

ACTION TRANSMITTAL No. 2014-61

DATE: September 4, 2014

TO: Transportation Advisory Board

PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)

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

REQUESTED ACTION: City of West St Paul requests an amendment to include in the 2014-2017 TIP 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).

RECOMMENDED MOTION: Recommend that the Transportation Advisory Board adopt the amendment into the 2014-2017 TIP to include additional funding for preliminary engineering on Safe Routes to School pedestrian/bicycle improvement (SP# 173-591-001).

BACKGROUND AND PURPOSE OF ACTION:

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 with funding 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 STIP 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. This project is currently in year 2016 of the draft 2015-2018 TIP.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be 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 local and federal funds are sufficient to fully fund 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 Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis as only the program year is changing. Public input opportunity for this amendment is provided through the TAB's and Council's regular meetings. This amendment meets the criteria for using the TAB's streamlined TIP amendment process and was recommended for streamlining by the TAC Executive Committee.

ROUTING

| TO | ACTION REQUESTED | DATE COMPLETED |
|---|-------------------------|-----------------------|
| Technical Advisory Committee Executive Committee | Review & Recommend | 8/28/2014 |
| Transportation Advisory Board | Review & Adopt | |
| Metropolitan Council Transportation Committee | Concurrence | |
| Metropolitan Council | Concurrence | |

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)