

Transportation Committee

For the Metropolitan Council meeting of December 9, 2015

Subject: 2016-2019 TIP Amendment: Bassett Creek Regional Trail Cost Increase

Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2016-2019 Transportation Improvement Program (TIP) to adjust the cost of Three Rivers Park District's Bassett Creek Regional Trail project (SP# 091-090-076).

Summary of Committee Discussion/Questions

This item was approved as part of the Consent Agenda at the Transportation Committee.

Motion by Rodriguez, seconded by Letofsky and carried.

Transportation Committee

Meeting date: November 23, 2015

For the Metropolitan Council meeting of December 9, 2015

Subject: 2016-2019 TIP Bassett Creek Regional Trail Cost Increase

District(s), Member(s): 6 -- Dorfman

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 2016-2019 Transportation Improvement Program (TIP) to adjust the cost of Three Rivers Park District's Bassett Creek Regional Trail project (SP# 091-090-076).

Background

Three Rivers Park District was granted Transportation Alternative Program (TAP) funds for the Bassett Creek Regional Trail project. The project is programmed for FY 2016 and was programmed with an estimated cost of \$1,153,600 at the time of grant award in 2011. This amendment will increase the estimated construction cost by \$889,200 to a new total of \$2,042,800. The entire cost increase will be covered by local funds. There are two primary reasons for the cost increase from the amount in the original grant award. The first is to account for inflation of construction costs since 2011. The second is that more street and associated utility reconstruction work has been needed than was anticipated in the original estimate, due to avoiding private easements at the request of the Cities of New Hope and Crystal.

Rationale

TAB 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 local funds are sufficient to fully fund the project. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the amendment is exempt from air quality conformity analysis. This TIP amendment is using the streamlined process adopted by TAB on April 19, 2014.

Funding

The project is fully funded with federal and local funds.

Known Support / Opposition

No known opposition.

Please amend the 2016 - 2019 Transportation Improvement Program (TIP) to include this project in program year 2016. This 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
1490	2016	M	M	Ped/Bike	091-090-076	Three Rivers Park District	Bassett Creek Regional Trail, From intersection of Boone Ave N and 36th Ave N in New Hope to intersection of 32nd Ave N and Xenia Ave N in Crystal- Construct ped/bike trail	2.8

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
EN	Pedestrian bike trail	TAP	1,153,600	922,880	-	-	-	230,720
			2,042,800					1,119,920

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).

Three Rivers Park District was granted Transportation Alternative Program funds for the Bassett Creek Regional Trail project. The project is currently programmed in FY 2016 and had an estimated cost of \$1,153,600 at the time of grant award. The purpose of this amendment to the Transportation Improvement Program for S.P. 091-090-076 is to account for an increase in estimated construction cost of \$889,200 to a new total of \$2,042,800.

There are two primary reasons for the cost increase from the amount in the grant application. The first reason is the inflation of construction costs since 2011, when the cost estimate was formulated. On average, street/trail construction costs have risen an estimated 25% since 2011. For example, excavation costs have increased approximately 25 to 30% since 2011, pavement removal by 20 to 25%, and bituminous pavement 30 to 35%.

Additionally, as the Park District started the trail design process, the cities of New Hope and Crystal have directed the Park District to avoid private easements as much as possible to construct the trail. This has resulted in more street and associated utility reconstruction work for project than was anticipated in the original estimate.

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

No additional federal funds are needed and the additional local funds are being provided by Three Rivers Park District 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 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 from regional level analysis: T-7 (Bicycle and pedestrian facilities)