

**ACTION TRANSMITTAL**  
**No. 2013-03**

**DATE:** January 8, 2013

**TO:** Transportation Advisory Board

**FROM:** Technical Advisory Committee

**PREPARED BY:** Heidi Schallberg, Senior Planner (651-602-1721)  
Jon Solberg, MnDOT Metro District (651-234-7729)  
Ann Braden (651-602-1705)

**SUBJECT:** 2013-2016 TIP Amendment for Anoka County Pedestrian/Bicycle Bridge on CSAH 14 Over I-35W

**REQUESTED ACTION:** Anoka County requests a TIP amendment to modify the local funding amount for the pedestrian/bicycle bridge along CSAH 14 over I-35W in Lino Lakes (SP#002-614-035).

**RECOMMENDED MOTION:** Recommend that the Transportation Advisory Board adopt an amendment to the 2013-2016 Transportation Improvement Program (TIP) to modify the project costs and local funding amount for the pedestrian/bicycle bridge along CSAH 14 over I-35W in Lino Lakes (SP#002-614-035).

**BACKGROUND AND PURPOSE OF ACTION:** Anoka County was awarded \$263,813 in Transportation Enhancements (TE) funding in the 2009 regional solicitation. The project is currently programmed in 2013 in the TIP. This amendment would not affect the federal funding or project schedule.

The TIP amendment would increase the amount of local funding by \$890,763 to a new local total of \$956,736 (combining local, county, and county state-aid funds) and an overall total project cost of \$1,220,549. The final design phase resulted in the increased costs. The amount of federal funding remains the same. According to FHWA and MnDOT guidance, a TIP amendment is required because the total cost increase is more than 50 percent to over \$1 million.

**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.

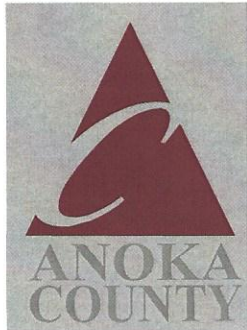
**STAFF ANALYSIS:** The TIP amendment meets fiscal constraint because the increased local funding fully funds the project. The amendment is consistent with the Transportation Policy Plan, adopted by the Metropolitan Council on November 10, 2010, with FHWA/FTA conformity determination established on February 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 December 20, 2012, meeting, the TAC Funding and Programming Committee unanimously approved a motion to recommend this TIP amendment to the TAB for adoption.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Funding & Programming Committee	Review & Recommend	December 20, 2012
Technical Advisory Committee	Review & Recommend	January 2, 2013
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Concurrence	
Metropolitan Council	Concurrence	



# COUNTY OF ANOKA

Public Services Division

HIGHWAY DEPARTMENT

1440 BUNKER LAKE BLVD. NW, ANDOVER, MINNESOTA 55304

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November 12, 2012

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

RE: Amendment to the Minnesota 2013-2016 Transportation Improvement Program (TIP)  
 State Project Number: 002-614-035  
 Federal Project Number:

Dear Mr. Keel:

Please amend the Minnesota 2013-2016 Transportation Improvement Program (TIP) to address changes in the above referenced project which is currently in SFY 2013 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
1499	2013	M	M	PED/BIKE	002-614-035	Anoka County	Over 35W in Lino Lake – Construct Ped/Bike bridge along CSAH14	.1

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
EN	Pedestrian Bike Bridge	TEA	\$1,220,549	\$263,813	0	0	0	\$956,736 Local, County, and County State Aid

**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).

Project 002-614-035 (Sequence # 1499) is in SFY 2013 of the 2013-2016 TIP with \$263,813 in federal funds and \$65,953 in local funds for a total project cost of \$329,766.

As the project moved into final design it became evident that the preliminary estimate was quite low.

- The proposed structure created is five feet wider than estimated (17 feet versus 12 feet).
- A reinforced soil slope was used to avoid wetland impacts and was not included in the estimate.
- The drainage items were assumed in the estimate.
- Ornamental railing was not accounted for in the estimate.
- Traffic control on I-35W was not accounted for in the estimate.
- The estimated square foot cost for the bridge was less than half of the current estimate.

The project total cost has been increased to \$1,220,549. Federal funds will remain the same at \$263,813 and the local cost will increase to \$956,736 using Local, County and County State Aid funds.

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 \_\_\_\_\_
- ATP or MPO or Mn/DOT Adjustment \_\_\_\_\_  
of other projects
- Earmark or HPP federal funds outside ATP \_\_\_\_\_  
target
- Other \_\_\_\_\_ X\*

The County is not requesting any additional federal funds for the project. Local, County, and County State Aid funds will be utilized to cover the increased cost of the project. \$263,813 Federal and \$956,736 Local, County, and County State Aid funds are sufficient to fully fund this project therefor 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 #AQ2-Bridge & 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 Curt Kobilarcsik at 763-862-4200.

Sincerely,



Curt Kobilarcsik, P.E.  
Anoka County Engineering Program Manager

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