



Hennepin County Transportation Department

Richard P. Johnson, County Administrator
A2303 Government Center
300 South Sixth Street
Minneapolis, Minnesota 55487-0233

612-348-7574
FAX: 612-348-8228
TDD: 612-348-7367
www.hennepin.us

October 17, 2012

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

RE: Amendment to the Minnesota 2012-2015 Transportation Improvement Program (TIP)
State Project Number: 027-603-049
Federal Project Number:

Dear Mr. Keel:

Please amend the Minnesota 2012-2015 Transportation Improvement Program (TIP) to include the above referenced project 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
1549	2013	M	M	CSAH 3	027-603-049	Hennepin County	MN061 – Lake Street Access to I-35W, Minneapolis, - Preliminary Engineering	0

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
PL	Planning	HPP	\$2,000,000	\$2,000,000	0	0	0	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).

Project 027-603-049 (Sequence # 1549) was in SFY 2012 of the 2012-2015 TIP with \$8,941,500 in federal HPP funds for a total project cost of \$8,941,500.

In 2003 the I-35W Lake Street Access Project in Minneapolis received an \$8,941,500 federal earmark. To date none of the funds have been obligated.

On August 17, 2012 the Federal Government announced the immediate release of earmark funds from federal fiscal year 2003-2006 appropriations acts. This release authorized the states, subject to FHWA review to reallocate unobligated earmark funding from these federal fiscal years. These funds are available to be reprogrammed on other Title 23 and Title 49 eligible projects. If these released funds are not obligated before December 31, 2012 the remaining federal funds will be redistributed to states that met the December 31, 2012 deadline. The federal funds from the Lake Street appropriation will be reprogrammed on two projects; the I-35W Lake Street Access Project, in the amount of \$2,000,000 and The Interchange Project in downtown Minneapolis, in the amount of \$6,941,500 to ensure the federal funds are obligated prior to the deadline of December 31, 2012.

As contained in Hennepin County's 2012-2016 Capital Improvement Program, the I-35W Lake Street Access Project will improve accessibility to the regional transit system and accessibility to and from I-35W in Minneapolis for the traveling public in general, and for area residents, businesses and institutions in particular. The project consists of improved transit facilities, a quality connection between the Midtown Greenway and the transit station located proximate to Lake Street, a series of I-35W ramp and bridge improvements, local street improvements and operational changes, landscaping and design treatments adjacent to I-35W between the I-94/I-35W Common section and 32nd Street.

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*

*These federal funds are newly released earmark funds from federal fiscal year 2003-2006 earmark appropriations. The \$2,000,000 in newly released earmark funds are available to be obligated on Title 23 & Title 49 eligible projects. The \$2,000,000 are 100% federal funds that are in addition to regular federal formula funds that are distributed to the District. These \$2,000,000 in Earmark 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 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*..... 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 #O-1 Planning Activities conducted pursuant to Title 23 and 49 U.S.C. Per Section 93.126 of the Conformity Rules

Karl Keel
October 17, 2012
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We are requesting approval of this TIP amendment at this time. If you have any questions, please contact me at 612-596-0305.

Sincerely,



James N. Grube, P.E.
Director, Transportation Department and Hennepin County Engineer

cc: Kevin Roggenbuck, Metropolitan Council
Mary Gustafson, Metropolitan Council
Jon P. Solberg, MnDOT Metro Program Management
Cindy Krumsieg, MnDOT Metro Program Management
Phil Eckhert, Hennepin County
Debra Brisk, Hennepin County
Kim Zlimen, Hennepin County



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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: 027-603-049
Federal Project Number:

Dear Mr. Keel:

Please amend the Minnesota 2013-2016 Transportation Improvement Program (TIP) to include the above referenced project 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
1746	2013	M	M	CSAH 3	027-603-049	Hennepin County	MN061 – Lake Street Access to I-35W, Minneapolis, - Preliminary Engineering	0

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
PL	Planning	HPP	\$2,000,000	\$2,000,000	0	0	0	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).

In 2003 the I-35W Lake Street Access Project in Minneapolis received an \$8,941,500 federal earmark. These earmark funds were programmed on two projects in the draft 2013-2016 STIP. Project 027-603-049 (Sequence # 1746) is currently in SFY 2014 of the draft 2013-2016 STIP with \$4,000,000 and Project 027-603-049C (Sequence #1859) is currently in SFY 2015 of the draft 2013-2016 STIP with \$4,941,500. To date none of the federal earmark funds from this appropriation have been obligated.

On August 17, 2012 the Federal Government announced the immediate release of earmark funds from federal fiscal year 2003-2006 appropriations acts. This release authorized the states, subject to FHWA review to reallocate unobligated earmark funding from these federal fiscal years. These funds are available to be reprogrammed on other Title 23 and Title 49 eligible projects. If these released funds are not obligated before December 31, 2012 the remaining federal funds will be redistributed to states that met the December 31, 2012 deadline.

The \$8,941,500 in federal earmark funds from the Lake Street Access project programmed in SFY 2014 and SFY 2015 will be reprogrammed on two projects in SFY 2013. The I-35W Lake Street Access Project will use \$2,000,000 and The Transportation Interchange Project in downtown Minneapolis will use the remaining \$6,941,500 to ensure the federal funds are obligated prior to the deadline of December 31, 2012.

As contained in Hennepin County's 2012-2016 Capital Improvement Program, the I-35W Lake Street Access Project will improve accessibility to the regional transit system and accessibility to and from I-35W in Minneapolis for the traveling public in general, and for area residents, businesses and institutions in particular. The project consists of improved transit facilities, a quality connection between the Midtown Greenway and the transit station located proximate to Lake Street, a series of I-35W ramp and bridge improvements, local street improvements and operational changes, landscaping and design treatments adjacent to I-35W between the I-94/I-35W Common section and 32nd Street.

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*

* These federal funds are newly released earmark funds from federal fiscal year 2003-2006 earmark appropriations. The \$8,941,500 in newly released earmark funds from the Lake Street Access Project, # 027-603-049 (Sequence 1746) and 027-603-049C (Sequence 1859) are available to be obligated on Title 23 & Title 49 eligible projects. This \$8,941,500 is 100% federal funds that are in addition to regular federal formula funds that are distributed to the District. This project will use \$2,000,000 of the \$8,941,500 in federal earmark funds available, the remaining \$6,941,500 in federal earmark funds will be available for reprogramming on The Transportation Interchange. The \$2,000,000 in federal earmark funds on this project 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 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*.....YES
- Exempt from project level analysis*.....YES
- Exempt by virtue of interagency consultation*....._____
- N/A (not in a nonattainment or maintenance area)_____

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