



Hennepin County Transportation Department

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October 18, 2012

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

RE: Amendment to the Minnesota 2013-2016 Transportation Improvement Program (TIP)
 State Project Number: 027-070-006
 Federal Project Number:

Dear Mr. Keel:

Please amend the Minnesota 2013-2016 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

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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,

A handwritten signature in blue ink that reads "James N. Grube". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

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