

ACTION TRANSMITTAL No. 2015-47

DATE: November 2, 2015

TO: TAC Funding and Programming Committee

PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)

SUBJECT: 2016-2019 TIP Amendment for Hennepin County: Federal and Local Funds Exchange

REQUESTED ACTION: Hennepin County requests an amendment to the 2016-2019 Transportation Improvement Program (TIP) to move \$1,792,000 in STP funds from its Godfrey Bride Replacement (SP# 027-646-007) to its CSAH 53 Reconstruction (SP# 027-653-021) in exchange for local funds.

RECOMMENDED MOTION: Recommend that the Transportation Advisory Board adopt the amendment into the 2016-2019 TIP to move \$1,792,000 in STP funds from the Godfrey Bride Replacement (SP# 027-646-007) to its CSAH 53 Reconstruction (SP# 027-653-021) in exchange for local funds.

BACKGROUND AND PURPOSE OF ACTION: Hennepin County wishes to re-allocate its federal Surface Transportation Program (STP) funding from the Godfrey Bride Replacement (SP# 027-646-007) to its CSAH 53 Reconstruction (SP# 027-653-021) in exchange for local funds. This transfer of \$1,792,000 leaves the former with no federal aid and increases the proportion of federal aid in the latter from 19.6% to 24%, which is well below the STP program limit of 80%.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be 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. Because both projects were selected through TAB's regional solicitation process, both will remain in the TIP, even though SP# 027-646-007 no longer includes federal funds.

STAFF ANALYSIS: The TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015 with FHWA/FTA conformity determination established on March 13, 2015. 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	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend	
Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Release	

Please amend the 2016-2019 Transportation Improvement Program (TIP) to adjust the funding sources for the below two projects:

PROJECT 1 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
1470	2016	M	M	CSAH 46	027-646-007	Hennepin County	CSAH 46 (46th St East) over Godfrey Pkwy in Mpls- Replace BR 90585 (New Bridge 27B84)	-

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
BR	Bridge Replace	STP	\$5,140,000	\$1,792,000	-	-	-	\$3,348,000
				0				\$5,140,000

PROJECT 2 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
1471	2016	M	M	CSAH 53	027-653-021	Hennepin County	CSAH 53, from Xerxes Ave S to Richfield Parkway in Richfield-Roundabout, turn lanes, bike/ped facility	-

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
RD	Grade and Surface	STP	\$40,000,000	\$7,840,000	-	-	-	\$32,160,000
				\$9,632,000				\$30,368,000

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).

An amendment is needed to adjust the federal funding for these two projects. Project 1 will be funded entirely with local funds. Project 2 will use the FHWA funds from Project 1 and use less local funding. The scopes of these project are not changing.

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 MnDOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- Other X

Cumulative federal and local funds are not changing for these two projects. The federal funding from Project 1 will be reduced by \$1,792,000 and the local funding will be increased by \$1,792,000. The federal funding for Project 2 will be increased by \$1,792,000 and the local funding will be reduced by \$1,792,000. These federal and local funds are sufficient to fully fund the projects; therefore, fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015 with FHWA/FTA conformity determination established on March 13, 2015.

AIR QUALITY CONFORMITY:

- Subject to conformity determination
- Exempt from regional level analysis X
- N/A (not in a nonattainment or maintenance area)

Project 1 (027-646-007) is exempt (S-19, Widening narrow pavements or reconstructing bridges (no additional travel lanes).

Project 2 (SP 027-653-021) is subject to conformity determination - A20.

Because this is an exchange of funds involving no change to the projects, no conformity determination is needed.