

ACTION TRANSMITTAL

2012-39

DATE: October 17, 2012
TO: TAC Funding and Programming Committee
REQUESTED BY: Hennepin County
PREPARED BY: Jon Solberg, MnDOT Metro Program Management (651-234-7792)
Kevin Roggenbuck, TAB Coordinator (651-602-1728)
Heidi Schallberg, Senior Planner (651-602-1721)
SUBJECT: Re-programming federal earmarked funds from the Midtown Greenway
MOTION: Recommend that the TAB adopts an amendment to the 2012-2015 Transportation Improvement Program to include SP# 027-070-006, \$14,735 for a Midtown Greenway Corridor Bridge Study from France Ave to the Mississippi River Bridge

BACKGROUND AND PURPOSE OF ACTION: In 2006, the Midtown Greenway in Minneapolis received a \$1,485,000 federal earmark. Most of the funds were used to rehabilitate three bridges over the Greenway. All but \$14,735 of the original earmark was obligated on the three bridge projects, which are now complete.

On August 17, 2012, the federal government announced the immediate release of earmark funds from federal fiscal year 2003-2006 appropriations acts. This release authorized the states, subject to FHWA review, to reallocate unobligated earmark funding from these federal fiscal years. These funds are available to be reprogrammed on other Title 23 and Title 49 eligible projects. If these released funds are not obligated before December 31, 2012, the remaining federal funds will be redistributed to states that met the December 31, 2012, deadline.

The original appropriation recipient, Hennepin County, has worked with the Minnesota Department of Transportation to develop a means by which the appropriation may be obligated by December 31, 2012. The federal funds from the Midtown Greenway appropriation will be re-programmed for the Midtown Greenway Bridge Study and combined with local funding to evaluate the structural condition and historical context of 27 bridges over and adjacent to the greenway corridor in Minneapolis.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be partially funded with federal funds must be in an approved Transportation Improvement Program and meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity and opportunity for public input. It is the TAB's responsibility to adopt and amend the TIP according to these four requirements.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council	Concurrence	



Hennepin County Administration

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October 17, 2012

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

RE: Amendment to the Minnesota 2012-2015 Transportation Improvement Program (TIP)
State Project Number: 027-070-006
Federal Project Number:

Dear Mr. Keel:

Please amend the Minnesota 2012-2015 Transportation Improvement Program (TIP) to include the above referenced project in SFY 2013 of the TIP. 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
	2013	M	M	Ped/Bike	027-070-006	Hennepin County	From France Ave to the Mississippi River Bridge in Mpls- Bridge Study along the Midtown Greenway Corridor.	2.8

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
PL	Planning	HPP	\$225,000	\$14,735	0	0	0	\$120,199 (Hennepin County) \$40,066 (State Aid Funds) \$50,000 (Minneapolis)

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).

In 2006 the Midtown Greenway in Minneapolis received a \$1,485,000 federal earmark funds. Most of these funds were used to rehabilitate three bridges over the Greenway. All but \$14,735 of the original earmark was obligated on the three bridge projects and these bridge rehabilitation projects are now complete.

On August 17, 2012 the Federal Government announced the immediate release of earmark funds from federal fiscal year 2003-2006 appropriations acts. This release authorized the states, subject to FHWA review to reallocate unobligated earmark funding from these federal fiscal years. These funds are available to be reprogrammed on other Title 23 and Title 49 eligible projects. If these released funds are not obligated before December 31, 2012 the remaining federal funds will be redistributed to states that met the December 31, 2012 deadline. The appropriation recipient, Hennepin County, has worked with the Minnesota Department of Transportation to develop a means by which the appropriation may be obligated by December 31, 2012. The remaining federal funds from Midtown Greenway appropriation will be reprogrammed for the Midtown Greenway Bridge Study.

As identified in chapter 7 of the Metropolitan Council Transportation Policy Plan, the Midtown Greenway is identified as a multi-modal connection between the Blue and Green LRT corridors. The Midtown Greenway Bridge Study project will appropriate funds for the following activities: an engineering study to evaluate the structural condition and historical context of twenty-seven bridges over and adjacent to the Midtown Corridor in Minneapolis.

The bridges included in the study were originally constructed between 1913 and 1917, and are contributing elements to the Chicago Milwaukee and St. Paul Railroad Grade Separation District, listed on the National Register of Historic Places. The purpose of the study is to provide recommendations and cost estimates, based on the existing condition of the bridges, for various bridge management activities (repair, rehabilitation, removal, replacement, or reclassification).

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

*These federal funds are newly released earmark funds from federal fiscal year 2003-2006 earmark appropriations. The \$14,735 in newly released earmark funds are available to be obligated on Title 23 & Title 49 eligible projects. The \$14,735 are 100% federal funds that are in

addition to regular federal formula funds that are distributed to the District. This \$14,735 in Earmark funds along with \$40,066 in State Aid Admin funds, \$120,199 Hennepin County and \$50,000 in City of Minneapolis 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 on January 14, 2009, with FHWA/FTA conformity determination established on September 16, 2009. The amendment is also consistent with the 2030 Policy Plan update 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*..... YES*
- Exempt from project level analysis*..... YES*
- Exempt by virtue of interagency consultation*....._____
- N/A (not in a nonattainment or maintenance area)_____

*Exempt Project Category #0-2 Engineering to assess social, economic and environmental effects on the proposed action or alternative to that action Per Section 93.126 of the Conformity Rules

Karl Keel
October 17, 2012
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We are requesting approval of this TIP amendment at this time. If you have any questions, please contact me at 612-596-0305.

Sincerely,



James N. Grube, P.E.
Director, Transportation Department and Hennepin County Engineer

- cc:
- Kevin Roggenbuck, Metropolitan Council
 - Mary Gustafson, Metropolitan Council
 - Jon P. Solberg, MnDOT Metro Program Management
 - Cindy Krumsieg, MnDOT Metro Program Management
 - Phil Eckhert, Hennepin County
 - Debra Brisk, Hennepin County
 - Kim Zlimen, Hennepin County

