

**ACTION TRANSMITTAL No. 2015-06**

**DATE:** December 30, 2014

**TO:** Transportation Advisory Board

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

**SUBJECT:** 2015-2018 TIP Amendment: Expand the scope and cost of Safe Routes to School project in Jordan.

**REQUESTED ACTION:** City of Jordan requests an amendment to the 2015-2018 TIP to increase the cost and scope of its Safe Routes to School project to improve bicycle and pedestrian access on Sunset Drive (SP# 246-591-002).

**RECOMMENDED MOTION:** Recommend that the Transportation Advisory Board adopt the amendment into the 2015-2018 TIP to increase the cost and scope of the City of Jordan Safe Routes to School project to improve bicycle and pedestrian access on Sunset Drive (SP# 246-591-002).

**BACKGROUND AND PURPOSE OF ACTION:** The City of Jordan wishes like to add work to another intersection that would increase total project cost from \$100,800 to \$125,800. The new intersection, County Road 66 and Marion Lane, is south of the Jordan elementary and high school campuses, approximately 2/3 mile away from the existing project location. The additional work would be similar to the existing project's intersection crossing safety improvements.

**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.

This Safe Routes to School project was awarded through a statewide MnDOT-sponsored solicitation. The funding, therefore, is not administered by the Transportation Advisory Board (TAB).

**STAFF ANALYSIS:** The TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. The amendment is consistent with the Transportation Policy Plan, adopted by the Metropolitan Council on September 10, 2014 and with FHWA/FTA conformity determination established on October 6, 2014. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis. 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.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
Technical Advisory Committee Executive Committee	Review & Recommend	12/30/2014
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Concurrence	
Metropolitan Council	Concurrence	

**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 L E S
1502A	2015	M	M	PED/BIKE	246-591-002	JORDAN	**SRTS**SUNSET DR FROM EISCHENS LANE TO CEDAR LANE DR-SIDEWALK AND CROSSING IMPROVEMENTS, PE AND CE ARE SOFT MATCH	-

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
BT	PED/BIKE IMPROVEMENT	TAP	\$125,750	\$80,600	-	-	-	\$45,150

**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).

An amendment is needed because of a change of scope and to increase in total project costs. The City would like to add work to another intersection that would increase total project costs from \$100,800 to \$125,800. The new intersection, at Intersection of CR 66 and Marion Lane, is south of the Jordan elementary and high school campuses, approximately 2/3 mile away from the existing project location. The new work would be similar to the existing project’s intersection crossing safety improvements.

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

- New Money – City of Jordan X
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- Other

SP 246-591-002 is currently programmed in SFY 201 with a total of \$100,750, including \$80,600 in STP federal funding and \$20,150 in local matching funds from the City of Jordan. The total project cost is increasing from \$100,750 to \$125,750, an increase of \$25,000. Jordan will provide the additional funds, for a total of \$45,150 in local matching funds. This is sufficient to fully fund the project; 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 September 10, 2014, with FHWA/FTA conformity determination established on October 6, 2014.

**AIR QUALITY CONFORMITY:**

- Subject to conformity determination
- Exempt from regional level analysis X
- N/A (not in a nonattainment or maintenance area)

\*Exempt Project Category # AQ-2, "Bicycle and pedestrian facilities," per Section 93.126 of the Conformity Rules