

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL

No. 2012-14

DATE: March 14, 2012
TO: Transportation Advisory Board
FROM: Technical Advisory Committee
SUBJECT: TIP Amendment Request for MnDOT for Nice Ride Expansion at the St Paul Capitol Complex and State Offices

MOTION: That the TAB adopts an amendment to the 2012-2015 TIP that adds SP#164-070-025: Nice Ride Expansion at the St Paul Capitol Complex and State Offices.

BACKGROUND AND PURPOSE OF ACTION: This project will receive \$100,000 from the MnDOT Commissioner's opportunity fund with a total match of \$185,000 from the Minnesota Management and Budget Department and Blue Cross and Blue Shield of Minnesota. These funds will be used to provide Nice Ride kiosks in the Capitol Complex and State office buildings. The project is consistent with the Transportation Policy Plan, is exempt from air quality conformity analysis and uses new federal funds. Additional background material is attached.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be partially funded with federal funds must be in an approved Transportation Improvement Program 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.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	February 16, 2012
Technical Advisory Committee	Review & Recommend	March 7, 2012
TAB Programming Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council	Concurrence	



Minnesota Department of Transportation

Metro District
1500 West County Road B-2
Roseville, MN 55113

Office Telephone: (651) 234-7793

Fax: (651) 234-7786

February 13, 2012

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

RE: Amendment to the Minnesota 2011-2014 Transportation Improvement Program (TIP)
State Project Number: 164-070-025
Federal Project Number:

Dear Mr. Keel:

Please amend the Minnesota 2012-2015 Transportation Improvement Program (TIP) to add the following new project in SFY 2012 of the TIP. The 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
	2012	M	M	999	164-070-025	MnDOT	Nice Ride Expansion, St. Paul Capital Complex and State Offices	0.0

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
BT	Bike Improvement	STP	285,000	100,000	0	0	0	\$185,000 (MM&B and Private Match)

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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 add Project 164-070-025 to SFY 2012 of the 2012-2015 STIP. On January 19, 2012 the Transportation Program Investment Committee approved \$100,000 of Federal Funds from the Mn/DOT Destination Innovation program for the Bike Share-Nice Ride and Bicycle Pools project to expand Nice Ride Minnesota into St. Paul. Nice Ride Kiosks will be placed on the Capital Complex and other state office buildings, destinations downtown St. Paul and along the Mississippi River. State employees and the general public will be able to use the bikes to travel to their destination instead of driving single occupancy vehicles. The expansion is part of a larger system that will include expansion along the Mississippi River through the National Park Service. The Mn/DOT Commissioner's opportunity fund is the source of the federal funds; the state funds are from the Minnesota Management and Budget Department and the private match is being provided by Blue Cross and Blue Shield of Minnesota.

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

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

* The \$100,000 in federal funds needed for this project are available from the Commissioners Opportunity Fund, Project 880C-COF-12 (Seq #2173) which has a total of \$1,570,000 in federal funds available. After the take down of \$100,000 dollars for this project, there will be \$1,470,000 funds remaining in Project 880C-COF-12 for future projects. The \$90,000 in State Funds match funds for this project are being provided by the Minnesota Management and Budget Department and the \$95,000 in Private funds are being provided by Blue Cross and Blue

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Shield of Minnesota. These Federal, State and Private funds are sufficient to cover the total cost of 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 on January 14, 2009, with FHWA/FTA conformity determination established on September 16, 2009. The amendment is also consistent with the 2030 Policy Plan update adopted by the Metropolitan Council on November 10, 2010 with FHWA/FTA conformity determination established on February 23, 2011.

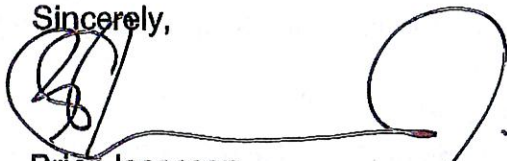
AIR QUALITY CONFORMITY:

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

*Exempt Project Category # AQ-2 Bicycle and pedestrian facilities per Section 93.126 of the Conformity Rules

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

Sincerely,



Brian Isaacson
Planning Director, Program Management
Metro District

cc: Cindy Krumsieg, Metro Program Management
Jon P. Solberg, Metro Program Management

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