

Transportation Committee

For the Metropolitan Council meeting of September 24, 2014

Subject: 2014-2017 TIP Amendment for City of West St. Paul: Safe Routes to School addition of preliminary engineering

Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2014-2017 Transportation Improvement Program (TIP) to include preliminary engineering for its Safe Routes to School trail and sidewalk project for Wentworth Avenue from Charlton Street to Bellows Street and Bellows Street from Wentworth Avenue to Thompson Avenue (SP# 173-591-001), contingent on TAB approval at its September 17 meeting.

Summary of Committee Discussion/Questions

Metropolitan Transportation Services Senior Planner Joe Barbeau presented this item. There were no questions from committee members.

Motion by Schreiber, seconded by Elkins and passed. Hearing no objection, Chair Duininck said that this item could proceed to the full Council as a consent item.

Transportation Committee

Meeting date: September 17, 2014

For the Metropolitan Council meeting of September 24, 2014

Subject: 2014-2017 TIP Amendment for City of West St. Paul: Safe Routes to School addition of preliminary engineering

District(s), Member(s): 13 – Kramer

Policy/Legal Reference: TAB Action

Staff Prepared/Presented: Arlene McCarthy, Director MTS (651-602-1754)
Mark Filipi, MTS Technical Services Manager (651-602-1725)
Joe Barbeau, Senior Planner (651-602-1705)

Division/Department: Transportation / Metropolitan Transportation Services (MTS)

Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2014-2017 Transportation Improvement Program (TIP) to include preliminary engineering for its Safe Routes to School trail and sidewalk project for Wentworth Avenue from Charlton Street to Bellows Street and Bellows Street From Wentworth Avenue to Thompson Avenue (SP# 173-591-001), contingent on TAB approval at its September 17 meeting.

Background

The City of West St. Paul's requested inclusion of additional funds for preliminary engineering on its Safe Routes to School pedestrian/bicycle improvement project is funded from MnDOT's District C Safe Routes to School set-aside funds. Federal and local funds are sufficient to fully fund this project; therefore, fiscal constraint is maintained. The funds are currently reflected in the Statewide TIP and need to be acknowledged in the 2014-2017 TIP as the City of West St. Paul has requested the amendment to begin the project before final adoption of the 2015-2018 TIP.

Rationale

The Transportation Advisory Board approves formal amendments to the TIP, and the Metropolitan Council concurs with the action of the TAB. The project is consistent with the Transportation Policy Plan (TPP) and meets fiscal constraint because the federal and state funds are sufficient to fully fund the project. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis.

This TIP amendment is using the streamlined process adopted by TAB on April 19, 2014. Action by the Transportation Committee on the same day TAB acts is requested to avoid the one-month delay in waiting for the October 13 Transportation Committee and October 22 Council meeting.

Funding

The project is fully funded with the existing federal and state funds.

Known Support / Opposition

No known opposition.

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

August 19, 2014

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
	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

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

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

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.

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 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 SRTS projects. The SRTS project in this amendment will utilize \$11,000 of the District C federal TAP funds leaving \$83,805 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.

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) _____

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