

ACTION TRANSMITTAL
No. 2013-02

DATE: January 8, 2013

TO: Transportation Advisory Board

FROM: Technical Advisory Committee

PREPARED BY: Heidi Schallberg, Senior Planner (651-602-1721)
Jon Solberg, MnDOT Metro District (651-234-7729)

SUBJECT: 2013-2016 TIP Amendment for the Mississippi River Trail project in the City of Anoka

REQUESTED ACTION: The City of Anoka requests a TIP amendment to modify the local funding amount and total cost for the Mississippi River Trail project (SP#103-090-003).

RECOMMENDED MOTION: Recommend that the Transportation Advisory Board adopt an amendment to the 2013-2016 Transportation Improvement Program (TIP) to increase the total project cost by \$671,769 to \$1,181,256 and the local funding amount to \$793,448 for the Mississippi River Trail along the river from Tungsten St to Ramsey Blvd in Ramsey (SP#103-090-003), based on the Funding and Programming Committee recommendation for the related scope change request.

BACKGROUND AND PURPOSE OF ACTION: The city of Anoka was awarded \$387,808 in Transportation Enhancements (TE) funding in the 2009 regional solicitation. The project is currently programmed in 2013 in the TIP. This amendment would not affect the federal funding or project schedule. The amendment request is related to a scope change request on the same meeting agenda.

The city of Anoka has prepared a more thorough cost estimate for the project after working on the project design and found that several project elements were underestimated or not included in the original cost estimate. Through the scope change request described in action transmittal 2013-01, the city of Anoka requests this TIP amendment to reflect both the changed project scope and the increased project cost.

The TIP amendment requested by the city of Anoka would increase the amount of local funding to a new local total contribution of \$770,348 and an overall total project cost of \$1,158,156. The final design phase resulted in the increased costs. The amount of federal funding remains the same. According to FHWA and MnDOT guidance, a TIP amendment is required because the total cost increase is more than 50 percent to over \$1 million.

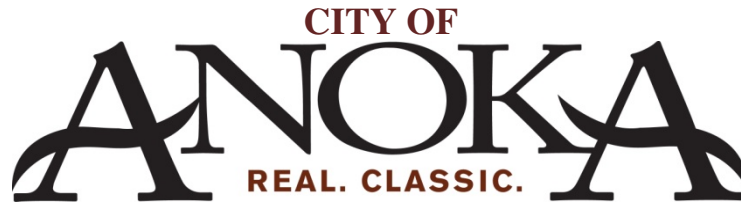
RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be partially funded with federal funds must be in an approved TIP and meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity; and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

STAFF ANALYSIS: The TIP amendment meets fiscal constraint because the increased local funding fully funds the project. The amendment is consistent with the Transportation Policy Plan, adopted by the Metropolitan Council on November 10, 2010, with FHWA/FTA conformity determination established on February 23, 2011. The project is exempt from air quality conformity analysis. The opportunity for public input is provided through the TAB's and Council's regular meetings. The funding amounts were adjusted from the city's original request based on the separate staff recommendation for the related scope change request on the same meeting agenda.

COMMITTEE COMMENTS AND ACTION: At its December 20, 2012, meeting, the TAC Funding and Programming Committee recommended the TIP amendment for approval, with the appropriate funding adjustments to include the interpretive signs in the project costs based on the related recommended scope change. Development and installation of the interpretive signs are recommended to be retained in the project scope, making the total project cost \$1,181,256. The match amount would increase to \$793,448 and the federal amount of \$387,808 is unchanged.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	December 20, 2012
Technical Advisory Committee	Review & Recommend	January 2, 2013
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Concurrence	
Metropolitan Council	Concurrence	



December 7, 2012

Karl Keel, Chair
 TAC Funding and Programming Committee
 390 Robert Street North
 St. Paul, MN 55101

RE: Amendment to the Minnesota 2013-2016 Transportation Improvement Program (TIP)
 State Project Number: 103-090-003
 Federal Project Number: TBD

Dear Mr. Keel:

Please amend the Minnesota 2013-2016 Transportation Improvement Program (TIP) to address changes in the above referenced project which is currently 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
1531	2013	M	M	PED/BIKE	103-090-003	City of Anoka	Along Mississippi River from Tungsten St to Ramsey Blvd in Ramsey – Construct Mississippi River Trail	1.9

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
EN	Enhancement	TEA	\$1,158,156	\$387,808	0	0	0	\$770,348 (City of Anoka)

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).

Project 103-090-003 (Sequence # 1531) is in SFY 2013 of the 2013-2016 TIP with \$387,808 in federal funds and \$121,679 in local funds for a total project cost of \$509,487

The original project scope contemplated a trail being constructed between Anoka's Mississippi River Community Park and the Mississippi West Regional Park in Ramsey (see attached Location map). Improvements consisted primarily of a 10 ft. wide shared use path, with a short segment of on-road bike lanes. Two pedestrian bridges were included to allow for crossing an oxbow that forms King's Island in Anoka. In addition to the primary trail elements above, additional improvements were included as follows:

1. Plantings for bridge walls
2. Building (vacant shed) removal
3. Earthen dike removal
4. Bike lockers
5. Boulevard trees
6. Development, design and construction of interpretive signs
7. Benches
8. Litter receptacles
9. Shelter, including sewer and water service

During the project development phase of the project, more thorough and detailed cost estimates were prepared for the improvements. Total construction costs increased from \$509,487 (shown in the TE application) to \$1,355,645 (current construction estimate). The updated construction costs are in excess of project funding, leading both Anoka and Ramsey to examine the project scope and determine if cost reductions could be achieved.

After review of the project scope, the cities agreed on the following:

1. The primary goal of the project is to provide a link between Anoka's Mississippi River Community Park and the Mississippi West Regional Park in Ramsey.
2. As part of the scope change request, the City is requesting removal of the additional 9 items listed above, as these improvements could be programmed for future years and completed by local forces.

With removal of the above 9 items, the project total cost has still been increased to \$1,158,156. Federal funds will remain the same at \$387,808 and the local agency cost will increase to \$770,348 of local funds.

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*

* The City is not requesting any additional federal funds for the project. Local funds will be utilized to cover the increased cost of the project. \$387,808 Federal and \$770,348 local 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 #AQ2-Bike & Pedestrian Facilities Per Section 93.126 of the Conformity Rules.

We are requesting approval of this STIP amendment at this time. We are available to be present at the TAC Funding & Programming Committee scheduled for Thursday, December 20, 2012. If you have any questions, please feel free to contact me.

Sincerely,



Greg Lee, P.E.
Public Services Director, City of Anoka

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CC: Mark Riverblood, City of Ramsey
Dmitry Tomasevich, MnDOT

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LOCATION MAP

