

Transportation Committee

For the Metropolitan Council meeting of February 12, 2014

Subject: 2014-2017 TIP Amendment for Section 5307 Funding for Target Field Station/Interchange Construction in Minneapolis

Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2014-2017 Transportation Improvement Program (TIP) to add the Target Field Station (Interchange) project for construction in 2014 using \$10,000,000 in federal Section 5307 funds and \$2,500,000 in local funds from Hennepin County for a total of \$12,500,000.

Summary of Committee Discussion/Questions

This item was approved as part of the Consent agenda items. Motion by Elkins, seconded by Schreiber and passed.

Transportation Committee

Meeting date: January 27, 2014

For the Metropolitan Council meeting of February 12, 2014

Subject: 2014-2017 TIP Amendment for Section 5307 Funding for Target Field Station/Interchange Construction in Minneapolis

District(s), Member(s): 7 - Cunningham

Policy/Legal Reference: TAB Action

Staff Prepared/Presented: Arlene McCarthy, Director 651-602-1754

Mark Filipi, Manager, MTS Technical Services 651-602-1725

Heidi Schallberg, Senior Planner 651-602-1721

Division/Department: Transportation/Metropolitan Transportation Services

Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2014-2017 Transportation Improvement Program (TIP) to add the Target Field Station (Interchange) project for construction in 2014 using \$10,000,000 in federal Section 5307 funds and \$2,500,000 in local funds from Hennepin County for a total of \$12,500,000.

Background

The Target Field Station (the Interchange) will serve as a central multimodal transportation hub in downtown Minneapolis. Phase I will include new light rail platforms, parking, public plaza space, accommodations for additional light rail service from Central and Southwest corridors, and enhancements for buses, bicycles, and pedestrians. The Metropolitan Council agreed to provide \$10 million in federal funding for this project, and this amendment would add the federal Section 5307 funds to the TIP.

Rationale

The Transportation Advisory Board approves formal amendments to the Transportation Improvement Program, and the Metropolitan Council concurs with the action of the TAB. The project is consistent with the Transportation Policy Plan and meets fiscal constraint because the federal 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.

Funding

The project is fully funded with the existing federal and local funds.

Known Support / Opposition

No known opposition.

November 26, 2013

Karl Keel, Chair
TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street No.
St. Paul, Minnesota 55101

**Re: Amendment to the Twin Cities 2014-2017 Transportation Improvement Program (TIP) State
Project Number: Not Assigned, New Sect. 5307 Project**

Dear Mr. Keel:

Please amend the 2014-2017 Transportation Improvement Program (TIP) to include this project in Program Year 2014. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

STATE FISCAL YEAR	ROUTE SYSTEM	PROJECT NUMBER (S.P. #)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	PROG
2014			Metropolitan Council – Metro Transit	Sect. 5307: Twin Cities Met Council MT – Interchange (Target Field Station) Construction, Minneapolis, MN	

TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
12,500,000	0	0	10,000,000	0	2,500,000

PROJECT BACKGROUND:

1. Briefly describe why amendment is needed (e.g., project in previous STIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in TIP).

The Interchange (Target Field Station) project has been underway and funded with federal, State and county funding since 2011. This project is described briefly as follows:

Opening in 2014, the Interchange will serve as a central, multi-modal transportation hub and community gathering space in downtown Minneapolis. Phase I of the project will expand the facilities and infrastructure at this location to include new LRT platforms, parking, public plaza space, and to accommodate additional incoming light rail services via Central and Southwest LRT corridors. Additional modes served by the multimodal facility will include buses, bicycle and pedestrian enhancements.

During planning phases for the project, the Metropolitan Council agreed to provide \$10 million in federal funding to the project. This agreement was made official in 2012 with the attached Council action items: 2012-157 (Capital Budget Amendment) and 2012-177 (The Interchange). The funding

was encumbered in Metropolitan Council 5307 funding at that time but not amended into the TIP. The funding now needs to be amended into the TIP in order to start the grant application process and add the additional federal funding to the project.

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 Mn/DOT Adjustment by deferral of other projects
 - Earmark or HPP not affecting fiscal constraint
 - Other

Funds are 5307 formula funds that have not previously been programmed in the TIP/STIP. The funds have been earmarked (encumbered) by Metro Transit for this use since 2012 but were not needed by the project until 2014.

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.....
- N/A (not in a nonattainment or maintenance area).....

The Minnesota Interagency Air Quality and Transportation Planning Committee has reviewed the proposed changes and determined the project is exempt from regional analysis (E-6 Bus terminals and transfer points).

We are requesting approval of this TIP amendment at this time. If you have any questions, please contact Mary Gustafson, Grant Manager, at 612-349-7603.

- cc: Cindy Krumsieg, MnDOT Metro Program Management
Dan Erickson, MnDOT Metro State Aid
Ryan Gaug, MnDOT State Aid
Mary Gustafson, Metropolitan Council/Metro Transit
Heidi Schallberg, Metropolitan Council