

**ACTION TRANSMITTAL**  
**No. 2013-02**

**DATE:** December 20, 2012

**TO:** Technical Advisory Committee

**FROM:** TAC Funding and Programming Committee

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

**SUBJECT:** 2013-2016 TIP Amendment for the Mississippi River Trail project in the City of Anoka

**REQUESTED ACTION:** The City of Anoka requests a TIP amendment to modify the local funding amount and total cost for the Mississippi River Trail project (SP#103-090-003).

**RECOMMENDED MOTION:** Recommend that the Transportation Advisory Board adopt an amendment to the 2013-2016 Transportation Improvement Program (TIP) to increase the total project cost by \$671,769 to \$1,181,256 and the local funding amount to \$793,448 for the Mississippi River Trail along the river from Tungsten St to Ramsey Blvd in Ramsey (SP#103-090-003), based on the Funding and Programming Committee recommendation for the related scope change request.

**BACKGROUND AND PURPOSE OF ACTION:** The City of Anoka was awarded \$387,808 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 amendment request is related to a scope change request on the same meeting agenda.

The TIP amendment would increase the amount of local funding to a new local total contribution of \$793,448 and an overall total project cost of \$1,181,256. 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 air quality conformity analysis. The opportunity for public input is provided through the TAB's and Council's regular meetings. The funding amounts were adjusted from the city's original request based on the separate staff recommendation for the related scope change request on the same meeting agenda.

**COMMITTEE COMMENTS AND ACTION:** At its December 20, 2012, meeting, the TAC Funding and Programming Committee recommended the TIP amendment for approval, with the appropriate funding adjustments to include the interpretive signs in the project costs based on the related recommended scope change.

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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	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Concurrence	
Metropolitan Council	Concurrence	