT Metro District

Enclosures: None

cc: Heidi Schallberg, Metropolitan Council
Jon P. Solberg, Metro Program Management
Cynthia Krumsieg, Metro Program Management

