



Minnesota Department of Transportation

Office of Transportation System Management
Mail Stop 440, 3rd Floor South
395 John Ireland Boulevard
Saint Paul, MN 55155

A1515, 1741, A1516, and A1556

Office Telephone: (651) 366-3754
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March 5, 2014

Derrell Turner
Division Administrator
Federal Highway Administration
380 Jackson Street, Suite 500
St. Paul, Minnesota 55101

APPROVED: March 6, 2014
DATE

Federal Highway Administration

RE: Amendment to the Minnesota 2014-2017 State Transportation Improvement Program (STIP)
State Project (SP) Numbers: SP 195-010-010, 1917-44, 195-010-011, and 1909-95
Federal Project Numbers:

Dear Mr. Turner:

Please amend the Minnesota 2014 -2017 State Transportation Improvement Program (STIP) to document a project scope decrease and a project cost decrease in the four above referenced Metro District projects in State Fiscal Year (SFY) 2014 and SFY 2015 of the STIP. The projects are being submitted with the following information:

PROJECT IDENTIFICATION:

Please see list of detail projects on page 6.

PROJECT BACKGROUND:

1. Four roadway projects on TH 149 and TH 55 in the city of Eagan (SP 195-010-010, SP 1917-44, SP 195-010-011, and SP 1909-95) are currently programmed in SFY 2014 and SFY 2015 of the STIP as follows:

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| SEQ. # | YEAR | ROUTE | SP # | PROJECT DESCRIPTION | PROJECT TOTAL \$ |
|--------|------|--------|-------------|--|------------------|
| 1515 | 2014 | TH 149 | 195-010-010 | **AC** Fr TH 55 to N of I 494, reconstruction 4 to 5 lane roadway and trail (AC payback in 2017) | 2,683,000 |
| 1741 | 2015 | TH 149 | 1917-44 | **ELLA** Fr TH 55/149 to I 494, 4 to 5 lane expansion, mill & overlay, trail, ADA, signals, and drainage | 845,000 |
| 1516 | 2014 | TH 55 | 195-010-011 | **AC** Fr TH 149 N intersection. to TH 149 S intersection expansion 4 to 6 lane roadway, traffic signals, and trail (AC payback in 2015) (tied to 1909-95) | 3,544,130 |
| 1556 | 2014 | TH 55 | 1909-95 | Fr W of TH 149 to E of TH 149, expansion 4-6 lane, trail, ADA, signals, and drainage (tied to 195-010-011) | 570,000 |

SP 195-010-010 (Seq. #1515) on TH 149

This project includes improvements at the I-494 north ramp that includes work on the ramp and turn lanes that are physically located in the City of Mendota Heights. During the project development phase of this project it was determined that this work has independent utility. Therefore, this work is eliminated from the original project (it will be constructed as a separate project) and results in a reduced project scope and corresponding reduced total project cost.

The original project also includes a multiuse trail on the west side of TH 149 that extends north across the TH 149 bridge over I-494. Also during project development it was determined that the trail project does not have logical termini. Therefore the portion of the trail that extends across the bridge was eliminated and the project limit ends just south of I-494 at Blue Gentian Way. This also results in a reduced project length from 1.0 to 0.8 mile and a reduced total project cost.

To reflect these changes, the total project cost is decreased from \$2,683,000 to \$2,361,000, a decrease of \$322,000. In addition, this proposed amendment specifically identifies the ADA and signal work as part of the project. This work was always part of the original project but was inadvertently left out of the project description in the 2014-2017 STIP.

SP 1917-44 (Seq. #1741) on TH 149

This project is MnDOT's share of the above project, SP 195-010-010 that provides state funds for mill/overlay, upgrade signal, and drainage costs on the existing 4-lane divided roadway. The scope of this project was never intended to provide any state funds for any roadway cost associated with the expansion from a 4 lane to a 5-lane roadway. In addition, the scope of this project was never intended to include the ADA work or the multiuse trail. All of this work is incorrectly identified in the project description in the 2014-2017 STIP. This proposed amendment removes the roadway expansion, ADA and trail work from the project description in the current STIP.

In addition, because the total project length for SP 195-010-010 is reduced from 1.0 mile to 0.8 mile, the project length for this tied MnDOT project is also reduced from 1.0 mile to 0.8 mile respectively. The revised total project cost remains the same at \$845,000.

SP 195-010-011 (Seq. #1516) on TH 55

Originally this project included two access closures and one access modification. During discussions with a property owner where one of the two closures was proposed, the City of Eagan determined that the impact to the adjacent property is too significant to close the access. As a result, the planned closure of a direct, partial, private access to TH 55 is removed from this project.

The other access work and the roadway expansion of TH 55 from a 4-lane to a 6-lane roadway is still included in the project as originally planned. Even with the new scope in place, the total cost for this project remains the same at \$3,544,130. This amendment also corrects the project length from 1.0 mile to 0.5 mile which was incorrectly documented in the 2014-2017 STIP.

The project description is being revised to specifically identify the logical termini for the pavement work since it would not make sense for the project to start in the middle of the intersection. In addition, this proposed amendment specifically identifies ADA in the project description. This work was always part of the original project but was inadvertently left out of the project description in the 2014-2017 STIP.

Finally, the current project description incorrectly indicated that this project is tied to the MnDOT project, SP 1909-95. This amendment is needed to correct that the project is associated to SP 1909-95, not tied, as it is currently stated in the STIP.



SP 1909-95 (Seq. #1556) on TH 55

This project is MnDOT's share of the above project, SP 195-010-011, that provides state funds for upgrade signal, and drainage on the existing 4-lane divided roadway. The scope of this project was never intended to provide any state funds for any roadway cost associated with the expansion from a 4 lane to a 6-lane roadway or for the multiuse trail. The roadway and the trail work is incorrectly identified in the project description in the 2014-2017 STIP. This proposed amendment removes the roadway expansion, ADA, and trail work. In addition, the current project description incorrectly indicated that this project is tied to the local project, SP 195-010-001. This amendment is needed to correct that the project is associated to SP 195-010-001, not tied, as it is currently stated in the STIP.

The project scope, the total project cost, and funding sources remain the same as it is currently programmed in the 2014-2017 STIP. However, this amendment corrects the project length from 1.0 mile to 0.5 mile because it was incorrectly documented in the current STIP.

With the changes indicated above, the four roadway projects, two on TH 149 and two on TH 55, in the city of Eagan are being amended as follows:

| SEQ. # | YEAR | ROUTE | SP # | PROJECT DESCRIPTION | PROJECT TOTAL \$ |
|--------|------|--------|-------------|---|------------------|
| 1515 | 2014 | TH 149 | 195-010-010 | **AC** Fr TH 55 to S of I 494, reconstruction 4 to 5 lane roadway, trail, ADA, and signals (AC payback in 2017) | 2,361,000 |
| 1741 | 2015 | TH 149 | 1917-44 | **ELLA** Fr TH 55 to S I 494, mill & overlay, signals, and drainage | 845,000 |
| 1516 | 2014 | TH 55 | 195-010-011 | **AC** Fr W of TH 149 to E of TH 149, expansion 4 to 6 lane roadway, trail, ADA, and signals (AC payback in 2015) | 3,544,130 |
| 1556 | 2014 | TH 55 | 1909-95 | Fr W of TH 149 to E of TH 149, signals, and drainage | 570,000 |

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?
- New Money _____
 (Discretionary, Special Allocations or Other New Funding Sources)
 - Anticipated Advance Construction _____
 - ATP or MPO or MnDOT Adjustment of other projects or set asides _____
 - Earmark or HPP federal funds outside ATP target _____
 - Other – No additional funds required X*

*SP 195-010-010, SP 1917-44, SP 195-010-011, and SP 1909-95 will be funded as indicated in the table below:

| SEQ. # | YEAR | SP # | PROGRAMMED IN THE STIP | | | AMENDED TO THE STIP | | |
|--------------|------|-------------|------------------------|------------------|------------------|---------------------|------------------|------------------|
| | | | \$ | | | \$ | | |
| | | | FEDERAL AC FUNDS | TH FUND | LOCAL FUNDS | FEDERAL AC FUNDS | TH FUND | LOCAL FUNDS |
| 1515 | 2014 | 195-010-010 | 2,146,400 | - | 536,600 | 1,888,800 | - | 472,200 |
| 1741 | 2015 | 1917-44 | - | 845,000 | - | - | 845,000 | - |
| 1516 | 2014 | 195-010-011 | 2,640,000 | - | 904,130 | 2,640,000 | - | 904,130 |
| 1556 | 2014 | 0909-95 | - | 570,000 | - | - | 570,000 | - |
| TOTAL | | | 4,786,400 | 1,415,000 | 1,440,730 | 4,528,800 | 1,415,000 | 1,376,330 |

* The total project cost for SP 195-010-010 is reduced to \$2,361,000 including \$1,888,800 in federal AC funds (payback in SFY 2017) and \$472,200 in local funds, a reduction of \$257,600 federal AC funds and \$64,400 local funds. No additional funds are needed for this project.

The total project costs for SP 1917-44, SP 195-010-011 and SP 1909-95 remain unchanged and no additional federal, state or local funds are needed for these projects.

Federal AC funds and state trunk highway funds currently programmed in the STIP along with local City of Eagan funds identified above are sufficient to fully fund SP 195-010-010, SP 1917-44, SP 195-010-011, and SP 1909-95; therefore, fiscal constraint is maintained.



Derrell Turner
March 5, 2014
Page 6 of 7

DATE OF ATP CONCURRENCE: October 23, 2013

DATE OF MPO ADOPTION OR N/A: October 23, 2013

NOTE: SUBMITTAL OF THIS STIP AMENDMENT CONSTITUTES MnDOT APPROVAL OF TIP AMENDMENT


AIR QUALITY CONFORMITY: *(also see list of projects on page 4)*

- Subject to conformity determination _____
- Exempt from regional level analysis* Yes*
- Exempt from project level analysis* Yes*
- Exempt by virtue of interagency consultation* _____
- 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 that the scope changes would not affect the air quality status of the projects and should be except from regional analysis. The projects were originally determined to be regionally significant in the 2014-2017 TIP.

We are requesting approval of this STIP amendment at this time. If you have any questions, please call Trang Chu at (651) 366-3782.

Sincerely,



for

Brian Gage
Director, Programming and Performance Management Section
Office of Transportation System Management (OTSM)

Enclosures: Metropolitan Approval Documents

cc: Heidi Schallberg, Metropolitan Council
Ryan Gaug, Cynthia Krumsieg, Metro Program Management
Marisol R. Simon – FTA
Trang Chu, Bobbi Retzlaff, Deb Pena, Kai Vang, OTSM

LIST OF PROJECTS

| SEQ # | STATE FISCAL YEAR | ATP | ROUTE SYSTEM | PROJECT NUMBER (S.P. #) (Fed # if available) | AGENCY | DESCRIPTION include location, description of all work, & city (if applicable) | MILES | PROG | TYPE OF WORK | PROP FUNDS | TOTAL \$ | FHWA \$ | AC \$ | FTA \$ | TH \$ | OTHER \$ | AIR QUALITY CONFORMITY |
|-------|-------------------|-----|--------------|--|---------------|--|-------|------|-----------------|------------|-------------|---------|-------------|--------|-----------|---------------------------|------------------------|
| A1515 | 2014 | M | TH 149 | 195-010-010 | City of Eagan | **AC** From TH 55 to just south of I-494 in Eagan-Reconstruct from 4-lane Roadway to 5-lane roadway, trail, ADA, signals (Payback in 2017) | 0.8 | RC | Grade & Surface | STP | \$2,361,000 | - | \$1,888,800 | - | - | \$472,200 (City of Eagan) | A15 |
| A1741 | 2015 | M | TH 149 | 1917-44 | MnDOT | **ELLA** From TH 55 to just south of I-494 in Eagan –mill & overlay, signals, drainage | 0.8 | AM | Grade & Surface | SF | \$845,000 | - | - | - | \$845,000 | - | A20 |
| A1516 | 2014 | M | TH 55 | 195-010-011 | City of Eagan | **AC** From just W of N JCT MN149 to just E of S JCT. MN149 in Eagan-widen from 4 to 6 lane expansion, trail, ADA, signals (Payback in 2015) | 0.5 | MC | Grade & Surface | STP | \$3,544,130 | - | \$2,640,000 | - | - | \$904,130 (City of Eagan) | A20 |
| A1556 | 2014 | M | TH 55 | 1909-95 | MnDOT | From just W of N JCT MN149 to just E of S JCT MN149 in Eagan- , signals, drainage | 0.5 | AM | Grade & Surface | SF | \$570,000 | - | - | - | \$570,000 | - | A15 |

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Minnesota Department of Transportation

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A1502

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January 31, 2014

Derrell Turner
Division Administrator
Federal Highway Administration
380 Jackson Street, Suite 500
St. Paul, Minnesota 55101

APPROVED: January 31, 2014
DATE

Federal Highway Administration

RE: Amendment to the Minnesota 2014-2017 State Transportation Improvement Program (STIP)
State Project Number: 141-090-038
Federal Project Number:

Dear Mr. Turner:

Please amend the Minnesota 2014-2017 State Transportation Improvement Program (STIP) to document a change in project scope and an increase in total project cost for the following Metro project in State Fiscal Year (SFY) 2014 of the STIP. The project is being submitted with the following information:

PROJECT 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) |
|-------|-------------------|-------------|------------------|--------------|--|---------------------|---|
| A1502 | 2014 | M | M | BIKE/PED | 141-090-038 | CITY OF MINNEAPOLIS | OVER THE MISS RIVER FROM U OF M EAST TO WEST BANK IN MPLS- REPAIR CONCRETE AND INSTALL FULL HEIGHT CONCRETE ENCASEMENT AT PIER 3 ON BR 9(MN BR 94246) |

| MILES | PROG | TYPE OF WORK | PROP FUNDS | TOTAL \$ | FHWA \$ | AC \$ | FTA \$ | TH \$ | OTHER \$ |
|-------|------|--------------------|------------|-------------|-------------|-------|--------|-------|---------------------------------|
| 0.0 | EN | BRIDGE PIER REPAIR | TAP | \$1,320,000 | \$1,040,000 | - | - | - | \$280,000 (City of Minneapolis) |

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PROJECT BACKGROUND:

1. SP 141-090-038 (Seq. #1502) is currently programmed in SFY 2014 of the 2014-2017 STIP. The current project scope consists of rehabilitation and painting of Bridge Number 9 (MN94246) over the Mississippi River from University of Minnesota East Bank to the West Bank in Minneapolis.

During a 2012 field evaluation, the City of Minneapolis found that deterioration of the sub-structure of Bridge No. 9 was significantly greater than anticipated in the City's 2009 Bridge Condition Report. The integrity of two of the piers required a National Bridge Inspection Standards (NBIS) critical finding and emergency repairs were immediately begun to avoid closure of the bridge.

Given the significant increase in sub-structure preservation and strengthening work needed for the bridge, the City of Minneapolis requested that the scope of this project be changed from rehabilitation and painting to "Repair concrete and install full height concrete encasement on at Pier 3 on Bridge Number 9".

The Metropolitan Council Transportation Policy Board (TAB) approved the scope change for this project on October 23, 2013. This amendment is needed to document the scope change and the increase in total project cost resulting from the scope change.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money....._____ (Discretionary, Special Allocations or Other New Funding Sources)
- Anticipated Advance Construction....._____
- ATP or MPO or MnDOT Adjustment of other projects....._____
- Earmark or HPP federal funds outside ATP Target....._____
- Other....._____ X*

* With the new scope for SP 141-090-038 in place, the total project cost increased by \$20,000 to a total of \$1,320,000 including \$1,040,000 in federal TAP funds and \$280,000 in local funds provided by the City of Minneapolis.

The federal funds of \$1,040,000 currently programmed in SFY 2014 of the STIP along with \$280,000 in local funds are sufficient to fully fund this project, therefore fiscal constraint is maintained.



Derrell Turner
January 31, 2014
Page 3 of 3

DATE OF ATP CONCURRENCE: October 23, 2013

DATE OF MPO ADOPTION OR N/A: October 23, 2013

NOTE: SUBMITTAL OF THIS STIP AMENDMENT CONSTITUTES MnDOT
APPROVAL OF TIP AMENDMENT


AIR QUALITY CONFORMITY:

- Subject to conformity determination.....
- Exempt from regional level analysis*..... Yes
- Exempt from project level analysis*..... Yes
- Exempt by virtue of interagency consultation*.....
- N/A (not in a nonattainment or maintenance area)

*The Minnesota Interagency Air Quality and Transportation Planning Committee has reviewed the proposed change and determined that the scope change would not affect the air quality status of this project and should be except from regional analysis. The project was originally determined to be regionally significant (code AQ2) in the 2014-2017 TIP.

We are requesting approval of this STIP amendment at this time. If you have any questions, please call Debra Hipp at (651) 366-3761.

Sincerely,


for

Brian Gage
Director, Programming and Performance Management Section
Office of Transportation System Management (OTSM)

Enclosures: Metropolitan TIP Amendment

- cc: Heidi Schallberg, Metropolitan Council
Ryan Gaug, Metro Program Management
Cynthia Krumsieg, Metro Program Management
Marisol R. Simon – FTA
Trang Chu, Brian Gage, Deb Pena, Kai Vang – OTSM
Bobbi Retzlaff – Office of Statewide Multimodal Planning

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Minnesota Department of Transportation

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A1514 and A2177

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February 6, 2014

Derrell Turner
Division Administrator
Federal Highway Administration
380 Jackson Street, Suite 500
St. Paul, Minnesota 55101

APPROVED: February 7, 2014
DATE

Federal Highway Administration

RE: Amendment to the Minnesota 2014-2017 State Transportation Improvement Program (STIP)
State Project (SP) Numbers: 019-650-014 and 019-650-014AC
Federal Project Numbers:

Dear Mr. Turner:

Please amend the Minnesota 2014-2017 Transportation Improvement Program (STIP) to document a scope increase, a total project cost increase, to change the project number and to add local funds for the following project in Metro District which is currently in State Fiscal Year (SFY) 2014 of the STIP. The project is being submitted with the following information:

PROJECT IDENTIFICATION:

Please see list of projects on page 4.

PROJECT BACKGROUND:

1. SP 188-020-021 (Seq. #1514) is a roundabout construction project on Dakota County CSAH 60 that is being administered by the city of Lakeville. The current total project cost is \$2,040,000 including \$1,632,000 federal AC funds and \$408,000 local funds from the City of Lakeville. Federal AC payback is programmed under SP 188-020-021AC in SFY 2017.

This amendment is needed to document the project scope and cost increase and to change the project number to SP 019-650-014 and SP 019-650-014 AC respectively, to reflect that it is now a Dakota County administered project.

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The current project scope is to construct a multi-lane roundabout at Dakota CSAH 60 (185th Street) and CSAH 50 (Kenwood Trail) in the city of Lakeville. The project scope is being increased, from the existing scope, to add roadway expansions on CSAH 50 and CSAH 60 reconstructing CSAH 50 from 2-lane to four-lane divided highway, and CSAH 60 from a 2-lane with center 2-way turn lane to a four-lane divided highway. The expansions are on CSAH 50 north from CSAH 60 to Jurel Way and on CSAH 60 west from CSAH 50 to Orchard Trail. With the expansion of the roadway, the total project length is increased by 1,763 feet north on CSAH 50 and 920 feet west on CSAH 60 of the multi-lane roundabout, approximately 0.5 mile.

With the expansion of the roadway added to the project scope, the total project cost has also increased from \$2,040,000 to \$6,870,000. As indicated above, this project is now changed to a new state project number, SP 019-650-014, and administered by Dakota County.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?
- a. New Money _____
(Discretionary, Special Allocations or Other New Funding Sources)
 - b. ATP or MPO or MnDOT Adjustment of other projects _____
 - c. Earmark or HPP federal funds outside ATP target _____
 - d. Other – Local Funds X*

*Old SP, 188-020-021 (Seq. #1514), is currently programmed in SFY 2014 of the STIP with a total of \$2,040,000 including \$1,632,400 federal AC funds (payback in SFY 2017) and \$408,000 local funds.

The total project cost, for the new SP 019-650-014, is increased from \$2,040,000 to \$6,870,000 including \$1,632,400 federal AC funds (payback in SFY 2017, SP 019-650-014AC) and \$5,238,000 local county funds, an increase of \$4,830,000 in local funds provided by the City of Lakeville and Dakota County.

The federal AC funds currently programmed in SFY 2014 of the STIP along with local funds (provided by the City of Lakeville and Dakota County) are sufficient to fully fund the new SP 019-650-014, therefore fiscal constraint is maintained.

DATE OF ATP CONCURRENCE: November 13, 2013

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Derrell Turner
February 6, 2014
Page 3 of 4

DATE OF MPO ADOPTION OR N/A: November 13, 2013

NOTE: SUBMITTAL OF THIS STIP AMENDMENT CONSTITUTES MnDOT APPROVAL OF TIP AMENDMENT

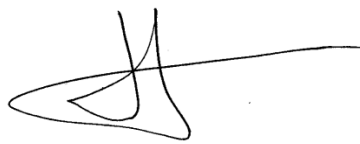
AIR QUALITY CONFORMITY: *(also see list of projects on page 4)*

- 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) _____

*The Minnesota Interagency Air Quality and Transportation Planning Committee has reviewed the proposed change and determined that the scope change would not affect the air quality status of this project and should be considered to be non-classifiable (code NC); the amended project with the scope change would not require inclusion in a regional air quality analysis. The original project has been determined to be exempt from regional level analysis as an intersection channelization project (code E1) in the 2014-2017 TIP.

We are requesting approval of this STIP amendment at this time. If you have any questions, please call Trang Chu at (651) 366-3782.

Sincerely,



for

Brian Gage
Director, Programming and Performance Management Section
Office of Transportation System Management (OTSM)

Enclosures: TIP Amendment

cc: Heidi Schallberg, Metropolitan Council
Cynthia Krumsieg, Ryan Gaug, Metro Program Management
Marisol R. Simon – FTA
Brian Gage, Bobbi Retzlaff, Trang Chu, Debbie Pena, Kai Vang – OTSM

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LIST OF PROJECTS

| SEQ # | STATE FISCAL YEAR | AT P | ROUTE SYSTEM | PROJECT NUMBER (S.P. #) (Fed # if available) | AGENCY | DESCRIPTION include location, description of all work, & city (if applicable) | MILES | PROG | TYPE OF WORK | PROP FUNDS | TOTAL \$ | FHWA \$ | AC \$ | FTA \$ | TH \$ | OTHER \$ | AIR QUALITY CONFORMITY |
|-------|-------------------|------|--------------|--|---------------|---|-------|------|-------------------|------------|-------------|-------------|-------------|--------|-------|--|------------------------|
| A1514 | 2014 | M | CSAH 60 | 019-650-014 | DAKOTA COUNTY | AT DAKOTA CSAH 60 (185TH ST.) & DAKOTA CSAH 50 (KENWOOD TR.) IN LAKEVILLE-CONSTRUCT ROUNDABOUT, EXPAND 2-LANE TO 4-LANE DIVIDED HIGHWAY ON CSAH 50 N. FROM CSAH 60 TO JUREL WAY AND ON CSAH 60 WEST FROM CSAH 50 TO ORCHARD TRAIL (AC PROJECT, PAYBACK IN 2017) | 0.5 | RC | GRADE AND SURFACE | STP | \$5,238,000 | - | \$1,632,000 | - | - | \$5,238,000 (Dakota County and City of Lakeville) | E1 |
| A2177 | 2017 | M | CSAH 60 | 019-650-014AC | DAKOTA COUNTY | AT DAKOTA CSAH 60 (185TH ST.) & DAKOTA CSAH 50 (KENWOOD TR.) IN LAKEVILLE-CONSTRUCT ROUNDABOUT, EXPAND 2-LANE TO 4-LANE DIVIDED HIGHWAY ON CSAH 50 N. FROM CSAH 60 TO JUREL WAY AND ON CSAH 60 WEST FROM CSAH 50 TO ORCHARD TRAIL (AC PAYBACK 1 OF 1) | 0.5 | RC | GRADE AND SURFACE | STP | \$1,632,000 | \$1,632,000 | - | - | - | - | E1 |

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Minnesota Department of Transportation

Office of Capital Programs and Performance Measures
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 395 John Ireland Boulevard
 Saint Paul, MN 55155

A1467

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May 1, 2014

Derrell Turner
 Division Administrator
 Federal Highway Administration
 380 Jackson Street, Suite 500
 St. Paul, Minnesota 55101

APPROVED: May 1, 2014
 DATE

 Federal Highway Administration

RE: Amendment to the Minnesota 2014-2017 State Transportation Improvement Program (STIP)
 State Project Number: 019-090-015

Dear Mr. Turner:

Please amend the Minnesota 2014-2017 State Transportation Improvement Program (STIP) to document an increase in the project scope and an increase in the total project cost for a Metro Regional Trail project currently programmed in State Fiscal Year (SFY) 2014. The project is being submitted with the following information:

PROJECT IDENTIFICATION:

| SEQ # | STATE FISCAL YEAR | A | D | ROUTE SYSTEM | PROJECT NUMBER (S.P. #) (Fed # if available) | AGENCY | DESCRIPTION include location, description of all work, & city (if applicable) | MILES |
|-------|-------------------|---|---|--------------|--|---------------|--|-------|
| A1467 | 2014 | M | M | Ped/Bike | 019-090-015 | Dakota County | TH 110 to Garlough Elementary, West Saint Paul – Construct North Urban Regional Trail (NURT) including underpass | 1.1 |

| PROG | TYPE OF WORK | PROP FUNDS | TOTAL \$ | FHWA \$ | AC \$ | FTA \$ | TH \$ | OTHER \$ |
|------|-----------------------|------------|-------------|-----------|-------|--------|-------|----------------------------|
| EN | Pedestrian Bike Trail | TAP | \$1,600,000 | \$794,080 | - | - | - | \$805,920 Dakota County |

PROJECT BACKGROUND:

1. SP 019-090-015 (Seq. #1467) is a regional trail construction project currently programmed in SFY 2014 of the STIP with a total cost \$992,600 including \$794,080 federal funds and \$198,520 local county funds. While the project description remains the same, this amendment is needed to document an increase in the total project cost and an increase in the project scope due to the following major additional and revised elements included in the original project scope.

Grade Separated Underpass

The original project programmed in the STIP contains an underpass at Charlton Street that was estimated to cost \$155,000. Because a wider tunnel to accommodate the needs of the Garlough Environmental Magnet School, the cost for the underpass increased to \$600,000. Included in this cost increase is additional grading, utility and drainage work that is expected to result from the wider tunnel.

Marie Ave. Accommodations and Pedestrian Activated Rectangular Rapid Flashing Beacons

The City of West Saint Paul has a reconstruction project that is located in the vicinity of the NURT project. In order to coordinate with the City's project and to provide an area of green space between the NURT trail and the existing greenway, the Dakota County Board adopted an alignment for the NURT that allows for a reduction in width of Marie Avenue from Delaware Avenue to Chardel Court where it crosses into the Dodge Nature Center main property. An enhanced mid-block crossing was determined to be warranted at Marie Avenue and Chardel Court. The enhanced mid-block crossing would include curb bump-outs and pedestrian-activated rectangular rapid flashing beacons (RRFB). These accommodations for construction of the trail at Marie Avenue and the addition of an RRFB system are contributing factors to the project cost increase.

Additional Landscaping

In order to meet the intent of the original federal grant under the modified alignment, additional landscaping of a natural character was evaluated along the entire length trail corridor that was Dakota County's formally adopted NURT trail alignment. The additional landscaping work was determined to be necessary to remain consistent with the intent of the original federal grant and the Dakota County greenway vision. This work also contributed to the increased project cost.

With the revised project elements described above, the total project cost increased from \$992,600 to \$1,600,000, an increase of \$607,400.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?
- a. New Money _____
(Discretionary, Special Allocations or Other New Funding Sources)
 - b. Anticipated Advance Construction _____
 - c. ATP or MPO or MnDOT Adjustment _____
of other projects
 - d. Earmark or HPP federal funds outside ATP _____
target
 - e. Other – Local Dakota County Funds _____ X*

*SP 019-090-015 is currently programmed in the STIP with a total cost \$992,600 including \$794,080 federal funds and \$198,520 local county funds. Because of an increase in project scope the total cost increased to \$1,600,000 including \$794,080 (the same amount) in federal TAP funds and \$805,920 local funds. The entire cost increase of \$607,400 will be provided by Dakota County.

Federal funds currently programmed in the STIP along with local Dakota County funds are sufficient to fully fund this project; therefore, fiscal constraint is maintained.

DATE OF ATP CONCURRENCE: January 22, 2014

DATE OF MPO ADOPTION OR N/A: January 22, 2014

NOTE: SUBMITTAL OF THIS STIP AMENDMENT CONSTITUTES MnDOT APPROVAL OF TIP AMENDMENT

AIR QUALITY CONFORMITY:


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

Derrell Turner
May 1, 2014
Page 4 of 4

The Minnesota Interagency Air Quality and Transportation Planning Committee has reviewed the proposed change and determined the project is exempt from regional analysis as a bicycle and pedestrian facility (code AQ2) project.

We are requesting approval of this STIP amendment at this time. If you have any questions, please call Trang Chu at (651) 366-3782.

Sincerely,



for

Brian Gage
Director, Programming & Performance Management Section
Office of Transportation System Management (OTSM)

cc: Heidi Schallberg, Metropolitan Council
Ryan Gaug, Cynthia Krumsieg, Metro Program Management
Bobbi Retzlaff, Trang Chu, Debbie Pena, Kai Vang - OTSM
Marisol R. Simon – FTA



Minnesota Department of Transportation

Office of Transportation System Management
Mail Stop 440, 3rd Floor South
395 John Ireland Boulevard
Saint Paul, MN 55155

A2238 – A2262

Office Telephone: (651) 366-3754
Fax: (651) 366-3790

April 28, 2014

Derrell Turner
Division Administrator
Federal Highway Administration
380 Jackson Street, Suite 500
St. Paul, Minnesota 55101

| |
|---|
| <p>APPROVED: <u>April 28, 2014</u> DATE</p> <hr/> <p>Federal Highway Administration</p> |
|---|

RE: Amendment to the Minnesota 2014-2017 State Transportation Improvement Program (STIP)
State Project (SP) Numbers: See projects list on pages 4, 5, 6, and 7

Dear Mr. Turner:

Please amend the Minnesota 2014-2017 State Transportation Improvement Program (STIP) to add the following twenty-five new Metro HSIP projects in State Fiscal Year (SFY) 2014, SFY 2015 and SFY 2016 of the STIP. The projects are being submitted with the following information:

PROJECT IDENTIFICATION:

Please see list on projects on pages 5, 6 and 7

PROJECT BACKGROUND:

1. In the spring of Calendar Year (CY) 2013 MnDOT Metro District Traffic Engineering conducted a solicitation for proactive HSIP projects; however selected projects were not identified in time to be included in the draft Met Council 2014-2017 TIP that was posted for public comment. Therefore, HSIP set aside amounts were identified for the SFY 2014, SFY 2015 and SFY 2016 HSIP program that is included in the 2014-2017 Met Council TIP and the 2014-2017 STIP.

The proactive solicitation resulted in selection of seventy-one proactive HSIP projects for the Metro District SFY 2014-2016 HSIP program. In an effort to streamline the amendment and project delivery processes, MnDOT Metro State Aid staff worked with



project sponsors to combine projects where possible. This effort resulted in a reduction of the total number of HSIP projects programmed for these three state fiscal years to 25 projects. This formal TIP amendment is needed to add the 25 projects in SFY 2014, SFY 2015, and SFY 2016 of the 2014-2017 STIP.

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
of other projects or set asides X*
- Earmark or HPP federal funds outside ATP
target _____
- Other _____

The table below summarizes the funding sources for the 25 projects selected for the Metro District 2014-2016 HSIP program:

| | | | Metro ATP Setaside for HSIP projects yet to be selected | | Total HSIP Funds Programmed for selected projects | | | Metro ATP HSIP Setaside Funds Remaining | |
|-------------|--------|------------------|---|-----------|---|-----------|------------|---|----------|
| SP | Seq. # | Fiscal Year (FY) | Federal HSIP \$ | Other \$ | Federal HSIP \$ | Other \$ | # Projects | Federal HSIP \$ | Other \$ |
| 880M-SHL-14 | 1611 | 2014 | 1,958,286 | 217,587 | 1,899,378 | 238,241 | 7 | 58,908 | (20,654) |
| 880M-SHL-15 | 1775 | 2015 | 6,489,851 | 721,095 | 5,779,425 | 615,321 | 10 | 710,426 | 105,774 |
| 880M-SHL-16 | 1894 | 2016 | 8,118,220 | 902,024 | 7,864,662 | 863,628 | 8 | 253,558 | 38,396 |
| Total | | | 16,566,357 | 1,840,706 | 15,543,465 | 1,716,829 | 25 | 1,022,892 | 123,877 |

*SP 880M-SHL-14 is in SFY 2014 of the 2014-2107 STIP as an HSIP set aside for the Metro District with a total of \$2,175,873 including \$1,958,286 in federal HSIP funds and \$217,587 in other funds. Other funds represent the total local funds needed to provide the match for the federal HSIP funds.



The seven SFY 2014 projects listed in this amendment will use \$1,899,378 of these available federal funds leaving \$58,908 of federal HSIP funds available for use on other projects in SFY 2014. These projects will use all of the local match funds provided by various local agencies from SP 880M-SHL-14. The local agencies are also committed to provide the additional \$20,654 local funds needed to fund all seven of the 2014 projects.

*SP 880M-SHL-15 is in SFY 2015 of the 2014-2107 STIP as an HSIP set aside for the Metro District with a total of \$7,210,946 including \$6,489,851 in federal HSIP funds and \$721,095 in other funds. Other funds represent the total local funds needed to provide the match for the federal HSIP funds.

The ten SFY 2015 projects listed in this amendment will use \$5,779,425 of these available federal funds leaving \$710,426 of federal HSIP funds available for use on other projects in SFY 2015. These projects will use \$615,321 of local match funds provided by various local agencies from SP 880M-SHL-15 leaving \$105,774 in funds for the local match for use on other 2015 HSIP projects.

*SP 880M-SHL-16 is in SFY 2016 of the 2014-2107 STIP as an HSIP set aside for the Metro District with a total of \$9,020,244 including \$8,118,220 in federal HSIP funds and \$902,024 in other funds. Other funds represent the total local funds needed to provide the match for the federal HSIP funds.

The eight SFY 2016 projects listed in this amendment will use \$7,864,662 of these available federal funds leaving \$253,558 of federal HSIP funds available for use on other projects in SFY 2016. These projects will use \$863,628 of local match funds provided by various local agencies from SP 880M-SHL-16 leaving \$38,396 in funds for the local match for use on other 2016 HSIP projects.

Federal funds and local funds provided by SP 880M-SHL-14, SP 880M-SHL-15 and SP 880M-SHL-16 are sufficient to fully fund these regionally selected HSIP projects, therefore fiscal constraint is maintained.

DATE OF ATP CONCURRENCE: January 22, 2013

DATE OF MPO ADOPTION OR N/A: January 22, 2013

NOTE: SUBMITTAL OF THIS STIP AMENDMENT CONSTITUTES MnDOT APPROVAL OF TIP AMENDMENT




AIR QUALITY CONFORMITY: *(also see list of projects on page 4)*

- Subject to conformity determination....._____
- Exempt from regional level analysis*..... YES
- 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 projects are either exempt from regional analysis (codes shown on attached list of projects) or non-classifiable.

We are requesting approval of this STIP amendment at this time. If you have any questions, please call Trang Chu at (651) 366-3782.

Sincerely,


for

Brian Gage
Director, Programming & Performance Management Section
Office of Transportation System Management (OTSM)

Enclosures: Metropolitan Council Approval Documents

cc: Marisol R. Simon – FTA
Molly McCartney, Ryan Gaug, Cynthia Krumsieg – MnDOT Metro District
Bobbi Retzlaff, Trang Chu, Debbie Pena, Kai Vang – OTSM





LIST OF PROJECTS

| SEQ # | STATE FISCAL YEAR | ATP | ROUTE SYSTEM | PROJECT NUMBER (S.P. #) (Fed # if available) | AGENCY | DESCRIPTION include location, description of all work, & city (if applicable) | MILES | PROG | TYPE OF WORK | PROP FUNDS | TOTAL \$ | FHWA \$ | AC \$ | FTA \$ | TH \$ | OTHER \$ | AIR QUALITY CONFORMITY |
|----------------------------------|-------------------|-----|--------------------|---|---------------------|---|-------|------|-----------------------|------------|----------|------------------|---------|--------|-------|----------------|------------------------|
| A2260 | 2014 | M | LOCAL 999 | 141-030-027 | City of Minneapolis | Install overhead signal indications at various locations in the City of Mpls. | 0.0 | SH | SPOT IMPROVEMENT | HSIP | 855,111 | 769,600 | - | - | - | 85,511 | S7 |
| A2249 | 2014 | M | LOCAL 999 | 002-030-007 | Anoka County | Signal interconnect and Software system at various locations in Anoka County | 35.0 | SH | SIGNAL IMPROVEMENT | HSIP | 393,120 | 353,808 | - | - | - | 39,312 | TSS |
| A2248 | 2014 | M | CSAH 22 | 002-030-008 | Anoka County | Intersection Lighting and wet reflective striping on CSAH 22 and CSAH 116 (Payback in SFY 2015) | 13.4 | SH | LIGHTING AND STRIPING | HSIP | 268,838 | - | 241,542 | - | - | 26,838 | S18 |
| A2256 | 2014 | M | CSAH 12 | 027-030-034 | Hennepin County | Ground in edge line striping on CSAH 12 and CSAH 10 | 7.4 | SH | STRIPING | HSIP | 94,250 | 84,500 | - | - | - | 9,750 | S4 |
| A2251 | 2014 | M | LOCAL 999 | 062-030-016 | Ramsey County | Red light confirmation lights and ped count down ped timers at various locations in Ramsey County | 0.0 | SH | SPOT IMPROVEMENT | HSIP | 370,240 | 333,216 | - | - | - | 37,024 | S7 |
| A2250 | 2014 | M | CSAH 53 CSAH 30 | 062-630-059 | Ramsey County | CSAH 53 and CSAH 30 - conversion of 4-lane to 3-lane | 2.5 | SH | GRADE AND SURFACE | HSIP | 398,060 | 358,254 | - | - | - | 39,806 | NC |
| Total Project in SFY 2014 | | | | | | | | | | | | 1,899,378 | | | | 238,241 | |



| SEQ # | STATE FISCAL YEAR | ATP | ROUTE SYSTEM | PROJECT NUMBER (S.P. #) (Fed # if available) | AGENCY | DESCRIPTION include location, description of all work, & city (if applicable) | MILES | PROG | TYPE OF WORK | PROP FUNDS | TOTAL \$ | FHWA \$ | AC \$ | FTA \$ | TH \$ | OTHER \$ | AIR QUALITY CONFORMITY |
|-------|-------------------|-----|--------------|---|---------------------|--|-------|------|-----------------------|------------|-----------|-----------|-------|--------|-------|----------|------------------------|
| A2258 | 2015 | M | LOCAL 999 | 070-030-008 | Scott County | Installation of ped count down timers at 37 locations in Scott County | 0.0 | SH | SPOT IMPROVEMENT | HSIP | 399,600 | 359,640 | - | - | - | 39,960 | S7 |
| A2255 | 2015 | M | CSAH 144 | 027-030-032 | Hennepin County | Ground in edge line striping on CSAH 144 and CSAH 19 | 65.35 | SH | STRIPING | HSIP | 130,836 | 117,752 | - | - | - | 13,084 | S4 |
| A2254 | 2015 | M | CSAH 152 | 027-030-036 | Hennepin County | Install Pedestrian Count down timers on CSAH 152, CSAH 81, and CSAH 3 | 0.0 | SH | SPOT IMPROVEMENT | HSIP | 276,048 | 248,443 | - | - | - | 27,605 | S7 |
| A2261 | 2015 | M | LOCAL 999 | 107-030-007 | City of Bloomington | Install Rectangular Rapid Flashing beacons w/minor rdwy improvements at 3 locations in the City of Bloomington | 0.0 | SH | LIGHTING | HSIP | 189,600 | 170,640 | - | - | - | 18,960 | S7 |
| A2247 | 2015 | M | CSAH 18 | 002-030-006 | Anoka County | Install embedded wet reflective striping | 2.7 | SH | STRIPING | HSIP | 73,440 | 66,096 | - | - | - | 7,344 | S4 |
| A2243 | 2015 | M | CSAH 15 | 082-615-028 | Washington County | CSAH 15 (Manning Tr.) from South of Mendel Rd to North of 110th St - Construct left and right turn lanes | 0.5 | SH | SPOT IMPROVEMENT | HSIP | 393,600 | 354,240 | - | - | - | 39,360 | E1 |
| A2242 | 2015 | M | CSAH 14 | 010-030-007 | Carver County | CSAH 14 at various locations in Carver County - Ped countdown timers, yellow arrows adv walk cycle, ADA improvements | 0.0 | SH | SPOT IMPROVEMENT | HSIP | 535,680 | 482,112 | - | - | - | 53,568 | S7 |
| A2241 | 2015 | M | LOCAL 999 | 132-030-003 | City of Hopkins | Main St. from 5th Av to 13th Av - Push Button, Ped count down timers, APS, & ADA Improvements at 9 intersections | 0.0 | SH | SPOT IMPROVEMENT | HSIP | 734,400 | 660,960 | - | - | - | 73,440 | S7 |
| A2240 | 2015 | M | I-35 | 1380-85 | MnDOT | Construct cable median barrier from CSAH 10 to CSAH 1 | 7.4 | SH | MEDIAN BARRIER | HSIP | 1,800,000 | 1,620,000 | - | - | - | 180,000 | S9 |
| A2239 | 2015 | M | TH 52 | 1907-107 | MnDOT | Construct cable median barrier from CSAH 46 to N Jct of TH 55 | 8.1 | SH | MEDIAN BARRIER | HSIP | 1,620,000 | 1,458,000 | - | - | - | 162,000 | S9 |
| A2262 | 2014 | M | CSAH 22 | 002-030-008AC | Anoka County | Intersection Lighting and wet reflective striping on CSAH 22 and CSAH 116 (Payback 1 of 1) | 13.4 | SH | LIGHTING AND STRIPING | HSIP | 241,542 | 241,542 | - | - | - | - | S18 |



Total Projects in SFY 2015

5,779,425

615,321

| SEQ # | STATE FISCAL YEAR | ATP | ROUTE SYSTEM | PROJECT NUMBER (S.P. #) (Fed # if available) | AGENCY | DESCRIPTION include location, description of all work, & city (if applicable) | MILES | PRO G | TYPE OF WORK | PROP FUNDS | TOTAL \$ | FHWA \$ | AC \$ | FTA \$ | TH \$ | OTHER \$ | AIR QUALITY CONFORMITY |
|-----------------------------------|-------------------|-----|--------------|---|---------------------|--|-------|-------|--------------------|------------|-----------|------------------|-------|--------|-------|----------------|------------------------|
| A2238 | 2016 | M | MN 999 | 8825-503 | MnDOT | Install ground in wet reflective edge marking at various locations districtwide | 6.5 | SH | STRIPING | HSIP | 798,000 | 718,200 | - | - | - | 79,800 | S4 |
| A2259 | 2016 | M | LOCAL 999 | 141-030-028 | City of Minneapolis | Install overhead signal indications at various locations in the City of Mpls. | 0.0 | SH | SPOT IMPROVEMENT | HSIP | 2,576,311 | 2,327,880 | - | - | - | 248,431 | S7 |
| A2246 | 2016 | M | CSAH 1 | 002-601-047 | Anoka County | High Visibility Pavement Markings | 5.6 | SH | SIGNAL IMPROVEMENT | HSIP | 303,240 | 272,916 | - | - | - | 30,324 | S4 |
| A2245 | 2016 | M | LOCAL 999 | 161-030-001 | St. Anthony Village | Countdown timers, ped refuges, ped ramps, and sidewalk at various locations in the City of St. Anthony | 0.0 | SH | SPOT IMPROVEMENT | HSIP | 770,154 | 693,138 | - | - | - | 77,015 | S7 |
| A2244 | 2016 | M | CSAH 11 | 019-611-011 | Dakota County | CSAH 11 from Commonwealth Drive to Parkview Ln - Convert 4 lane rdwy to 3 lanes | 1.4 | SH | GRADE AND SURFACE | HSIP | 855,000 | 769,500 | - | - | - | 85,500 | NC |
| A2257 | 2016 | M | LOCAL 999 | 070-030-007 | Scott County | Shoulder widening and paving on various roadways in Scott County | 18.0 | SH | GRADE AND SURFACE | HSIP | 2,280,000 | 2,052,000 | - | - | - | 228,000 | S4 |
| A2253 | 2016 | M | CSAH 159 | 027-030-033 | Hennepin County | Ground in edge line striping at various locations in Hennepin County | 10.0 | SH | STRIPING | HSIP | 908,922 | 818,030 | - | - | - | 90,892 | S4 |
| A2252 | 2016 | M | CSAH 152 | 027-030-035 | Hennepin County | Install Pedestrian Count down timers on CSAH 152, CSAH 2, CSAH 33 and CSAH 153 | 0.0 | SH | SPOT IMPROVEMENT | HSIP | 236,664 | 212,998 | - | - | - | 23,666 | S7 |
| Total Projects in SFY 2016 | | | | | | | | | | | | 7,864,662 | | | | 863,628 | |



September 27, 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)

Dear Mr. Keel:

Please amend the 2014 - 2017 Transportation Improvement Program (TIP) to add this project in program year 2014. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

| STATE FISCAL YEAR | A T P | | ROUTE SYS | PROJECT NUMBER (S.P. #) (Fed # if available) | AGENCY | DESCRIPTION include location, description of all work, & city (if applicable) | MILES |
|-------------------|-------|---|-----------|--|--------|---|-------|
| 2014 | M | M | I-35W | 6284-172 | MnDOT | I-35W North Managed Lane Environmental Assessment & Preliminary Design | 10 mi |

| PROG | TYPE OF WORK | PROP FUNDS | TOTAL \$ | FHWA \$ | AC \$ | FTA \$ | TH \$ | OTHER \$ |
|------|--------------|------------|-----------|-----------|-------|--------|----------|----------|
| PL | Planning | IM | \$904,540 | \$814,086 | | | \$90,454 | |

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 amendment is needed to add project SP 6284-172 to SFY 2014 of the 2014-2017 TIP. In the Consolidated Appropriations Act of 2008 (P.L. 110-161), the I-35W North Managed Lane Project received an earmark through the FHWA's Interstate Maintenance Discretionary (IMD) Program. This funding will provide for the environmental review and preliminary design for Phase I of the I-35W North Managed Lane 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 MnDOT Adjustment by deferral of other projects _____
- Earmark or HPP not affecting fiscal constraint _____
- Other X

SP 6284-172 has a total estimated cost of \$904,540 with \$814,086 in IMD funds and \$90,454 in State SRC funds. The federal IMD funds combined with 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 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
- N/A (not in a nonattainment or maintenance area)..... _____

The Minnesota Interagency Air Quality and Transportation Planning Committee has reviewed the proposed change and determined the project is exempt from regional analysis as a planning and technical study (code O1) project.

Sincerely,

Brian Issacson
Planning Director, Program Management

cc: Cindy Krumsieg, MnDOT Metro Program Management
Dan Erickson, MnDOT Metro State Aid
Heidi Schallberg, Metropolitan Council



Minnesota Department of Transportation

Office of Transportation System Management
 Mail Stop 440, 3rd Floor South
 395 John Ireland Boulevard
 Saint Paul, MN 55155

A1511

Office Telephone: (651) 366-3754
 Fax: (651) 366-3790

April 4, 2014

Derrell Turner
 Division Administrator
 Federal Highway Administration
 380 Jackson Street, Suite 500
 St. Paul, Minnesota 55101

APPROVED: April 4, 2014
 DATE

Susan L. Mee
 Federal Highway Administration

RE: Amendment to the Minnesota 2014-2017 State Transportation Improvement Program (STIP)
 State Project Number: 166-020-014

Dear Mr. Turner:

Please amend the 2014 - 2017 State Transportation Improvement Program (STIP) to document an increase in project scope of the above referenced Metro District HSIP project in State Fiscal Year (SFY) 2014 of the current STIP. The project is being submitted with the following information:

PROJECT IDENTIFICATION:

| SEQ # | STATE FISCAL YEAR | A T P | D I S T | ROUTE SYSTEM | PROJECT NUMBER (S.P. #) | AGENCY | DESCRIPTION include location, description of all work, & city (if applicable) |
|-------|-------------------|-------|---------|--------------|-------------------------|----------|---|
| A1511 | 2014 | M | M | CSAH 17 | 166-020-014 | SHAKOPEE | ON SCOTT CSAH 17 FROM VIERLING DR TO TH 169 IN SHAKOPEE-TRAFFIC SIGNAL REBUILD, SIGNAL COMMUNICATION INTERCONNECT, RED LIGHT RUNNING SYSTEM, TURN LANES AND FROM 17 TH AVE TO 10 TH AVE, MILL AND OVERLAY; ON VIERLING DRIVE FROM SAGE LN TO MILLER ST-PAVEMENT REHAB |

| MILES | PROG | TYPE OF WORK | PROP FUNDS | TOTAL \$ | FHWA \$ | AC \$ | FTA \$ | TH \$ | OTHER \$ | AQ |
|-------|------|-------------------|------------|-----------|-----------|-------|--------|-------|--|-----|
| 1.0 | SH | GRADE AND SURFACE | HSIP | 2,220,000 | 1,101,600 | - | - | - | \$1,118,400 (CITY OF SHAKOPEE & SCOTT COUNTY) | E-1 |

PROJECT BACKGROUND:

1. SP 166-020-014 (Seq. #1511) is currently programmed in SFY 2014 of the STIP with a total cost of \$2,220,000 including \$1,101,600 in federal HSIP funds and \$1,118,400 in local funds from the City of Shakopee. The original project description in the STIP identifies the work on CSAH 17 as "Traffic signal rebuild including turn lanes". This amendment is needed to correct the original STIP project description, to add the locally funded pavement preservation work and to include this additional work in the project description.

The project description in this amendment request corrects the existing project description in the current STIP to identify the signal communication interconnect and the red light running system work elements that were always part of the original project scope but were inadvertently excluded from the project description in the STIP.

The decision to add locally funded pavement work to the existing spot improvement project was made following the initial project scoping phase. The City of Shakopee and Scott County evaluated the road surface conditions within and adjacent to the original project area. They determined that CSAH 17, from 17th Avenue to 10th Avenue, and Vierling Drive, from Sage Lane to Miller Street, were both in need of pavement rehabilitation. Due to the close proximity of the safety and pavement needs, the mill and overlay work on CSAH 17 and the pavement rehabilitation work on Vierling Drive have been added to the scope of the original project, SP 166-020-014. All work elements in the original project scope are still being constructed therefore the combined work will provide the same safety and operational benefits of the original project.

The total project cost was updated during development of the 2014-2017 TIP/STIP to reflect the addition of local work and as a result, there is no change in the total project cost.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?
 - a. New Money _____
(Discretionary, Special Allocations or Other New Funding Sources)
 - b. Anticipated Advance Construction _____
 - c. ATP or MPO or MnDOT Adjustment _____
of other projects
 - d. Earmark or HPP federal funds outside ATP _____
target
 - e. Other – No additional funds needed X*

*SP 166-020-014 is currently programmed in SFY of the 2014-2017 STIP with a total cost of \$2,220,000, with \$1,101,600 in federal HSIP funds and \$1,118,400 in local funds (provided by the City of Shakopee and Scott County). No additional funds are needed for this project.

Derrell Turner
April 4, 2014
Page 3 of 3

Federal and local funds currently programmed in the STIP are sufficient to fully fund SP 166-020-014, therefore fiscal constraint is maintained.

DATE OF ATP CONCURRENCE: January 23, 2014

DATE OF MPO ADOPTION OR N/A: January 23, 2014

NOTE: SUBMITTAL OF THIS STIP AMENDMENT CONSTITUTES MnDOT APPROVAL OF TIP AMENDMENT

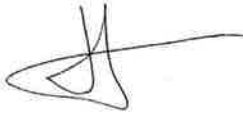
AIR QUALITY CONFORMITY:

- Subject to conformity determination** _____
- Exempt from regional level analysis* Yes
- Exempt from project level analysis* _____
- Exempt by virtue of interagency consultation* _____
- 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 projects are exempt from regional analysis (code E-1).

We are requesting approval of this STIP amendment at this time. If you have any questions, please call Trang Chu at (651) 366-3782.

Sincerely,



for

Brian Gage
Director, Programming & Performance Management Section
Office of Transportation System Management (OTSM)

Enclosure: Metro TIP Amendment

cc: Heidi Schallberg, Metropolitan Council
Cynthia Krumsieg, Ryan Gaug - Metro Program Management
Colleen Brown, Dan Erickson - Metro State Aid Office
Marisol R. Simon - FTA
Bobbi Retzlaff, Trang Chu, Debbie Pena, Kai Vang - OTSM

November 8, 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)

Dear Mr. Keel:

Please amend the 2014 – 2017 Transportation Improvement Program (TIP) to include 21 new bus purchase projects for various local providers in State Fiscal Year (SFY) 2014 for a total of \$1,582,000 including \$1,265,600 in Federal Transit Administration (FTA) funds and \$316,400 local match funds. These projects are being submitted with the following information:

PROJECT IDENTIFICATION:

Please see list of projects on pages 3 - 5.

PROJECT BACKGROUND:

1. Section 5310, Elderly and Persons with Disabilities Program, is funded by FTA through Mn DOT's Office of Transit. The selection of these projects is done through grant applications submitted to FTA. The timing of project selection is not compatible with the TIP/STIP development and in order for the agencies to purchase their vehicles an amendment is needed to identify them in the 2014-2017 STIP.
2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money – FTA Section 5310 Program Fund X*
- Anticipated Advance Construction
- ATP or MPO or Mn/DOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- Other

*These funds are in addition to regular target formula funds. The local share of vehicles and any cost overages are paid for by the recipient, 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 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
- 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 projects are exempt from regional analysis under code T-10 for purchase of new buses to replace existing vehicles or for minor expansions of the fleet.

Sincerely,

Brian Isaacson
Director, Metro Program Management
MnDOT Metro District

cc: Cindy Krumsieg, MnDOT Metro Program Management
Ryan Gaug, MnDOT Metro Program Management
Dan Erickson, MnDOT Metro State Aid
Heidi Schallberg, Metropolitan Council

LIST OF PROJECTS

| STATE FISCAL YEAR | AT P | ROUTE SYSTEM | PROJECT NUMBER (S.P. #) (Fed # if available) | AGENCY | DESCRIPTION* include location, description of all work, & city (if applicable) | MILES | PROG | TYPE OF WORK | PROP FUNDS | TOTAL \$ | FHWA \$ | AC \$ | FTA \$ | TH \$ | OTHER \$ | AIR QUALITY CONFORMITY |
|-------------------|------|--------------|---|--------|--|-------|------|--------------|------------|----------|---------|-------|--------|-------|----------|------------------------|
| 2014 | M | BB | TRF-0756-14 | MNDOT | Section 5310; Mankato Rehabilitation Center, Inc.(Rosemount); Urban; Bus and Bus related Equipment | 0.0 | NB | Purchase Bus | FTA | 70,000 | 0 | 0 | 56,000 | 0 | 14,000 | T-10 |
| 2014 | M | BB | TRF-9056-14 | MNDOT | Section 5310; NEWTRAX, Inc.; Urban; Bus and Bus related Equipment | 0.0 | NB | Purchase Bus | FTA | 70,000 | 0 | 0 | 56,000 | 0 | 14,000 | T-10 |
| 2014 | M | BB | TRF-9056-14A | MNDOT | Section 5310; NEWTRAX, Inc.; Urban; Bus and Bus related Equipment | 0.0 | NB | Purchase Bus | FTA | 70,000 | 0 | 0 | 56,000 | 0 | 14,000 | T-10 |
| 2014 | M | BB | TRF-9056-14B | MNDOT | Section 5310; NEWTRAX, Inc.; Urban; Bus and Bus related Equipment | 0.0 | NB | Purchase Bus | FTA | 70,000 | 0 | 0 | 56,000 | 0 | 14,000 | T-10 |
| 2014 | M | BB | TRF-9056-14C | MNDOT | Section 5310; NEWTRAX, Inc.; Urban; Bus and Bus related Equipment | 0.0 | NB | Purchase Bus | FTA | 70,000 | 0 | 0 | 56,000 | 0 | 14,000 | T-10 |
| 2014 | M | BB | TRF-9056-14D | MNDOT | Section 5310; NEWTRAX, Inc.; Urban; Bus and Bus related Equipment | 0.0 | NB | Purchase Bus | FTA | 70,000 | 0 | 0 | 56,000 | 0 | 14,000 | T-10 |

| STATE FISCAL YEAR | AT P | ROUTE SYSTEM | PROJECT NUMBER (S.P. #) (Fed # if available) | AGENCY | DESCRIPTION* include location, description of all work, & city (if applicable) | MILES | PROG | TYPE OF WORK | PROP FUNDS | TOTAL \$ | FHWA \$ | AC \$ | FTA \$ | TH \$ | OTHER \$ | AIR QUALITY CONFORMITY |
|-------------------|------|--------------|---|--------|---|-------|------|--------------|------------|----------|---------|-------|---------|-------|----------|------------------------|
| 2014 | M | BB | TRF-9056-14E | MNDOT | Section 5310; NEWTRAX, Inc.; Urban; Bus and Bus related Equipment | 0.0 | NB | Purchase Bus | FTA | 70,000 | 0 | 0 | 56,000 | 0 | 14,000 | T-10 |
| 2014 | M | BB | TRF-9111-14 | MNDOT | Section 5310; Augustana Care (Regent in Burnsville); Urban; Bus and Bus related Equipment | 0.0 | NB | Purchase Bus | FTA | 70,000 | 0 | 0 | 56,000 | 0 | 14,000 | T-10 |
| 2014 | M | BB | TRF-9112-14 | MNDOT | Augustana Care - Heritage Commons in Minneapolis | 0.0 | NB | Purchase Bus | FTA | 70,000 | 0 | 0 | 56,000 | 0 | 14,000 | T-10 |
| 2014 | M | BB | TRF-0260-14 | MNDOT | Section 5310; Midwest Special Services Inc; Urban; Bus and Bus related Equipment- | 0.0 | NB | Purchase Bus | FTA | 70,000 | 0 | 0 | 56,000 | 0 | 14,000 | T-10 |
| 2014 | M | BB | TRF-2428-14 | MNDOT | Section 5310; DARTS; Urban; Bus and Bus related Equipment- | 0.0 | NB | Purchase Bus | FTA | 70,000 | 0 | 0 | 56,000 | 0 | 14,000 | T-10 |
| 2014 | M | BB | TRF-2428-14A | MNDOT | Section 5310; DARTS; Urban; Bus and Bus related Equipment- | 0.0 | NB | Purchase Bus | FTA | 70,000 | 0 | 0 | 56,000 | 0 | 14,000 | T-10 |
| 2014 | M | BB | TRF-0890-14 | MNDOT | Section 5310; ProAct, Inc.; Urban; Bus and Bus related Equipment | 0.0 | NB | Purchase Bus | FTA | 126,000 | 0 | 0 | 100,800 | 0 | 25,200 | T-10 |
| 2014 | M | BB | TRF-7229-14 | MNDOT | Section 5310; East Suburban Resources.; Urban; Bus and Bus related Equipment | 0.0 | NB | Purchase Bus | FTA | 70,000 | 0 | 0 | 56,000 | 0 | 14,000 | T-10 |
| 2014 | M | BB | TRF-1767-14 | MNDOT | Section 5310; Rise, Incorporated; Urban Bus and Bus related Equipment | 0.0 | NB | Purchase Bus | FTA | 70,000 | 0 | 0 | 56,000 | 0 | 14,000 | T-10 |
| 2014 | M | BB | TRF-1767-14A | MNDOT | Section 5310; Rise, Incorporated; Urban Bus and Bus related Equipment | 0.0 | NB | Purchase Bus | FTA | 70,000 | 0 | 0 | 56,000 | 0 | 14,000 | T-10 |

| STATE FISCAL YEAR | AT P | ROUTE SYSTEM | PROJECT NUMBER (S.P. #) (Fed # if available) | AGENCY | DESCRIPTION* include location, description of all work, & city (if applicable) | MILES | PROG | TYPE OF WORK | PROP FUNDS | TOTAL \$ | FHWA \$ | AC \$ | FTA \$ | TH \$ | OTHER \$ | AIR QUALITY CONFORMITY |
|-------------------|------|--------------|---|--------|--|-------|------|--------------|------------|--|---------|-------|-----------------------------------|-------|-----------------------------------|------------------------|
| 2014 | M | BB | TRF-1767-14B | MNDOT | Section 5310; Rise, Incorporated; Urban Bus and Bus related Equipment | 0.0 | NB | Purchase Bus | | 70,000 | 0 | 0 | 56,000 | 0 | 14,000 | T-10 |
| 2014 | M | BB | TRF-1767-14C | MNDOT | Section 5310; Rise, Incorporated; Urban Bus and Bus related Equipment | 0.0 | NB | Purchase Bus | | 70,000 | 0 | 0 | 56,000 | 0 | 14,000 | T-10 |
| 2014 | M | BB | TRF-1767-14D | MNDOT | Section 5310; Rise, Incorporated; Urban Bus and Bus related Equipment | 0.0 | NB | Purchase Bus | | 70,000 | 0 | 0 | 56,000 | 0 | 14,000 | T-10 |
| 2014 | M | BB | TRF-0011-14 | MNDOT | Section 5310; Lifeworks Services, Inc.; Urban; Bus and Bus related Equipment | 0.0 | NB | Purchase Bus | | 70,000 | 0 | 0 | 56,000 | 0 | 14,000 | T-10 |
| 2014 | M | BB | TRF-1703-14 | MNDOT | Section 5310; Achieve Services, Inc.; Urban; Bus and Bus related Equipment | 0.0 | NB | Purchase Bus | | 126,000 | 0 | 0 | 100,800 | 0 | 25,200 | T-10 |
| | | | | | *Local match for bus purchases shown in other column provided by recipient in description column | | | | | Projects Total: \$1,582,000 | | | FTA Total: \$1,265,600 | | Other Total: \$316,400 | |



Minnesota Department of Transportation

Office of Transportation System Management
Mail Stop 440, 3rd Floor South
395 John Ireland Boulevard
Saint Paul, MN 55155

A2230 and A2231

Office Telephone: (651) 366-3754
Fax: (651) 366-3790

April 11, 2014

Derrell Turner
Division Administrator
Federal Highway Administration
380 Jackson Street, Suite 500
St. Paul, Minnesota 55101

APPROVED: April 14, 2014

DATE

Federal Highway Administration

RE: Amendment to the Minnesota 2014-2017 State Transportation Improvement Program (STIP)

State Project (SP) Numbers: 082-595-001 & 082-595-002

Federal Project Numbers:

Dear Mr. Turner:

Please amend the 2014 – 2017 State Transportation Improvement Program (STIP) to add two new District Metro's Department of Natural Resources (DNR) projects in State Fiscal Year (SFY) 2014 of the STIP. The projects are being submitted with the following information:

PROJECT IDENTIFICATION:

Please see list of projects on page 4.

PROJECT BACKGROUND:

1. This amendment is needed to add two new DNR funded projects, SP 082-595-001 and SP 082-595-002, to SFY 2014 of the 2014-2017 TIP.

The Minnesota Department of Natural Resources (DNR) was awarded a \$500,000 grant through the 2012 Public Lands Highway Discretionary (PLHD) program (which has been eliminated under MAP-21). MnDOT policy requires that agencies sponsoring and administering federal projects must be authorized State Aid Agencies. Since the DNR is not an authorized State Aid Agency, Washington County will sponsor these projects identified under SP 082-595-001 and SP 082-595-002.

The projects are for Planning, Preliminary Engineering, Rehabilitation and Construction of the St. Croix Boom Site Roadside Recreational Area. The recreation area is located near the Minnesota/Wisconsin border in Stillwater Township on the eastern boundary of Washington County. Trunk Highway 95 is just west of the project site and the St. Croix River is to the east. Please see Page 4 detail project information.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- a. New Money – (PLHD) X*
(Discretionary, Special Allocations or Other New Funding Sources)
- b. Anticipated Advance Construction
- c. ATP or MPO or MnDOT Adjustment
of other projects or set asides
- d. Earmark or HPP federal funds outside ATP
target
- e. Other

* SP 082-595-001 will be funded using \$175,000 in PLHD funds and SP 082-595-002 will be using \$325,000 in PLHD funds for a total of \$500,000. Please refer to Page 13 of the grant letter for more information (attached). PLHD funds are 100% federal funds and no local match is required.

Federal PLHD funds are in addition to funds already programmed in SFY2014 of the STIP; therefore, fiscal constraint is maintained.

DATE OF ATP CONCURRENCE: January 22, 2014

DATE OF MPO ADOPTION OR N/A: January 22, 2014

NOTE: SUBMITTAL OF THIS STIP AMENDMENT CONSTITUTES MnDOT APPROVAL OF TIP AMENDMENT

AIR QUALITY CONFORMITY: *(also see list of projects on page 4)*

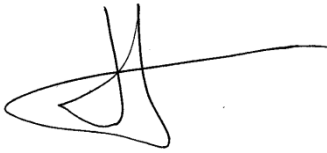
- Subject to conformity determination.....
- Exempt from regional level analysis*..... X*
- Exempt from project level analysis*.....
- Exempt by virtue of interagency consultation*.....
- N/A (not in a nonattainment or maintenance area)

Derrell Turner
April 11, 2014
Page 3 of 4

*Exempt Project Category #O-1 & O-9
Per Section 93.126 of the Conformity Rules

We are requesting approval of this STIP amendment at this time. If you have any questions, please call Trang Chu at (651) 366-3782.

Sincerely,



for

Brian Gage
Manager for Program Development and Performance Measures
Office of Transportation System Management (OTSM)

Enclosures: Metropolitan Council Approval Documents

cc: Marisol R. Simon – FTA
Ryan Gaug, Cindy Krumsieg, Kha Vue, Brian Isaacson – Metro District
Lisa Daniels – Metro State Aid
Lynnette Roshell, MnDOT State Aid
Trang Chu, Debbie Pena, Kai Vang – OTSM
Heidi Schallberg – Metropolitan Council
Bobbi Retzlaff – OTSM



Minnesota Department of Transportation

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Derrell Turner

April 11, 2014

Page 4 of 4

LIST OF PROJECTS

| SEQ # | STATE FISCAL YEAR | A T P | ROUTE SYSTEM | PROJECT NUMBER (S.P. #) (Fed # if available) | AGENCY | DESCRIPTION include location, description of all work, & city (if applicable) | MILES | PROG | TYPE OF WORK | PROP FUNDS | TOTAL \$ | FHWA \$ | AC \$ | FTA \$ | TH \$ | OTHER \$ | AIR QUALITY CONFORMITY |
|-------|-------------------|-------|--------------|--|-------------------|--|-------|------|-----------------|------------|-----------|-----------|-------|--------|-------|----------|------------------------|
| A2230 | 2014 | M | LOCAL | 082-595-001 | WASHINGTON COUNTY | Planning and Preliminary Engineering for the Restoration and Enhancement of St. Croix Boom Site Roadside Recreational Area | 1 | RB | RECREATION AREA | PLHD | \$175,000 | \$175,000 | | | | | O-1 |
| A2231 | 2014 | M | LOCAL | 082-595-002 | WASHINGTON COUNTY | Rehabilitation and Constructions of St. Croix Boom Site Roadside Recreational Area | 1 | RB | RECREATION AREA | PLHD | \$325,000 | \$325,000 | | | | | O-9 |

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U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606
312-353-2789
312-886-0351 (fax)

March 25, 2014

Mr. Brian Gage
Director, Program Development Section
Office of Capital Programs and Performance Measures
Minnesota DOT, Mail Stop 440, 3rd Floor South
395 John Ireland Boulevard
St. Paul, Minnesota 55155-1899

RE: Amendment to the FY 2014 – 2017 Minnesota State Transportation Improvement Program (STIP)

Dear Mr. Gage:

Your letters dated March 17 and 19, 2014 requested approval to amend the FY 2014-2017 State Transportation Improvement Program (STIP) to include federal funding for fiscal year 2014 under the following Section:

5307 – Urbanized Area Formula Program:

March 17, 2014 Request: Met Council MT:
Interchange (Target Field Station) Construction, Minneapolis, MN

March 19, 2014 Request: St. Cloud Metro Bus:
Construction of CNG Fueling Station & related Maintenance Facility Renovations
ADP Operations Software
Maintenance Tools & Equipment

We find that the above STIP is the result of a transportation planning process that substantially complies with the requirements of 23 CFR 450. A conformity analysis was not required, since all of the projects to be funded in the amendment are exempt from air quality conformity. In accordance with 23 CFR 450.220, we approve this STIP amendment for the above-mentioned funding program. If you have any questions concerning this action, please contact Bill Wheeler at (312) 353-2639.

Sincerely,

Marisol R. Simón
Regional Administrator

Enclosure



Minnesota Department of Transportation

Office of Transportation System Management
Mail Stop 440, 3rd Floor South
395 John Ireland Boulevard
Saint Paul, MN 55155

A2334

Office Telephone: (651) 366-3754
Fax: (651) 366-3790

March 17, 2014

Ms. Marisol Simon
Regional Administrator
FTA Region V
200 West Adams Street, Suite 320
Chicago, Illinois 60606-5212

RE: Amendment to the Minnesota 2014-2017 State Transportation Improvement Program (STIP)
State Project (SP) Number: TRF-TCMT-14BH

Dear Ms. Simon:

Please amend the Minnesota 2014-2017 State Transportation Improvement Program (STIP) to include a new District Metro Transit project in SFY 2014 of the STIP. The project is being submitted with the following information:

PROJECT 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 |
|-------|-------------------|-------------|------------------|--------------|--|---|---|-------|
| A2334 | 2014 | M | M | BB | TRF-TCMT-14BH | Metropolitan Council Metro Transit (MT) | Sect. 5307: Twin Cities Met Council MT – Interchange (Target Field Station) Construction, Minneapolis, MN | 0.0 |

| PROG | TYPE OF WORK | PROP FUNDS | TOTAL \$ | FHWA \$ | AC \$ | FTA \$ | TH \$ | OTHER \$ |
|------|-------------------------------|------------|------------|---------|-------|------------|-------|---------------------------|
| B9 | Bus Grant Capital Improvement | FTA | 12,500,000 | - | - | 10,000,000 | - | 2,500,000 Hennepin County |

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Marisol Simon
March 17, 2014
Page 3 of 3

*The FTA federal funds required for this project will come from Section 5307 carry forward formula funds from SFY 2013, therefore; fiscal constraint is maintained.

DATE OF ATP CONCURRENCE: February 12, 2014

DATE OF MPO ADOPTION OR N/A: February 12, 2014

NOTE: SUBMITTAL OF THIS STIP AMENDMENT CONSTITUTES MnDOT APPROVAL OF TIP AMENDMENT

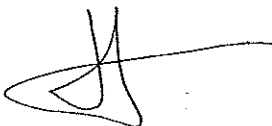
AIR QUALITY CONFORMITY:

- Subject to conformity determination....._____
- Exempt from regional level analysis*..... X*
- Exempt by virtue of interagency consultation*....._____
- N/A (not in a nonattainment or maintenance area)_____

* The projects are consistent with the Metropolitan Transportation Policy Plan adopted on November 10, 2010, with a conformity determination established on February 23, 2011. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the projects are exempt from air quality conformity analysis. Public input opportunities are provided through the Councils meeting process.

We are requesting approval of this STIP amendment at this time. If you have any questions, please call Jody Carr at (651) 366-3736.

Sincerely,

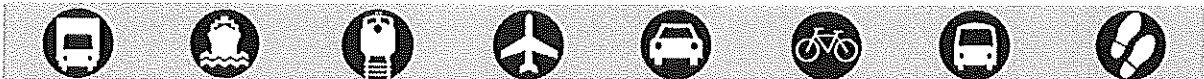

for

Brian Gage
Manager for Program Development & Performance Measures
Office of Transportation System Management (OTSM)

Enclosures: Metropolitan Council Approval Documents

cc: Derrell Turner, FHWA
Ryan Gaug, Cindy Krumsieg, Kha Vue, Brian Isaacson – MnDOT Metro District
Trang Chu, Debbie Pena, Kai Vang, Bobbi Retzlaff - OTSM

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February 13, 2014

Scott McBride, Metro District Engineer
Minnesota Department of Transportation
1500 West County Road B2
Roseville, MN 55113

RE: 2014-2017 Transportation Improvement Program (TIP) Amendment request (TAB Actions 2014-02 and 2014-03)

Dear Mr. McBride:

At its February 12, 2014, meeting, the Metropolitan Council adopted two amendments to the region's 2014-2017 Transportation Improvement Program (TIP): one to modify the budget for St. Paul's Western Avenue Streetscaping project (SP 164-214-016) by increasing the local amount by \$825,000 to a new local total of \$1,210,000 and a project total of \$2,250,000; and a second amendment to add the Target Field Station (Interchange) project for construction in 2014 using \$10 million in Section 5307 funds and \$2,500,000 in Hennepin County funds for a total of \$12,500,000.

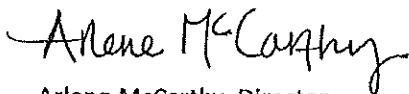
There are four critical tests related to TIP amendment approval:

- Consistency with the region's long-range transportation plan;
- Conformity with air quality analysis;
- Opportunity for public input; and
- TIP fiscal constraint requirements.

The projects are consistent with the Metropolitan Area Transportation Policy Plan adopted on November 10, 2010, with a conformity determination established on February 23, 2011. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the projects are exempt from air quality conformity analysis. Public input opportunities are provided through the Council's meeting process. The amendments maintain the TIP fiscal balance because the federal and local funds are sufficient to fully fund the projects.

Since the Metropolitan Council has amended the 2014-2017 TIP, I respectfully request that MnDOT make the necessary and appropriate changes to the 2014-2017 STIP and notify the Federal Highway Administrator of your action.

Sincerely,



Arlene McCarthy, Director
Metropolitan Transportation Services

Attachments

CC: Brian Isaacson, MnDOT Metro District

PROJECT BACKGROUND:

1. This amendment is needed to update the cost estimate and correct the project number on a project in State Fiscal Year (SFY) 2014.

The total project cost used in the original funding application for SP 164-213-007 and subsequently included in the 2014-2017 STIP is \$1,425,000. Since the application was submitted the total project cost has increased to \$2,250,000 due to the following factors:

- Computation error in the original funding application;
- Greater than anticipated sidewalk deterioration discovered;
- Sidewalks and ramps must meet ADA standards;
- Additional storm water management necessitated by requirements for projects located in a watershed.

Additionally, the original project number, 164-213-007, was assigned using an incorrect route number and as a result has been changed to 164-214-016.

There has been no change to the project's scope as a result of the above described adjustments.

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 X*

*SP 164-213-007 (Seq # 1510; new SP is 164-214-016) is currently programmed in SFY 2014 of the 2014-2017 STIP for a total of \$1,425,000 with \$1,040,000 in federal funds and \$385,000 in local funds. The new project cost is \$2,250,000, with \$1,040,000 in federal funds and \$1,210,000 in local funds.

Local funds will be used to cover the increase in cost. The \$1,210,000 in federal funds currently programmed in SFY 2014 have not changed and when combined with \$1,210,000 in local funds are sufficient to fully fund the project, 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 November 10, 2010, with FHWA/FTA conformity determination established on February 23, 2011.

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



Minnesota Department of Transportation

Office of Transportation System Management
Mail Stop 440, 3rd Floor South
395 John Ireland Boulevard
Saint Paul, MN 55155

A2235, A384, & A382
Office Telephone: (651) 366-3754
Fax: (651) 366-3790

March 19, 2014

Ms. Marisol R. Simon
Regional Administrator
FTA Region V
200 West Adams Street, Suite 320
Chicago, Illinois 60606-5215

RE: Amendments to the Minnesota 2014-2017 State Transportation Improvement Program (STIP)

State Project Numbers: TRF-0048-14X, TRF-0048-14O, TRF-0048-14E

Dear Ms. Simon:

Please amend the Minnesota 2014-2017 State Transportation Improvement Program (STIP) to add a new project and to document changes to the following projects in SFY 2014 of the STIP. The projects are being submitted with the following information:

PROJECT IDENTIFICATION:

| SEQ # | A T P | ROUTE SYSTEM | PROJECT NUMBER (S.P. #) | DESCRIPTION (Include City name if applicable) | TOTAL \$ | FED \$ | FED FISCA L YEAR | STATE FISCAL YEAR |
|-------|-------------|-----------------|-------------------------------|--|-------------|-----------|---------------------------|-------------------------|
| A2235 | 3 | BB | TRF-0048-14X | CONSTRUCTION OF CNG FUELING STATION & RELATED MAINTENANCE FACILITY RENOVATIONS | \$705,000 | \$564,000 | 2014 | 2014 |
| A384 | 3 | BB | TRF-0048-14O | ADP OPERATIONS SOFTWARE | \$360,000 | \$288,000 | 2014 | 2014 |
| A382 | 3 | BB | TRF-0048-14E | MAINTENANCE TOOLS & EQUIPMENT | \$60,000 | \$48,000 | 2014 | 2014 |

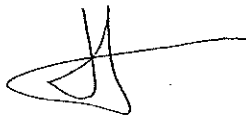
AIR QUALITY CONFORMITY:

- Subject to conformity determination..... _____
- Exempt from regional level analysis* X
- Exempt from project level analysis* X
- Exempt by virtue of interagency consultation* _____
- N/A (not in a nonattainment or maintenance area) _____

*Exempt Project Category #: N/A
Per Section 93.126 of the Conformity Rules

We are requesting approval of this STIP amendment at this time. If you have any questions, please call Trang Chu at (651) 366-3782.

Sincerely,



for

Brian Gage
Director, Program & Performance Management Section
Office of Transportation System Management (OTSM)

Enclosures: St. Cloud APO Amendment Action Memo

cc: Bobbi Retzlaff – Mn/DOT Office of Statewide Multimodal Planning
Angela Stenson – St. Cloud Area Planning Organization
Trang Chu, Deb Pena, Kai Vang – OTSM
Steve Voss, Claudia Dumont, Sue Siemers – District 3
Deborah Ellis –Office of Transit
Ryan Daniel– St. Cloud Metro Bus



Saint Cloud
Area Planning Organization

1040 County Road 4, St. Cloud, MN 56303-0643

(320) 252-7568 • (320) 252-6557 (FAX) • Email: admin@stcloudapo.org • www.stcloudapo.org

MEMORANDUM

TO: Trang Chu
 FROM: Angie Stenson, AICP, Senior Transportation Planner
 SUBJECT: Amendment to the 2014-2017 APO Transportation Improvement Program (TIP): Metro Bus projects #'s: TRF-0048-14X, TRF-0048-14O, & TRF-0048-14E
 DATE: February 25, 2014

Description of TIP Amendment:

Three TIP Amendments for Metro Bus are proposed. The first is the addition of project # TRF-0048-14X to FY 2014. This is new funding in addition to the funding amended into the TIP/STIP for 2013. These funds, as identified in the project description, are for the continuation of "Construction of CNG fueling station and related maintenance facility renovations". The second alteration involves a change in project description for project #TRF-0048-14O. The project description will change from "Transit Capital Purchases, 2 Small Buses" to "ADP Operations Software". The project amount remains the unchanged. The third change moves funding from project #TRF-0048-14W (Transit Capital Purchase ITS Project) to project #TRF-0048-14E (Maintenance Tools & Equipment). The total project amount for #TRF-0048-14E is increased to \$60,000 and project #TRF-0048-14W is eliminated.

| ATP | ROUTE SYSTEM | PROJECT NUMBER (S.P. #) | DESCRIPTION (Include City name if applicable) | TOTAL \$ | FED \$ | FED FISCAL YEAR | STATE FISCAL YEAR |
|-----|--------------|-------------------------|--|-----------|-----------|-----------------|-------------------|
| 3 | BB | TRF-0048-14X | CONSTRUCTION OF CNG FUELING STATION & RELATED MAINTENANCE FACILITY RENOVATIONS | \$705,000 | \$564,000 | 2014 | 2014 |
| 3 | BB | TRF-0048-14O | ADP OPERATIONS SOFTWARE | \$360,000 | \$288,000 | 2014 | 2014 |
| 3 | BB | TRF-0048-14O | SECT 5307: TRANSIT CAPITAL PURCHASES, 2 SMALL BUSES | \$360,000 | \$288,000 | 2014 | 2014 |
| 3 | BB | TRF-0048-14E | MAINTENANCE TOOLS & EQUIPMENT | \$60,000 | \$48,000 | 2014 | 2014 |
| 3 | BB | TRF-0048-14E | MAINTENANCE TOOLS & EQUIPMENT | \$10,000 | \$8,000 | 2014 | 2014 |
| 3 | BB | TRF-0048-14W | SECT 5307: TRANSIT CAPITAL PURCHASE ITS PROJECT | \$50,000 | \$40,000 | 2014 | 2014 |

Action Taken:

Motion for the Metro Bus TIP Amendment presented at the Thursday, February 13, 2014 APO Executive Board meeting. Mr. Libert motioned to approve the TIP Amendment. Commissioner Bromenschenkel seconded the motion. Motion carried.



Minnesota Department of Transportation

Office of Transportation System Management
Mail Stop 440, 3rd Floor South
395 John Ireland Boulevard
Saint Paul, MN 55155

A2232

Office Telephone: (651) 366-3754
Fax: (651) 366-3790

March 11, 2014

Derrell Turner
Division Administrator
Federal Highway Administration
380 Jackson Street, Suite 500
St. Paul, Minnesota 55101

APPROVED: March 11, 2014
DATE

Susan L. Mae
Federal Highway Administration

RE: Amendment to the Minnesota 2014-2017 State Transportation Improvement Program (STIP)

State Project Number: 2771-37

Federal Project Number:

Dear Mr. Turner:

Please amend the 2014-2017 State Transportation Improvement Program (STIP) to add a new Metro District TH 610 reconstruction project in State Fiscal Year (SFY) 2014 of the STIP. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

| SEQ # | STATE FISCAL YEAR | AT P | D I S T | ROUTE SYSTEM | PROJECT NUMBER (S.P. #) | AGENCY | DESCRIPTION include location, description of all work, & city (if applicable) | MILES |
|-------|-------------------|------|---------|--------------|-------------------------|--------|--|-------|
| A2232 | 2014 | M | M | MN 610 | 2771-37 | MnDOT | **CoC** 4-LANE FREEWAY COMPLETION FROM HENNEPIN COUNTY ROAD 81 TO I-94 AND CONSTRUCTION OF 105 TH AVE FROM MAPLE GROVE PARKWAY TO APPROXIMATELY .5 MILES WEST OF I-94 | 2.5 |

| PROG | TYPE OF WORK | PROP FUNDS | TOTAL \$ | FHWA \$ | AC \$ | TH \$ | TH BOND \$ | OTHER \$ |
|------|-------------------------|---------------|---------------|-------------|-------|-------|-------------|--------------------------------|
| MC | GRADE, SURFACE & BRIDGE | HPP, TH BONDS | \$112,005,524 | \$4,346,172 | - | - | 106,825,140 | 834,212 City of Maple Grove |

PROJECT BACKGROUND:

1. The Corridors of Commerce program was created by the 2013 Minnesota Legislature (2013 Session Law, Chapter 117) to provide additional highway capacity on segments where there are currently bottlenecks in the trunk highway system, and to improve the movement of freight and reduce barriers to commerce. The legislation includes the specific selection criteria used to guide project selection up to \$300 million in new bonds. Projects were evaluated on the basis of project readiness, return on investment and support from the MnDOT district and local and regional agencies. Project submittals were ultimately considered and announced by Transportation Commissioner Zelle and Minnesota Governor Mark Dayton.

This amendment is needed to add a new project selected for the Corridors of Commerce Program, SP 2771-37, to SFY 2014 of the 2014-2017 TIP. This project, which completes trunk highway (TH) 610 on a new alignment as a 4-lane freeway from CSAH 81 to I-94, is a Regionally Significant project and is identified in the fiscally constrained Metropolitan Council Transportation Policy Plan (TPP).

Completion of TH 610 connects I-94 (where 101st Ave. N. currently crosses I-94) to the existing TH 610 roadway located at the CSAH 81/Elm Creek Boulevard interchange in the City of Maple Grove (Hennepin County). The new freeway will replace 101st Avenue between Fernbrook Lane and I-94. The project also includes the extension of 105th Avenue to approximately 0.5 miles West of I-94.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money – Corridors of Commerce TH Bonds X*
(Discretionary, Special Allocations or Other New Funding Sources)
- Anticipated Advance Construction _____
- ATP or MPO or MnDOT Adjustment
of other projects _____
- Earmark or HPP federal funds outside ATP
target X*
- Other _____

*SP 2771-37 currently has a total estimated design build contract cost of \$112,005,524 that includes \$106,825,140 in Corridors of Commerce TH bonds, \$4,346,172 in federal earmark funds, and \$834,212 in local matching funds from the City of Maple Grove.

The \$4,346,172 in federal earmark funds (SAFETEA-LU, 2008 and 2010 Appropriations Acts) are currently in SFY 2015 of the 2014-2017 TIP and will be applied to this project. The following table identifies the sources and amounts of federal earmarks funds that will be used on this project.

| EARMARK/HPP ID | FEDERAL ACT | STIP SEQ # | SP# | STIP YEAR | EARMARK/HPP FUNDS \$ |
|--|---------------------|------------|-----------|-----------|----------------------|
| MN 235 | SAFETEA-LU (209) | 1750 | 2771-102 | 2015 | \$3,363,254 |
| MN 249 | 2008 Appropriations | 1753 | 2771-102C | 2015 | \$490,000 |
| MN 266 | 2010 Appropriations | 1754 | 2771-102D | 2015 | \$399,932 |
| MN119 | SAFETEA-LU (651) | - | 2771-38C | - | \$92,986 |
| Total Earmark Federal Funds for SP 2771-37 | | | | | \$4,346,172 |

*In 2009 the MN Department of Administration let a contract, SP 2771-38C, to use \$352,000 of HY10 funds. The project closed out in June 2013 for \$259,014 resulted in a remainder of \$92,986 of federal funds available for use. The project in this amendment, SP 2771-37, will use all of these available funds.

The TH Corridors of Commerce bonds authorized by the Corridors of Commerce legislation, federal earmark funds, and local funds provided by the City of Maple Grove are sufficient to fully fund this project, therefore fiscal constraint is maintained.

MnDOT is requesting approval of this STIP amendment and authorization of this project for the purposes of releasing/advertising the Request for Proposals (RFP) only, even though TH bond funds are not available until SFY 2015 (July 1, 2014). The contract will not be awarded and no trunk highway bonds, federal funds, or local funds will be expended until after July 1, 2014.

DATE OF ATP CONCURRENCE: February 26, 2014

DATE OF MPO ADOPTION OR N/A: February 26, 2014

NOTE: SUBMITTAL OF THIS STIP AMENDMENT CONSTITUTES MnDOT APPROVAL OF TIP AMENDMENT

AIR QUALITY CONFORMITY:

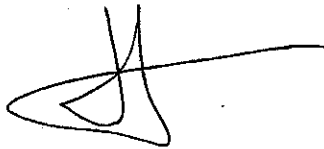
- Subject to conformity determination..... Yes*
- Exempt from regional level analysis..... _____
- Exempt from project level analysis..... _____
- Exempt by virtue of interagency consultation..... _____
- N/A (not in a nonattainment or maintenance area) _____

Derrell Turner
March 11, 2014
Page 4 of 4

*The Minnesota Interagency Air Quality and Transportation Planning Committee identified the project as an A20 regionally-significant project as part of its conformity analysis for the 2014-2017 TIP. The analysis has resulted in a Conformity Determination that the projects included in the 2014-2017 TIP meet all relevant regional emissions analysis and budget tests. The 2014-2017 TIP conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

We are requesting approval of this STIP amendment at this time. If you have any questions, please call Trang Chu at (651) 366-3782.

Sincerely,

A handwritten signature in black ink, appearing to be 'Brian Gage', with a long horizontal line extending to the right.

for

Brian Gage
Director, Programming and Performance Management Section
Office of Transportation System Management (OTSM)

cc: Heidi Schallberg, Metropolitan Council
Ryan Gaug, Cynthia Krumsieg, Metro Program Management
Marisol R. Simon – FTA
Bobbi Retzlaff, Trang Chu, Deb Pena, Kai Vang – OTSM



Minnesota Department of Transportation

Office of Transportation System Management
Mail Stop 440, 3rd Floor South
395 John Ireland Boulevard
Saint Paul, MN 55155

A1510

Office Telephone: (651) 366-3754
Fax: (651) 366-3790

May 21, 2014

Derrell Turner
Division Administrator
Federal Highway Administration
380 Jackson Street, Suite 500
St. Paul, Minnesota 55101

APPROVED: May 22, 2014
DATE

Federal Highway Administration

RE: Amendment to the Minnesota 2014-2017 State Transportation Improvement Program (STIP)
State Project Number: 164-214-016
Federal Project Number:

Dear Mr. Turner:

Please amend the 2014-2017 State Transportation Improvement Program (STIP) to document a total project cost increase and to change the State Project Number (SP) on this Metro District project currently programmed in State Fiscal Year (SFY) 2014 of the STIP. This project is submitted with the following information:

PROJECT 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 |
|-------|-------------------|-------------|------------------|--------------|--|---------|--|-------|
| A1510 | 2014 | M | M | CITY | 164-214-016 | ST PAUL | ON WESTERN AVE FROM ST ANTHONY AVE TO UNIVERSITY AVE & FROM CONCORDIA AVE TO SELBY AVE, STREETScape AND LIGHTING | 1.0 |

| PROG | TYPE OF WORK | PROP FUNDS | TOTAL \$ | FHWA \$ | AC \$ | FTA \$ | TH \$ | OTHER \$ |
|------|---------------|------------|-------------|-------------|-------|--------|-------|-------------------------------|
| EN | APPURTENANCES | TAP | \$2,250,000 | \$1,040,000 | - | - | - | \$1,210,000 (CITY OF ST PAUL) |

PROJECT BACKGROUND:

1. SP 164-213-007 (Seq. #1510) is a streetscaping and lighting project currently programmed in SFY 2014 of the 2014-2017 STIP with a total project cost of \$1,425,000 including \$1,040,000 in federal Transportation Alternatives Program (TAP) funds and \$385,000 in local funds from the City of St. Paul.

The state project number currently assigned to this project, SP 164-213-007, will no longer be used and the project is now assigned a new project number, SP 164-214-016.

The total project cost of this project increased from \$1,425,000 to \$2,250,000, an increase of \$825,000. While the scope of the work included in the project remains the same, the costs of several work elements increased based on the following:

- Computation error in the original funding application;
- Greater than anticipated sidewalk deterioration discovered;
- Sidewalks and ramps must meet ADA standards;
- Additional storm water management necessitated by requirements for projects located in a watershed.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216?

- | | |
|---|-----------|
| a. New Money | _____ |
| (Discretionary, Special Allocations or Other New Funding Sources) | |
| b. Anticipated Advance Construction | _____ |
| c. ATP or MPO or MnDOT Adjustment | _____ |
| of other projects | _____ |
| d. Earmark or HPP federal funds outside ATP | _____ |
| target | _____ |
| e. Other | _____ |
| Local funds from the City of St. Paul | <u>X*</u> |

*The project in this amendment is currently programmed under the old project number, SP 164-213-007, in SFY 2014 of the STIP as described above. This amendment documents the new project number, SP 164-214-016, and the new total project cost of \$2,250,000 including \$1,040,000 in federal TAP funds and \$1,210,000 in local funds, no increase in federal funds and an increase of \$825,000 in local funds. The City of St. Paul will provide the additional \$825,000 in local funds for this project.

Federal TAP funds originally programmed in the STIP along with the additional local funds from the City of St. Paul are sufficient to fully fund the project, therefore fiscal constraint is maintained.

DATE OF ATP CONCURRENCE: February 12, 2014

DATE OF MPO ADOPTION OR N/A: February 12, 2014

NOTE: SUBMITTAL OF THIS STIP AMENDMENT CONSTITUTES MnDOT
APPROVAL OF TIP AMENDMENT


AIR QUALITY CONFORMITY:

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

*Exempt Project Category #S-18 Lighting Improvements
Per Section 93.126 of the Conformity Rules

We request approval of this STIP amendment at this time. If you have any questions, please call Jody Carr at (651) 366-3736.

Sincerely,



for

Brian Gage
Director, Programming and Performance Management Section
Office of Transportation System Management (OTSM)

Enclosures: Metropolitan Council TIP Amendment Approval Documents

cc: Marisol R. Simon – FTA
Ryan Gaug, Cindy Krumsieg, Kha Vue, Brian Isaacson – Metro District
Trang Chu, Debbie Pena, Kai Vang – OTSM
Heidi Schallberg – Metropolitan Council
Bobbi Retzlaff – OTSM



Minnesota Department of Transportation

Office of Capital Programs and Performance Measures
 Mail Stop 440, 3rd Floor South
 395 John Ireland Boulevard
 Saint Paul, MN 55155

A2286

Office Telephone: (651) 366-3754

Fax: (651) 366-3790

May 14, 2014

Derrell Turner
 Division Administrator
 Federal Highway Administration
 380 Jackson Street, Suite 500
 St. Paul, Minnesota 55101

APPROVED: 14 May 2014
DATE

Susan L. Moe
 Federal Highway Administration

RE: Amendment to the Minnesota 2014-2017 State Transportation Improvement Program (STIP)

State Project Number: 2780-66

Federal Project Number:

Dear Mr. Turner:

Please amend the 2014 – 2017 State Transportation Improvement Program (STIP) to add a new Metro District project in State Fiscal Year (SFY) 2015. This project is submitted with the following information:

PROJECT IDENTIFICATION:

| SEQ # | STATE FISCAL YEAR | A | D | ROUTE SYSTEM | PROJECT NUMBER (S.P. #) (Fed # if available) | AGENCY | DESCRIPTION include location, description of all work, & city (if applicable) | MILE S |
|-------|-------------------|---|---|--------------|--|--------|---|--------|
| A2286 | 2015 | M | M | I-94 | 2780-66 | MnDOT | **ELLA** AUXILIARY LANE CONSTRUCTION EB FROM TH 241 IN ST. MICHAEL TO TH 101 IN ROGERS, INCLUDES WB EXIT RAMP EXTENSION AT TH 101 & WB THIRD LANE FROM TH 101 TO TH 241 | 4.2 |

| PROG | TYPE OF WORK | PROP FUNDS | TOTAL \$ | FHWA \$ | AC \$ | FTA \$ | TH \$ | OTHER \$ |
|------|---------------------------|------------|--------------|---------|-------|--------|-------|---|
| MC | GRADE, SURFACE AND BRIDGE | BF | \$40,000,000 | - | - | - | - | 40,000,000 Corridor of Commerce Bond Funds |

PROJECT BACKGROUND:

1. The Corridors of Commerce (C of C) program was created by the 2013 Minnesota State Legislature (2013 Session Law, Chapter 117) to provide additional highway capacity on segments where there are currently bottlenecks in the system, and to improve the movement of freight and reduce barriers to commerce. The legislation includes the specific selection criteria used to guide project selection. Projects were evaluated on the basis of project readiness, return on investment and support from the MnDOT district and local and regional agencies. Project submissions were ultimately considered and announced by Transportation Commissioner Zelle and Minnesota Governor Mark Dayton.

The I-94 operational improvements project in this amendment, SP 2780-66, met the C of C criteria and was selected to receive \$40,000,000 in state trunk highway (TH) bonds from the Corridors of Commerce Program. The project provides an eastbound auxiliary lane on I-94 from TH 241 in St. Michael to TH 101 in Rogers. On westbound I-94, the project extends the westbound exit ramp to TH 101 and adds an additional general purpose lane through the TH 101 interchange extending to TH 241 in St. Michael. The bridges over the Crow River will be widened to accommodate the extra lanes.

Because the scope of the project includes capacity expansion of greater than one mile, this project is classified as Regionally Significant and must be included in the Twin Cities 2014-2017 Metropolitan TIP and the 2014-2017 STIP. On April 30, 2014, the Metropolitan Council formally adopted this amendment to the current Twin Cities TIP. This amendment will add the project to SFY 2015 of the current STIP.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money – Corridor of Commerce Bond Funds X
(Discretionary, Special Allocations or Other New Funding Sources)
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment
of other projects
- Earmark or HPP federal funds outside ATP
target
- Other

2013 Session Law, Chapter 117 Minnesota State Legislature (described above) created the Corridors of Commerce program and authorized the sale of up to \$300 million in new bonds for the construction, reconstruction and improvement of trunk highways.

Derrell Turner
May 14, 2014
Page 3 of 4

The project in this amendment, SP 2780-66, has a total estimated design build contract cost of \$40,000,000 was selected to receive TH bonds in that amount from the Corridors of Commerce Program.

The TH bonds authorized by the Corridors of Commerce legislation and assigned to this project are sufficient to fully fund this project, therefore fiscal constraint is maintained.

DATE OF ATP CONCURRENCE: April 30, 2014

DATE OF MPO ADOPTION OR N/A: April 30, 2014

NOTE: SUBMITTAL OF THIS STIP AMENDMENT CONSTITUTES MnDOT APPROVAL OF TIP AMENDMENT

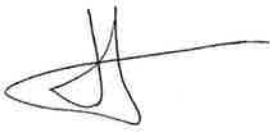
AIR QUALITY CONFORMITY:

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

The Minnesota Interagency Air Quality and Transportation Planning Committee identified the project as an A20 regionally-significant project as part of its conformity analysis for the 2014-2017 TIP. The analysis in the attachment has resulted in a Conformity Determination that the projects included in the 2014-2017 TIP meet all relevant regional emissions analysis and budget tests. The 2014-2017 TIP conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

We are requesting approval of this STIP amendment at this time. If you have any questions, please call Jody Carr at (651) 366-3736.

Sincerely,



for

Brian Gage
Manager for Program Development and Performance Measures
Office of Transportation System Management (OTSM)

Derrell Turner
May 14, 2014
Page 4 of 4

Enclosures: Met Council TIP Approval Documents
Letter from Minnesota Pollution Control Agency

cc: Heidi Schallberg, Metropolitan Council
Cynthia Krumsieg, Ryan Gaug, Brian Isaacson – Metro Program Management
Terry Humbert, Steve Voss – MnDOT District 3
Marisol R. Simon – FTA
Trang Chu, Debbie Peda, Kai Yang – OTSM
Bobbi Retzlaff – OTSM



Minnesota Pollution Control Agency

520 Lafayette Road North | St. Paul, Minnesota 55155-4194 | 651-296-6300

800-657-3864 | 651-282-5332 TTY | www.pca.state.mn.us | Equal Opportunity Employer

I-94 AUXILIARY LANE AQ CONFORMITY TIP AMENDMENT

December 24, 2013

Ms. Heidi Schallberg, AICP
Senior Planner
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101-1805

RE: Draft 2014-2017 Draft Transportation Improvement Program Amendment

Dear Ms. Schallberg:

The Minnesota Pollution Control Agency (MPCA) staff has completed its formal review of the 2014-2017 Transportation Improvement Program (TIP) amendment request. The TIP was amended to add an auxiliary lane to I-94 between Trunk Highway 241 in St. Michael and Trunk Highway 101 in Rogers in 2015. The MPCA staff has examined the TIP amendment request for conformance with a check list of requirements from the joint Transportation Conformity Rule (Rule) of the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation. The intent of the Rule is to ensure compliance with the Clean Air Act Amendments of 1990 and the Moving Ahead for Progress in the 21st Century Act (MAP 21) when a Metropolitan Planning Organization (MPO) or state department of transportation serves as a distribution agency for federal transportation funds.

The Rule requires that the MPOs base their TIPs and long-range comprehensive Transportation Plans (Plan) on the latest planning assumptions. As a result, the TIP's air quality conformity analysis is based on the most current Metropolitan Council (the Council) socio-economic data used in the Council's 2030 Regional Development Framework that was adopted by the Council on January 14, 2004. The latest update to these forecasts was published December 31, 2012. The planning document provides the Council with the socio-economic data (planning assumptions) to develop long range forecasts of regional highway and transit facilities' needs.

On November 8, 2010, the EPA approved a Limited Maintenance Plan request for the Twin Cities maintenance area. Under a limited maintenance plan, the EPA has determined that there is no requirement to project emissions over the maintenance period and that "an emission budget may be treated as essentially not constraining for the length of the maintenance period." The reason is that it is unreasonable to expect that the Twin Cities maintenance area will experience so much growth within this period that a violation of Carbon Monoxide (CO) National Ambient Air Quality Standard (NAAQS) would result. Therefore, no regional modeling analysis is required; however, federally-funded projects are still subject to "hot spot" analysis requirements. The limited maintenance plan adopted in 2010 determines that the level of CO emissions and resulting ambient concentrations will continue to demonstrate attainment of the CO NAAQS.

May 1, 2014

Scott McBride, Metro District Engineer
Minnesota Department of Transportation
1500 West County Road B2
Roseville, MN 55113

RE: 2014-2017 Transportation Improvement Program (TIP) Amendment request (TAB Actions 2014-25 and 2014-27)

Dear Mr. McBride:

At its April 30, 2014, meeting, the Metropolitan Council adopted two amendments to the region's 2014-2017 Transportation Improvement Program (TIP): one to add project #2780-66 in 2015 for auxiliary lane construction on I-94 from TH 241 in St. Michael to TH 101 in Rogers, including a westbound exit ramp extension at TH 101 and a westbound third lane from TH 101 to TH 241 using \$40,000,000 in state bonds; and a second amendment to add project # TRS-TCMT-14H for the purchase of 5 buses for regional service in 2014 to reprogram \$2,722,080 of federal CMAQ funds from the withdrawn project TRS-TCMT-10B with \$680,520 of local funds for a total of \$3,402,600.

There are four critical tests related to TIP amendment approval:

- Consistency with the region's long-range transportation plan;
- Conformity with air quality analysis;
- Opportunity for public input; and
- TIP fiscal constraint requirements.

The projects are consistent with the Metropolitan Area Transportation Policy Plan adopted on November 10, 2010, with a conformity determination established on February 23, 2011. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the bus purchase CMAQ project is exempt from air quality conformity analysis. The Minnesota Interagency Air Quality and Transportation Planning Committee identified the I-94 project as an A20 regionally-significant project as part of its conformity analysis for the 2014-2017 TIP, which is attached. The analysis in the attachment has resulted in a Conformity Determination that the projects included in the 2014-2017 TIP meet all relevant regional emissions analysis and budget tests. The 2014-2017 TIP conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality. Public input opportunities are provided through the Council's meeting process. The amendments maintain the TIP fiscal balance because the federal, state, and local funds are sufficient to fully fund the projects.

Since the Metropolitan Council has amended the 2014-2017 TIP, I respectfully request that MnDOT make the necessary and appropriate changes to the 2014-2017 STIP and notify the Federal Highway Administrator of your action.

Sincerely,

A handwritten signature in cursive script that reads "Arlene McCarthy".

Arlene McCarthy, Director
Metropolitan Transportation Services

Attachments

CC: Brian Isaacson, MnDOT Metro District

December 10, 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)

Dear Mr. Keel:

Please amend the 2014 – 2017 Transportation Improvement Program (TIP) to add a new project on I-94 in State Fiscal Year (SFY) 2015 for a total of \$40,000,000. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

| SEQ # | STATE FISCAL YEAR | A T P | DIST | ROUTE SYS | PROJECT NUMBER (S.P. #) (Fed # if available) | AGENCY | DESCRIPTION include location, description of all work, & city (if applicable) | MILES |
|-------|-------------------|-------|------|-----------|--|--------|--|-------|
| | 2015 | M | M | I-94 | 2780-66 | MnDOT | **ELLA** AUXILIARY LANE CONSTRUCTION EB FROM TH 241 IN ST. MICHAEL TO TH 101 IN ROGERS, INCLUDES WB EXIT RAMP EXTENSION AT TH 101 & WB THIRD LANE FROM TH 101 TO TH 241 | 4.15 |

| PROG | TYPE OF WORK | PROP FUNDS | TOTAL \$ | FHWA \$ | AC \$ | FTA \$ | TH \$ | OTHER \$ |
|------|---------------------------|------------|--------------|---------|-------|--------|--------------|----------|
| MC | GRADE, SURFACE AND BRIDGE | SF | \$40,000,000 | \$0 | | | \$40,000,000 | \$0 |

PROJECT BACKGROUND:

- 1. The Corridors of Commerce program was created by the 2013 Minnesota Legislature (2013 Session Law, Chapter 117) to provide additional highway capacity on segments where there are currently bottlenecks in the system, and to improve the movement of freight and reduce barriers to commerce. The legislation includes the specific selection criteria used to guide project selection. Projects were evaluated on the basis of project readiness, return on investment and support from the MnDOT district and local and regional agencies. Project submissions were ultimately considered and announced by Transportation Commissioner Zelle and Minnesota Governor Mark Dayton.

This amendment is needed to add a new project selected for the Corridors of Commerce Program, SP 2780-66, to SFY 2015 of the 2014-2017 TIP. This project, which provides operational improvements between TH 241 and TH 101, is Regionally Significant.

The project provides an eastbound auxiliary lane from TH 241 in St. Michael to TH 101 in Rogers. On westbound I-94, the project extends the westbound exit ramp to TH 101 and adds an additional general purpose lane through the TH 101 interchange extending to TH 241 in St. Michael. The bridges over the Crow River will be widened to accommodate the extra lanes.

- 2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?
 - New Money _____ X _____
 - Anticipated Advance Construction _____
 - ATP or MPO or Mn/DOT Adjustment by deferral of other projects _____
 - Earmark or HPP not affecting fiscal constraint _____
 - Other _____

Legislation passed by the 2013 Minnesota Legislature created the Corridors of Commerce program and authorized the sale of up to \$300 million in new bonds for the construction, reconstruction and improvement of trunk highways.

SP 2780-66 has a total estimated design build contract cost of \$40,000,000 funded by Corridors of Commerce authorized TH bonds.

The TH bonds authorized by the Corridors of Commerce legislation are sufficient to fully fund this project, therefore fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

The Metropolitan Council Transportation Policy Plan (TPP) will be amended in the future to include this project, its timing and funding sources.

The fiscally constrained (TPP was 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 _YES
- Exempt from regional level analysis..... _____
- N/A (not in a nonattainment or maintenance area)..... _____

The Minnesota Interagency Air Quality and Transportation Planning Committee identified the project as an A20 regionally-significant project as part of its conformity analysis for the 2014-2017 TIP, which is attached. The analysis in the attachment has resulted in a Conformity Determination that the projects included in the 2014-2017 TIP meet all relevant regional emissions analysis and budget tests. The 2014-2017 TIP conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

Sincerely,

Brian Isaacson
Planning Director, Program Management
MnDOT Metro District

cc: Cindy Krumsieg, MN/DOT Metro Program Management
Dan Erickson, MN/DOT Metro State Aid
Heidi Schallberg, Metropolitan Council

Appendix B.
Conformity Documentation
Of the amended 2014-2017 Transportation Improvement Program to the 1990
Clean Air Act Amendments
December 9, 2013

The United States Environmental Protection Agency's (EPA's) 40 CFR PARTS 51 and 93, referred to together with all applicable amendments as the "Conformity Rule," requires the Metropolitan Council (the Council) to prepare a conformity analysis of the region's *Transportation Policy Plan* (the Plan), as well as the *FY 2014-2017 Transportation Improvement Program* (TIP). Based on an air quality analysis, the Council must determine whether the TIP conforms to the requirements of the 1990 Clean Air Act Amendments (CAAA) with regard to National Ambient Air Quality Standards (NAAQS) for mobile source criteria pollutants.

Specifically, the Minneapolis/St. Paul Metropolitan Area is within an EPA-designated carbon monoxide (CO) limited maintenance area. A map of this area, which for air quality analysis purposes includes the seven-county Metropolitan Council jurisdiction plus Wright County and the City of New Prague, is shown in Exhibit B-1. The term "maintenance" reflects the fact that regional CO emissions were unacceptably high in the 1970s when the NAAQS were introduced, but were subsequently brought under control through a metro-area Vehicle Inspection and Maintenance (VIM) Program completed in the 1990s. The EPA then re-designated the area as in attainment of the NAAQS for CO in 1999 and approved a "maintenance plan" containing a technical rationale and actions designed to keep emissions below a set region-wide budget. The maintenance plan was updated in 2005, when changes to the emissions rates approved by EPA necessitated an update of the approved CO budget as well. A second ten-year maintenance plan was approved by EPA on November 8, 2010 as a "limited maintenance plan." Every long-range Plan or TIP approved by the Council must be analyzed using specific criteria and procedures defined in the Conformity Rule to verify that it does not result in emissions exceeding this current regional CO budget.

A conforming TIP and Plan, satisfying the aforementioned analysis requirement, must be in place in order for any federally funded transportation program or project phase to receive FHWA or FTA approval. A conformity analysis for the Transportation Policy Plan was approved by the Council and submitted for FHWA/FTA and EPA approval on April 24, 2013, 2013. This appendix describes the procedures used to analyze the amended 2014-2017 TIP and lists findings and conclusions supporting the Metropolitan Council's determination that this TIP conforms to the requirements of the CAAA.

The analysis described in the appendix has resulted in a Conformity Determination that the projects included in the amended 2014-2017 Transportation Improvement Program meet all relevant regional emissions analysis and budget tests as described herein. The amended 2014-2017 Transportation Improvement Program conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

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| 1. CO MAINTENANCE AREA MAP | |
| 2. CODES FOR PROJECTS THAT DO NOT IMPACT REGIONAL EMISSIONS | |

I. CONFORMITY OF THE AMENDED 2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM: FINDINGS AND CONCLUSIONS

An analysis of the regionally significant projects listed in the TIP was prepared. The analysis included the projects listed in Tables B-1 through B-3. This analysis meets the following Conformity Rule requirements:

- *Inter-agency consultation* (§93.105, §93.112). The Minnesota Pollution Control Agency (MPCA), Minnesota Department of Transportation (MnDOT), Environmental Protection Agency (EPA), and Federal Highway Administration (FHWA) were consulted during the preparation of the TIP and its conformity review and documentation. The "Transportation Conformity Procedures for Minnesota" handbook provides guidelines for agreed-upon roles and responsibilities and inter-agency consultation procedures in the conformity process.
- *Regionally significant and exempt projects* (§93.126, §93.127). The TIP analysis includes all known federal and nonfederal regionally significant projects as defined in §93.101 of the Conformity Rule. Exempt projects not included in the regional air quality analysis were identified by the inter-agency consultation group and classified in accordance with §93.126 of the Conformity Rule.
- *Donut areas* (§93.105(c)(2)). No regionally significant projects are planned or programmed for the City of New Prague. The air quality analysis of CO emissions for Wright County is prepared by the Council as part of an intergovernmental agreement with the County, MNDOT and the Council. Four regionally significant projects were identified for Wright County to be built within the analyses period of the TIP. The projects are in the maintenance area, but are outside of the Metropolitan Council's seven-county planning jurisdiction.
- *Latest planning assumptions* (§93.110). The Council is required by Minnesota statute to prepare regional population and employment forecasts for the Twin Cities Seven-County Metropolitan Area. The published source of socioeconomic data for this region is the Metropolitan Council's *2030 Regional Development Framework*. This planning document provides the Council with socio-economic data (planning assumptions) needed to develop long range forecasts of regional highway and transit facilities needs. The latest update to these forecasts was published December 31, 2012.

Other conformity requirements have been addressed as follows:

- The TIP was prepared in accordance with the *Public Participation Plan for Transportation Planning*, adopted by the Council on February 14, 2007. This process satisfies MAP-21 requirements for public involvement, in addition to the public consultation procedures requirement of Conformity Rule §93.105.
- The TIP addresses the fiscal constraint requirements of 23 CFR Section 450.324 and Section 93.108 of the Conformity Rule. Chapter 3 of the TIP documents the consistency of proposed transportation investments with already available and projected sources of revenue.
- The Council certifies that the Plan does not conflict with the implementation of the SIP, and conforms to the requirement to implement the Transportation System Management Strategies which are the adopted Transportation Control Measures (TCMs) for the region. All of the adopted TCMs have been implemented.
- Any TIP projects that are not specifically listed in the Plan are consistent with the policies and purposes of the Plan and will not interfere with other projects specifically included in the Plan.
- There are no projects which have received NEPA approval and have not progressed within three years.
- Although a small portion of the Twin Cities Metropolitan Area is a maintenance area for PM-10, the designation is due to non-transportation sources, and therefore is not analyzed herein.

II. CONSULTATION PROCEDURES

A. PUBLIC INVOLVEMENT PROCESS

The Council remains committed to a proactive public involvement process used in the development and adoption of the plan as required by the Council's Public Participation Plan for Transportation Planning. The Public Participation Plan is in Appendix D of the 2030 Transportation Policy Plan (revision adopted February 14, 2007) and complies with the public involvement process as defined in 23 CFR 450.316 and the MAP-21 requirements of Title 23 USC 134(i)(5), as well as the most current revisions to the Conformity Rule.

In addition to the Public Participation Plan, the Council continues to develop, refine and test public involvement tools and techniques as part of extensive ongoing public involvement activities that provide information, timely notices and full public access to key decisions and supports early and continuing involvement to the development of plans and programs. For example, open houses, comment mail-in cards, emails, letters, internet bulletin board, voice messages and notices on its web site are used to attract participation at the open houses, disburse informational materials and solicit public comments on transportation plans.

Solicitation of comments on the TIP is done a 30-day comment period. The TIP is adopted after the public comment period and revised as needed in response to comments received. A copy of the TIP is available to download from the Council's web site. The TIP public comment period is announced on the Council's web site. The public can contact the Council's transportation department directly by phone using a contact phone number posted on the web site.

B. INTERAGENCY CONSULTATION PROCESS

An interagency consultation process was used to develop the amended TIP. Consultation continues throughout the public comment period to respond to comments and concerns raised by the public and agencies prior to final adoption by the Council. The Council, MPCA and MnDOT confer on the application of the latest air quality emission models, the review and selection of projects exempted from a conformity air quality analysis, and regionally significant projects that must be included in the conformity analysis of the plan. An interagency conformity work group provides a forum for interagency consultation. The work group has representatives from the Council, MPCA, MnDOT, EPA and the FHWA. The following is a list of interagency meetings held and scheduled in 2013 to consult during the preparation and adoption of the plan document. Ongoing communication occurred along with periodic meetings, draft reports, emails and phone calls.

Amended 2014-2017 TIP Adoption Schedule

| Date | Action | Staff | Notes |
|-----------------------|---|--|---|
| Early December | Mn Interagency AQ and Transportation Planning Comm. Review amendment schedule, project info, and AQ conformity analysis | MPCA, MnDOT Metro, Met Council Transportation Services, FHWA Planning and Research Manager | |
| December 12 | Mailing to Funding and Programming Comm. | Met Council, with materials supplied by MnDOT Metro | |
| December 19 | TAC Funding and Programming Comm. Recommend amendment to TAC | Met Council Transportation Services and MnDOT Metro District | |
| January 8 | TAC recommend amendment to TAB | Met Council Transportation Services | |
| January 15 | TAB adopt for public comment | Met Council Transportation Services | Action item should include MPCA comment letter on AQ conformity analysis) |
| February 17 – April 4 | Public comment period | | |
| April 16 | TAB adopts amendment and makes positive conformity finding | Met Council Transportation Services | |
| April 14 | MC Transportation Comm. concurs | Met Council Transportation Services | |
| April 23 | Met Council approves, sends to MnDOT | Met Council Transportation Services | |

III. PROJECT LISTS AND ASSUMPTIONS

Definition of Regionally Significant and Exempt Projects

Pursuant to the Conformity Rule, the projects listed in the 2014-2017 TIP and Plan were reviewed and categorized using the following determinations to identify projects that are exempt from a regional air quality analysis, as well as regionally significant projects to be included in the analysis. The classification process used to identify exempt and regionally significant projects was developed through an interagency consultation process involving the MPCA, EPA, FHWA, the Council and MnDOT. Regionally significant projects were selected according to the definition in Section 93.101 of the Conformity Rules:

Regionally significant project means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

Junction improvements and upgraded segments less than one mile in length are not normally coded into the Regional Travel Demand Forecast Model (RTDFM), and therefore are not considered to be regionally significant, although they are otherwise not exempt. The exempt air quality classification codes used in the "AQ" column of project tables of the TIP are listed in Exhibit B-4. Projects which are classified as exempt must meet the following requirements:

1. The project does not interfere with the implementation of transportation control measures.
2. The project is segmented for purposes of funding or construction and received all required environmental approvals from the lead agency under the NEPA requirements including:
 - a. A determination of categorical exclusion: or
 - b. A finding of no significant impact: or
 - c. A final Environmental Impact Statement for which a record of decision has been issued.
3. The project is exempt if it falls within one of the categories listed in Section 93.126 in the Conformity Rule. Projects identified as exempt by their nature do not affect the outcome of the regional emissions analyses and add no substance to the analyses. These projects are determined to be within the four major categories described in the conformity rule.
 - a. Safety projects that eliminated hazards or improved traffic flows.
 - b. Mass transit projects that maintained or improved the efficiency of transit operations.
 - c. Air quality related projects that provided opportunities to use alternative modes of transportation such as ride-sharing, van-pooling, bicycling, and pedestrian facilities.
 - d. Other projects such as environmental reviews, engineering, land acquisition and highway beautification.

2014-2017 Transportation Improvement Program

The inter-agency consultation group, including representatives from MnDOT, FHWA, MPCA, EPA, and the Council, reviewed the list of projects to be completed by the 2014-2017 TIP timeframe, including the following:

- In-place regionally significant highway or transit facilities, services, and activities;
- Projects selected through the Council's Regional Solicitation process;
- Major projects from MnDOT's ten-year work program; and
- Regionally significant projects (regardless of funding sources) which are currently:
 - under construction, or;
 - undergoing right-of-way acquisition, or;
 - come from the first year of a previously conforming TIP (2011-2014), or;
 - have completed the NEPA process.

Each project was assigned to a horizon year (2015 or 2020) and categorized in terms of potential regional significance and air quality analysis exemption as per Sections 93.126 and 93.127 of the Conformity Rule, using the codes listed in this Appendix. The resulting list of regionally significant projects for 2015 and 2020 is shown in Tables B-1 through B-2.

2030 Transportation Policy Plan; Adopted November 10, 2010

The inter-agency consultation group also reviewed projects to be completed before 2030 but not within the 2014-2017 TIP timeframe, including the project types listed above, as well as regionally significant planned projects in the TPP and other regionally significant projects, regardless of funding source. Each project was assigned to a horizon year (2015, 2020, or 2030) and categorized in terms of potential regional significance and air quality analysis exemption as per Sections 93.126 and 93.127 of the Conformity Rule, using the codes listed in this Appendix. The resulting list of regionally significant projects for 2015, 2020 and 2030 is shown in Tables B-1 through B-3.

Wright County and City of New Prague Projects

A significant portion of Wright County and the City of New Prague are included in the Twin Cities CO maintenance area established in October 1999. However, since neither the county nor the cities are part of the Seven County Metropolitan Area, Wright County and New Prague projects were not coded into the Seven-County regional transportation model. However, Wright County and New Prague projects are evaluated for air quality analysis purposes, and the emissions associated with the regionally significant projects identified are added to the Seven-County region's emissions total. No regionally significant projects are currently planned or programmed for the City of New Prague during the time period of this plan. Three Wright County projects were considered in the regional air quality analysis:

- TH 25: Construct 4 lane from Buffalo to start of 4 lane south of I-94 in Monticello
- I-94: Add WB C-D road between CSAH 37 and CSAH 19 interchanges in Albertville.
- I-94: Add WB auxiliary lane between CSAH 18 interchange and TH 25 interchange in Monticello

| Table B-1 | | | |
|--|--|--------|-------------------------------|
| Regionally Significant Projects | | | |
| 2015 Action Scenario | | | |
| Route | Description | Agency | MNDOT Project Number/Comments |
| TH 25 | TH 55 IN MONTICELLO TO I-94 IN BUFFALO, WRIGHT CO. - RECONSTRUCT TO 4 LANES | MNDOT | 8605-44 |
| TH 23 | FROM E OF ST. CLOUD TO TH 25 IN FOLEY - 2 TO 4 LANE EXPANSION | MNDOT | |
| I-94 | ADD WB C-D ROAD BETWEEN CSH 37 ND CSAH 19 INTERCHANGES IN ALBERTVILLE. INCLUDES WB OFF | MNDOT | 8680-145 |

Table B-1
Regionally Significant Projects
 2015 Action Scenario

| | | | |
|---------|---|----------------------|-------------|
| | RAMP FOR CSAH 19 | | |
| I-94 | ADD WB AUXILIARY LANE BETWEEN CSAH 18 INTERCHANGE AND TH 25 INTERCHANGE IN MONTICELLO | MNDOT | 8605-44 |
| TH 51 | FROM ANOKA CSAH 12 TO 121ST AVE IN COON RAPIDS & BLAINE-RECONSTRUCT TO 4-LANE RDWY, PED/BIKE, SIGNALS | ANOKA COUNTY | 002-651-007 |
| CSAH 11 | ON ANOKA CSAH 11 (FOLEY BLVD) FROM 101ST TO EGRET IN COON RAPIDS-RECONSTRUCT TO 4-LN RDWY, NEW SIGNALS, TRAIL | ANOKA COUNTY | 002-611-032 |
| CSAH 18 | ON CARVER CSAH 18 (LYMAN BLVD) FROM CARVER CSAH 15 (AUDUBON RD) TO CARVER CSAH 17 (POWERS BLVD) IN CHANHASSEN-RECONSTRUCT TO 4-LN RDWY | CARVER COUNTY | 010-618-013 |
| TH 149 | FROM TH 55 TO JUST NORTH OF I-494 IN EAGAN-RECONSTRUCT FROM 4-LN RDWY TO 5-LN RDWY, TRAIL | EAGAN | 195-010-010 |
| CSAH 61 | FROM CSAH 3 (EXCELSIOR BLVD) TO NO OF TH 7 IN HOPKINS & MINNETONKA-UPGRADE TO A 4-LANE RDWY, INTERSECTION IMPROVEMENTS (TIED TO 2706-235) | HENNEPIN COUNTY | 027-661-046 |
| | HWY 36 EAST P&R (STILLWATER) | METROPOLITAN COUNCIL | TRF-TCMT |
| TH 7 | AT HENNEPIN CSAH 61 (SHADY OAK RD) IN MINNETONKA - UPGRADE TO A 4-LANE RDWY, INTERSECTION IMPROVEMENTS | MNDOT | 2706-235 |
| I-94 | EB I94 FROM 7TH ST EXIT TO MOUNDS BLVD IN ST PAUL-ADD AUXILIARY LANE, NOISEWALL, DRAINAGE, POND, TMS, SIGNING, LIGHTING, GUARDRAIL | MNDOT | 6283-175 |
| TH 55 | FROM N JCT MN149 TO S JCT MN149 IN EAGAN- WIDEN FROM 4-LANE SECTION TO 6-LANE SECTION | MNDOT | 1909-95 |
| I-494 | FROM N OF I394 IN MINNETONKA TO I94/I494/I694 INTERCHANGE IN MAPLE GROVE - UNBONDED CONCRETE OVERLAY, CPR, RIGHT SIDE DYNAMIC SHOULDER, SIGNING, STRIPING, DRAINAGE, TMS, NOISE WALLS, REDECK AND WIDEN BRIDGES 27973, 27974, 27975, 27976, 27977, 27978, AND REDECK BRIDGE 27905 | MNDOT | 2785 |
| I-394 | FROM RIDGEDALE DRIVE TO WESTBOUND I394 IN MINNETONKA - NEW ENTRANCE RAMP/BRIDGE 27W09 | MNDOT | 2789-141 |
| TH 52 | REPLACE LAFAYETTE BRIDGE | MNDOT | 6244-30 |
| | CEDAR AVENUE BUS RAPID TRANSIT | METROPOLITAN COUNCIL | |
| | CENTRAL CORRIDOR LIGHT RAIL TRANSIT | METROPOLITAN COUNCIL | CCLRT |

Table B-2
Regionally Significant Projects
 2020 Action Scenario

| Route | Description | Agency | MnDOT Project Numbers - comments |
|----------|--|--------------|----------------------------------|
| CSAH 116 | FROM JUST E OF CRANE ST THROUGH JEFFERSON ST IN ANDOVER AND HAM LAKE-RECONSTRUCT FROM 2-LANE UNDIVIDED TO A 4-LANE DIVIDED ROADWAY INCLUDING SEPARATED BIKE/PED FACILITY, SIGNALIZED INTERSECTIONS AND | ANOKA COUNTY | 002-716-015 |

**Table B-2
Regionally Significant Projects
2020 Action Scenario**

| | | | |
|-------------------|--|----------------------|-------------|
| | IMPROVE AT-GRADE RAIL CROSSING | | |
| CSAH 11 | FROM N OF EGRET BLVD TO N OF NORTHDALE BLVD- RECONSTRUCT CSAH 11 (FOLEY BLVD) AS A 4-LANE DIVIDED ROADWAY AS WELL AS A TRAIL AND SIDEWALK, PONDS, TRAFFIC SIGNALS AND DEDICATED LEFT- AND RIGHT-TURN LANES | ANOKA COUNTY | 002-611-034 |
| CSAH 34 | FROM W94TH ST TO T8500 BLOCK OF NORMANDEALE BLVD IN BLOOMINGTON-RECONSTRUCT OF CSAH 34 (NORMANDEALE BLVD) AS A 4-LANE DIVIDED ROADWAY WITH LEFT-TURN LANES AND MULTI-USE TRAILS | BLOOMINGTON | 107-020-065 |
| TH 55 | FROM THE MN149 NORTH INTERSECTION THROUGH THE MN149 SOUTH INTERSECTION-EXPANSION TO A 6-LANE ROADWAY INCLUDING TRAFFIC SIGNALS, AND CONSTRUCTION OF A MULTI-USE TRAIL | EAGAN | 195-010-011 |
| CSAH 53 | FROM JUST WEST OF WASHBURN AVE TO 16TH AVE IN RICHFIELD- RECONSTRUCT TO A 3-LANE SECTION CENTER TURN LANE, RAISED CONCRETE MEDIAN, SIGNAL REPLACEMENT, SIDEWALKS, ON-ROAD BIKEWAYS | HENNEPIN COUNTY | 027-653-021 |
| CSAH 81 | FROM N OF 63RD AVE N TO N OF CSAH 8 IN BROOKLYN PARK- RECONSTRUCT TO A MULTI-LANE DIVIDED ROADWAY INCLUDING CONCRETE MEDIAN AND A MUTLI-USE TRAIL | HENNEPIN COUNTY | 027-681-034 |
| TH 100 | FROM 36TH ST TO CEDAR LAKE RD IN ST. LOUIS PARK - RECONSTRUCT INTERCHANGES INCLUDING CONSTRUCTING AUXILLIARY LANES | MN/DOT | 2734-33AC |
| I-35E | FROM I94 IN ST. PAUL TO JUST NORTH OF LITTLE CANADA RD IN LITTLE CANADA - CONSTRUCT MNPASS LANE, REHAB PAVEMENT, REPLACE BRIDGES 6509, 6510, 6511, 6512, 6514, 6579, 9117, 9118, 9119, 9120 AND TMS | MN/DOT | 6280-367 |
| TH 610 | EXTENSION OF 105TH AVE TO W OF I94 IN MAPLE GROVE | MNDOT | 2771 |
| I-35W | FROM 46TH ST TO I94 IN MPLS - MANAGED LANE COMPLETION, PAVEMENT RECONSTRUCTION AND REPAIR, NOISEWALLS, TMS, DRAINAGE, LIGHTING, REPLACE BRIDGES 9731, 9733, 27842, 27843, 27867, 27868, 27869, 27870, 27871, 27872 | MNDOT | 2782-327 |
| I-35E | FROM JCT MN36 IN ROSEVILLE TO JUST N I694 IN ARDEN HILLS/NEW BRIGHTON- MILL AND OVERLAY, DRAINAGE, GUARDRAIL, SIGNING, AUXILLIARY LANES | MNDOT | 6284-166 |
| CSAH 35 | CSAH 35 (PORTLAND AVE) FROM 67TH ST TO 77TH ST IN RICHFIELD-RECONSTRUCT TO 2-LANE ROAD WITH A CENTER TURN LANE AND INCLUDING TRANSIT FACILITIES, BIKE LANES AND PEDESTRIAN FACILITIES | RICHFIELD | 157-020-026 |
| TH 101 | AT HENNEPIN CSAH 144 IN ROGERS-RECONSTRUCT INTERCHANGE, MULTI-USE TRAIL AND SIDEWALK, SIGNALS AND LIGHTING (AC PROJECT, PAYBACK IN 2015) (TIED WITH 2738-28, 2738-29) | ROGERS | 238-010-003 |
| PIERCE BUTLER RTE | FROM GROTTO ST TO ARUNDEL ST AT MINNEHAHA AVE- EXTENSION OF PIERCE BUTLER ROUTE ON A NEW ALIGNMENT AS A 4-LANE ROADWAY WITH BIKE LANES AND SIDEWALKS | SAINT PAUL | 164-020-123 |
| CSAH 17 | FROM S OF CSAH 78 TO N OF CSAH 42-RECONSTRUCT AS A 4-LANE DIVIDED ROADWAY AND MULTI-USE TRAIL | SCOTT COUNTY | 070-617-024 |
| TH 36 | NEW ST CROIX RIVER CROSSING | MNDOT | 8217-82045 |
| TH 610 | CONSTRUCT FROM I-94 TO CSAH 81 | | |
| | I-35W BUS RAPID TRANSIT | METROPOLITAN COUNCIL | |
| | WEST BROADWAY AVE BUS RAPID TRANSIT | METROPOLITAN COUNCIL | |
| | ROBERT ST BUS RAPID TRANSIT | METROPOLITAN COUNCIL | |

Table B- 2
Regionally Significant Projects
2020 Action Scenario

| | | | |
|-------|--|----------------------|--|
| | CHICAGO-EMERSON/FREMONT AVES BUS RAPID TRANSIT | METROPOLITAN COUNCIL | |
| | SNELLING AVE BUS RAPID TRANSIT | METROPOLITAN COUNCIL | |
| | EAST 7 TH ST BUS RAPID TRANSIT | METROPOLITAN COUNCIL | |
| | WEST 7 TH ST BUS RAPID TRANSIT | METROPOLITAN COUNCIL | |
| | SOUTHWEST LIGHT RAIL TRANSIT | METROPOLITAN COUNCIL | |
| | BOTTINEAU LIGHT RAIL TRANSIT | METROPOLITAN COUNCIL | |
| I-694 | DYNAMIC SHOULDER LANE FROM RICE TO LEXINGTON | MNDOT | |
| I-94 | LANE ADDITION FROM TH 101 TO TH 241 | MNDOT | |

Table B- 3
Regionally Significant Projects
2030 Action Scenario

| Route | Description | Agency | MnDOT Project Numbers - Comments |
|--------------|---|----------------------|---|
| | AMERICAN BOULEVARD ARTERIAL BUS RAPID TRANSIT | METROPOLITAN COUNCIL | |
| | CENTRAL AVE ARTERIAL BUS RAPID TRANSIT | METROPOLITAN COUNCIL | |
| | NICOLLET AVE ARTERIAL BUS RAPID TRANSIT | METROPOLITAN COUNCIL | |

IV. CONFORMITY DEMONSTRATION

The EPA, in response to a MPCA request, redesignated the Twin Cities seven-county Metropolitan Area and Wright County as in attainment for CO in October 1999. A 1996 motor vehicle emissions budget (MVEB) was revised in January 2005 in a revision to the SIP. The SIP amendment revised the MVEB budget to a not-to-exceed threshold of 1,961 tons per day of CO emissions for the analysis milestone years of 2009, 2015, 2020 and 2030. In 2010, in response to a MPCA request, the EPA approved a Limited Maintenance Plan for the maintenance area. A limited maintenance plan is available to former non-attainment areas which demonstrate that monitored concentrations of CO remain below 85% of the eight-hour National Ambient Air Quality Standard (NAAQS) for eight consecutive quarters. MPCA ambient CO monitoring data shows that eight hour concentrations have been below 70% of the NAAQS since 1998 and below 30% of the NAAQS since 2004.

Under a limited maintenance plan, the EPA has determined that there is no requirement to project emissions over the maintenance period and that "an emissions budget may be treated as essentially not constraining for the length of the maintenance period because it is unreasonable to expect that such an area will experience so much growth in that period that a violation of the CO NAAQS would result." No regional modeling analysis is required, however federally funded projects are still subject to "hot spot" analysis requirements.

The limited maintenance plan adopted in 2010 determines that the level of CO emissions and resulting ambient concentrations continue to demonstrate attainment of the CO NAAQS. The following additional programs will also have a beneficial impact on CO emissions and ambient concentrations: Ongoing implementation of an oxygenated gasoline program as reflected in the modeling assumptions used the SIP; A regional commitment to continue capital investments to maintain and improve the operational efficiencies of highway and transit systems; Adoption of a regional long-term 2030 Regional Development Framework that supports land use patterns that efficiently connect housing, jobs, retail centers, and transit oriented development along transit corridors; The continued involvement of local government units in the regional 3C transportation planning process allows the region to address local congestion, effectively manage available capacities in the transportation system, and promote transit supportive land uses as part of a coordinated regional growth management strategy. For all of these reasons, the Twin Cities CO maintenance areas will continue to attain the CO standard for the next 10 years.

V. TIMELY IMPLEMENTATION OF TRANSPORTATION CONTROL MEASURES

Pursuant to the Conformity Rule, the Council reviewed the amended TIP and certifies that the amended TIP conforms with the SIP and does not conflict with its implementation. All Transportation System Management (TSM) strategies which were the adopted TCM's for the region have been implemented or are ongoing and funded. There are no TSM projects remaining to be completed. There are no fully adopted regulatory new TCM's nor fully funded non-regulatory TCM's that will be implemented during the programming period of the amended TIP. There are no prior TCM's that were adopted since November 15, 1990, nor any prior TCM's that have been amended since that date.

As part of the Urban Partnership Agreement (UPA), additional transit lanes have been added to Marquette and 2nd Ave in Minneapolis, and transit capacity in the I-35W corridor has been enhanced through dynamic priced shoulder lanes.

A list of officially adopted TCM's for the region may be found in the November 27, 1979 Federal Register notice for EPA approval of the Minneapolis-St. Paul CO Maintenance Plan, based upon the 1980 Air Quality Control Plan for Transportation, which in turn cites transit strategies in the 1978-1983 Transportation Systems Management Plan. It is anticipated that the Transportation Air Quality Control Plan will be revised in the near future. The following lists the summary and status of the currently adopted TCM's:

- **Vehicle Inspection and Maintenance Program** (listed in Transportation Control Plan as a potential strategy for hydrocarbon control with CO benefits). This program became operational in July 1991 and was terminated in December 1999.
- **I-35W Bus/Metered Freeway Project.** Metered freeway access locations have bus and carpool bypass lanes at strategic intersections on I-35W. In March, 2002 a revised metering program became operational. The *2030 Transportation Policy Plan* calls for the implementation of Bus Rapid Transit in the I-35W corridor. As part of the Urban Partnership Agreement (UPA), additional transit lanes have been added to Marquette and 2nd Ave in Minneapolis, and transit capacity in the I-35W corridor has been enhanced through dynamic priced shoulder lanes.
- **Traffic Management Improvements** (multiple; includes SIP amendments):
 - *Minneapolis Computerized Traffic Management System.* The Minneapolis system is installed. New hardware and software installation were completed in 1992. The system has been significantly extended since 1995 using CMAQ funding. Traffic signal improvements were made to the downtown street system to provide daily enhanced preferred treatment for bus and LRT transit vehicles in 2009.
 - *St. Paul Computerized Traffic Management System.* St. Paul system completed in 1991.
 - *University and Snelling Avenues, St. Paul.* Improvements were completed in 1990 and became fully operational in 1991.
- **Fringe Parking Programs.** Minneapolis and St. Paul are implementing ongoing programs for fringe parking and incentives to encourage carpooling through their respective downtown traffic management organizations.
- **Stricter Enforcement of Traffic Ordinances.** Ongoing enforcement of parking idling and other traffic ordinances is being aggressively pursued by Minneapolis and St. Paul.
- **Public Transit Strategies** (from the 1983 Transportation Systems Management Plan):
 - *Reduced Transit Fares.* Current transit fares include discounts for off-peak and intra-CBD travel. Reduced fares are also offered to seniors, youth, medicare card holders, and persons with disabilities.
 - *Transit Downtown Fare Zone.* All transit passengers can ride either the Minneapolis or Saint Paul fare zones for 50 cents. Since March 2010 passengers can ride Nicollet Mall buses for free within the downtown zone.

- *Community-Centered Transit.* The Council is authorized by legislation to enter into and administer financial assistance agreements with local transit providers in the metropolitan region, including community-based dial-a-ride systems. This program had been used to provide funding assistance to local agencies operating circulation service coordinated with regular route transit service. A regional restructuring of dial-a-ride service, now called Transit Link, occurred in 2010.
- *Flexible Transit.* Routes 755 and 756 in Medicine Lake were operated on a flex-route in 2006 by First Student, a private provider. Also, Metro Mobility, a service of the Council, as well as the dial-a-ride services mentioned above, operates with flexible routes catered to riders' special needs.
- *Total Commuter Service.* The non-CBD employee commuter vanpool matching services provided by this demonstration project, mentioned in the 1983 Transportation Systems Management Plan as well as the Transportation Control Plan, are now by the Van-Go! program, a service of the Council.
- *Elderly and Handicapped Service.* ADA Paratransit Service is available for people who are unable or have extreme difficulty using regular route transit service because of a disability or health condition. ADA Paratransit Service provides "first-door-through-first-door" transportation in 89 communities throughout the metropolitan area for persons who are ADA-certified. The region's ADA paratransit service is provided by four programs, namely Metro Mobility, Anoka County Traveler, DARTS, and H.S.I. (serving Washington County). In addition, every regular-route bus has a wheelchair lift, and drivers are trained to help customers use the lift and secure their wheelchairs safely. LRT trains offer step-free boarding, and are equipped with designated sections for customers using wheelchairs. In addition, all station platforms are fully accessible.
- *Responsiveness in Routing and Scheduling.* Metro Transit conducted a series of Transit Redesign "sector studies" to reconfigure service to better meet the range of needs based on these identified transit market areas. The Sector 1 and 2 studies, covering the northeast quadrant of the region, were the first to be completed. Following the successful reorganization of transit service in those areas, the remaining sector were studied and changes were implemented. Service is now re-evaluated as needed.
- *CBD Parking Shuttles.* The downtown fare zones mentioned above provide fast, low-cost, convenient service to and from parking locations around the CBD.
- *Simplified Fare Collection.* The fare zone system in place at the time of the Transportation Systems Management Plan has since been eliminated. Instead, a simplified fare structure based upon time (peak vs. off-peak) and type (local vs. express) of service has been implemented, with discounts for select patrons (e.g. elderly, youth). Convenient electronic fare passes are also available from Metro Transit, improving ease of fare collection and offering bulk-savings for multi-ride tickets.
- *Bus Shelters.* Metro Transit coordinates bus shelter construction and maintenance throughout the region. Shelter types include standard covered wind barrier structures as well as lit and heated transit centers at major transfer points and light-rail stations.
- *Rider Information.* Rider information services have been greatly improved since the 1983 Transportation Systems Management Plan was created. Schedules and maps have been re-designed for improved clarity and readability, and are now available for download on Metro Transit's web-site, which also offers a custom trip planner application to help riders choose the combination of routes that best serves their needs. Bus arrival and departure times are posted in all shelters, along with the phone number of the TransitLine automated schedule information hotline. Some shelters and stations have real time "next trip" information.
- *Transit Marketing.* Metro Commuter Services, under the direction of Metro Transit, coordinates all transit and rideshare marketing activities for the region, including five Transportation Management Organizations (TMOs) that actively promote alternatives to driving alone through employer outreach, commuter fairs, and other programs. Metro

Commuter Services also conducts an annual Commuter Challenge, which is a contest encouraging commuters to pledge to travel by other means than driving alone.

- *Cost Accounting and Performance-Based Funding.* Key criteria in the aforementioned Transit Redesign process include service efficiency (subsidy per passenger) and service effectiveness (passengers per revenue-hour). Metro Transit uses these metrics to evaluate route cost-effectiveness and performance and determine which routes are kept, re-tuned, or eliminated.
 - *"Real-Time" Monitoring of Bus Operations.* The regional Transit Operations Center permits centralized monitoring and control of all vehicles in the transit system.
 - *Park and Ride.* Appendix J of the *Transportation Policy Plan* provides guidelines intended for use in planning, designing, and evaluating proposed park-and-ride facilities served by regular route bus transit. The guidelines can also be used for park-and-ride lots without bus service and at rail stations. The Metropolitan Council administers capital funding to transit operating agencies building, operating, and maintaining park-and-ride facilities. In 2009 the region served 108 park-and-ride facilities with a capacity of 25,700. Average usage in 2009 was 67 percent.
- **Hennepin and First Avenue One-Way Pair.** These streets in downtown Minneapolis were re-configured subsequent to the 1980 Air Quality Control Plan for Transportation to address a local CO hot-spot issue that has since been resolved. The streets reverted to a two-way configuration in 2009.

The above list includes two TCM's that are traffic flow amendments to the SIP. The MPCA added them to the SIP since its original adoption. These include in St. Paul, a CO Traffic Management System at the Snelling and University Avenue. While not control measures, the MPCA added two additional revisions to the SIP which reduce CO: a vehicle emissions inspection/maintenance program, implemented in 1991, to correct the region-wide carbon monoxide problem, and a federally mandated four-month oxygenated gasoline program implemented in November 1992. In December 1999 the vehicle emissions inspection/maintenance program was eliminated.

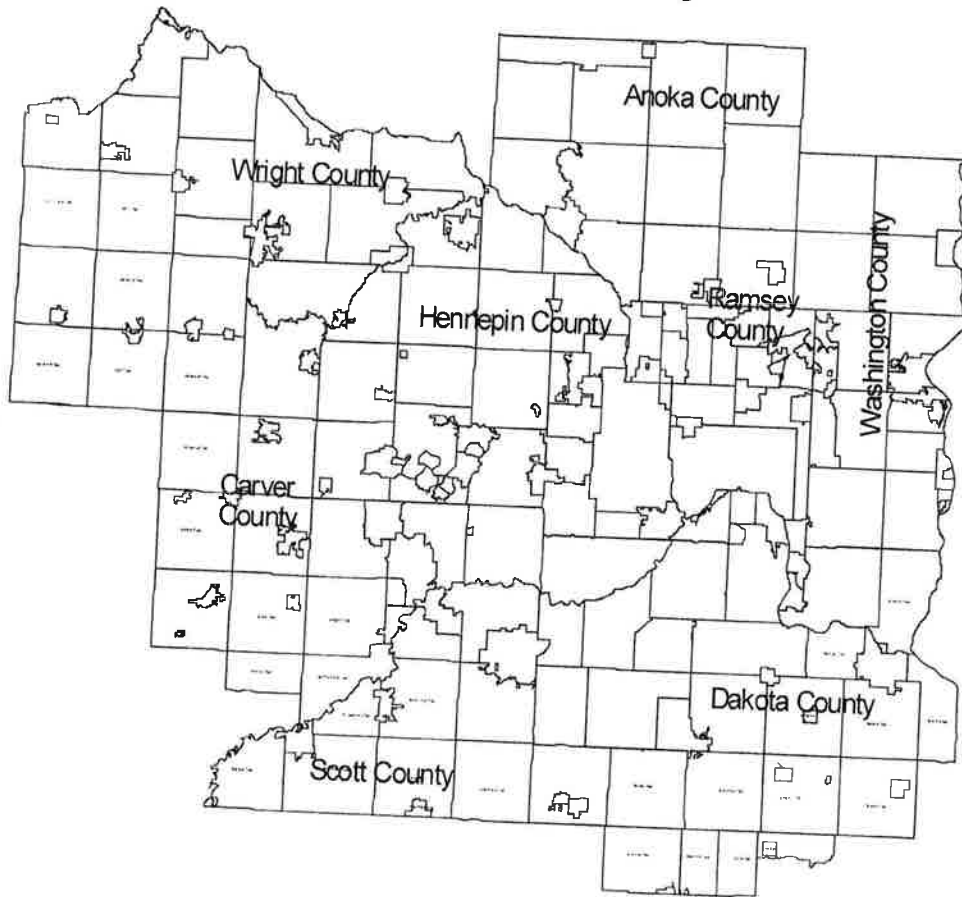
The MPCA requested that the USEPA add a third revision to the SIP, a contingency measure consisting of a year-round oxygenated gasoline program if the CO standards were violated after 1995. The USEPA approved the proposal. Because of current state law which remains in effect, the Twin Cities area has a state mandate year-round program that started in 1995. The program will remain regardless of any USEPA rulemaking.

VI. EXHIBITS

This section contains the exhibits referenced in this appendix.

Exhibit 1.

**Carbon Monoxide Maintenance Area
Seven County Metropolitan Area
and Wright County**



Note: Shaded area is designated maintenance.



EXHIBIT 2

PROJECTS THAT DO NOT IMPACT REGIONAL EMISSIONS, AND PROJECTS THAT ALSO DO NOT REQUIRE LOCAL CARBON MONOXIDE IMPACT ANALYSIS

Certain transportation projects eligible for funding under Title 23 U.S.C. have no impact on regional emissions. These are "exempt" projects that, because of their nature, will not affect the outcome of any regional emissions analyses and add no substance to those analyses. These projects (as listed in Section 93.126 of conformity rules) are excluded from the regional emissions analyses required in order to determine conformity of the TPP and TIPs.

Following is a list of "exempt" projects and their corresponding codes used in column "AQ" of the 2014-2017 TIP. The coding system is revised from previous TIPs to be consistent with the coding system for exempt projects in the proposed Minnesota Pollution Control Agency (MPCA) revision to the State Implementation Plan for Air Quality for Transportation Conformity.

Except for projects given an "A" code or a "B" code, the categories listed under Air Quality should be viewed as advisory in nature, and relate to project specific requirements rather than to the TIP air quality conformity requirements. They are intended for project applicants to use in the preparation of any required federal documents. Ultimate responsibility for determining the need for a hot-spot analysis for a project under 40 CFR Pt. 51, Subp. T (The transportation conformity rule) rests with the U.S. Department of Transportation. The Council has provided the categorization as a guide to project applicants of possible conformity requirements, if the applicants decide to pursue federal funding for the project.

SAFETY

Railroad/highway crossingS-1
Hazard elimination programS-2
Safer non-federal-aid system roads.....S-3
Shoulder improvementsS-4
Increasing sight distanceS-5
Safety improvement program.....S-6
Traffic control devices and operating assistance other than signalization projectsS-7
Railroad/highway crossing warning devicesS-8
Guardrails, median barriers, crash cushionsS-9
Pavement resurfacing and/or rehabilitationS-10
Pavement marking demonstration.....S-11
Emergency relief (23 U.S.C. 125)S-12
Fencing.....S-13
Skid treatmentsS-14
Safety roadside rest areas.....S-15
Adding mediansS-16
Truck climbing lanes outside the urbanized areaS-17
Lighting improvementsS-18
Widening narrow pavements or reconstructing bridges (no additional travel lanes)S-19
Emergency truck pulloversS-20

MASS TRANSIT

Operating assistance to transit agenciesT-1
Purchase of support vehiclesT-2
Rehabilitation of transit vehiclesT-3
Purchase of office, shop, and operating equipment for existing facilitiesT-4
Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).....T-5
Construction or renovation of power, signal, and

| | |
|---|------|
| communications systems | T-6 |
| Construction of small passenger shelters and information kiosks | T-7 |
| Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) | T-8 |
| Rehabilitation or reconstruction of track structures, track and trackbed in existing rights-of-way | T-9 |
| Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet | T-10 |
| Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771 | T-11 |

AIR QUALITY

| | |
|--|------|
| Continuation of ride-sharing and van-pooling promotion activities at current levels | AQ-1 |
| Bicycle and pedestrian facilities | AQ-2 |

OTHER

Specific activities which do not involve or lead directly to construction, such as:

| | |
|--|------|
| Planning and technical studies | |
| Grants for training and research programs | |
| Planning activities conducted pursuant to titles 23 and 49 U.S.C. | |
| Federal-aid systems revisions | O-1 |
| Engineering to assess social, economic and environmental effects of the proposed action or alternatives to that action | O-2 |
| Noise attenuation | O-3 |
| Advance land acquisitions (23 CFR 712 or 23 CFR 771) | O-4 |
| Acquisition of scenic easements | O-5 |
| Plantings, landscaping, etc. | O-6 |
| Sign removal | O-7 |
| Directional and informational signs | O-8 |
| Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities) | O-9 |
| Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational, or capacity changes | O-10 |

Projects Exempt from Regional Emissions Analyses that may Require Further Air Quality Analysis

The local effects of these projects with respect to carbon monoxide concentrations must be considered to determine if a "hot-spot" type of an analysis is required prior to making a project-level conformity determination. These projects may then proceed to the project development process even in the absence of a conforming transportation plan and TIP. A particular action of the type listed below is not exempt from regional emissions analysis if the MPO in consultation with other state agencies MPCA, MnDOT, the EPA, and the FHWA (in the case of a highway project) or the FTA (in the case of a transit project) concur that it has potential regional impacts for any reason.

Channelization projects include left and right turn lanes and continuous left-turn lanes as well as those turn movements that are physically separated. Signalization projects include reconstruction of existing signals as well as installation of new signals. Signal preemption projects are exempt from hotspot analysis. Final determination of which intersections require an intersection analysis by the project applicant rests with the U.S.DOT as part of its conformity determination for an individual project.

Projects Exempt from Regional Emissions Analyses

| | |
|--|-----|
| Intersection channelization projects | E-1 |
| Intersection signalization projects at individual intersections | E-2 |

| | |
|---|-----|
| Interchange reconfiguration projects | E-3 |
| Changes in vertical and horizontal alignment..... | E-4 |
| Truck size and weight inspection stations | E-5 |
| Bus terminals and transfer points | E-6 |

Regionally significant projects

The following codes identify the projects included in the "action" scenarios of the TIP air quality analysis:

| | |
|----------------------------|------|
| Baseline - Year 2010 | A-10 |
| Action - Year 2015 | A-15 |
| Action - Year 2020 | A-20 |
| Action - Year 2030 | A-25 |

Non-Classifiable Projects

Certain unique projects cannot be classified as denoted by a "NC." These projects were evaluated through an interagency consultation process and determined not to fit into any exempt nor intersection-level analysis category, but they are clearly not of a nature which would require inclusion in a regional air quality analysis.

Traffic Signal Synchronization

Traffic signal synchronization projects (Sec. 83.128 of the Conformity Rules, Federal Register, August 15, 1997) may be approved, funded, and implemented without satisfying the requirements of this subpart. However, all subsequent regional emissions analysis required by subparts 93.118 and 93.119 for transportation plans, TIPS, or projects not from a conforming plan and TIP must include such regionally significant traffic signal synchronization projects.

April 3, 2014

Bill Hargis, Chair
Transportation Advisory Board
390 North Robert Street
St. Paul MN 55101

Re: Amendment to the Twin Cities 2014-2017 Transportation Improvement Program (TIP)

Dear Mr. Hargis:

Please amend the 2014-2017 Transportation Improvement Program (TIP) for the Twin Cities Minnesota to modify this program in the 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 | MILES |
|-------------------|--------------|-------------------------|------------------|--|-------|
| 2014 | BB | TRS-TCMT-10B | Met Council - MT | Purchase of 5 buses for regional service (4 for Maple Grove Transit; 1 for Plymouth Metrolink) | 0 |

| PROG | TYPE OF WORK | PROP FUNDS | TOTAL \$ | FHWA \$ | AC \$ | FTA \$ | TH \$ | OTHER \$ |
|------|--------------|------------|-------------|-------------|-------|--------|-------|-----------|
| TR | | | \$3,402,600 | \$2,722,080 | \$0 | \$0 | \$0 | \$680,520 |

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).

Rt 673 articulated bus expansion:

- In 2005, Metro Transit was awarded \$2,722,000 of Federal CMAQ for the purchase of six articulated buses to support a growing express service from the County Road 73/I-394 park-ride.
 - This service was planned to support the additional customer demand projected to use the 500 additional park-ride spaces which were built in 2007.
 - At the time of the application, employment in downtown Minneapolis was growing and it was anticipated that park-ride usage at Co 73 would grow from 972 in 2000 to 1,622 in 2030. It was also determined that the existing level of service on express route 673, the principal route serving the Co. 73 park-ride, had, at the time of the application, little to no surplus capacity to handle the anticipated growth and thus needed additional buses to support additional service.
 - Unfortunately, since 2008 downtown Minneapolis employment has decreased and is reflected by a decrease in park-ride usage at County Road 73. Based on the decline in employment and subsequent stagnation of ridership from Co Rd 73 & I-394, Metro Transit requests to defer this project one year while the I-394 to downtown Minneapolis commuter market recovers.
- In 2011, Metro Transit requested, and was granted by TAB, a sunset date extension to 2012
- In 2012, TAB requested project sponsors to consider shifting projects later to better balance federal funding for regional projects that year. Metro Transit agreed to move this project to 2014.
- In 2014, growth in demand on I-394 at CR 73 has not developed as projected and Metro Transit is not able to utilize these funds in 2014.
- At its April meeting, TAC recommended reprogramming these funds for use as follows:
 - \$2,323,200 CMAQ funds to support purchase of four buses for Maple Grove Transit
 - \$398,880 CMAQ funds to support purchase of one bus for Plymouth Metrolink
 The two purchases will be let as one contract, which is why this is shown as a single project.
- This amendment modifies the project description in the TIP from "Purchase 6 articulated buses and related spare parts and equipment for expanded weekday service on Rte 673, Minnetonka & Minneapolis" to the one included in the above-listed table.

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 X

The federal and local funds are currently programmed in the 2014-2017 TIP; this amendment changes the project scope but does not affect the funding, which is sufficient to fully fund the project. The project will be matched with Regional Transit Capital (RTC) funds.

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* X
- N/A (not in a nonattainment or maintenance area)..... _____

The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project was exempt from air quality conformity analysis [reason T-10 for Purchase of new buses to replace existing vehicles or for minor expansions of the fleet].

If you have any questions, please call me at (612) 349-7797.

Sincerely,

Adam Harrington
Director of Service Development

cc: Colleen Brown, MnDOT
Dan Erickson, MnDOT
Mary Gustafson, Metro Transit



Minnesota Department of Transportation

Office of Transportation System Management
 Mail Stop 440, 3rd Floor South
 395 John Ireland Boulevard
 Saint Paul, MN 55155

A1444

Office Telephone: (651) 366-3754
 Fax: (651) 366-3790

May 28, 2014

Derrell Turner
 Division Administrator
 Federal Highway Administration
 380 Jackson Street, Suite 500
 St. Paul, Minnesota 55101

APPROVED: May 29, 2014
 DATE

Susan L. Moe
 Federal Highway Administration

RE: Amendment to the Minnesota 2014-2017 State Transportation Improvement Program (STIP)
 State Project (SP) Number: TRS-TCMT-11B

Dear Mr. Turner:

Please amend the Minnesota 2014-2017 State Transportation Improvement Program (STIP) to modify this Metro District project in which is currently programmed in SFY 2014 of the STIP. The project is submitted with the following information:

PROJECT 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 |
|-------|-------------------|-------------|------------------|--------------|---|----------------|---|-------|
| A1444 | 2014 | M | M | BB | TRS-TCMT-11B | Met Council-MT | Purchase 15 buses for express, local and arterial BRT service | N/A |

| PROG | TYPE OF WORK | PROP FUNDS | TOTAL \$ | FHWA \$ | AC \$ | FTA \$ | TH \$ | OTHER \$ |
|------|-------------------------------|------------|-------------|-------------|-------|--------|-------|---|
| TR | BUS GRANT CAPITAL IMPROVEMENT | CMAQ | \$8,250,000 | \$6,600,000 | 0 | 0 | 0 | \$1,650,000 Regional Transit Capital Funds |

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PROJECT BACKGROUND:

1. SP TRS-TCMT-11B (Seq. #1444) is currently programmed in SFY 2014 of the STIP with a total project cost of \$8,250,000 including \$6,600,000 in federal CMAQ funds and \$1,650,000 in Regional Transit Capital funds. This project is for SouthWest Transit to purchase 15 buses for express, local and arterial BRT service.

This amendment is needed to reassign the federal CMAQ funds originally awarded to SouthWest Transit to Metropolitan Council (met Council) Metro Transit. The CMAQ bus expansion project was originally scheduled to begin in fiscal year (FY) 2011, however because of lack of availability of operating funds for service expansion, the project has not moved forward as planned. Specifically, projected incoming revenues from the Minnesota Motor Vehicle Sales Tax (MVST) and other state funding sources that can be used for transit service operations were significantly lower than expected.

For this reason in 2011, MnDOT sought project federal sponsors to volunteer to defer capital projects to balance federal funding in the region; SouthWest Transit voluntarily deferred their programmed bus purchase project to FY14. The project deferral to 2014 has ended and SouthWest Transit's current service planning analysis indicates it immediately requires only eight expansion vehicles rather than the 15 vehicles initially requested in the original application.

To accommodate SouthWest Transit's need and expedite the purchase of these vehicles, the Metropolitan Council, which purchases buses for the entire region, will use other existing bus expansion grants. The recipient of the federal CMAQ funds on this project will not be the Met Council. Metro Transit will now use the federal CMAQ and RTC funds from the original grant to SouthWest Transit to purchase expansion buses for service for providers throughout the region. Transferring the funds to Metro Transit will ensure that the project funds are used in a timely manner because SouthWest will not have expansion needs beyond the eight vehicles for a number of years.



2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money _____
(Discretionary, Special Allocations or Other New Funding Sources)
- Anticipated Advance Construction _____
- ATP or MPO or MnDOT Adjustment _____
of other projects
- Earmark or HPP federal funds outside ATP target _____
- Other (No additional funds needed) _____ X*

* The cost for this project, SP TRS-TCMT-11B, remains the same as originally programmed in the SFY 2014 of the STIP at a total project cost of \$8,250,000 including \$6,600,000 in federal CMAQ funds and \$1,650,000 in Regional Transit Capital Funds. No additional funds are needed; therefore, fiscal constraint is maintained.

DATE OF ATP CONCURRENCE: March 26, 2014

DATE OF MPO ADOPTION OR N/A: March 26, 2014

NOTE: SUBMITTAL OF THIS STIP AMENDMENT CONSTITUTES MnDOT APPROVAL OF TIP AMENDMENT

AIR QUALITY CONFORMITY:

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

*Exempt Project Category # T-10
Per Section 93.126 of the Conformity Rules

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Derrell Turner
May 28, 2014
Page 3 of 4

We are requesting approval of this STIP amendment at this time. If you have any questions, please call Jody Carr at (651) 366-3736.

Sincerely,



for

Brian Gage
Manager for Program Development & Performance Measures
Office of Transportation System Management (OTSM)

Enclosures: TIP Amendment
CMAQ reassignment letter

cc: Marisol R. Simon – FTA
Ryan Gaug, Cindy Krumsieg, Kha Vue, Brian Isaacson - Metro District
Trang Chu, Debbie Pena, Kai Vang – OTSM
Heidi Schallberg - Metropolitan Council
Bobbi Retzlaff - OTSM

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Figure ES.4 MnPASS 2030 Vision Map



Costs and Long-Term Revenue Potential of the 2030 Vision Map

To put the 2030 Vision Map in perspective, we developed an overall estimate of the costs and toll revenue potential of the projects on that map. We used the Concept A-2 view of considering costs, which results in a cost estimate that is over and above the costs already planned to be spent in the 2030 TPP. Table E-3 shows the cost and revenue potential of each of the segments on the 2030 Vision Map. Overall, the cost of implementing MnPASS on these highway segments would be \$2,363 million greater than the amount planned to be spent in the TPP.



Minnesota Department of Transportation

Office of Transportation System Management
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395 John Ireland Boulevard
Saint Paul, MN 55155

A1496

Office Telephone: (651) 366-3754
Fax: (651) 366-3790

June 12, 2014

Derrell Turner
Division Administrator
Federal Highway Administration
380 Jackson Street, Suite 500
St. Paul, Minnesota 55101

| |
|--|
| <p>APPROVED: <u>June 12, 2014</u> DATE</p> <hr/> <p>Federal Highway Administration</p> |
|--|

RE: Amendment to the Minnesota 2014-2017 State Transportation Improvement Program (STIP)
State Project (SP) Number: 091-090-075
Federal Project Number:

Dear Mr. Turner:

Please amend the Minnesota 2014-2017 State Transportation Improvement Program (STIP) to document an increase in project scope and a decrease in total project cost in the above referenced Metro District project which is currently programmed in SFY 2014 of the STIP. The project is being submitted with the following information:

PROJECT IDENTIFICATION: (see page 2)

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| SEQ # | STATE FISCAL YEAR | A T P | D I S T | ROUTE SYSTEM | PROJECT NUMBER | AGENCY | DESCRIPTION include location, description of all work, & city (if applicable) | MILES |
|-------|-------------------|-------------|------------------|--------------|----------------|----------------------------|--|-------|
| A1496 | 2014 | M | M | PED/BIKE | 091-090-075 | THREE RIVERS PARK DISTRICT | CONSTRUCT CRYSTAL LAKE REGIONAL TRAIL FROM MINNEAPOLIS GRAND ROUNDS TRAIL NETWORK TO THE TWIN CITIES REGIONAL TRAIL NETWORK IN ROBBINSDALE, BOARDWALK, TRAILHEAD, KIOSKS | 2.4 |

| PROG | TYPE OF WORK | PROP FUNDS | TOTAL \$ | FHWA \$ | AC \$ | FTA \$ | TH \$ | OTHER \$ |
|------|-----------------------|------------|-------------|-------------|-------|--------|-------|---|
| BT | PEDESTRIAN BIKE TRAIL | STP | \$2,600,000 | \$1,840,000 | 0 | 0 | 0 | \$760,000 Three Rivers Park District |

PROJECT BACKGROUND:

1. SP 091-090-075 (Seq. #1496) is currently in the SFY 2014 of the STIP with a total project cost of \$2,704,000 including \$2,163,200 in federal STP funds and \$540,800 in Three Rivers Park District funds. The project is to construct Crystal Lake Regional Trail from Minneapolis Grand Rounds Trail network to the Twin Cities Regional Trail network in Robbinsdale, bridges, shelters, kiosks for 2.0 total miles.

This amendment is needed to document an increase to the project scope. Three Rivers Park District was awarded federal funding in the 2009 Regional Solicitation for development of the Crystal Lake Regional Trail - Robbinsdale Segment. Subsequent to the selection of this project to receive federal funds, additional planning efforts (a master plan for the development of Crystal Lake Regional Trail from Minneapolis to Elm Creek Park Reserve in Maple Grove) resulted in changes to the trail's alignment to reduce private property impacts and to improve road crossing treatments. Additionally, a local trail connection was added to the project to connect the Robbinsdale Segment to previously constructed segments of Crystal Lake Regional Trail. As a result, this additional trail connection which is consistent with the benefits of the originally proposed project increased the total project length miles from 2.0 miles to 2.4 miles.



This amendment is also needed to document a decrease in total project cost from \$2,704,000 to \$2,600,000. The federal STP funds decreased from \$2,163,200 to \$1,840,000 however; the additional local scope work increased the local funds from \$540,800 to \$760,000 and will be paid by Three Rivers Park District.

Although the project scope increased the change results in an overall decrease in total project cost.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money – _____
 (Discretionary, Special Allocations or Other New Funding Sources)
- Anticipated Advance Construction _____
- ATP or MPO or MnDOT Adjustment of other projects _____
- Earmark or HPP federal funds outside ATP target _____
- Other – Three Rivers Park District X*

*The total project cost and the federal STP funds decreased, however the local funding amount increased as shown in the table below:

| SEQ # | State Project # | SFY | Funding type \$ | Amount Programmed in STIP \$ | Amount Proposed in this Amendment \$ | Difference \$ |
|-------|-----------------|------|----------------------------|------------------------------|--------------------------------------|---------------|
| A1496 | 091-090-075 | 2014 | Federal STP | 2,163,200 | 1,840,000 | (323,200) |
| | | | Three River Falls District | 540,800 | 760,000 | 219,200 |
| | | | Total Project | 2,704,000 | 2,600,000 | (104,000) |

Federal funds currently programmed in the STIP and additional local funds provided by Three Rivers Park District are sufficient to fully fund SP 091-090-075, therefore fiscal constraint is maintained.

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DATE OF ATP CONCURRENCE: April 9, 2014

DATE OF MPO ADOPTION OR N/A: April 9, 2014

NOTE: SUBMITTAL OF THIS STIP AMENDMENT CONSTITUTES MnDOT APPROVAL OF TIP AMENDMENT


AIR QUALITY CONFORMITY:

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

* Exempt Project Category # AQ-2
Per Section 93.126 of the Conformity Rules

We are requesting approval of this STIP amendment at this time. If you have any questions, please call Jody Carr at (651) 366-3736.

Sincerely,



for

Brian Gage
Manager for Program Development & Performance Measures
Office of Transportation System Management (OTSM)

Enclosures: Met Council TIP Approval Documents

cc: Marisol R. Simon – FTA
Ryan Gaug, Cindy Krumsieg, Kha Vue – Metro District Program Management
Colleen Brown – Metro District State Aid
Trang Chu, Debbie Pena, Kai Vang - OTSM
Bobbi Retzlaff – OTSM

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Transportation Improvement Program (TIP)

New Projects (2014-2017)

| Project Number | Project Elements | Project Sponsor | Project Description (street name, termini, type of work, length in miles, and funding program) | Phase | Estimated Cost (in thousands of \$) | | | | | Funding Source and Cost Share | | | |
|----------------|------------------|-----------------|--|--------------|-------------------------------------|------------------------------------|--------|--|-------------|-------------------------------|--------|-------|--------|
| | | | | | 2014 | 2015 | 2016 | 2017 | Total | Federal | State | Local | Total |
| | | | | | 8110-02 | 21, 40, 42, 43, 71, 72, 73, 75, 89 | WisDOT | St. Croix River Crossing - to 150th Ave in Town of St. Joseph and STH 64 bridge approaches | Engineering | 0 | 0 | 0 | 0 |
| | | | Bridge Replacement - BR | Right-of-Way | 4,338 | 0 | 0 | 0 | 4,338 | 0 | 4,338 | 0 | 4,338 |
| | | | 4.89 Mi | Construction | 5,099 | 13,134 | 17,808 | 951 | 36,992 | 0 | 36,992 | 0 | 36,992 |
| | | | | TOTAL | 9,437 | 13,134 | 17,808 | 951 | 41,330 | 0 | 41,330 | 0 | 41,330 |



U.S. Department
of Transportation
**Federal Highway
Administration**

Minnesota Division

July 18, 2014

380 Jackson Street
Cray Plaza, Suite 500
St. Paul, MN 55101-4802
651.291.6100
Fax 651.291.6000
www.fhwa.dot.gov/mndiv

Mr. Brian Gage
Director of Program Development and Performance Measures
395 John Ireland Blvd.
St. Paul, MN 55155

Re: STIP Amendments Approval

Dear Mr. Gage:

The Federal Highway Administration (FHWA) has received a group of Amendments to the 2014 - 2017 Statewide Transportation Improvement Program (STIP) for review and approval. The amendments on projects included: Seq. #A1745, A1733, A2307, A2298, A2299, A2306, A157, A158, A118, A131, and A2308 – A2318.

In accordance with 23 CFR 450.220, the FHWA, based on the certification of the Statewide and metropolitan transportation planning process for and within the State of Minnesota, hereby find that the projects described in the STIP Amendment are based on a transportation planning process that substantially meets the requirements of 23 CFR Part 450 Subparts A, B, C; 49 U.S.C. Sections 5303-5304; and 23 U.S.C. Sections 134 and 135. Therefore, the amendment is approved.

Approval of the STIP and amendments are not construed as a Federal-aid eligibility determination. Each project must satisfy the specific requirements of the program from which the federal funds are solicited, as well as the other federal requirements before federal funds are authorized.

If you have any questions concerning FHWA action of this STIP amendment, please contact me at (651) 291- 6114.

Sincerely,

Kris Riesenber
Technical Services Team Leader

cc: Jody Carr, MnDOT



Minnesota Department of Transportation

Office of Transportation System Management
Mail Stop 440, 3rd Floor South
395 John Ireland Boulevard
Saint Paul, MN 55155

A1733

Office Telephone: (651) 366-3754
Fax: (651) 366-3790

July 16, 2014

Derrell Turner
Division Administrator
Federal Highway Administration
380 Jackson Street, Suite 500
St. Paul, Minnesota 55101

| |
|--|
| APPROVED: _____ <div style="text-align: right;">DATE</div> _____ Federal Highway Administration |
|--|

RE: Amendment to the Minnesota 2014-2017 State Transportation Improvement Program (STIP)
State Project (SP) Number: 1925-52

Dear Mr. Turner:

Please amend the Minnesota 2014-2017 State Transportation Improvement Program (STIP) to document a change in the project's scope and total project cost increase in the above referenced project which is currently programmed in SFY 2015 of the STIP. The project is being submitted with the following information:

PROJECT 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 |
|-------|-------------------|-------------|------------------|--------------|--|--------|--|-------|
| A1733 | 2015 | M | M | MN77 | 1925-52 | MNDOT | OVER MN RIVER IN BLOOMINGTON AND EAGAN-PAINT NB BRIDGE 9600N, SB 9600S AND PED BRIDGE 9600F AND REPLACE GUARDRAIL, JOINTS AND REHAB BEARINGS | .92 |



| PROG | TYPE OF WORK | PROP FUNDS | TOTAL \$ | FHWA \$ | AC \$ | FTA \$ | TH \$ | OTHER \$ |
|------|-----------------------|------------|-----------|-----------|-------|--------|---------|----------|
| BI | PAINT & REPAIR BRIDGE | NHPP | 3,537,891 | 2,830,313 | 0 | 0 | 707,578 | 0 |

PROJECT BACKGROUND:

1. SP 1925-52 (STIP Seq. #1733) is currently programmed in SFY 2015 of the 2014-2017 STIP with a total project cost of \$2,140,000 including \$1,712,000 in federal NHPP funds and \$428,000 in state trunk highway (TH) funds. The current project scope includes replacing guardrail and painting bridge numbers 9600N (Northbound), 9600S (Southbound) and 9600 F (pedestrian bridge) on TH 77 over the Minnesota River in Bloomington.

Upon further scoping and evaluation of bridge structure it has been determined that bridges 9600N and 9600S should have their joints replaced and bearings rehabilitated. This work will help in protecting the bridges' superstructure and protect the new paint system.

This amendment is needed to document the addition of this work to the original bridge painting project as well as document the increase in total project cost.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?
 - a. New Money _____
(Discretionary, Special Allocations or Other New Funding Sources)
 - b. Anticipated Advance Construction _____
 - c. ATP or MPO or MnDOT Adjustment of other projects _____
 - d. Earmark or HPP federal funds outside ATP target _____
 - e. Other – (Setaside 880M-BI-15) X*



* The total project cost for SP 1925-52 is increased from \$2,140,000 to \$3,537,891 which includes \$2,830,313 in federal NHPP funds and \$707,578 in state TH funds, an increase of \$1,397,891. The increase in federal and state funds will come from Metro setaside for Bridge Improvement Projects in SFY 2015, SP 880M-BI-15 (SEQ.#1764) which has a total project cost of \$5,060,000 federal NHPP funds and \$1,265,000 state TH funds, leaving a balance of \$3,941,687 and \$985,422 state TH funds available for other SFY 2015 projects.

The federal and state funds currently programmed in SFY 2015 of the STIP along with funds from the Metro setaside for Bridge Improvement Projects (Seq. #1764) in SFY 2015 are sufficient to fully fund the project, therefore fiscal constraint is maintained.

DATE OF ATP CONCURRENCE: June 25, 2014

DATE OF MPO ADOPTION OR N/A: June 25, 2014

NOTE: SUBMITTAL OF THIS STIP AMENDMENT CONSTITUTES MnDOT APPROVAL OF TIP AMENDMENT

AIR QUALITY CONFORMITY:

- f. Subject to conformity determination....._____
- g. Exempt from regional level analysis*..... X
- h. N/A (not in a nonattainment or maintenance area)_____

*Exempt Project Category #S-19
Per Section 93.126 of the Conformity Rules

We are requesting approval of this STIP amendment at this time. If you have any questions, please call Jody Carr at (651) 366-3736.

Sincerely,



Brian Gage
Manager for Program Development & Performance Measures
Office of Transportation System Management (OTSM)

Enclosures: Met Council TIP Approval Documents

- cc: Marisol R. Simon – FTA
Ryan Gaug, Cindy Krumsieg, Brian Isaacson, Kha Vue – Metro District
Trang Chu, Debbie Pena, Kai Vang - OTSM
Bobbi Retzlaff – OTSM





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A2287

Office Telephone: (651) 366-3754
Fax: (651) 366-3790

May 7, 2014

Derrell Turner
Division Administrator
Federal Highway Administration
380 Jackson Street, Suite 500
St. Paul, Minnesota 55101

| |
|--|
| <p>APPROVED: <u>May 7, 2014</u> DATE</p> <hr/> <p>Federal Highway Administration</p> |
|--|

RE: Amendment to the Minnesota 2014-2017 State Transportation Improvement Program (STIP)
State Project (SP) Number: TRS-TCMT-14H

Dear Mr. Turner:

Please amend the Minnesota 2014-2017 State Transportation Improvement Program (STIP) to add a new Metro District project in SFY 2014 of the STIP. The project is being submitted with the following information:

PROJECT IDENTIFICATION:

| SEQ # | STATE FISCAL YEAR | A | D | ROUTE SYSTEM | PROJECT NUMBER (S.P. #) (Fed # if available) | AGENCY | DESCRIPTION include location, description of all work, & city (if applicable) | MILE S |
|-------|-------------------|---|---|--------------|--|------------------|--|--------|
| A2287 | 2014 | M | M | BB | TRS-TCMT-14H | Met Council – MT | PURCHASE OF 5 BUSES FOR REGIONAL SERVICE (4 FOR MAPLE GROVE TRANSIT; 1 PLYMOUTH METROLINK) | 0.0 |

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| | TYPE OF WORK | PROP FUNDS | TOTAL \$ | FHWA \$ | AC \$ | FTA \$ | TH \$ | OTHER \$ |
|----|-------------------------------|------------|-------------|-------------|-------|--------|-------|---|
| TR | BUS GRANT CAPITAL IMPROVEMENT | CMAQ | \$3,402,600 | \$2,722,080 | - | - | - | \$680,520 Regional Transit Capital Funds (RTC) |

PROJECT BACKGROUND:

1. This amendment is needed to add a new project into SFY 2014 of the STIP. The project is for the purchase of 5 buses for regional service, four of the buses are for Maple Grove Transit and one bus is for Plymouth Metrolink. The total project cost is \$3,402,600 including 2,722,080 federal CMAQ funds and \$680,520 local Regional Transit Capital funds
2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?
 - New Money _____
(Discretionary, Special Allocations or Other New Funding Sources)
 - Anticipated Advance Construction _____
 - ATP or MPO or MnDOT Adjustment of other projects X*
 - Earmark or HPP federal funds outside ATP target _____
 - Other _____



* SP TRS-TCMT-10B (Seq. #1443) is currently programmed in SFY 2014 of the STIP for “CMAQ: Purchase 6 articulated buses and related spare parts and equipment for expanded weekday service on route 673, Minnetonka and Minneapolis”. The total project cost is \$3,402,600 including \$2,722,080 federal CMAQ funds and \$680,520 local Regional Transit Capital (RTC) funds. The buses and equipment in this project are no longer needed for this Route; therefore the project is being removed from the SFY 2014 program.

* At its April 30, 2014, meeting, the Transportation Advisory Board (TAB) of the Metropolitan Council approved a proposal to reprogram the funds from the removed bus purchase project to a new bus purchase project in a different area. This new project, SP TRS-TCMT-14H, will use all the federal CMAQ funds and all the RTC funds from SP TRS-TCMT-10B.

The federal CMAQ and local RTC funds made available from removing SP TRS-TCMT-10B from the SFY 2014 program are sufficient to fully fund the new bus purchase project; therefore, fiscal constraint is maintained.

DATE OF ATP CONCURRENCE: April 30, 2014

DATE OF MPO ADOPTION OR N/A: April 30, 2014

NOTE: SUBMITTAL OF THIS STIP AMENDMENT CONSTITUTES MnDOT APPROVAL OF TIP AMENDMENT

AIR QUALITY CONFORMITY:

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




Derrell Turner
May 7, 2014
Page 4 of 4

The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project was exempt from air quality conformity analysis (reason T-10 for Purchase of new buses to replace existing vehicles or for minor expansions of the fleet)

We are requesting approval of this STIP amendment at this time. If you have any questions, please call Jody Carr at (651) 366-3736.

Sincerely,



for

Brian Gage
Manager for Program Development & Performance Measures
Office of Transportation System Management (OTSM)

Enclosures: Met Council TIP Approval Documents

cc: Heidi Schallberg, Metropolitan Council
Cynthia Krumsieg, Ryan Gaug, Brian Isaacson – Metro Program Management
Marisol R. Simon – FTA
Trang Chu, Debbie Pena, Kai Yang – OTSM
Bobbi Retzlaff – OTSM

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U.S. Department
of Transportation
**Federal Highway
Administration**

Minnesota Division

July 18, 2014

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www.fhwa.dot.gov/mndiv

Mr. Brian Gage
Director of Program Development and Performance Measures
395 John Ireland Blvd.
St. Paul, MN 55155

Re: STIP Amendments Approval

Dear Mr. Gage:

The Federal Highway Administration (FHWA) has received a group of Amendments to the 2014 - 2017 Statewide Transportation Improvement Program (STIP) for review and approval. The amendments on projects included: Seq. #A1745, A1733, A2307, A2298, A2299, A2306, A157, A158, A118, A131, and A2308 – A2318.

In accordance with 23 CFR 450.220, the FHWA, based on the certification of the Statewide and metropolitan transportation planning process for and within the State of Minnesota, hereby find that the projects described in the STIP Amendment are based on a transportation planning process that substantially meets the requirements of 23 CFR Part 450 Subparts A, B, C; 49 U.S.C. Sections 5303-5304; and 23 U.S.C. Sections 134 and 135. Therefore, the amendment is approved.

Approval of the STIP and amendments are not construed as a Federal-aid eligibility determination. Each project must satisfy the specific requirements of the program from which the federal funds are solicited, as well as the other federal requirements before federal funds are authorized.

If you have any questions concerning FHWA action of this STIP amendment, please contact me at (651) 291- 6114.

Sincerely,

Kris Riesenber
Technical Services Team Leader

cc: Jody Carr, MnDOT



Minnesota Department of Transportation

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395 John Ireland Boulevard
Saint Paul, MN 55155

A2307

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Fax: (651) 366-3790

July 16, 2014

Derrell Turner
Division Administrator
Federal Highway Administration
380 Jackson Street, Suite 500
St. Paul, Minnesota 55101

| |
|--|
| APPROVED: _____ <div style="text-align: center;">DATE</div> _____ <div style="text-align: center;">Federal Highway Administration</div> |
|--|

RE: Amendment to the Minnesota 2014-2017 State Transportation Improvement Program (STIP)
State Project (SP) Number: 2781-462

Dear Mr. Turner:

Please amend the Minnesota 2014-2017 State Transportation Improvement Program (STIP) to add the following new project in SFY 2015 of the STIP. The project is being submitted with the following information:

PROJECT IDENTIFICATION:

| SEQ # | STATE FISCAL YEAR | AT 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 |
|-------|-------------------|------|---------|--------------|--|--------|--|-------|
| A2307 | 2015 | M | M | I-94 | 2781-462 | MnDOT | **TED14** ON I94 WB I94, EXIT RAMP TO 5TH STREET SOUTH IN MINNEAPOLIS - CONSTRUCT NEW BRIDGE 27W27 (REORIENT 5TH ST S. TO 7TH ST S.) | 0.2 |



| PROG | TYPE OF WORK | PROP FUNDS | TOTAL \$ | FHWA \$ | AC \$ | FTA \$ | TH \$ | OTHER \$ |
|------|---------------------------------|------------|-----------|---------|-------|--------|-----------|------------------------------------|
| AM | GSRB – GRADE SURFACE AND BRIDGE | TED LOCAL | 9,790,000 | | | | 6,790,000 | 3,000,000 (City of Minneapolis) |

PROJECT BACKGROUND:

1. SP 2781-462 is a new project to reorient the westbound I-94 ramp into downtown Minneapolis from 5th Street to 7th Street. This project has been selected to receive funds from Minnesota’s 2014 Transportation Economic Development (TED) program. The state funded TED Program is a joint effort by MnDOT and the Department of Employment and Economic Development (DEED) that seeks to close financing gaps for transportation infrastructure.

The project scope will include construction of a new bridge (new bridge #27W27) which will connect the existing 5th street exit from I-94 to 7th Street in Minneapolis. The existing 5th Street exit ramp that currently connects to I-94 will be disconnected from I-94. The crossing of I-35W made by the existing 5th street ramp will remain in place to provide a local connection from 5th Street on the west side of I-35W to the east side of I-35W. The project will add a traffic signal on 7th Street and 7th Street will be restriped to add a third lane to accommodate the traffic from this westbound I-94 ramp and the current northbound ramp from Hiawatha Ave.

Although SP 2781-462 is fully funded by State and local sources, because it is a regionally significant project that requires a formal federal action (Interstate Access Request) it must be amended into the STIP.



2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money (State TH TED Funds) X
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment of other projects
- Earmark or HPP federal funds outside ATP target
- Other

*TED grant awards are distributed through a competitive solicitation process. In 2013, \$15.7 million of TED funds were distributed statewide and the funds were being matched by \$25 million from private and other public sources.

SP 2781-462 has a total estimated cost of \$9,790,000 with \$6,790,000 in TED 2014 funds and \$3,000,000 in local funds. The new state funds combined with local funds are sufficient to fully fund this project, therefore fiscal constraint is maintained

DATE OF ATP CONCURRENCE: July 9, 2014

DATE OF MPO ADOPTION OR N/A: July 9, 2014

NOTE: SUBMITTAL OF THIS STIP AMENDMENT CONSTITUTES MnDOT APPROVAL OF TIP AMENDMENT

AIR QUALITY CONFORMITY:

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


The Minnesota Interagency Air Quality and Transportation Planning Committee identified the project as an A20 regionally-significant project as part of its conformity analysis for the 2014-2017 TIP. The analysis in the attachment has resulted in a Conformity Determination that the projects included in the 2014-2017 TIP meet all relevant regional emissions analysis and budget tests. The 2014-2017 TIP conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.



Derrell Turner
July 16, 2014
Page 4 of 4

We are requesting approval of this STIP amendment at this time. If you have any questions, please call Jody Carr at (651) 366-3736.

Sincerely,



for

Brian Gage
Manager for Program Development & Performance Measures
Office of Transportation System Management (OTSM)

Enclosures: Met Council TIP Approval Documents

cc: Marisol R. Simon – FTA
Ryan Gaug, Cindy Krumsieg, Brian Isaacson, Kha Vue – Metro District
Trang Chu, Debbie Pena, Kai Vang - OTSM
Bobbi Retzlaff – OTSM





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A2282- A2285

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June 18, 2014

Derrell Turner
Division Administrator
Federal Highway Administration
380 Jackson Street, Suite 500
St. Paul, Minnesota 55101

APPROVED: June 18, 2014
DATE

Federal Highway Administration

RE: Amendment to the Minnesota 2014-2017 State Transportation Improvement Program (STIP)

State Project (SP) Numbers: 138-591-001, 138-591-002, 214-597-0014, 246-591-002

Federal Project Numbers:

Dear Mr. Turner:

Please amend the Minnesota 2014-2017 State Transportation Improvement Program (STIP) to add the following four new Safe Routes to School (SRTS) projects in SFY 2015 of the current STIP. The projects are being submitted with the following information:

PROJECT IDENTIFICATION:

Please see list of projects on page #4.

PROJECT BACKGROUND:

1. In December of 2013, MnDOT conducted a Safe Routes to School infrastructure and non-infrastructure project solicitation for the Metro District. The four SRTS projects in this amendment were selected from all applications for funding in SFY 2015. The timing of the SRTS project selection was not compatible with the development schedule for the 2014-2017 TIP and STIP, therefore this amendment is needed to add the projects to SFY 2015 of the 2014-2017 TIP and STIP.

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2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- a. New Money _____
(Discretionary, Special Allocations or Other New Funding Sources)
- b. Anticipated Advance Construction _____
- c. ATP or MPO or MnDOT Adjustment _____
of other projects or set asides
- d. Earmark or HPP federal funds outside ATP _____
target
- e. Other X

*SP 880C-SRS-15 (STIP Seq. #2091) is a District C SRTS infrastructure and non-infrastructure setaside currently programmed in SFY 2015 of the STIP with a total of \$1,300,000 including \$1,040,000 federal TAP funds and \$260,000 local funds. The District C setaside funds are over and above federal funds available for programming by the Twin Cities Metro Region and are additional funds available for use on the four SRTS when they are added to SFY 2015 of the STIP. The four SRTS projects in this amendment will utilize \$945,195 of the District C federal TAP funds leaving \$94,805 available for use on other eligible projects.

Federal funds currently programmed in District C of the current STIP along with local funds provided by the cities of Maplewood, Forest Lake and Jordan are sufficient to fully fund these four SRTS projects; therefore, fiscal constraint is maintained.

DATE OF ATP CONCURRENCE: June 11, 2014

DATE OF MPO ADOPTION OR N/A: June 11, 2014

NOTE: SUBMITTAL OF THIS STIP AMENDMENT CONSTITUTES MnDOT APPROVAL OF TIP AMENDMENT




AIR QUALITY CONFORMITY: *(also see list of projects on page 4)*

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

*Exempt Project Category # S-6 Safety Improvement Program
Per Section 93.126 of the Conformity Rules

We are requesting approval of this STIP amendment at this time. If you have any questions, please call Jody Carr at (651) 366-3736.

Sincerely,



for

Brian Gage
Manager for Program Development and Performance Measures
Office of Transportation System Management (OTSM)

Enclosures: Met Council TIP Approval Documents

cc: Marisol R. Simon – FTA
Ryan Gaug, Brian Isaacson, Cindy Krumsieg, Kha Vue – MnDOT Metro District
Trang Chu, Debbie Pena, Kai Vang – OTSM
Bobbi Retzlaff – OTSM



LIST OF PROJECTS

| SEQ # | STATE FISCAL YEAR | A T P | ROUTE SYSTEM | PROJECT NUMBER (S.P. #) (Fed # if available) | AGENCY | DESCRIPTION include location, description of all work, & city (if applicable) | MILES | PROG | TYPE OF WORK | PROP FUNDS | TOTAL \$ | FHWA \$ | AC \$ | FTA \$ | TH \$ | OTHER \$ | AIR QUALITY CONFORMITY |
|-------|-------------------|-------|--------------|---|-------------|---|-------|------|--------------------------|------------|------------------|----------------|-------|--------|-------|----------------|------------------------|
| A2282 | 2015 | M | PED/BIKE | 138-591-001 | MAPLEWOOD | **SRTS** CR B from Birmingham St. to Van Dyke St., PE for trail and crossing improvements | 0 | BT | GRSU - GRADE AND SURFACE | TAP | 85,000 | 68,000 | - | - | - | 17,000 | S6 |
| A2283 | 2015 | M | PED/BIKE | 138-591-002 | MAPLEWOOD | **SRTS** CR B from Birmingham St. to Van Dyke St., trail and crossing improvements | 0.9 | BT | GRSU - GRADE AND SURFACE | TAP | 406,000 | 324,800 | - | - | - | 81,200 | S6 |
| A2284 | 2015 | M | PED/BIKE | 214-591-001 | FOREST LAKE | **SRTS** TH 61 from 450' N. of Scandia Tr. To City Hall, 11th Ave. from TH 61 to So. Shore Dr., and 8th St. from S. Shore Dr. to TH 97, bit trail and conc. Walk PE and CE soft match | 1.3 | BT | GRSU - GRADE AND SURFACE | TAP | 589,755 | 471,795 | - | - | - | 117,960 | S6 |
| A2285 | 2015 | M | PED/BIKE | 246-591-002 | JORDAN | **SRTS** Sunset Dr. from Eischens Ln. to Cedar Ln Dr. , sidewalk and crossing improvements PE and CE soft match | 0.1 | BT | GRSU - GRADE AND SURFACE | TAP | 100,800 | 80,600 | - | - | - | 20,200 | S6 |
| | | | | | | Totals | | | | | 1,181,555 | 945,195 | | | | 236,360 | |





Minnesota Department of Transportation

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October 2, 2014

David Scott
Division Administrator (Acting)
Federal Highway Administration
380 Jackson Street, Suite 500
St. Paul, Minnesota 55101

RE: Amendment to the Minnesota 2014-2017 State Transportation Improvement Program
State Project (SP) Number: 2785-300

Dear Mr. Scott:

Please amend the Minnesota 2014-2017 State Transportation Improvement Program (STIP) to document scope and cost changes of this project in SFY 2015 of the STIP. The project is being submitted with the following information:

PROJECT 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 |
|-------|-------------------|-------------|------------------|--------------|--|--------|--|-------|
| A1748 | 2015 | M | M | I-494 | 2785-330 | MnDOT | **PV40M**ADA5M**AC** FROM I394 TO I94/I694 -ADD GENERAL PURPOSE LANE BETWEEN TH 55 AND I-94/I-694, ADD AUXILIARY LANE BETWEEN TH 55 AND CR 6, ADD NORTHBOUND AUXILIARY LANE FROM I394 TO CARLSON PARKWAY, PAVEMENT RESURFACING & RECONSTRUCTION, PONDS, NOISEWALLS, SIGNAL REVISIONS, LIGHTING, TMS, REPLACE BRIDGES 27973 (27W21), 27974 (27W22), 27975 (27W23), 27976 (27W24), 27977 (27W25), 27978 (27W26), AND MISC REPAIRS ON 11 BRIDGES (AC PROJECT, PAYBACKS IN 2016 & MANAGED FORWARD) | 8.2 |



| PROG | TYPE OF WORK | PROP FUNDS | TOTAL \$ | FHWA \$ | AC \$ | FTA \$ | TH \$ | OTHER \$ |
|------|--------------------------|------------|--------------|--------------|--|--------|--------------|--------------------------------|
| MC | GRADE SURFACE AND BRIDGE | NHPP | \$86,030,000 | \$26,788,000 | \$47,000,000 (paybacks in 2016 & managed forward) | 0 | \$12,012,000 | \$230,000 (Hennepin County) |

PROJECT BACKGROUND:

1. SP 2785-330 (Seq. #1748) is currently programmed in SFY 2015 of the 2014-2017 STIP with a total project cost of \$61,600,000 including \$17,626,000 NHPP federal funds, \$12,320,000 state trunk highway (TH) funds, and \$31,654,000 in advance construction (AC) with AC payback in SFY 2016. The current project scope includes project length of 8.0 miles for unbonded concrete overlay, concrete pavement rehab (CPR), right side dynamic shoulder, signing, striping, drainage, traffic management system (TMS), noise walls, redeck and widen six bridges and redeck one bridge.

This project has been re-scoped and will no longer include a right side dynamic shoulder. Instead, a general purpose lane will be constructed from TH 55 to the I94/I494/I694 interchange. Also, the widening and redeck work on six bridges is now changed to replacement of the same six bridges. The redeck work on one bridge currently programmed in the STIP remains in the project; however it is not now specifically identified in the project description. Furthermore, miscellaneous repair work on an additional ten bridges are now added to this project. Additional auxiliary lane operational improvements between I-394 and TH 55 are also added to the project scope.

The unbonded concrete overlay and CPR work originally described in the current STIP is now described as “pavement resurfacing and reconstruction” in this amendment. The striping and signing identified in the current STIP description are still included in the project, although they are not included in the project description in this amendment. Although lighting was included in the project currently programmed in the STIP, lighting is now specifically identified in the project description in this amendment. Signal revisions are also added to the project as part of the increased project scope.

As a result of the increased project scope, the total project cost increased from \$61,600,000 to \$86,030,000, an increase of \$24,430,000. This amendment is needed to document the change in project scope and total project cost and to identify the funding sources that will provide the additional funds needed to fully fund the project.

This STIP amendment also documents that the project has federal eligibility for NHPP funds at a 90/10 federal share ratio for pavement preservation work type and at an 80/20 federal share ratio for the additional general purpose lane work type (Single Occupant Vehicles (SOVs) allowed). The funds will be assigned the appropriate pro rata share according to the work type.



This will result in an approximately 86/14 work assignment ratio based on the two work types, respectively. The exact work assignment ratio will be identified as project development progresses.

The FHWA Division Office has given preliminary approval of this approach to federal funds reimbursements; however, FHWA must receive and approve a formal request that documents the details of this approach and how the percentage work type split was developed prior to approval of the STIP amendment.

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 of other projects _____
- Earmark or HPP federal funds outside ATP target _____
- Other (see below) X*

The following table identifies the additional funding sources that will be used to fund the project cost increase requested in this STIP amendment:

| SP 2785-330 (Seq. 1748) | Federal Funds \$ | Federal AC Funds \$ | State Trunk Highway Funds \$ | Local Funds \$ | Total Project Costs \$ |
|------------------------------------|---------------------|---|------------------------------------|-------------------|------------------------------|
| Programmed in 14-17 STIP | 17,626,000 | 31,654,000 (payback 2016) | 12,320,000 | 0 | 61,600,000 |
| Proposed in this Amendment | 26,788,000 | 47,000,000 (\$32,000,000 payback 2016 & \$15,000,000 managed forward) | 12,012,000 | 230,000 | 86,030,000 |
| Additional Funds Needed | 9,162,000 | 15,346,000 | (308,000) | 230,000 | 24,430,000 |

| | | |
|---|----------------------------------|---------------------|
| Program Capacity Available from St. Croix River Crossing Project | Federal NHPP Funds \$ | \$30,000,000 |
|---|----------------------------------|---------------------|



On December 19, 2013, TPIC adopted the Investment Opportunity Plan (IOP). The Investment Opportunity Plan is a four-year plan that ensures that when state and federal funds become available through project savings, programmatic changes, or new funding sources that the funds are invested to address MnSHIP Outcomes, MAP-21 Performance Objectives, or MnDOT's highest capital program risks. This I-494 pavement resurfacing and reconstruction project, SP 2785-330 (SEQ# 1748), is eligible for funding under the IOP criteria and was approved to receive additional funds under this program by TPIC on April 17, 2014 (see attached).

With the letting of the critical projects that are part of the overall St. Croix River Crossing project earlier in this state fiscal year, MnDOT has determined that the level of project contingency on the St. Croix River Crossing project could be reduced as the project cost risk is retired. On April 17, 2014, MnDOT identified project cost savings in the amount of \$30 million in federal NHPP funds from the St. Croix River Crossing Project. This new available overall budget funding capacity will be distributed according to the criteria in the IOP.

This project is proposed to be amended using approximately \$24 million of the \$30 million in program capacity released from the St. Croix River Crossing Bridge cost savings, leaving approximately \$6 million in overall capacity available for other projects.

The federal and state funds currently programmed in SFY 2015 of the STIP, program capacity released from the Saint Croix River Crossing, along with local funds provided by the Hennepin County are sufficient to fully fund the project, therefore fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

The Metropolitan Council Transportation Policy Plan (TPP) was amended on September 10, 2014 to include this project, its timing and funding sources. This STIP amendment approved after the TPP amendment for this project was adopted.

The fiscally constrained TPP was 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 X
- Exempt from regional level analysis* _____
- N/A (not in a nonattainment or maintenance area) _____


The Minnesota Interagency Air Quality and Transportation Planning Committee identified the project as an A20 regionally-significant project as part of its conformity analysis for the 2014-2017 TIP. The analysis in the attachment has resulted in a Conformity Determination that the projects included in the 2014-2017 STIP meet all relevant regional emissions analysis and budget tests. The 2014-2017 STIP conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.



David Scott
October 2, 2014
Page 5 of 5

We are requesting approval of this STIP amendment at this time. If you have any questions, please call Jody Carr at 651-366-3736.

Sincerely,



for

Brian Gage
Manager for Program Development & Performance Measures
Office of Transportation System Management (OTSM)

Enclosures: Met Council TIP Approval Documents
TPIC Program Recommendations dated March 2014

cc: Marisol R. Simon – FTA
Molly McCartney, Cindy Krumsieg, Brian Isaacson, Kha Vue – Metro District
Trang Chu, Jody Carr, Debbie Pena, Kai Vang - OTSM
Bobbi Retzlaff – OTSM





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June 27, 2014

Derrell Turner
Division Administrator
Federal Highway Administration
380 Jackson Street, Suite 500
St. Paul, Minnesota 55101

| |
|--|
| <p>APPROVED: <u>June 17, 2014</u> DATE</p> <hr/> <p>Federal Highway Administration</p> |
|--|

RE: Amendment to the Minnesota 2014-2017 State Transportation Improvement Program (STIP)
State Project (SP) Numbers: 199-090-001, 199-090-001(AC) & 199-090-002

Dear Mr. Turner:

Please amend the Minnesota 2014-2017 State Transportation Improvement Program (STIP) to split one project into two separate plans for SFY 2015 and SFY 2016 in the above Metro District project which is currently in SFY 2016 of the STIP. The projects are being submitted with the following information:

PROJECT IDENTIFICATION:

Please see list of projects on page #4.

PROJECT BACKGROUND:

1. SP 199-090-001(seq.) is a federal Transportation Alternative Plan (TAP) project currently programmed in FY 2016 of the STIP as a pedestrian/bike trail from Mississippi west Regional Park to city limits 0.4 mile west of MNDOT wayside rest area/Daytonport roadside parking area in City of Ramsey for an estimated total project length of 3.0 miles.

This amendment is needed to split SP 199-090-001 into two construction phases. The first phase (SP 199-090-001) will be constructed in SFY 2015 to align with a roadway construction project which is adjacent to the trail. Project description is Armstrong Blvd

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0.6 MI E of Armstrong Blvd for an estimated project length of 0.6. This phase of construction will be Advance Constructed (AC) in FY 2015 with payback in SFY 2016 (SP 199-090-001AC).

The second phase of the project will be assigned to a new SP 199-090-002 (Seq. # 2301) and be constructed in FY 2016 with a project description of 0.4 mile west of MnDOT Wayside Rest Area/Daytonport Roadside Parking Area to Armstrong Blvd for an estimated project length of 2.1 miles.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money _____
 (Discretionary, Special Allocations or Other New Funding Sources)
- Anticipated Advance Construction X*
- ATP or MPO or MnDOT Adjustment of other projects or set asides _____
- Earmark or HPP federal funds outside ATP target _____
- Other (No additional funds needed) X*

| Seq. # | SP # | Year | Fund Type | Federal Funds \$ | Federal AC Funds \$ | Other Funds \$ | Total \$ | Comments |
|-------------------------------|---------------|------|-----------|------------------|---------------------|----------------|------------------|---|
| 1837 | 199-010-001 | 2016 | TAP | <u>1,120,000</u> | - | <u>511,739</u> | <u>1,631,739</u> | Currently Programmed in SFY 2016 of STIP |
| A1837 | 199-010-001 | 2015 | TAP | - | 251,880 | 115,087 | 366,967 | Proposed phase one with payback in SFY 2016 |
| A2301 | 199-010-002 | 2016 | TAP | 868,120 | 251,880 | 396,652 | 1,264,772 | Proposed phase two programmed in SFY 2016 |
| Total project cost | | | | 868,120 | 251,880 | 511,739 | 1,631,739 | |
| A2302 | 199-010-001AC | 2016 | TAP | 251,880 | - | - | 251,880 | Proposed phase one payback |
| Total SFY 2016 payback | | | | 251,880 | - | - | 251,880 | |

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Derrell Turner
June 27, 2014
Page 3 of 4

The combined total of federal and local funds being programmed for these two projects equals the amount originally programmed in SFY 2016 of the 2014-2017 STIP for SP 199-090-001, therefore no additional funds are needed. The two projects are fully funded and fiscal constraint is maintained.

DATE OF ATP CONCURRENCE: June 11, 2014

DATE OF MPO ADOPTION OR N/A: June 11, 2014


AIR QUALITY CONFORMITY: *(also see list of projects on page 4)*

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

*Exempt Project Category # AQ2
Per Section 93.126 of the Conformity Rules

We are requesting approval of this STIP amendment at this time. If you have any questions, please call Jody Carr at (651) 366-3736.

Sincerely,



for

Brian Gage
Manager for Program Development and Performance Measures
Office of Transportation System Management (OTSM)

Enclosures: Met Council TIP Documents

cc: Marisol R. Simon – FTA
Ryan Gaug, Brian Isaacson, Cindy Krumsieg, Kha Vue – MnDOT Metro District
Trang Chu, Debbie Pena, Kai Vang – OTSM
Bobbi Retzlaff – OTSM

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LIST OF PROJECTS

| SEQ # | STATE FISCAL YEAR | A T P | ROUTE SYSTEM | PROJECT NUMBER (S.P. #) (Fed # if available) | AGENCY | DESCRIPTION include location, description of all work, & city (if applicable) | MILES | PROG | TYPE OF WORK | PROP FUNDS | TOTAL \$ | FHWA \$ | AC \$ | FTA \$ | TH \$ | OTHER \$ | AIR QUALITY CONFORMITY |
|-------|-------------------|-------|--------------|---|----------------|--|-------|------|------------------------------|------------|------------------|----------------|------------------------------|--------|-------|----------------|------------------------|
| A1837 | 2015 | M | PED/BIKE | 199-090-001 | City of Ramsey | Armstrong Blvd. 0.61 M. E. of Armstrong Blvd. Bicycle/Pedestrian Trail | 0.6 | EN | Pedestrian/ Bicycle Trail | TAP | 366,967 | - | 251,880 (payback in 2016) | - | - | 115,087 | AQ2 |
| A2302 | 2016 | M | PED/BIKE | 199-090-001AC | City of Ramsey | Armstrong Blvd. 0.61 M. E. of Armstrong Blvd. Bicycle/Pedestrian Trail | 0.6 | EN | Pedestrian/ Bicycle Trail | TAP | 251,880 | 251,880 | - | - | - | - | AQ2 |
| A2303 | 2016 | M | PED/BIKE | 199-090-002 | City of Ramsey | 3/8 M. W. of MnDOT Wayside Rest Area/Daytonport Roadside Parking Area to Armstrong Blvd. | 2.1 | EN | Pedestrian/ Bicycle Trail | TAP | 1,012,892 | 616,240 | - | - | - | 396,652 | AQ2 |
| | | | | | | Totals: | | | | | 1,631,739 | 868,120 | | | | 511,739 | |

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U.S. Department
of Transportation
**Federal Highway
Administration**

Minnesota Division

July 18, 2014

380 Jackson Street
Cray Plaza, Suite 500
St. Paul, MN 55101-4802
651.291.6100
Fax 651.291.6000
www.fhwa.dot.gov/mndiv

Mr. Brian Gage
Director of Program Development and Performance Measures
395 John Ireland Blvd.
St. Paul, MN 55155

Re: STIP Amendments Approval

Dear Mr. Gage:

The Federal Highway Administration (FHWA) has received a group of Amendments to the 2014 - 2017 Statewide Transportation Improvement Program (STIP) for review and approval. The amendments on projects included: Seq. #A1745, A1733, A2307, A2298, A2299, A2306, A157, A158, A118, A131, and A2308 – A2318.

In accordance with 23 CFR 450.220, the FHWA, based on the certification of the Statewide and metropolitan transportation planning process for and within the State of Minnesota, hereby find that the projects described in the STIP Amendment are based on a transportation planning process that substantially meets the requirements of 23 CFR Part 450 Subparts A, B, C; 49 U.S.C. Sections 5303-5304; and 23 U.S.C. Sections 134 and 135. Therefore, the amendment is approved.

Approval of the STIP and amendments are not construed as a Federal-aid eligibility determination. Each project must satisfy the specific requirements of the program from which the federal funds are solicited, as well as the other federal requirements before federal funds are authorized.

If you have any questions concerning FHWA action of this STIP amendment, please contact me at (651) 291- 6114.

Sincerely,

Kris Riesenber
Technical Services Team Leader

cc: Jody Carr, MnDOT



Minnesota Department of Transportation

Office of Transportation System Management
Mail Stop 440, 3rd Floor South
395 John Ireland Boulevard
Saint Paul, MN 55155

A1745

Office Telephone: (651) 366-3754
Fax: (651) 366-3790

July 16, 2014

Derrell Turner
Division Administrator
Federal Highway Administration
380 Jackson Street, Suite 500
St. Paul, Minnesota 55101

| |
|--|
| APPROVED: _____ <div style="text-align: right;">DATE</div> _____ Federal Highway Administration |
|--|

RE: Amendment to the Minnesota 2014-2017 State Transportation Improvement Program (STIP)
State Project (SP) Number: 7008-100

Dear Mr. Turner:

Please amend the Minnesota 2014-2017 State Transportation Improvement Program (STIP) to document an increase of project scope and total project cost decrease in the following Metro District project which is currently programmed in SFY 2015 of the STIP. The project is being submitted with the following information:

PROJECT 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 |
|-------|-------------------|-------------|------------------|--------------|--|--------|--|-------|
| A1745 | 2015 | M | M | US169 | 7008-100 | MNDOT | **PV40M**US169 FROM MN282 TO 0.9 MI N OF MN21 IN JORDAN – RECONSTRUCT/OVERLAY MAINLINE INCLUDING MEDIAN J-BARRIER AND REPLACE MEDIAN DRAINAGE STRUCTURES AND PIPES; REPLACE JOINTS, MILL AND OVERLAY BRIDGES 6802, 6803, 6804 ON US169 AND 6859 ON MN282; MINOR REPAIRS ON BRIDGES 9123 AND 9124 ON MN21 | 1.9 |



| PROG | TYPE OF WORK | PROP FUNDS | TOTAL \$ | FHWA \$ | AC \$ | FTA \$ | TH \$ | OTHER \$ |
|------|--------------------------|------------|-----------|-----------|-------|--------|-----------|----------|
| SC | GRADE SURFACE AND BRIDGE | NHPP | 7,286,000 | 5,828,800 | - | - | 1,457,200 | - |

PROJECT BACKGROUND:

1. SP 7008-100 (STIP Seq. # 1745) is currently programmed in SFY 2015 of the 2014-2017 STIP for a total project cost of \$7,790,000 including \$6,232,000 federal NHPP funds and \$1,558,000 state trunk highway(TH) funds. The current project scope includes joint replacement, spot painting, and mill and patch or overlay on bridge number 8850. Upon further scoping, it was determined that bridge 8850 would be removed from the scope and joint replacement and mill and overlay work on bridge 6859 on MN 282 and minor repairs on bridges 9123 and 9124 on MN 21 would be added to the scope. The joint and overlay work programmed for bridges 6802, 6803, and 6804 will remain as part of the revised project scope. The new scope does not result in any change in capacity.

This amendment is needed to document the removal of one bridge and addition of three other bridges to the project scope and document a decrease in the total project cost.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money _____
 (Discretionary, Special Allocations or Other New Funding Sources)
- Anticipated Advance Construction _____
- ATP or MPO or MnDOT Adjustment of other projects _____
- Earmark or HPP federal funds outside ATP target _____
- Other – (No additional funds are needed) X*



* Federal and state TH funds currently programmed in SFY 2015 in the STIP are sufficient to fully fund this project, therefore; fiscal constraint will be maintained.

DATE OF ATP CONCURRENCE: June 25, 2014

DATE OF MPO ADOPTION OR N/A: June 25, 2014

NOTE: SUBMITTAL OF THIS STIP AMENDMENT CONSTITUTES MnDOT APPROVAL OF TIP AMENDMENT

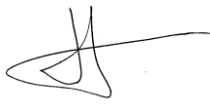
AIR QUALITY CONFORMITY:

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

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

We are requesting approval of this STIP amendment at this time. If you have any questions, please call Jody Carr at (651) 366-3736.

Sincerely,


for

Brian Gage
Manager for Program Development & Performance Measures
Office of Transportation System Management (OTSM)

Enclosures: Met Council TIP Approval Documents

cc: Marisol R. Simon – FTA
Ryan Gaug, Cindy Krumsieg, Brian Isaacson, Kha Vue – Metro District
Trang Chu, Debbie Pena, Kai Vang - OTSM
Bobbi Retzlaff – OTSM





U.S. Department
of Transportation
Federal Transit
Administration

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606
312-353-2789
312-886-0351 (fax)

August 5, 2014

Mr. Brian Gage
Director, Program Development Section
Office of Capital Programs and Performance Measures
Minnesota DOT, Mail Stop 440, 3rd Floor South
395 John Ireland Boulevard
St. Paul, Minnesota 55155-1899

RE: Amendment to the FY 2014 – 2017 Minnesota State Transportation Improvement Program (STIP)

Dear Mr. Gage:

Your letter dated July 28, 2014 requested approval to amend the FY 2014-2017 State Transportation Improvement Program (STIP) to include federal funding for fiscal year 2014 under the following Section:

5337 – State of Good Repair Formula:

- For LRT Associated Capital Maintenance & Track Modification
- Increases Federal funding to \$1,840,000 (\$2,300,000 total).

We find that the above STIP is the result of a transportation planning process that substantially complies with the requirements of 23 CFR 450. A conformity analysis was not required, since all of the projects to be funded in the amendment are exempt from air quality conformity. In accordance with 23 CFR 450.220, we approve this STIP amendment for the above-mentioned funding program. If you have any questions concerning this action, please contact Bill Wheeler at (312) 353-2639.

Sincerely,

Marisol R. Simón
Regional Administrator

Enclosure



Minnesota Department of Transportation

Office of Transportation System Management
 Mail Stop 440, 3rd Floor South
 395 John Ireland Boulevard
 Saint Paul, MN 55155

Office Telephone: (651) 366-3754
 Fax: (651) 366-3790

July 28, 2015

Ms. Marisol Simon
 Regional Administrator
 FTA Region V
 200 West Adams Street, Suite 320
 Chicago, Illinois 60606-5212

RE: Amendment to the Minnesota 2014-2017 State Transportation Improvement Program (STIP)
 State Project (SP) Number: TRF-TCMT-14AX

Dear Ms. Simon:

Please amend the Minnesota 2014-2017 State Transportation Improvement Program (STIP) to increase the project cost of a current Metro District project in SFY 2014 of the STIP. The project is being submitted with the following information:

PROJECT 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 |
|-------|-------------------|-------------|------------------|--------------|---|---------------------------|--|-------|
| A1425 | 2014 | M | M | BB | TRF-TCMT-14AX | Metropolitan Council - MT | Section 5337: Fixed Guideway – LRT Associated Capital Maintenance & Track Modification | 0.0 |

| PROG | TYPE OF WORK | PROP FUNDS | TOTAL \$ | FHWA \$ | AC \$ | FTA \$ | TH \$ | OTHER \$ |
|------|-------------------------------|------------|-----------|---------|-------|-----------|-------|---|
| GR | Bus grant Capital Improvement | FTA | 2,300,000 | 0 | 0 | 1,840,000 | 0 | 460,000 Regional Transit Capital (RTC) |

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PROJECT BACKGROUND:

1. SP TRF-TCMT-14AX (Seq. #1425) is currently in SFY 2014 of the 2014-2017 STIP with a total project cost of \$1,050,000 including \$840,000 federal FTA Section 5337 Fixed Guideway funds and \$210,000 local funds. This amendment is needed to request an increase in total project cost for repair, maintenance and upgrade to existing trackwork on the Blue Line light rail transitway project. This project is described briefly as follows:

This represents funding for repair, maintenance and upgrade to existing trackwork on the Blue Line light rail transitway. The new total project cost is \$2,300,000 including \$1,840,000 FTA Section 5337 Fixed Greenway funds and \$460,000 local funds provided by RTC for a total project increase of \$1,250,000.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?
 - a. New Money – 5307 Formula Funds _____
(Discretionary, Special Allocations or Other New Funding Sources)
 - b. Anticipated Advance Construction _____
 - c. ATP or MPO or MnDOT Adjustment of other projects X*
 - d. Earmark or HPP federal funds outside ATP target _____
 - e. Other _____

* Previously programmed projects, funded by FTA bus and rail formula funds apportioned to the Metropolitan Council, will be deferred to other years or eliminated in order to complete this project at this time as a result of a change in priority for this transit project. Funds are available from FFY 2014 5337 Fixed Guideway formula, therefore fiscal constraint will be maintained.

DATE OF ATP CONCURRENCE: July 23, 2014

DATE OF MPO ADOPTION OR N/A: July 23, 2014

NOTE: SUBMITTAL OF THIS STIP AMENDMENT CONSTITUTES MnDOT APPROVAL OF TIP AMENDMENT

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Marisol Simon
July 28, 2014
Page 3 of 3

AIR QUALITY CONFORMITY:

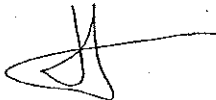
- Subject to conformity determination....._____
- Exempt from regional level analysis*..... X
- N/A (not in a nonattainment or maintenance area)_____

*Exempt Project Category #T-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 [reason T-9 for Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way].

We are requesting approval of this STIP amendment at this time. If you have any questions, please call Jody Carr at (651) 366-3736.

Sincerely,


for

Brian Gage
Manager for Program Development & Performance Measures
Office of Transportation System Management (OTSM)

Enclosures: Metropolitan Council Approval Documents

cc: Derrell Turner, FHWA
Molly McCartney, Cindy Krumsieg, Kha Vue, Brian Isaacson - MnDOT Metro District
Trang Chu, Debbie Peña, Kai Vang, Bobbi Retzlaff - OTSM

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July 24, 2014

Scott McBride, Metro District Engineer
Minnesota Department of Transportation
1500 West County Road B2
Roseville, MN 55113

RE: 2014-2017 Transportation Improvement Program (TIP) Amendment request (TAB Action 2014-48)

Dear Mr. McBride:

At its July 23, 2014, meeting, the Metropolitan Council adopted an amendment to the region's 2014-2017 Transportation Improvement Program (TIP) to include funding for repair, maintenance and upgrade to existing trackwork on the Blue Line light rail transitway (sequence 1425 – SP# TRF-TCMT-14AX).

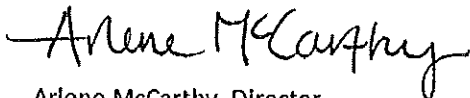
There are four critical tests related to TIP amendment approval:

- Consistency with the region's long-range transportation plan;
- Conformity with air quality analysis;
- Opportunity for public input; and
- TIP fiscal constraint requirements.

The project is consistent with the Metropolitan Area Transportation Policy Plan adopted on November 10, 2010, with a conformity determination established on February 23, 2011. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the projects are exempt from air quality conformity analysis. Public input opportunities are provided through the Council's meeting process. This amendment maintains the TIP fiscal balance because the federal and local funds are sufficient to fully fund the projects.

Since the Metropolitan Council has amended the 2014-2017 TIP, I respectfully request that MnDOT make the necessary and appropriate changes to the 2014-2017 STIP and notify the Federal Transit Administrator of your action.

Sincerely,



Arlene McCarthy, Director
Metropolitan Transportation Services

Attachments

CC: Brian Isaacson, MnDOT Metro District

Amendment to the Twin Cities 2014-2017 Transportation Improvement Program (TIP)

PROJECT IDENTIFICATION:

| STATE FISCAL YEAR | A T P | DIST | ROUTE SYS | PROJECT NUMBER (S.P. #) (Fed # if available) | AGENCY | DESCRIPTION include location, description of all work, & city (if applicable) | MILES |
|-------------------|-------|------|-----------|--|----------------|---|-------|
| 2014 | M | M | BB | TRF-TCMT-14AX | Met Council-MT | Section 5337; Fixed Guideway - LRT Associated Capital Maintenance & Track Modifications | 0.0 |

| PROG | TYPE OF WORK | PROP FUNDS | TOTAL \$ | FHWA \$ | AC \$ | FTA \$ | TH \$ | OTHER \$ |
|------|-------------------------------|------------|-------------|---------|-------|-------------|-------|-----------|
| GR | Bus grant Capital Improvement | FTA | \$2,300,000 | | | \$1,840,000 | | \$460,000 |

PROJECT BACKGROUND:

- 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).

This represents funding for repair, maintenance and upgrade to existing trackwork on the Blue Line light rail transitway. This amendment adds the following amounts to the line in the 2014 STIP (sequence 1425 - SP# TRF-TCMT-14AX).

Additional Funding
 \$1,000,000 Federal
 \$ 250,000 Other
 \$1,250,000 Total

This funding is available from FFY 2014 5337 Fixed Guideway formula.

- 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 X
 - Earmark or HPP not affecting fiscal constraint _____
 - Other _____

Previously programmed projects, funded by FTA bus and rail formula funds apportioned to the Metropolitan Council, will be deferred to other years or eliminated in order to complete these projects at this time as a result of a change in priority for these transit projects.

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..... X
- N/A (not in a nonattainment or maintenance area).....

The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project was exempt from air quality conformity analysis [reason T-9 for Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way].



Minnesota Department of Transportation

Office of Transportation System Management
Mail Stop 440, 3rd Floor South
395 John Ireland Boulevard
Saint Paul, MN 55155

A2330

Office Telephone: (651) 366-3754
Fax: (651) 366-3790

October 2, 2014

David Scott
Division Administrator (Acting)
Federal Highway Administration
380 Jackson Street, Suite 500
St. Paul, Minnesota 55101

RE: Amendment to the Minnesota 2014-2017 State Transportation Improvement Program (STIP)
State Project (SP) Numbers: 173-591-001

Dear Mr. Scott:

Please amend the Minnesota 2014-2017 State Transportation Improvement Program (STIP) to add the following new Metro District project to SFY 2015 of the 2014-2017 STIP. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

| SEQ # | STATE FISCAL YEAR | A T P | DI ST | ROUTE SYS | PROJECT NUMBER (S.P. #) (Fed # if available) | AGENCY | DESCRIPTION include location, description of all work, & city (if applicable) | MILES |
|-------|-------------------|-------|-------|-----------|--|---------------|---|-------|
| A2330 | 2015 | M | M | BIKE/PED | 173-591-001 | WEST ST. PAUL | **SRTS** WENTWORTH FROM CHARLTON ST TO BELLOWS ST AND BELLOWS ST FROM WENTWORTH TO THOMPSON AVE- PE FOR TRAIL AND SIDEWALK | 0.0 |

| PROG | TYPE OF WORK | PROP FUNDS | TOTAL \$ | FHWA \$ | AC \$ | FTA \$ | TH \$ | OTHER \$ |
|------|----------------------|------------|----------|---------|-------|--------|-------|----------|
| EN | PED/BIKE IMPROVEMENT | TAP | \$11,000 | \$8,800 | 0 | 0 | 0 | \$2,200 |

PROJECT BACKGROUND:

1. The STIP is being amended to add a project SP 173-591-001 to SFY 2015 of the 2014-2017 STIP. This project is currently in year SFY 2016 of the draft 2015-2018 STIP. The City of West St. Paul has requested the amendment to begin the project before final adoption of the 2015-2018 STIP.

The project is for preliminary engineering (PE) of a trail and a sidewalk in West St. Paul, funded through a Safe Routes to School (SRTS) grant from MnDOT. The City would like to hire a consultant this fall but cannot begin that process until project authorization. The construction will not be let until FY2016.

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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*

*SP 880C-SRS-15 (STIP Seq. #2091) is a District C SRTS infrastructure and non-infrastructure setaside currently programmed in SFY 2015 of the 2014-2017 STIP with a current balance of \$118,445 including \$94,805 federal TAP funds and \$23,640 state trunk highway (TH) funds. The District C setaside funds are over and above federal funds available for programming by the Twin Cities Metro Region and are additional funds available for use on the SRTS projects. The SRTS project in this amendment will utilize \$11,000 of the District C federal TAP funds leaving \$107,445 available for use on other eligible projects.

Federal funds currently programmed in District C of the current STIP are sufficient to fully fund the preliminary engineering for this SRTS projects; therefore, fiscal constraint is maintained.

DATE OF ATIP CONCURRENCE: September 24, 2014

DATE OF MPO ADOPTION OR N/A: September 24, 2014

NOTE: SUBMITTAL OF THIS STIP AMENDMENT CONSTITUTES MNDOT APPROVAL OF THE TIP AMENDMENT

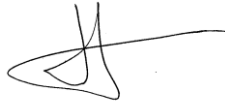
AIR QUALITY CONFORMITY:

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

*Exempt from regional level analysis: AQ-2 (Bicycle and pedestrian facilities)

We are requesting approval of this STIP amendment at this time. If you have any questions, please call Jody Carr at 651-366-3736.

Sincerely,


for

Brian Gage
Manager for Program Development and Performance Measures
Office of Transportation System Management (OTSM)

Enclosures: Met Council TIP Approval Documents

cc: Marisol R. Simon – FTA
Molly McCartney, Brian Isaacson, Cindy Krumsieg, Kha Vue – MnDOT Metro District
Trang Chu, Debbie Pena, Kai Vang – OTSM
Bobbi Retzlaff – OTSM

