

ACTION TRANSMITTAL No. 2014-29

DATE: March 26, 2014
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 St. Croix Bridge
REQUESTED ACTION: The Wisconsin Department of Transportation requests an amendment to add the St. Croix River bridge replacement project using \$41.34 million of state funds for years 2014-2017.
RECOMMENDED MOTION: Recommend that the Transportation Advisory Board adopt an amendment to the 2014-2017 TIP to add the St. Croix River bridge replacement project using \$41.34 million of state funds for years 2014-2017.

BACKGROUND AND PURPOSE OF ACTION: This TIP amendment is requested by the Wisconsin Department of Transportation in response to extension of the federally-recognized Urbanized Area (UZA) boundary for the Twin Cities metropolitan area based on 2010 Census data. Urbanized areas are Census-designated areas with 50,000 or more residents. The update extended the Twin Cities UZA boundary beyond the seven-county region into Sherburne and Wright Counties in Minnesota and also into a small portion of Houlton, Wisconsin, in St. Croix County. Federal law requires a metropolitan planning organization (MPO) to cover at least the complete urbanized area boundary. Due to the small area in Wisconsin included in this boundary, TIP amendments for this area are expected to be infrequent. The St. Croix River bridge project is already included in the Transportation Policy Plan and the TIP for the Minnesota side; this amendment adds the portion of the project on the Wisconsin side.

The format for this amendment differs based on Wisconsin's State Transportation Improvement Program structure.

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 local and federal funds are sufficient to fully fund 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. This portion of the region in Wisconsin is outside of the carbon monoxide maintenance area, and a Clean Air Act conformity determination is not required. 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 | March 20, 2014 |
| Technical Advisory Committee | Review & Recommend | |
| Transportation Advisory Board | Review & Adopt | |
| Metropolitan Council Transportation Committee | Concurrence | |
| Metropolitan Council | Concurrence | |