

Transportation Committee

Meeting date: June 25, 2018

For the Metropolitan Council meeting of July 11, 2018

Subject: 2018-2021 TIP Amendment: MnDOT MN 77 Bridge Rehabilitation

District(s), Member(s): 15 – Chavez

Policy/Legal Reference: TAB Action

Staff Prepared/Presented: Amy Vennewitz, Deputy Director, Finance & Planning (651-602-1508)
Steve Peterson, Manager of Highway Planning and TAB/TAC Process (651-602-1819)
Joe Barbeau, Senior Planner (651-602-1705)

Division/Department: Transportation / Metropolitan Transportation Services (MTS)

Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2018-2021 Transportation Improvement Program (TIP) to update the project description, total project length, and cost of MnDOT's Minnesota Highway 77 bridge rehabilitation project to reflect the project as shown in the draft 2019-2022 TIP.

Background

Project changes include updated lighting at the Highway 77 intersections with Diffley Road and Cliff Road. Also added is the widening of the walkway on the south side of the bridge at Cliff Road in order to match the width on the adjacent walkways leading up to the bridge. This project will be let in October, most likely prior to United States Department of Transportation (USDOT) approval of the 2019-2022 STIP and therefore needs to be amended under the current TIP.

Rationale

The Transportation Advisory Board approves formal amendments to the TIP and the Metropolitan Council concurs with the action of the TAB. The project is consistent with the Transportation Policy Plan (TPP) and meets fiscal constraint because the federal, state, and local funds are sufficient to fully fund the project. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis.

Thrive Lens Analysis

This action promotes *livability* by improving lighting and pedestrian accommodations.

Funding

The project is fully funded with federal, state, and local funds.

Known Support / Opposition

No known opposition.

Please amend the 2018-2021 Transportation Improvement Program (TIP) to modify this project in program year 2019. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

Seq #	State Fiscal Year	A	D	Route System	Project Number (S.P. #) (Fed # if available)	Agency	Description include location, description of all work, & city (if applicable)	Miles
1632	2019	M	M	MN 77	1925-56	MnDOT	MN77, at Dakota CSAH 32 (Cliff Rd) over MN77 in Eagan— Rehab Bridge #19067, ADA improvements, guardrail **ADA**MN77, at Dakota-CSAH 32 (Cliff Rd) over MN77 And at Dakota-CR30 (Diffley Rd) in Eagan – Rehab Bridge #19067, ADA improvements, guardrail, Lighting, signal replacement	0.04 1.7
Prog	Type of Work	Prop Funds	Total \$	FHWA \$	AC \$	FTA \$	TH \$	Other \$
BI	Bridge Joints	STBGP	\$1,880,000 \$2,207,000	\$1,304,000 \$1,530,000	-	-	\$326,000 \$382,600	\$250,000 \$294,000

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).

An amendment is needed to update project description, total project length and cost to reflect the project as shown in the draft 2019-2022 TIP/STIP. This project will be let in October before that next STIP is adopted.

2. 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 (Projected funded/balanced in the 19-22 TIP/STIP) ✓

✓SP 1925-56 is currently programmed in SFY 2019 with a total project cost of \$1,880,000 in the 18-21 TIP/STIP. The project cost has increased to \$2,207,000 in the 19-22 TIP/STIP. The project also has a project length increase from 0.04 mile to 1.7 mile.

The STP funds currently programmed for this project in the 19-22 TIP/STIP are sufficient to fully fund the 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 January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015.

AIR QUALITY CONFORMITY:

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

✓ Exempt from regional level analysis: S-19 (Widening narrow pavements or reconstructing bridges (no additional travel lanes))