

# Transportation Committee

**Business Item**

Item: 2008-200

**Meeting date: July 28, 2008**

**Metropolitan Council: August 13, 2008**

## ADVISORY INFORMATION

<b>Date:</b>	July 21, 2008
<b>Subject:</b>	2008-2011 TIP Amendment: MnDOT Metro District. Add SP#TRLF-08-01 Ramp B new entry/exit off 2 <sup>nd</sup> Avenue North in Minneapolis (TAB Action 2008-20)
<b>District(s), Member(s):</b>	District 6 – Leppik; District 7 – Meeks
<b>Policy/Legal Reference:</b>	TAB Action
<b>Staff Prepared/Presented:</b>	Arlene McCarthy, Director MTS (651-602-1754) Amy Vennewitz, Dep. Dir. Planning & Finance MTS (651-602-1058) Carl Ohrn, Planning Analyst (651-602-1719)
<b>Division/Department:</b>	Metropolitan Transportation Services

### Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2008-2011 Transportation Improvement Program (TIP) to add a Transportation Revolving Loan Fund (TRLF) project for a new entry/exit off 2<sup>nd</sup> Avenue North to access the I-394 Ramp B.

### Background

The extension of LRT along 5<sup>th</sup> Street will significantly impact the capacity of the only access point of 5<sup>th</sup> Street. A new access along 2<sup>nd</sup> Avenue North to Ramp B would provide an alternative to the 5<sup>th</sup> Street access and reduce the safety risks for crossing pedestrians and passing LRT vehicles.

### Rationale

In order to use these TRLF Funds, the project must be in the current TIP

### Funding

These are new funds so the fiscal balance of the TIP is maintained.

### Known Support / Opposition

The City of Minneapolis and MnDOT submitted this request. There is no known opposition.

# Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

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Donn R. Wiski  
Chair

July 21, 2008

County Commissioners

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Anoka County

Tom Workman  
Carver County

Paul Krause  
Dakota County

Linda Koblick  
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Myra Peterson  
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Bethany Tjornthom  
Chanhassen City Council

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Burnsville City Council

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Champlin City Council

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Minneapolis City Council

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Plymouth City Council

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Bill Guidera - B

James Meyers - C

Chuck Haik - D

Bart Ward - E

Donn Wiski - F

Jill Smith - G

Ken Johnson - H

Agency Representatives

Peggy Leppik  
Metropolitan Council

Khani Sahebjam  
Minnesota DOT

Vacant  
M.A.C.

David Thornton  
M.P.C.A.

Modal Representatives

Richard Mussell  
Transit

Glenn Olson  
Transit

Ron Have  
Freight

David Gepner  
Non-motorized

Peter Bell, Chair  
Metropolitan Council  
390 Robert Street No.  
St. Paul, MN 55101

Mr. Bell:

On July 16, 2008, the Transportation Advisory Board (TAB) voted to amend the 2008-2011 Transportation Improvement Program (TIP) to include SP# TRLF-08-01 in program year 2009. The project includes construction of a new entry/exit off 2<sup>nd</sup> Avenue North/I-394 to access ABC Ramp.

The Transportation Revolving Loan Fund (TRLF) operates much like a commercial bank, providing low-interest loans and other types of financial assistance on a competitive basis to governmental entities for eligible transportation projects.

The TAB forwards this action to the Metropolitan Council for concurrence along with additional information described in TAB action transmittal 2008-20.

Sincerely,



*kw* Donn Wiski, Chair  
Transportation Advisory Board

kjr/kjr

**Transportation Advisory Board**  
Of the Metropolitan Council of the Twin Cities

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**ACTION TRANSMITTAL**

No. 2008-20

**DATE:** July 16, 2008  
**TO:** Metropolitan Council  
**FROM:** Transportation Advisory Board  
**SUBJECT:** 2008-2011 TIP Amendment for SP#TRLF-08-01Ramp B new entry/exit off 2<sup>nd</sup> Avenue North – I-394 ABC ramps in Minneapolis.

**MOTION:** The TAB amended the 2008-2011 Transportation Improvement Program (TIP) to add a Transportation Revolving Loan Fund (TRLF) project for new entry/exit off 2<sup>nd</sup> Avenue North/I-394 to access ABC Ramp.

**BACKGROUND AND PURPOSE OF ACTION:**

This amendment is needed to identify \$2,325,000 in TRLF funding with \$1,350,000 from garage revenues to construct a new entry/exit off 2<sup>nd</sup> Avenue North – I-394 to create a new access to the ABC Ramp. The extension of LRT along 5<sup>th</sup> Street will significantly impact the capacity of the only access point on 5<sup>th</sup> Street. A new access along 2<sup>nd</sup> Avenue North would provide an alternative to the 5<sup>th</sup> Street access and reduce congestion within the ramp, improve traffic flow out of the ramp and reduce the safety risks for crossing pedestrians and passing LRT vehicles.

Additional background material is attached.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Funding & Programming Committee	Review & Recommend	June 19, 2008
Technical Advisory Committee	Review & Recommend	July 2, 2008
TAB Programming Committee	Review & Recommend	July 16, 2008
Transportation Advisory Board	Review & Adopt	July 16, 2008
Metropolitan Council	Concurrence	



**Minnesota Department of Transportation**

**Metro District**  
 1500 west County Road B-2  
 Roseville, MN 55113

Office Telephone: (651) 234-7793  
 Fax: (651) 234-7786

June 19, 2008

Tom Johnson, Chair  
 TAC Funding and Programming Committee  
 Metropolitan Council  
 230 East Fifth St.  
 Mears Park Centre  
 St. Paul, Minnesota 55101

Re: Amendment to the Twin Cities 2008-2011 Transportation Improvement Program (TIP)  
 State Project Number: TRLF-08-01

Dear Mr. Johnson:

Please amend the 2008 – 2011 Transportation Improvement Program (TIP) to include these project s in 2009. These projects are being submitted with the following information:

**PROJECT IDENTIFICATION:**

STATE FISCAL YEAR	ATP	DIST	ROUTE SYS	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILES
2009	M	M	RL	TRLF-08-01	MnDOT	Ramp B new entry/exit off 2 <sup>nd</sup> Avenue North – I-394 ABC ramps in Mpls.	0.0

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA Target	HPP \$	Earmark \$	FHWA Target AC \$	HPP AC \$	TH \$	OTHER \$
RL	Grade and Surface	TRLF	\$3,675,000	0	0	0	0	0	0	\$2,325,000 (TRLF) \$1,350,000 (Ramp ABC Revenues)

**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 STIP).

In 1992, the FHWA, MnDOT and City of Minneapolis completed the I-394 facility. This was the first interstate project in the United States to include high occupancy vehicle lanes, transit facilities, parking ramps and skyways. This integrated approach was selected to mitigate the potential environmental effects of traffic. The purpose of the ramps was to provide an incentive to commuters who carpool or ride the bus on I394 into downtown Minneapolis.

Ramp B currently has only one access point for vehicles to enter and exit on City streets, located along 5<sup>th</sup> St. N. The impending extension of LRT along 5<sup>th</sup> St will significantly impact the capacity of this access. It is also anticipated that the additional pedestrian flow before and after ballpark events will conflict with this ramp's ingress and egress of vehicles. A new access along 2<sup>nd</sup> Ave. N. would provide an alternative to the 5<sup>th</sup> St. access and reduce congestion within the ramp, improve traffic flow out of the ramp and reduce the safety risks for crossing pedestrians and passing LRT vehicles.

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\*\*

\*Funding is identified as Transportation Revolving Loan Funds with the balance identified as funds from existing Ramp ABC revenues. The loan will be repaid from Ramp ABC net revenues.

**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) .....

\* Exemption Code- N/C – Unique projects that don't fit any exempt category, but are clearly not of a nature which would require inclusion in a regional air quality analysis.

Tom Johnson  
June 19, 2008  
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**CONSISTENCY WITH MPO LONG RANGE PLAN:**

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted on December 14, 2005, with FHWA/FTA conformity determination established on February 1, 2005.

We are requesting approval of this TIP amendment at this time. If you have any questions, please contact me at 651-234-7793.

Sincerely,



Sherry Narusiewicz  
Transportation Program Coordinator  
Metro Program Management

cc: Marv Lunceford, Metro Program Management  
Mike Sachi, City of Minneapolis  
Darryl Anderson, City of Minneapolis  
Mike Sobolewski, Metro Program Management  
Susan Thompson, MnDOT Office of Investment Management