

ACTION TRANSMITTAL No. 2014-03

DATE: December 20, 2013
TO: Technical Advisory Committee
FROM: TAC Funding and Programming Committee
PREPARED BY: Heidi Schallberg, Senior Planner (651-602-1721)

SUBJECT: 2014-2017 TIP Amendment for Section 5307 Funding for Interchange (Target Field Station) Construction in Minneapolis

REQUESTED ACTION: The Metropolitan Council requests an amendment to add the Interchange (Target Field Station) 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.

RECOMMENDED MOTION: Recommend that the Transportation Advisory Board adopt an amendment to the 2014-2017 Transportation Improvement Program (TIP) to add the Interchange (Target Field Station) 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 AND PURPOSE OF ACTION: 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.

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 Section 5307 federal funding is new to the TIP and, with the local funds, are sufficient to fully fund this 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 Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis. Public input opportunities for this amendment are provided through the TAB's and Council's regular meetings.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	December 19, 2013
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Concurrence	
Metropolitan Council	Concurrence	

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