

ACTION TRANSMITTAL No. 2013-25

DATE: May 28, 2013
TO: Technical Advisory Committee
FROM: TAC Funding and Programming Committee
PREPARED BY: Heidi Schallberg, Senior Planner (651-602-1721)
SUBJECT: 2013-2016 TIP Amendment for Minnesota River Crossing project at the Old Cedar Avenue Bridge
REQUESTED ACTION: The City of Bloomington requests a TIP amendment to add the Minnesota River Crossing project at the Old Cedar Avenue Bridge in 2014 using \$2,000,000 of federal Paul S. Sarbanes Transit in the Parks program funds and \$3,000,000 of state bonding.
RECOMMENDED MOTION: Recommend that the Transportation Advisory Board adopt an amendment to the 2013-2016 Transportation Improvement Program (TIP) to add the Minnesota River Crossing project at the Old Cedar Avenue Bridge in 2014 using \$2,000,000 of federal Paul S. Sarbanes Transit in the Parks program funds and \$3,000,000 of state bonding.

BACKGROUND AND PURPOSE OF ACTION: In 2012, the Federal Transit Administration (FTA) awarded \$2,000,000 of federal Paul S. Sarbanes Transit in the Parks program funds for the Minnesota River crossing at the Old Cedar Ave. Bridge project. These funds were transferred to the City of Bloomington through the U.S. Fish and Wildlife Service and the Minnesota National Wildlife Refuge.

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 federal and state 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. 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.

COMMITTEE COMMENTS AND ACTION: With an email vote conducted between May 14-24, 2013, the TAC Funding and Programming Committee unanimously approved the motion to recommend TAB adoption of this amendment, with the addition of the project number and a correction in the year from 2013 to 2014 from MnDOT and the city.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	May 24, 2013 – email vote
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Concurrence	
Metropolitan Council	Concurrence	

May 9, 2013

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

Re: Amendment to the 2013-2016 Transportation Improvement Program (TIP) for the Twin Cities Metropolitan Area

Dear Mr. Keel:

Please amend the 2013 – 2016 Transportation Improvement Program (TIP) to add the following project in State Fiscal Year 2014:

PROJECT IDENTIFICATION:

STATE FISCAL YEAR	ROUTE SYS	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)
2014	Ped/Bike	107-090-008	Bloomington	Minnesota River Crossing at the Old Cedar Ave Bridge project – multimodal crossing

PROG	TOTAL \$	FTA \$	STATE \$	OTHER \$
BT	\$5,000,000	\$2,000,000	\$3,000,000 bonding	\$0

PROJECT BACKGROUND:

1. The project was originally programmed in state fiscal year 2011 in the 2011-2014 TIP. However, because it was not possible to deliver the project before the sunset year, the project was dropped from the regional program.

In 2012, the Federal Transit Administration (FTA) awarded \$2,000,000 of federal Paul S. Sarbanes Transit in the Parks program funds for the Minnesota River crossing at the Old Cedar Ave. Bridge project. These funds were transferred to the City of Bloomington through the U.S. Fish and Wildlife Service and the Minnesota National Wildlife Refuge.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?
 - New Money *(State Bonding and Federal Sarbanes grant) _____
 - Anticipated Advance Construction _____
 - ATP or MPO or Mn/DOT Adjustment of other projects _____

5/28/2013

- Earmark or HPP federal funds outside the ATP target _____
- Other (indicate source here) _____

* Defined as additional funds not previously programmed in the TIP.

The total cost of the project is \$5,000,000. The project will be funded using the additional \$2,000,000 in federal funds from the FTA and \$3,000,000 in state bonds awarded to the City of Bloomington for the local match. These new federal and state 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's 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* X
- Exempt from project level analysis* _____
- Exempt by virtue of interagency consultation* _____
- N/A (not in a nonattainment or maintenance area)..... _____

*Exempt Project Category # O-9
Per Section 93.126 of the Conformity Rules

The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project was exempt from air quality conformity analysis under the above-listed category.

We are requesting approval of this TIP amendment at this time. If you have any questions, please contact me at 952-563-8730.

Sincerely,

Jim Gates
City of Bloomington

cc: Brian Isaacson, MnDOT Metro Program Management
Cindy Krumsieg, MnDOT Metro Program Management
Heidi Schallberg, Metropolitan Council