

2015-2018 TIP Amendments

Project No.	Sponsor	TAB Approval	Council Approval	Page
091-090-078	Three Rivers PD	10/15/2014	11/5/2014	1
1901-107	MnDOT	10/15/2014	11/5/2014	5
0202-95 & 002-683-004	Anoka County	10/15/2014	11/5/2014	6
	Metro Transit	11/19/2014	11/26/2014	10
Multiple	MnDOT	11/19/2014	11/26/2014	11
	Metro Transit	12/17/2014	1/14/2015	13
002-624-026	Anoka County	1/21/2015	2/11/2015	14
6222-177	MnDOT	1/21/2015	1/28/2015	18
2789-136	MnDOT	1/21/2015	1/28/2015	21
246-591-002	Jordan	1/21/2015	1/28/2015	24
002-618-030	Anoka County	3/18/2015	4/22/2015	25
141-030-032	Minneapolis	3/18/2015	4/22/2015	28
027-735-003	Hennepin County	3/18/2015	3/25/2015	31
164-030-011	City of St. Paul	3/18/2015	3/25/2015	34
082-595-002	Washington County	5/20/2015	6/10/2015	37
	Metro Transit	6/17/2015	7/22/2015	40
TRF-TCMT-15C	Metro Transit	6/17/2015	6/24/2015	43
6283-234	MnDOT	8/19/2015	8/26/2015	45



Minnesota Department of Transportation

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

A1488 & A1693

Office Telephone: (651) 366-3754
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December 1, 2014

Brenda Red Wing
Division Administrator (Acting)
Federal Highway Administration
380 Jackson Street, Suite 500
St. Paul, Minnesota 55101

RE: Amendment to the Minnesota 2015-2018 State Transportation Improvement Program (STIP)
State Project (SP) Numbers: 091-090-078 & 091-090-078AC

Dear Ms. Red Wing,

Please amend the Minnesota 2015-2018 State Transportation Improvement Program (STIP) to document a project scope change to this Metro District project in SFY 2015 & SFY 2016 (AC payback). The project is being submitted with the following information:

PROJECT IDENTIFICATION:

Please see list of projects on page 4.

PROJECT BACKGROUND:

1. SP 091-090-078 is in SFY 2015 of the 2015-2018 STIP with a total project cost of \$7,664,000 which includes \$2,400,000 federal CMAQ funds, \$3,760,000 Advanced construction (AC) federal CMAQ funds with an AC payback in SFY 2016 and \$5,264,000 in local funds.

This amendment is needed to adjust alignment and termini to The Nine Mile Creek Regional Trail: East Segment will shift its alignment in several places and change its termini. Current termini are Tracy Avenue to France Avenue/Edina Promenade. Updated termini are Doron Lane to Parklawn Avenue; France Avenue S. to Edina Promenade; and Xerxes Avenue from Edina Promenade to 75th Street West.



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 (no additional funds are needed) X*

*This STIP amendment is required as part of a scope change request that does not include a change in funding amount or source, therefore fiscal constraint is maintained.

DATE OF ATP CONCURRENCE: This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on April 30, 2014, with FHWA/FTA conformity determination established on June 27, 2014.

DATE OF MPO ADOPTION OR N/A: November 5, 2014

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

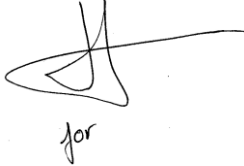
- Subject to conformity determination _____
- Exempt from regional level analysis* X*
- N/A (not in a nonattainment or maintenance area) _____

*Exempt 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)

Attachment: Met Council Approved TIP

cc: Marisol R. Simon – FTA
Molly McCartney, Cindy Krumsieg, Brian Isaacson, Kha Vue – 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 \$	F T A \$	TH \$	OTHER \$	AIR QUALITY CONFORMITY
A1488	2015	M	PED/BIKE	091-090-078	THREE RIVERS PARK DISTRICT	**AC**CMAQ: Pedestrian/Bicycle Trail from Doron Lane to Parklawn Avenue; France Avenue S. to Edina Promenade; and Xerxes Avenue from Edina Promenade to 75th Street West in Edina. (AC project payback in FY16)	4.4	BT	PED/BIKE IMPROVEMENT	CMAQ	\$7,664,000	\$2,400,000	\$3,760,000	-	-	\$5,264,000	AQ-2
A1693	2016	M	PED/BIKE	091-090-078AC	THREE RIVERS PARK DISTRICT	**AC**CMAQ: Pedestrian/Bicycle trail Doron Lane to Parklawn Avenue; France Avenue S. to Edina Promenade; and Xerxes Avenue from Edina Promenade to 75th Street West in Edina. (AC Payback 1 of 1)	4.4	BT	PED/BIKE IMPROVEMENT	CMAQ	\$3,760,000	-	\$3,760,000	-	-	-	AQ-2



SEQ #	State Fiscal Year	ATP/Dist	Route Sys	Project Number (S.P. #)	Agency	DESCRIPTION	Miles	
A2239	2015	M	US 52	1907-107	MnDOT	Construct cable median barrier from CSAH 46 to CSAH 26	8.8	
Prog	Type of Work	Prop Funds	Total \$	FHWA \$	AC \$	FTA \$	TH \$	Other \$
SH	Median Barrier	HSIP	\$1,200,000	\$1,080,000			\$120,000	

SP 1901-107 (STIP Seq. #A2239) is currently programmed in SFY 2015 and was added into the 2014-2017 TIP on 1/22/2014 in an amendment that added 24 projects for the HSIP (Highway Safety Improvement Program) allocation for years 2014, 2015, and 2016. The current project is for the construction of a cable median barrier project on US 52 from CSAH 46 to the north junction of TH 55 and US 52.

The amendment is needed to clarify the northern end of the project. There is a 975 ft. gap in existing cable median barrier and the project's current northern terminus. This change will allow the project to move approximately 3,500 ft. or 0.7 miles in order to meet up with existing cable median barrier that starts at CSAH 26. While of cable median barrier is being added, the project cost is being reduced, from \$1,600,000 to \$1,200,000, because there will be less cable median barriers installed throughout the project due to an area of a wide median (200-300 ft. wide median) just north of the junction of US 52 and US 55.

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 (no additional funds are needed) X

SP 1901-107 is currently programmed in SFY 2015 of the TIP with a total of \$1,200,000 including \$1,080,000 federal funds and \$120,000 in state matching funds. The total project cost is decreased from \$1,600,000 to \$1,200,000 including \$378,000 in federal funds and \$42,000 in state funds. The costs is also being reduced because there will be less cable median barriers installed due to areas of very wide median (200-300 ft. wide median) just north of the junction of US 52 and US 55.

The federal and state funds programmed in SFY 2015 of the 2015-2018 TIP 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 April 30, 2014, with FHWA/FTA conformity determination established on June 27, 2014.

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: S-9 (Guardrails, median barriers, crash cushions).



Minnesota Department of Transportation

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December 1, 2014

Brenda Red Wing
Division Administrator (Acting)
Federal Highway Administration
380 Jackson Street, Suite 500
St. Paul, Minnesota 55101

RE: Amendment to the Minnesota 2015-2018 State Transportation Improvement Program (STIP)
State Project (SP) Numbers: 0202-95, 0202-95A, and 002-683-004

Dear Ms. Red Wing:

Please amend the Minnesota 2015-2018 State Transportation Improvement Program (STIP) to document that federal funds have been awarded to the following project which is currently programmed in SFY 2015 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 0202-95 (Seq # 1601) is in SFY 2015 of the 2015-2018 STIP for the removal of a signalized intersection and construction of an interchange at US 10/CSAH 83, the construction of an overpass over the BNSP Railway tracks, access closures, and bike and pedestrian improvements for a total project cost of \$10,000,000 which included only state trunk highway (TH) funds and local funds.

This amendment is needed because the project was awarded \$10,000,000 of federal funds through the U.S. Department of Transportation Investment Generating Economic Recovery (TIGER) grant program in September 2014. Prior to the TIGER grant, the project was funded only with state and local funding, and the TIGER grant will replace some of the funding coming from the county and city. Adding the federal funds requires that this funding and two new SP's be included in the STIP along with identification of the local funding. This amendment is also needed to show how CIMS funding is being used between construction and right of way. The project scope is not changing.



The following table shows the contribution of funding sources that proposed to be included in the STIP:

	TIGER grant	Anoka County/ City of Ramsey	CTIB grant	LRIP bonds	BNSF contribution	CIMS	Totals
Construction	\$10,000,000	\$1,521,269	\$8,648,743	\$6,783,316	\$1,200,000	\$2,332,002	\$30,485,330
Right of Way	-	-	-	-	-	\$7,667,998	\$7,667,998
Total	\$10,000,000	\$1,521,269	\$8,648,743	\$6,783,316	\$1,200,000	\$10,000,000	\$38,153,328

Anoka County is using a portion of the CIMS funding for right of way purchase. A total of \$2,332,002 from the CIMS funding will be going toward construction. The CIMS grant allows use of this funding for right of way purchases. The two lines of the STIP for this project total more than the construction costs (\$30,485,330) because some of the CIMS funding is used for right of way.

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

- New Money (TIGER Grant) X*
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment of other projects
- Earmark or HPP federal funds outside ATP target
- Other

*This project received funds from the Transportation Investment Generating Economic Recovery (TIGER) Program and will also be using state funds from MnDOT – CIMS program, local funds from Anoka County and City of Ramsey, CTIB, LRIP and BNSF. The state and local funds currently programmed in SFY 2015 of the 2015-2018 STIP and with the additional federal TIGER grant are sufficient to fully fund the project, therefore fiscal constraint is maintained.

DATE OF ATP CONCURRENCE: This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on April 30, 2014, with FHWA/FTA conformity determination established on June 27, 2014.

DATE OF MPO ADOPTION OR N/A: 11/6/2014



Brenda Red Wing
December 1, 2014
Page 3 of 4


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

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

* Subject to conformity determination: A20 (Regional significant project, Action – Year 2020).

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)

Enclosure: Met Council Approved TIP

cc: Marisol R. Simon – FTA
Molly McCartney, Cindy Krumsieg, Brian Isaacson, Kha Vue – 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
A2168	2015	M	US 10	002-683-004	ANOKA COUNTY	AT ANOKA-CSAH 83 IN RAMSEY-CONSTRUCT INTERCHANGE, INCLUDING CSAH 83 BRIDGE 02007 OVER US10 & CSAH 83 BRIDGE 02586 OVER BNSF RR, PED/BIKE IMPROVEMENTS, DRAINAGE, BARRIERS, LIGHTING, STRIPING, SIGNAL, SIGNING. LOCAL AMOUNT IS \$18,153,328 FROM ANOKA COUNTY, CITY OF RAMSEY, CTIB, LRIP AND BNSF (TIED TO SP 0202-95)	0.9	MC	GRADE, SURFACE AND BRIDGE	NHPP	\$28,153,328	\$10,000,000				\$18,153,328	A20
A1601	2015	M	US 10	0202-95	ANOKA COUNTY	**CIMS**AT ANOKA-CSAH 83 IN RAMSEY-CONSTRUCT INTERCHANGE, INCLUDING CSAH 83 BRIDGE 02007 OVER US10 & CSAH 83 BRIDGE 02586 OVER BNSF RR, PED/BIKE IMPROVEMENTS, DRAINAGE, BARRIERS, LIGHTING, STRIPING, SIGNAL, SIGNING (TIED TO 002-683-004)	0.9	AM	GRADE, SURFACE AND BRIDGE	CIMS	\$2,332,002				\$2,332,002		A20
A2174	2015	M	US 10	0202-95A	ANOKA COUNTY	**CIMS**AT ANOKA-CSAH 83 IN RAMSEY- RIGHT OF WAY TO CONSTRUCT INTERCHANGE, INCLUDING CSAH 83 BRIDGE 02007 OVER US10 & CSAH 83 BRIDGE 02586 OVER BNSF RR, PED/BIKE IMPROVEMENTS, DRAINAGE, BARRIERS, LIGHTING, STRIPING, SIGNAL, SIGNING	0.9	AM	RIGHT OF WAY	CIMS	\$7,667,998				\$7,667,998		A20
TOTAL											\$38,153,328	\$10,000,000			\$10,000,000	\$18,153,328	



STATE FISCAL YEAR	ROUTE SYS	PROJECT NUMBER (S.P. #)	AGENCY		DESCRIPTION			MILES
2015		TBD	Metropolitan Council - MT		Section 5309 – Ladders of Opportunity Award – Improve, replace and construct bus facilities, Minneapolis & St. Paul			N/A
PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
			\$4,075,000			\$3,260,000		\$815,000

The Metropolitan Council / Metro Transit was awarded an FTA section 5309 Bus & Bus Facilities discretionary award on 9/25/2014. This new funding requires a TIP amendment in order for the FTA grant to be executed (ie made available to the Council).

Metro Transit, serving the Twin Cities in Minnesota, will receive funding to improve, replace, and construct bus facilities in the Minneapolis-St. Paul region, particularly focused on areas of high poverty and high dependence on transit. The focus will be on bus stop improvements to ensure safe, quality facilities in disadvantaged areas. The project will result in new customer waiting shelters, addition of heat and light to existing shelters, improved transit information, and pedestrian connections. In addition, partnerships with local schools and training centers will better connect residents to education and employment opportunities.

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

This project is receiving FTA Section 5309 funds from the Bus and Bus Facilities “Ladders of Opportunity” initiative and will also be using local Regional Transit Capital (RTC) funds. The federal and local funds slated for this project 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 September 10, 2014, with FHWA/FTA conformity determination established on October 6, 2014.

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: T-7 (Construction of small passenger shelters and information kiosks)

PROJECT IDENTIFICATION:

Please see list of projects below.

PROJECT BACKGROUND:

Section 5310: the Enhanced Mobility for Seniors and Persons with Disabilities program is funded by FTA through MnDOT’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 current STIP.

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

The funds available for these grant are from a set aside in District C, TRF-9110-15, Seq. #1999. These 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 September 10, 2014, with FHWA/FTA conformity determination established on October 6, 2014.

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: T-10 (Purchase of new buses to replace existing vehicles or for minor expansions of the fleet) for bus purchases and O-1 (Planning, training, and research activities) for mobility management.

List of Projects

State Fiscal Year	A T P	Route System	Project Number (S.P. #)	Agency	Description	Prog	Type of Work	Prop Funds	TOTAL \$	FTA \$	Other \$
2015	M	BB	TRF-1703-15	MnDOT	Section 5310; Achieve Services, Inc.; Large Urban; Bus and Bus Related Equipment	NB	Purchase Bus	FTA	72,000	57,600	14,400
2015	M	BB	TRF-9115-15	MnDOT	Section 5310; Ally People Solutions; Large Urban; Bus and Bus Related Equipment	NB	Purchase Buses	FTA	72,000	57,600	14,400
2015	M	BB	TRF-0027-15	MnDOT	Section 5310 East Side Neighborhood Services, Inc.; Large Urban; Bus and Bus Related Equipment	NB	Purchase Bus	FTA	72,000	57,600	14,400
2015	M	BB	TRF-7229-15	MnDOT	Section 5310 East Suburban Resources; Large Urban; 2 Buses and Bus Related Equipment	NB	Purchase Buses	FTA	144,000	115,200	28,800
2015	M	BB	TRF-0117-15	MnDOT	Section 5310 Ecumen Parmly LifePointes; Large Urban; Bus and Bus Related Equipment	NB	Purchase Bus	FTA	131,000	104,800	26,200
2015	M	BB	TRF-0011-15	MnDOT	Section 5310; Lifeworks, Inc.; Large Urban; 2 Buses and Bus Related Equipment	NB	Purchase Buses	FTA	144,000	115,200	28,800
2015	M	BB	TRF-0756-15	MnDOT	Section 5310; Mankato Rehabilitation Center, Inc.(Rosemount); Large Urban; Bus and Bus Related Equipment	NB	Purchase Bus	FTA	72,000	57,600	14,400
2015	M	BB	TRF-0260-15	MnDOT	Section 5310; Midwest Special Services, Inc.; Large Urban; 2 Buses and Bus Related Equipment	NB	Purchase Bus	FTA	144,000	115,200	28,800
2015	M	BB	TRF-9056-15	MnDOT	Section 5310; Newtrax, Inc.; Large Urban; 6 Buses and Bus Related Equipment	NB	Purchase Buses	FTA	432,000	345,600	86,400
2015	M	BB	TRF-0890-15	MnDOT	Section 5310; ProAct, Inc.; Urban; Bus and Bus Related Equipment	NB	Purchase Bus	FTA	72,000	57,600	14,400
2015	M	BB	TRF-1767-15	MnDOT	Section 5310; Rise Incorporated; Large Urban; 5 Buses and Bus Related Equipment	NB	Purchase Buses	FTA	360,000	288,000	72,000
2015	M	BB	TRF-9117-15	MnDOT	Section 5310; Dakota County; Large Urban; Mobility Management	NB	Mobility Management	FTA	210,000	168,000	42,000
2015	M	BB	TRF-9056-15A	MnDOT	Section 5310; Newtrax, Inc.; Large Urban; Mobility Management	NB	Mobility Management	FTA	100,000	80,000	20,000
2015	M	BB	TRF-0051-15	MnDOT	Section 5310; Scott County; Large Urban; Mobility Management	NB	Mobility Management	FTA	310,000	248,000	62,000

PROJECT IDENTIFICATION:

STATE FISCAL YEAR	A T P	DIST	ROUTE SYS	PROJECT NUMBER (S.P. #)	AGENCY	DESCRIPTION	MILES		
2015	M	M		New	Metropolitan Council - MT	5307 - Design of C Line ABRT corridor improvements, Penn Ave, Minneapolis and Brooklyn Center			
PROG	TYPE OF WORK		PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
5307	Design and Engineering-transit stop improvements			1,800,000	0	0	1,440,000	0	360,000

The project is a design and engineering project for a future C Line Arterial Bus Rapid Transit (ABRT) corridor in Minneapolis and Brooklyn Center. The funds will recognize federal formula funds apportioned to Metro Transit, matched by Regional Transit Capital bonds, to be used for corridor design and environmental work. The project does not include construction. Construction funds will include future federal and state funds and related local match. The requested amendment is a separate project that includes only design work.

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 this project 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 September 10, 2014, with FHWA/FTA conformity determination established on October 6, 2014.

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: O-2 (Engineering to assess social, economic and environmental effects of the proposed action or alternatives to that action).



Minnesota Department of Transportation

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March 18, 2015

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

RE: Amendment to the Minnesota 2015-2018 State Transportation Improvement Program (STIP)
State Project (SP) Numbers: 002-624-026 & 002-624-026AC

Dear Mr. Scott:

Please amend the Minnesota 2015-2018 State Transportation Improvement Program (STIP) to document a project scope change and a total project cost increase including a new Advanced Construction (AC) payback in SFY 2016 for 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 002-624-026 (Seq. #1670) is currently in SFY 2016 of the 2015-2018 STIP with a total project cost of \$1,848,000 of which \$1,478,400 is federal STP funds and \$369,600 local funds provided by the Anoka County.

This amendment is needed to document:

- An increases project scope by adding additional sidewalks/trails, a larger footprint for roundabouts and a bus turnaround at the St. Francis High School
- To increase the total project cost. Due to the additional project work the total project cost has increased from \$1,848,000 to \$2,969,560, an increase of \$1,121,560
- And to move this project forward from SFY 2016 into SFY 2015 with an AC payback in SFY 2016.

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1. 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 _____ X*

*SP 002-624-026 the new total project cost is \$2,969,560 of which \$1,478,400 are Advanced Construction (AC) federal STP funds with an AC payback in SFY 2016 and \$1,491,160 are local funds provided by Anoka County.

Federal funds originally programmed in SFY 2016 for this project and the additional local funds needed being provided by Anoka County are sufficient to fully fund this project in SFY 2015 and cover the AC payback in SFY 2016, therefore, fiscal constraint is maintained.

DATE OF ATP CONCURRENCE: This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on September 10, 2014, with FHWA/FTA conformity determination established on October 6, 2014.

DATE OF MPO ADOPTION OR N/A: 2/11/2015

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) _____

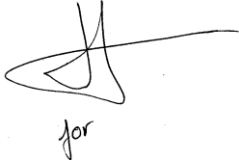
*Exempt Project Category #19. Widening narrow pavements or reconstructing bridges (no additional travel lanes) Per Section 93.126 of the Conformity Rules



David Scott
March 18, 2015
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 and Performance Measures
Office of Transportation System Management (OTSM)

Enclosures: Met Council Approved TIP

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

An Equal Opportunity Employer



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
A1670	2015	M	CSAH 24	002-624-026	ANOKA COUNTY	**AC** FROM CR 72 (RUM RIVER BLVD)/POPPY ST THROUGH KERRY ST IN ST. FRANCIS - RECONSTRUCT INCLUDING SHOULDER CONSTRUCTION, ACCESS AND INTERSECTION CONTROL IMPROVEMENTS, ROUNDABOUT, AND MULTI-USE TRAIL (AC PROJECT, PAYBACK IN FY 2016)	0.5	RC	GRADE AND SURFACE	STP	1,491,160	0	1,478,400	0	0	1,491,160	S19
A2201	2016	M	CSAH 24	002-624-026AC	ANOKA COUNTY	**AC** FROM CR 72 (RUM RIVER BLVD)/POPPY ST THROUGH KERRY ST IN ST. FRANCIS - RECONSTRUCT INCLUDING SHOULDER CONSTRUCTION, ACCESS AND INTERSECTION CONTROL IMPROVEMENTS, ROUNDABOUT, AND MULTI-USE TRAIL (AC PAYBACK 1 OF 1)	0.5	RC	GRADE SURFACE	STP	1,478,400	1,478,400	0	0	0	0	S19





Minnesota Department of Transportation

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A2195

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February 19, 2015

Brenda Red Wing
Division Administrator (Acting)
Federal Highway Administration
380 Jackson Street, Suite 500
St. Paul, Minnesota 55101

RE: Amendment to the Minnesota 2015-2018 State Transportation Improvement Program (STIP)
State Project (SP) Number: 6222-177

Dear Ms. Red Wing;

Please amend the Minnesota 2015-2018 State Transportation Improvement Program (STIP) to add a new Metro District 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
A2195	2015	M	M	TH 61	6222-177	MNDOT	US TH 61, just south of CSAH 9 (Buffalo St) in White Bear Lake; reconstruct bituminous outside shoulders	0.3

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
SR	Construction	RRS	\$57,821	\$57,821	-	-	-	-

An Equal Opportunity Employer



PROJECT BACKGROUND:

1. This amendment is needed to add this project SP 6222-177 to the STIP. The project is to reconstruct bituminous outside shoulders on US 61 just south of CSAH 8 (Buffalo St) in White Bear Lake. This project is using \$57,821 in federal Highway Rail Grade Crossing and Rail Safety 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 _____
 - Earmark or HPP federal funds outside ATP target _____
 - Other X

SP 10-00120 is currently programmed in SFY 2015 of the STIP with \$225,000 Rail Road Safety (RRS) funds to construct and install Gates and Lights for the Twin Cities Western Railroad crossing on CSAH 41 in Carver County. The most recent estimate and the authorized amount came in lower, \$146,128 for a saving of \$78,872.

SP 6222-177 has a total project cost of \$57,821 which includes 100% federal RRS funds. This project will use \$57,821 of the savings; therefore, fiscal constraint is maintained.

DATE OF ATP CONCURRENCE:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on April 30, 2014, with FHWA/FTA conformity determination established on June 27, 2014.

DATE OF MPO ADOPTION OR N/A: January 28, 2015

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-10 (Pavement resurfacing or rehabilitation) per Section 93.126 of the Conformity Rules



Brenda Red Wing
February 19, 2015
Page 3 of 3

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 approval 6222-177.pdf (Metropolitan Council minutes, 1/28/15)

cc: Marisol R. Simon – FTA
Molly McCartney, Cynthia Krumsieg, Kha Vue, Brian Isaacson, MnDOT Metro
Program Management
Amy Johnson, MnDOT Office of Freight & Commercial Vehicle Operations
Trang Chu, Debbie Pena, Kai Vang - OTSM
Bobbi Retzlaff – OTSM

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February 19, 2015

Brenda Red Wing
Division Administrator (Acting)
Federal Highway Administration
380 Jackson Street, Suite 500
St. Paul, Minnesota 55101

RE: Amendment to the Minnesota 2015-2018 State Transportation Improvement Program (STIP)
State Project (SP) Number: 2789-136

Dear Ms. Red Wing:

Please amend the Minnesota 2015-2018 State Transportation Improvement Program (STIP) to modify a Metro District 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)	M I L E S
A1526	2015	M	M	I 394	2789-136	MNDOT	JUST E OF MN100 IN GOLDEN VALLEY TO W END OF BRIDGE #27792 AND ON I94 NEAR JCT I94 AND I394 IN MPLS- MILL AND OVERLAY INCLUDING N AND S FRONTAGE ROADS, CPR, CONCRETE GRINDING, DRAINAGE, ADA UPGRADES, GUARDRAIL, SIGNAL LOOPS AND RE-DECK BRIDGE 27799L	2.3

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
RS	MILL AND OVERLAY	NHPP	\$6,640,000	\$5,976,000	-	-	664,000	-

An Equal Opportunity Employer



PROJECT BACKGROUND:

1. SP 2789-136 (Seq. #1526) is in SFY 2015 of the 2015-2018 STIP with a total project cost of \$6,640,000 of which \$5,976,000 is federal NHPP funds and \$664,000 state trunk highway (TH) funds for a mill and overlay construction project.

This amendment is needed to document an increase to the project scope. The scope change is for an increase of the project length. The east terminus of the project is being extended from 1.9 total miles to 2.3 total miles an increase by 0.4 miles from the west of bridge #27770D to Bridge of #27792, over Dunwoody Blvd. This project is a mill and overlay of I-394 from Hwy 100 to just west of I-94 and will include other work such as drainage, ADA improvements, guardrails, signal loops and re-decking of a bridge. The total project cost remains the same.

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*

*SP 2789-136 has a total project cost of \$6,640,000 of which \$5,976,000 is federal NHPP funds and \$664,000 state TH funds.

Federal and state funds already programmed for this project are sufficient to fully fund the project; therefore, fiscal constraint is maintained.

DATE OF ATP CONCURRENCE: This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on September 10, 2014, with FHWA/FTA conformity determination established on October 6, 2014.

DATE OF MPO ADOPTION OR N/A: 1/28/2015



AIR QUALITY CONFORMITY:

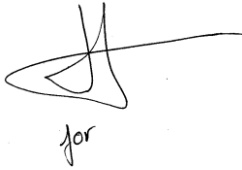
- Subject to conformity determination
- Exempt from regional level analysis
- N/A (not in a nonattainment or maintenance area)

 X*

*Exempt Project Category #S-10 (Pavement resurfacing or rehabilitation) 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: TIP approval 2789-136.pdf (Metropolitan Council minutes, 1/28/15)

cc: Marisol R. Simon – FTA
Molly McCartney, Cynthia Krumsieg, Kha Vue, Brian Isaacson, MnDOT Metro Program Management
Amy Johnson, MnDOT Office of Freight & Commercial Vehicle Operations
Trang Chu, Debbie Pena, Kai Vang - OTSM
Bobbi Retzlaff – OTS



SEQ #	STATE FISCAL YEAR	A T P	D I S T	ROUTE SYSTEM	PROJECT NUMBER (S.P. #)	AGENCY	DESCRIPTION	MILES	
1502A	2015	M	M	PED/BIKE	246-591-002	JORDAN	**SRTS**SUNSET DR FROM EISCHENS LANE TO CEDAR LANE DR-SIDEWALK AND CROSSING IMPROVEMENTS, PE AND CE ARE SOFT MATCH	-	
PROG	TYPE OF WORK		PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
BT	PED/BIKE IMPROVEMENT		TAP	\$125,750	\$80,600	-	-	-	\$45,150

An amendment is needed because of a change of scope and to increase in total project costs. The City would like to add work to another intersection that would increase total project costs from \$100,800 to \$125,800. The new intersection, at Intersection of CR 66 and Marion Lane, is south of the Jordan elementary and high school campuses, approximately 2/3 mile away from the existing project location. The new work would be similar to the existing project's intersection crossing safety improvements.

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

- New Money – City of Jordan X
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- Other

SP 246-591-002 is currently programmed in SFY 201 with a total of \$100,750, including \$80,600 in STP federal funding and \$20,150 in local matching funds from the City of Jordan. The total project cost is increasing from \$100,750 to \$125,750, an increase of \$25,000. Jordan will provide the additional funds, for a total of \$45,150 in local matching funds. This is 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 September 10, 2014, with FHWA/FTA conformity determination established on October 6, 2014.

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, "Bicycle and pedestrian facilities," per Section 93.126 of the Conformity Rules



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May 7, 2015

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

RE: Amendment to the Minnesota 2015-2018 State Transportation Improvement Program (STIP)
State Project (SP) Numbers: 002-618-030

Dear Mr. Scott:

Please amend the Minnesota 2015-2018 State Transportation Improvement Program (STIP) to document a total project cost increase in the above Metro District project which is currently 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
A1450	2015	M	M	CSAH 18	002-618-030	ANOKA COUNTY	ANOKA CSAH 18 (BROADWAY AVE) AT CR 62 (KETTLE RIVER BLVD) IN COLUMBUS- ROUNDABOUT			0.0
PROG	TYPE OF WORK		PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$	
SH	CONSTRUCTION		HSIP	\$1,129,770	\$495,000	0	0	0	\$634,770 Anoka County	

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PROJECT BACKGROUND:

1. SP 002-618-030 (SEQ. #1450) is in SFY 2015 of the 2015-2018 STIP with a total project cost of \$550,000 of which \$495,000 is federal HSIP funds and \$55,000 local funds provided by Anoka County. The project is to construct a roundabout at the intersection Anoka CSAH 18 and Co. Rd. 62.

This amendment is needed to adjust the total project cost. The total project cost has changed from \$550,000 to \$1,129,770 an increase of \$579,770 due to higher construction costs than what was estimated in the original HSIP application. The scope of the project is not changing.

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 (Anoka County local funds) _____ X*

*SP 002-618-030 has a revised total cost of \$1,129,770 of which \$495,000 is federal HSIP funds and \$634,770 local funds provided from Anoka County. Federal funds remain the same and the additional \$579,770 local funds required will be provided by Anoka County.

Federal funds currently programmed in the STIP and the additional local funds needed being provided by Anoka County are sufficient to fully fund this project, therefore; fiscal constraint is maintained.

DATE OF ATP CONCURRENCE: This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on October 6, 2014.



David Scott
May 7, 2015
Page 3 of 3


DATE OF MPO ADOPTION OR N/A: 4/22/2015

AIR QUALITY CONFORMITY:

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

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 approved TIP

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

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May 7, 2015

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

RE: Amendment to the Minnesota 2015-2018 State Transportation Improvement Program (STIP)
State Project (SP) Numbers: 141-030-032

Dear Mr. Scott:

Please amend the Minnesota 2015-2018 State Transportation Improvement Program (STIP) to add the following a new HSIP Metro District 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
A2216	2015	M	M	LOCAL	141-030-032	MINNEAPOLIS	EMERSON AVE N, 2 ND ST S, 15 TH AVE SE AND COMO AVE SE- INSTALL BIKE LANE PAVEMENT MARKINGS			4.2
PROG	TYPE OF WORK		PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$	
EN	SPOT IMPROVEMENT		HSIP	\$231,000	\$207,000	0	0	0	\$24,000 City of Minneapolis	

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PROJECT BACKGROUND:

1. This amendment is needed to add a new HSIP project; SP 141-030-032 in SFY 2015 of the 2015-2018 STIP with a total project cost of \$231,000 of which \$207,000 are federal HSIP funds and \$24,000 local funds provided by the City of Minneapolis. This project is for the installation of bike lane pavement markings in the City of Minneapolis at various locations.

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 X*
 - d. Earmark or HPP federal funds outside ATP target _____
 - e. Other _____

* SP 141-030-032 has a total project cost of \$231,000 of which \$207,000 are federal HSIP funds and \$24,000 local funds provided by the City of Minneapolis.

On April 23, 2015 a modification was processed for SP 082-612-016 (SEQ. #1445A) to withdraw the project from the SFY 2015 of the 2015-2018 STIP releasing \$269,000 federal HSIP funds. This project, SP 141-030-032 will use \$207,000 of those federal funds leaving a balance of \$62,000 available for future SFY 2015 projects.

Federal HSIP funds currently programmed in the STIP and local funds provided by the City of Minneapolis are sufficient to fully fund this project, therefore; fiscal constraint is maintained.

DATE OF ATP CONCURRENCE: This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on October 6, 2014.

DATE OF MPO ADOPTION OR N/A: 4/22/2015

An Equal Opportunity Employer



David Scott
May 7, 2015
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 #AQ-2. Bicycle and pedestrian facilities 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 approved TIP

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





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April 20, 2015

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

RE: Amendment to the Minnesota 2015-2018 State Transportation Improvement Program (STIP)
State Project (SP) Numbers: 027-735-003

Dear Mr. Scott:

Please amend the Minnesota 2015-2018 State Transportation Improvement Program (STIP) to document a total project cost increase for this Metro District 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
A1464	2015	M	M	CSAH 135	027-735-003	HENNEPIN COUNTY	On CSAH 135 (Tonkawa Rd) over the Maxwell Channel of Lake Minnetonka in Orono- Replace Bridge #90621				0.0
PROG	TYPE OF WORK			PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$	
BR	BRIDGE REPLACEMENT			STP	1,800,000	792,000	0	0	0	1,008,000 Hennepin County	

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PROJECT BACKGROUND:

1. SP 027-735-003 (SEQ. #1464) is in SFY 2015 of the 2015-2018 STIP with a total project cost of \$1,072,000 of which \$792,000 are federal STP funds and \$280,000 local funds provided by Hennepin County.
2. This amendment is needed to document an increase in the total project cost increasing from \$1,072,000 to \$1,800,000, a difference of \$728,000. The increase in project cost is due to changes to the bridge design, including high parapet style abutments and longer than anticipated retaining walls.
3. 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 (Hennepin County local funds) _____ X*

*This project, SP 027-735-003 has revised total project cost of \$1,800,000 of which \$792,000 are federal STP funds and \$1,008,000 are local funds. The total increase of \$728,000 are all local funds being provided by Hennepin County.

Federal and local funds currently programmed in the STIP along with the additional local funds needed provided by the City of St. Paul is sufficient to fully fund this project, therefore; fiscal constraint is maintained.

DATE OF ATP CONCURRENCE: This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on September 10, 2014, with FHWA/FTA conformity determination established on October 6, 2014.

DATE OF MPO ADOPTION OR N/A: 3/25/2015

An Equal Opportunity Employer



AIR QUALITY CONFORMITY:

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

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 Approved TIP

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





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April 20, 2015

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

RE: Amendment to the Minnesota 2015-2018 State Transportation Improvement Program (STIP)
State Project (SP) Numbers: 164-030-011

Dear Mr. Scott:

Please amend the Minnesota 2015-2018 State Transportation Improvement Program (STIP) to document a project scope change and total project cost increase for this Metro District 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	
A1494	2015	M	M	PED/BIKE	164-030-011	ST PAUL	On E 7 th St from Arcade St to Bush; on Arcade St from E 7 th St to bridge over Phalen Blvd; on Forest St from Wells St to Reaney Ave in St Paul; and on Reaney Ave from Forest St to Johnson Pkwy-idewalks, landscaping, trees, pedestrian lighting, on-street bicycle facilities, reconstruct E 7 th St from Minnehaha Ave to Bush Ave.	1.1	
PROG	TYPE OF WORK		PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
EN	PED/BIKE IMPROVEMENT		TAP	1,479,000	423,536	0	0	0	1,055,464 City of St. Paul



PROJECT BACKGROUND:

1. SP 164-030-011(SEQ. #1494) is in SFY 2015 of the 2015-2018 STIP with a project total of \$529,411 of which \$423,536 is federal TAP funds and \$105,875 local funds provided by the City of St. Paul.

This amendment is needed to document an increase in the project scope due to the addition of locally-funded work which includes reconstructing E 7th St from Minnehaha Ave to Bush Ave. The total project cost is being increased from \$529,411 to \$1,479,000 a difference of \$949,589.

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 (City of St. Paul- local funds) _____ X*

*This project, SP 164-030-011 has an increased total project cost of \$1,479,000 which includes \$423,536 federal TAP funds and \$1,055,464 local funds, an increase of \$949,589 which is all local funds.

Federal TAP funds and local funds currently programmed in the STIP with the additional local funds needed provided by the City of St. Paul are sufficient to fully fund this project, therefore; fiscal constraint is maintained.

DATE OF ATP CONCURRENCE: This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on September 10, 2014, with FHWA/FTA conformity determination established on October 6, 2014.

DATE OF MPO ADOPTION OR N/A: 3/25/2015


David Scott
April 20, 2015
Page 3 of 3

AIR QUALITY CONFORMITY:

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

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 Approved TIP

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



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June 18, 2015

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

RE: Amendment to the Minnesota 2015-2018 State Transportation Improvement Program (STIP)
State Project (SP) Numbers: 082-595-002

Dear Ms. Kocher:

Please amend the Minnesota 2015-2018 State Transportation Improvement Program (STIP) to document a total project cost increase for this Metro district project in SFY 2016 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		
A1483A	2016	M	M	CSAH 18	082-595-002	WASHINGTON COUNTY	REHABILITATION, CONSTRUCTION AND CE OF ST. CROIX BOOM SITE ROADSIDE RECREATIONAL AREA (OTHER FHWA AMT IS PUBLIC LAND HIGHWAY DISCRETIONARY)	1.0		
PROG	TYPE OF WORK			PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
RB	GRADING			PLHD	400,500	400,500	0	0	0	0

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PROJECT BACKGROUND:

1. SP 082-595-002 (SEQ. #1483A) is in SFY 2016 of the 2015-2018 STIP with a total project cost of \$325,000 of which are 100% federal Public Lands Highway Discretionary Program (PLHD) funds.

This amendment is needed to update the scope by adding Civil Engineering (CE) to this project and to adjust the total project cost from \$325,000 to \$400,500, an increase of \$75,500. This project is for rehabilitation and construction of a roadside recreational area near the St. Croix Bridge site.

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- (PLHD Federal fund) _____ X*

*SP 082-595-002 is currently programmed in SFY 2016 with a total of \$325,000 100% federal PLHD funds. These funds are allocated funds, not formula funds, and stay with this specific project and are not subject to formula funding fiscal constraint. A previous project, SP 082-595-001, was for planning and preliminary engineering for this site. Some of those funds were not used and will now be used on this project for Civil Engineering (CE). The \$75,500 available from SP 082-595-001 will be requested through financial modification to be included in SP 082-595-002, for a total project cost of \$400,500.

The PLHD federal funds currently programmed in the STIP and the additional federal funds from SP 082-595-001 are sufficient to fully fund SP 082-595-002; therefore, fiscal constraint is maintained.



DATE OF ATP CONCURRENCE: This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on October 6, 2014.

DATE OF MPO ADOPTION OR N/A: 6/10/2015


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 #O-9. Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures or facilities) 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 Approved TIP

cc: Marisol R. Simon – FTA
Molly McCartney, Colleen Brown, Cindy Krumsieg, Andrew Andrusko- DM
Trang Chu, Debbie Pena, Kai Vang – OTSM
Bobbi Retzlaff – OTSM





Minnesota Department of Transportation

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A2230

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July 28, 2015

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

RE: Amendment to the Minnesota 2015-2018 State Transportation Improvement Program (STIP)
State Project (SP) Number: TRF-TCMT-16BD

Dear Ms. Simon:

Please amend the Minnesota 2015-2018 State Transportation Improvement Program (STIP) to include the project in SFY 2016 of the STIP. The project is being submitted with the following information:

PROJECT IDENTIFICATION:

SEQ #	A T P	ROUTE SYSTEM	PROJECT NUMBER (S.P. #)	DESCRIPTION include location, description of all work, & city (if applicable)	TOTAL \$	FTA FED \$	FED FISCAL YEAR	STATE FISCAL YEAR
A2230	M	BB	TRF-TCMT-16BD	SECT 5307: DESIGN OF ORANGE LINE BRT CORRIDOR IMPROVEMENTS	2,200,000	1,800,000	2015	2016

PROJECT BACKGROUND:

1. The project is a design and engineering project for a future Orange Line BRT corridor in Burnsville, Bloomington, Richfield, and Minneapolis, currently in FTA Capital Investment Grant (CIG) Project Development for Federal Fiscal Year 2015. The funds will recognize federal formula funds apportioned to Metro Transit, matched by Counties Transit Improvement Board funds, to be used for corridor design and environmental work included in professional services contracts supporting the Project Development phase of METRO Orange Line.

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The project does not include construction. Construction funds will include future FTA Section 5309 CIG funds, FHWA CMAQ funds, state funding, local funding, and Counties Transit Improvement Board Funds. Secured funds are in various placeholders in regional budget documents. The requested amendment includes only environmental, design, and related pre-construction activities supporting Small Starts Project Development.

MAINTENANCE OF FISCAL CONSTRAINT (CHECK ONE):

- New Money- _____
- Anticipated Advance Construction _____
- ATP or MPO or Mn/DOT Adjustment _____
- FTA/Metro Transit Adjustment X*

* FTA and Metro Transit are responsible to manage the fiscal constraint for all FTA transit projects within their program. MnDOT is in concurrence with that policy. In addition to these federal formula funds apportioned to Metro Transit, the Counties Transit Improvement Board funds will be used to fully fund this project, therefore; fiscal constraint is maintained.

DATE OF ATP CONCURRENCE: This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on October 6, 2014.

DATE OF MPO ADOPTION OR N/A: AIR QUALITY CONFORMITY:

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 #O-1, Specific activities that do not involve or lead directly to construction per Section 93.126 of the Conformity Rules.



Marisol R. Simon
July 28, 2015
Page 3 of 3

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

Enclosures: Met Council approved TIP

cc: Derrell Turner – FHWA
Molly McCartney, Cindy Krumsieg, Brian Isaacson, Kha Vue – Metro
Trang Chu, Debbie Pena. Kai Vang – OTSM
Bobbi Retzlaff – Office of Statewide Multimodal Planning

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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

A1411A

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

June 29, 2015

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

RE: Amendment to the Minnesota 2015-2018 State Transportation Improvement Program (STIP)
State Project Number: TRF-TCMT-15C

Dear Ms. Simon:

Please amend the Minnesota 2015-2018 State Transportation Improvement Program (STIP) to include the project in SFY 2016 of the STIP. The project is being submitted with the following information:

PROJECT IDENTIFICATION:

FEDERAL 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)	MILE
2015	M	BB	TRF-TCMT-15C	Metropolitan Council - MT	SECT 5307: TWIN CITIES MET COUNCIL MT - PREVENTIVE MAINTENANCE	0.0

PROG	TYPE OF WORK	PROP FUND S	TOTAL \$	FHW A \$	AC \$	FTA \$	TH \$	OTHER \$
B9	BUS GRANT CAPITAL IMP	FTA	\$9,900,000	0	0	\$7,920,000	0	\$1,980,000

PROJECT BACKGROUND:

1. SP TRF-TCMT-15C (SEQ #1411A) was modified on June 29,2015 into SFY 2016 of the 2015-2018 STIP with a total project cost of \$500,000 of which \$400,000 are federal FTA funds and \$100,000 Metro Transit funds.

This amendment is needed to document a revision in the total project cost from \$500,000 to \$9,900,000 an increase of \$9,400,000. This new cost represents federally eligible operating funding for preventive maintenance of buses to the Metropolitan Council for maximum efficiency and timeliness in completing priority projects. This project is being completed within the 2015 Federal Fiscal Year.

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

*SP TRF-TCMT-15C has a new total project cost of \$9,900,000 of which \$7,920,000 is federal FTA funds and \$1,980,000 is Metro Transit funds.

Federal FTA funds currently programmed in the STIP and 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 these transit projects, therefore fiscal constraint is maintained.

DATE OF ATP CONCURRENCE: This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on October 6, 2014.

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-4, Rehabilitation of Transit Vehicles 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)

cc: Molly McCartney, Cindy Krumsieg, Brian Isaacson, Kha Vue – Metro District
Trang Chu, Debbie Pena, Kai Vang – OTSM
Bobbi Retzlaff – OTSM

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SEQ #	STATE FISCAL YEAR	A T P	D I S T	ROUTE SYSTEM	PROJECT NUMBER (S.P. #)	AGENCY	DESCRIPTION	MILES		
1719	2016	M	M	I-94	6283-234	MNDOT	**PV40M**From just E Mounds Blvd in St Paul to Just E of MN120 in Woodbury and on US61 from Just S of Burns Ave to W Jct Mn5 in St Paul Unbonded concrete overlay, bituminous M&O, concrete white topping, repair bridges 9143, 9144, 9145, 9146, 62706, 62861	7.8		
							ADAI94, FROM 0.1 Mi E Mounds Blvd in St Paul to 0.3 Mi E MN120 in Woodbury and on US61 from Burns Ave to W Jct MN5 in St Paul and on MN 120 from 0.05 Mi South of I94 to 4th St N in Maplewood – Concrete overlay, bituminous M&O, concrete white topping, maintenance on 8 bridges, maintenance and rehab on Bridge 62861, rehab on Bridges 9147, 9148, 62868 and 62869, reconstruct median barrier, signals, lighting, signing, guardrail, TMS, including ADA and ped/bike trail along NB MN120 from Brookview Dr to 4th St & along McKnight Rd from Burns Ave to Hudson Rd (Tied to 6283-175 and 6283-233)	5.9		
PROG	TYPE OF WORK			PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
RC	Unbonded Concrete Overlay			NHPP	32,725,000 43,480,000	29,380,500 39,033,000	-	-	3,264,500 4,337,000	80,000 110,000

This amendment is needed to update the project description to amend the bridge language and locations, adjust the project length, and increase the total project cost. Prior project description had omitted additional bridges (Br # 9148, 62868, and 62869), described the maintenance work differently, and did not include the work to be done on MN 120. The new description better-reflects the work being done to the bridges. The length of the project will also be refined from previous STIP entries. The cost increase is a result of a number of project changes. A portion of the project (approximately 2 miles from Mounds Blvd. to just west of White Bear Lake Ave.) will change from a mill and overlay to an unbonded concrete overlay, which required raising the profile of a road and ramps in that area, adding a median barrier, improvements to storm sewer curbs and gutters, slope work, bike/pedestrian trail, and ADA and signal improvements, all of which contributed to the increase in cost. Work being done on MN 120 is also included in the description and mileage.

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

*SP 6283-234 has a revised total project cost of \$43,480,000—\$39,033,000 federal NHPP funds, \$4,337,000 state TH funds, and \$110,000 from Ramsey County and the City of St. Paul for a total project cost increase of \$10,755,000. The costs increases are accounted for by using funding from a downscoped project on I-35W and funding from the Congestion Management Safety Program (CMSP) that will be repaid to that program as shown in the below table.

SP 6283-234 Fiscal Constraint

	Project cost
Current	\$32,725,000
Proposed	\$43,480,000
Difference needed for fiscal constraint	-\$10,755,000

	Total	NHPP	State	Local
Needed for fiscal constraint	\$10,755,000	\$9,652,500	\$1,072,500	\$30,000
Cost savings from down-scoping SP 6284-166	\$5,725,000	\$5,152,500	\$572,500	
Borrowing from 2016 CMSP (Paid back in year 2020 of the CHIP from pavement budget)	\$5,000,000		\$5,000,000	

The draft 2016-2019 TIP has this project in it with the increased costs based on MnDOT’s 2016-2019 STIP funding guidance; therefore, fiscal constraint is maintained. Because this project is being let before the 2016-2019 STIP will likely be approved by FHWA, this amendment is needed for federal authorization of the funds.

CONSISTENCY WITH MPO LONG RANGE PLAN:

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

AIR QUALITY CONFORMITY:

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

*Exempt Project Category #S-10. Pavement resurfacing and/or rehabilitation per Section 93.126 of the Conformity Rules