

ACTION TRANSMITTAL No. 2016-22

DATE: February 5, 2016

TO: Transportation Advisory Board

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

SUBJECT: 2016-2019 Streamlined TIP Amendment: City of Bloomington Old Cedar Avenue Trail

REQUESTED ACTION: The City of Bloomington requests an amendment to the 2016-2019 Transportation Improvement Program (TIP) to increase the cost and adjust the description for its Old Cedar Avenue Trail project (SP# 107-090-009).

RECOMMENDED MOTION: That the Transportation Advisory Board adopt the amendment to the 2016-2019 TIP to adjust the description to increase the cost and adjust the description for the City of Bloomington's Old Cedar Avenue Trail project (SP# 107-090-009).

BACKGROUND AND PURPOSE OF ACTION: This amendment is requested to update the total project cost and description to the City of Bloomington's Old Cedar Avenue Trail project. An additional Federal Lands Transportation Program (FLTP) grant from US Fish and Wildlife Services was awarded to this project in the amount of \$570,000, which will increase the federal contribution to \$1,370,000, along with \$800,000 already included from the Federal Lands Access Program (FLAP). The local contribution from the City of Bloomington is increasing from \$1,523,100 to \$3,377,000 to accommodate an updated cost estimate that brings the project total to \$4,747,000. The project description is also being updated to better identify the project termini.

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 funds are sufficient to fully fund the project. The amendment is consistent with the Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015. 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.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
Technical Advisory Committee Executive Committee	Review & Recommend for Streamlining	2/5/2016
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Concurrence	
Metropolitan Council	Concurrence	

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
1493	2016	M	M	PED/BIKE	107-090-009	Bloomington	<p>OLD CEDAR AVENUE TRAIL FROM EAST OLD SHAKOPEE ROAD TO CEDAR AVENUE BRIDGE IN BLOOMINGTON- CONSTRUCT PED/BIKE TRAIL</p> <p>OLD CEDAR AVENUE TRAIL FROM EAST OLD SHAKOPEE ROAD TO MINNESOTA RIVER IN BLOOMINGTON-CONSTRUCT PED/BIKE TRAIL, REHAB PKG LOT AND ROAD RECONSTRUCT</p>	0.7

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
BT	PEDESTRIAN BIKE TRAIL	FLAP	2,323,100	800,000 (FLAP)	-	-	-	1,523,100
		FLTP		570,000 (FLTP)				
			4,747,000	Total FHWA= 1,370,000				3,377,000

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).

This amendment is needed to update the total project cost and description to an existing project in the TIP. An additional Federal Lands Transportation Program (FLTP) grant from the Fish and Wildlife Services was awarded to this project in the amount of \$570,000, which will be added to the existing \$800,000 in Federal Lands Access Program (FLAP) funds. The local contribution from the City of Bloomington is also

increasing from \$1,523,100 to \$3,377,000. The total project costs in the TIP and STIP will now be \$4,747,000. The project's cost has increased because of a refined and detailed cost estimate process. The project description is also being updated to better identify the termini of the project.

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

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

The additional new money from the Federal Lands Transportation Program and the City of Bloomington is enough 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 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 Project Category AQ2 (pedestrian and bicycle projects) per Section 93.126 of the Conformity Rules.