

**ACTION TRANSMITTAL No. 2014-35**

**DATE:** May 14, 2014

**TO:** Transportation Advisory Board

**PREPARED BY:** Heidi Schallberg, Senior Planner (651-602-1721)

**SUBJECT:** 2014-2017 TIP Amendments for 2015 Safe Routes to School projects and Hwy 10 Trail in Ramsey – Streamlined Process

**REQUESTED ACTION:** MnDOT and the City of Ramsey request amendments to add four Safe Routes to School infrastructure projects in 2015 and to modify the Hwy 10 Trail project in Ramsey by splitting the project in two phases and projects in 2015 and 2016.

**RECOMMENDED MOTION:** Recommend that the Transportation Advisory Board adopt two amendments to the 2014-2017 TIP to add four Safe Routes to School infrastructure projects in 2015 and to modify the Hwy 10 Trail project in Ramsey by splitting the project in two phases and projects in 2015 and 2016.

**BACKGROUND AND PURPOSE OF ACTION:** The Safe Routes to School infrastructure projects were selected through a MnDOT solicitation for 2015 funding, and the solicitation schedule was not compatible with the TIP development schedule, resulting in the need for an amendment. The City of Ramsey Hwy 10 trail project is being phased to allow for coordination with a roadway construction project in 2015; the second phase of the trail will be done in 2016 as it was originally programmed. The trail amendment is to show this project in two phases in different years.

**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 amendments meet fiscal constraint because the local and federal funds are sufficient to fully fund the projects. The amendments are 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 projects are exempt from air quality conformity analysis. Public input opportunities for these amendments are provided through the TAB's and Council's regular meetings. These two amendments meet the criteria for using the TAB's streamlined TIP amendment process and were recommended for streamlining by the TAC Executive Committee.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
Technical Advisory Committee Executive Committee	Review & Recommend	May 7, 2014
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Concurrence	
Metropolitan Council	Concurrence	

May 2, 2014

Karl Keel, Chair  
TAC Funding and Programming Committee  
Metropolitan Council  
390 Robert Street No.  
St. Paul, Minnesota 55101

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

Dear Mr. Keel:

Please amend the 2014 – 2017 Transportation Improvement Program (TIP) to add the following four new Safe Routes to School (SRTS) projects in SFY 2015 of the current TIP. This project is being submitted with the following information:

**PROJECT IDENTIFICATION:**

*Please see list of projects on page 3.*

**PROJECT BACKGROUND:**

1. In December of 2013, MnDOT conducted a Safe Routes to School infrastructure and non-infrastructure project solicitation for the Metro District. The four SRTS projects in this amendment were selected from all applications for funding in SFY 2015. The timing of the SRTS project selection was not compatible with the development schedule for the 2014-2017 TIP and STIP, therefore this amendment is needed to add the projects to SFY 2015 of the 2014-2017 TIP and STIP.
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 - Setaside \_\_\_\_\_ X\* \_\_\_\_\_

\*SP 880C-SRS-15 (STIP Seq. #2091) is a District C SRTS infrastructure and non-infrastructure statewide setaside currently programmed in SFY 2015 of the STIP with a total of \$1,300,000 including \$1,040,000 in federal TAP funds and \$260,000 in local funds. The District C setaside funds are over and above the federal funds available for programming by the Twin Cities Metro Region and are additional funds available for use on the four SRTS projects when they are added to SFY 2015 of the TIP. The four SRTS projects in this amendment will use \$945,195 of the District C federal TAP funds leaving \$94,805 available for use on other eligible projects.

Federal funds currently programmed in District C of the current STIP along with local funds provided by the cities of Maplewood, Forest Lake and Jordan are sufficient to fully fund these four 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).....\_\_\_\_\_

The Minnesota Interagency Air Quality and Transportation Planning Committee has reviewed the proposed changes and determined the projects are exempt from regional analysis (S-6 Safety improvement program).

Sincerely,

Brian Isaacson  
Planning Director, Program Management  
MnDOT Metro District

cc: Cindy Krumsieg, MnDOT Metro Program Management  
Dan Erickson, MnDOT Metro State Aid  
Heidi Schallberg, Metropolitan Council

## LIST OF PROJECTS

SEQ #	STATE FISCAL YEAR	A T P	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILES	PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$	AIR QUALITY CONFORMITY
	2015	M	PED/BIKE	138-591-001	MAPLEWOOD	**SRTS** CR B from Birmingham St. to Van Dyke St., PE for trail and crossing improvements	0	BT	PED/BIKE IMPROVEMENT	TAP	85,000	68,000				17,000	S6
	2015	M	PED/BIKE	138-591-002	MAPLEWOOD	**SRTS** CR B from Birmingham St. to Van Dyke St., trail and crossing improvements	0.9	BT	PED/BIKE IMPROVEMENT	TAP	406,000	324,800				81,200	S6
	2015	M	PED/BIKE	214-591-001	FOREST LAKE	**SRTS** TH 61 from 450' N. of Scandia Tr. To City Hall, 11th Ave. from TH 61 to So. Shore Dr., and 8th St. from S. Shore Dr. to TH 97, bit trail and conc. Walk PE and CE soft match	1.3	BT	PED/BIKE IMPROVEMENT	TAP	589,755	471,795				117,960	S6
	2015	M	PED/BIKE	246-591-002	JORDAN	**SRTS** Sunset Dr. from Eischens Ln. to Cedar Ln Dr. , sidewalk and crossing improvements PE and CE soft match	0.1	BT	PED/BIKE IMPROVEMENT	TAP	100,800	80,600				20,200	S6
						<b>Totals</b>					<b>1,181,555</b>	<b>945,195</b>				<b>236,360</b>	

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May 6, 2014

Karl Keel, Chair  
TAC Funding and Programming Committee  
Metropolitan Council  
390 Robert Street No.  
St. Paul, Minnesota 55101

Re: Amendment to the Twin Cities 2014-2017 Transportation Improvement Program (TIP)  
SP 199-090-001; Pedestrian/Bicycle Trail along TH 10 in the City of Ramsey

Dear Mr. Keel:

Please amend the 2014 – 2017 Transportation Improvement Program (TIP) to include this project in program year 2015 and 2016. This project is being submitted with the following information:

**PROJECT IDENTIFICATION:**

*Please see list of projects on page 3.*

**PROJECT BACKGROUND:**

1. Briefly describe why amendment is needed:

SP 199-090-001 is a bicycle/pedestrian project currently programmed in FY 2016. The project is being split into two construction phases. The first phase will be constructed in 2015 to align with a roadway construction project which is adjacent to the trail. This phase of construction will be Advance Constructed in FY 2015 with payback in FY 2016. Construction will commence in August of 2015. The second phase of the project will be constructed in FY 2016. This amendment is needed to add a line and SP # in the TIP for the second phase of construction and break out the funding accordingly.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money \_\_\_\_\_
- Anticipated Advance Construction     x
- ATP or MPO or Mn/DOT Adjustment by deferral of  
other projects \_\_\_\_\_
- Earmark or HPP not affecting fiscal constraint \_\_\_\_\_
- Other     x

SP 199-090-001 is currently programmed in SFY 2016 of the TIP with a total of \$1,631,739 including \$1,120,000 federal funds, and \$511,739 in state matching funds.

The first phase of this project, SP 199-090-001, will now be programmed in SFY 2015 of the TIP with a total of \$366,967 including \$251,880 in federal AC funds (with payback in 2016) and \$115,087 in local funds.

The second phase of this project, SP 199-090-002, is being added to SFY 2016 of the TIP with a total of \$1,631,739 including \$868,120 in federal funds and \$396,652 in local funds.

The combined total of federal and local funds being programmed for these two projects equals the amount originally programmed in SFY 2016 of the 2014-2017 TIP for SP 199-090-001, therefore no additional funds are needed, both projects are fully funded, and 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).....\_\_\_\_\_

The Minnesota Interagency Air Quality and Transportation Planning Committee has reviewed the proposed changes and determined the project is exempt from regional analysis (reason AQ2).

Sincerely,

Brian Isaacson  
Planning Director, Program Management  
MnDOT Metro District

cc: Cindy Krumsieg, MnDOT Metro Program Management  
Dan Erickson, MnDOT Metro State Aid  
Heidi Schallberg, Metropolitan Council

