

ACTION TRANSMITTAL – 2022-09

DATE: February 3, 2022

TO: Transportation Advisory Board

FROM: Technical Advisory Committee

PREPARED BY: Joe Barbeau, Senior Planner (joseph.barbeau@metc.state.mn.us)

SUBJECT: Program Year Extension and 2002-2025 TIP Amendment Request:
Dakota County North Creek Greenway

REQUESTED ACTION: Dakota County requests a program year extension for its North Creek Greenway project (SP# 019-090-023) from 2022 to 2023 and an amendment to the 2022-2025 TIP reflecting this change along with a cost increase and technical corrections.

RECOMMENDED MOTION: That the Transportation Advisory Board:

- Approve Dakota County’s program year extension request to move its North Creek Greenway project (SP# 019-090-023) from 2022 to 2023.
- Recommend that the Council approve an amendment to the 2022-2025 TIP reflecting this change along with a cost increase and technical corrections.

SUMMARY: This requested action involves a Regional Solicitation project to construct and improve a 2.1-mile multi-use trail. Dakota County is requesting an extension of the program year, as site work is more extensive than expected. The request includes a TIP amendment reflecting this change along with a cost increase and technical corrections. The Funding & Programming Committee and Technical Advisory Committee unanimously recommended approval as requested.

BACKGROUND AND PURPOSE OF ACTION: Dakota County received \$480,000 from the 2018 Regional Solicitation to construct a 2.1-mile multi-use trail in program year 2022. The county is requesting an extension of the program year to 2023 to account for delays likely to occur due to the more extensive site work (versus expected) that is needed.

While most program year extension requests do not require a TIP amendment, a TIP amendment is included with this request to reflect a cost increase that is due to a need for more extensive site work and longer bridge spans than originally estimated. Along with the cost increase and program year change, the proposed TIP amendment corrects minor errors in the project description.

RELATIONSHIP TO REGIONAL POLICY: The Transportation Advisory Board (TAB) adopted the Program Year Policy in April 2013 (updated in August 2014) to assist with management and timely delivery of transportation projects awarded federal funding through the TAB’s Regional Solicitation. The policy includes a procedure to request a one-year extension based on extenuating circumstances within certain guidelines.

Federal law requires that all TIP amendments 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 recommend TIP amendments to the Council, provided these four requirements are met.

STAFF ANALYSIS:

Program Year Extension: Per the Program Year Policy's progress assessment (pages 10 and 11), a minimum score of 7 is needed to be eligible for an extension. The county scored 8 for this request due to the completion of engineering cost estimates and environmental documentation.

An extension of the program year does not guarantee federal funding will be available in that year. The project sponsor is responsible for completing the project in the new program year and covering the federal share of the project until federal funding becomes available. At this time the project would be in line for 2026 reimbursement of federal funds, though an earlier reimbursement may occur if funding becomes available due to the recent increase in federal funds or if other projects withdraw.

TIP Amendment: Assuming the program year extension is approved, a TIP amendment reflecting the change should be recommended to the Council as well. If the program year extension is not approved, a TIP amendment reflecting the cost increase and description corrections should still be recommended for approval. The TIP amendment meets fiscal constraint because the federal funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis.

COMMITTEE COMMENTS AND ACTION: At its January 20, 2022, meeting, the TAC Funding & Programming Committee voted unanimously to recommend approval of Dakota County's program year extension request to move its North Creek Greenway project from 2022 to 2023 and an amendment to the 2022-2025 TIP reflecting this change along with a cost increase and technical corrections.

At its February 2, 2022, meeting, the Technical Advisory Committee voted unanimously to recommend approval of Dakota County's program year extension request to move its North Creek Greenway project from 2022 to 2023 and an amendment to the 2022-2025 TIP reflecting this change along with a cost increase and technical corrections.

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED / COMPLETED
TAC Funding & Programming Committee	Review & Recommend	1/20/2022
Technical Advisory Committee	Review & Recommend	2/2/2022
Transportation Advisory Board	Review & Recommend TIP Amendment and Accept Program Year Extension	2/16/2022
Metropolitan Council Transportation Committee	Review & Recommend (TIP Amendment Only)	2/28/2022
Metropolitan Council	Review & Adopt (TIP Amendment Only)	3/9/2022



December 22, 2021

Mr. Michael Thompson
Chair, TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101-1805

RE: Program Year Extension Request for SP 019-090-023 - North Creek Greenway

Greetings Mr. Thompson,

Dakota County would like to respectfully request a program year extension be considered by the Funding and Programming Committee for the above referenced project. The project's current program year is 2022 and includes the construction of 2.1 miles of multi-use trail, two trail bridges over North Creek and surrounding wetlands, and other amenities consistent with Dakota County Greenways.

In 2018, Dakota County applied for and was awarded \$480,000 of Federal funds in the form of a Surface Transportation Block Grant under the Transportation Alternatives Program. The County applied for funding for this project as this area of Dakota County is rapidly developing and the project will close an important gap in the Regional Bicycle Transportation Network. The project is also part of a wider Dakota County Board priority of accelerating expansion of the Dakota County bicycle & pedestrian trail system.

The County completed a preliminary design study of this corridor in early 2020. The study revealed that, due to soil conditions and topography at the proposed bridge locations, more extensive site work and longer bridge spans than originally anticipated will be required. This has increased the estimated construction cost of the project from the \$600,000 submitted in the 2018 funding application to approximately \$2.5 million. A final design consultant has been engaged with a goal of federal authorization in 2022, however, Dakota County is requesting that Federal funding be extended to FY 2023 to account for any potential delays in the final design process that may delay federal authorization to 2023.

We request the Funding and Programming Committee's support in extending Dakota County's program year for this project to 2023. Please contact me if you require additional information on this request.

Sincerely,

Bryce LeBrun, P.E.

Project Manager
bryce.lebrun@co.dakota.mn.us
952-891-7213

CC: Colleen Brown, MnDOT Federal Aid; Joe Barbeau, Senior Planner; Elaine Koutsoukos, TAB Coordinator

REQUEST FOR PROGRAM YEAR EXTENSION

For

SP 019-090-023

North Creek Greenway from 173rd St in Lakeville to 189th St in Farmington

Dakota County, MN

REQUESTED BY:

John Mertens

Title: Principal Planner

Phone: 952-891-7036

john.mertens@co.dakota.mn.us

Project Contact:

Bryce LeBrun, P.E.

Phone: 952-891-7213

bryce.lebrun@co.dakota.mn.us

Project Background

This project will construct a 2.1 mile segment of the North Creek Greenway between 173rd St in Lakeville and 180th St in Farmington as identified in the North Creek Greenway Master Plan. Dakota County was awarded \$480,000 of Surface Transportation Block Grant – Transportation Alternatives Program for this project in program year 2022. It was funded in the Multiuse Trails and Bicycle Facilities funding category.

Project Progress

Environmental Documentation

A draft project memorandum has been prepared and submitted to State Aid for review.

Project Schedule

See the attached project schedule.

Right of Way Acquisition

Parcels where permanent trail improvements will be located are already in Dakota County or City ownership, no further acquisition is anticipated. Property for the greenway was dedicated to Dakota County or the cities of Lakeville & Farmington along with the surrounding subdivision developments. Identification of temporary and permanent easement needs for construction and maintenance is ongoing.

See the attached project maps and the below parcel ID list for trail right-of-way.

Parcel ID	Owner
220120050016	CITY OF LAKEVILLE
220120025031	COUNTY OF DAKOTA
220120079011	COUNTY OF DAKOTA
146405300020	CITY OF FARMINGTON
146405100080	CITY OF FARMINGTON
146405300010	CITY OF FARMINGTON
146405100090	CITY OF FARMINGTON
146405100110	CITY OF FARMINGTON
144780300030	CITY OF FARMINGTON
144780200080	CITY OF FARMINGTON
144780300040	CITY OF FARMINGTON
144780200030	CITY OF FARMINGTON
140130075013	CITY OF FARMINGTON
225710600060	CITY OF LAKEVILLE
225710600060	CITY OF LAKEVILLE
225710500030	CITY OF LAKEVILLE
225710000060	CITY OF LAKEVILLE

Engineers Estimate of Costs

See the attached preliminary engineer's estimate.

Plans

A design study including preliminary construction limits and a preliminary plan/profile was completed in early 2021. Survey work for final plans was completed this fall, a 30% design has been completed, and final design work is ongoing.

Permits

Unit of Government	Type of Application	Current Status		
		To be requested	Requested	Complete
Federal				
FHWA	Categorical Exclusion determination	X		
MnDOT CRU	Section 106 (Historic/Archeological) determination		X	
MnDOT OES	Endangered Species Act Section 7 determination			X
US Army Corps of Engineers	Section 404 Clean Water Act Permit	X		
State				
MnDOT	Categorical Exclusion document		X	
MPCA	National Pollutant Discharge Elimination System (NPDES) - Construction Stormwater Permit	X		
MPCA	Storm Water Pollution Prevention Plan (SWPPP)	X		
MnBWSR	WCA Permit	X		
Local				
Watershed District	Watershed Permit	X		

Expended Funds and Resources to Date

Dakota County has expended staff time in planning, scoping, project development, preliminary environmental/cultural resources review, and project management. Dakota County has also engaged consultant services, partnering with the City of Lakeville for a preliminary design study and contracting a consultant for final design. Dakota County will continue to expend funds & resources to advance this project; SRF is signed on to a contract for final design services for approximately \$260,000 and Merjent Inc. has been engaged for archeology services for approximately \$7,600. See the below summary of costs to date for consultant services.

Consultant Services Cost Summary		
Item	Consultant	Cost to Date
Preliminary Design Study	Stantec	\$79,862.11
Final Design Services	SRF	\$5,527.30
	TOTAL	\$85,389.41

Justification for Extension

What is unique about this project that requires an extension of the program year?

The County completed a preliminary design study of this corridor in early 2020. The study revealed that, due to soil conditions, wetlands, floodplain corridors, and topography at the proposed bridge locations, more extensive site work and longer bridge spans than originally anticipated will be required. More reconstruction of existing city trails than initially estimated was also found to be required as part of this project. This has increased the estimated construction costs of the project from the \$600,000 submitted in the 2018 funding application to approximately \$2.5 million. A final design consultant has been engaged with the goal of federal authorization in 2022. However, Dakota County is requesting that Federal funding be extended to FY 2023 to account for any potential delays in the final design process that may delay federal authorization to 2023.

What are the financial impacts if the project does not meet its current program year?

The current Dakota County Transportation CIP accounts for the remaining funds beyond the federal award required to cover the increased construction cost. The County applied for Federal funding for this project as this area of Dakota County is rapidly developing and the project will close an important gap in the Regional Bicycle Transportation Network. The project is also part of a wider Dakota County Board priority of accelerating expansion of the Dakota County bicycle & pedestrian trail system. If the project does not meet the current program year and loses access to the Federal funding, it could cause delays this project and/or to other CIP-planned Dakota County greenway projects due to the need to shift funds.

What are the implications if the project does not obtain the requested extension?

The target date for letting this project is in 2022. If the letting date is delayed due to any number of factors during the design process, the letting date will shift to early 2023. Without the requested extension, a project delay would cause a loss of federal funding and the aforementioned County CIP impacts.

What actions will the agency take to resolve the problem facing the project in the next three to six months?

Dakota County has engaged a consultant for final design, and the project team is aggressively pursuing the completion of final plans by the end of the Spring of 2022. Regular meetings and

coordination with MnDOT State Aid have begun and will be recurring. The project team will continue to work closely with project partners and stakeholders (Dakota County Parks Department, the City of Lakeville, City of Farmington, MnDOT State Aid, nearby residents, etc.) to stay on schedule and deliver the project, preferably in 2022 or, if needed, 2023.

Regional Program Year Policy

TAB Adopted: April 17, 2013

Administrative Modifications: August 20, 2014

CONSTRUCTION PLANS

Completed (includes signature of District State Aid Engineer)
Date _____ If checked enter 3. _____
 Completed (approved by District State Aid as to SA Standards but not signed)
Date _____ If checked enter 2 _____
 Not Complete
Anticipated Date of Completion April/May 2022
If prior to June 30 of the program year, enter 1. 1

RIGHT OF WAY ACQUISITION

Completed (includes approval of R/W Cert. #1 or #1A) If checked enter 2. _____
Date _____
 Not Complete
Anticipated Date of Completion January 2022
If prior to December 31 of the year following the original program year, enter 1. 1

ENGINEERS ESTIMATE OF COSTS

Completed If checked enter 2. 2
Date _____
 Not Complete
Anticipated Date of Completion _____
If prior to December 31 of the year following the original program year, enter 1. _____

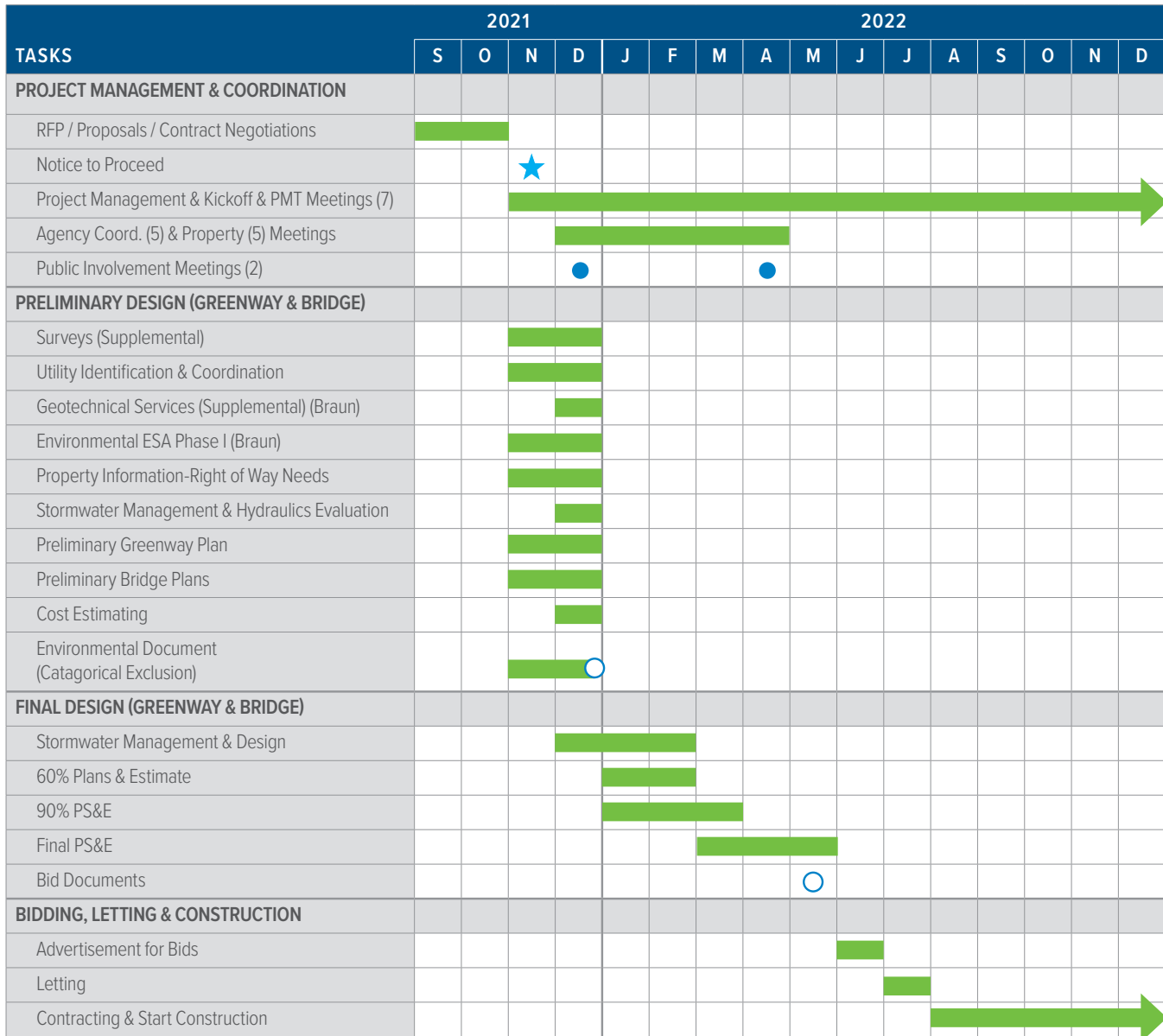
AUTHORIZED

Anticipated Letting Date July 2022.
Anticipated letting date must be prior to June 30
in the year following the original program year,
so that authorization can be completed prior to
June 30 of the extended program year.

TOTAL POINTS 8

SCHEDULE

SRF has provided a schedule of associated tasks and list of deliverables based on the County’s aggressive design schedule to deliver through MnDOT’s DCP for authorization for the current funding award and 2022 program year. The RFP states the County anticipates submitting a request for a program-year extension to MnDOT State Aid, requesting authorization to extend into 2023 if necessary, and that a contract amendment may be necessary if significant construction engineering support is needed or if bidding is rescheduled to 2023.



LIST OF DELIVERABLES

Project Management & Coordination Deliverables:

- Invoices & Progress Reports
- Agendas & minutes
- Drawings, exhibits, visualizations & handouts
- Public Involvement Plan (PIP)
- Mailing materials
- Public comments & summaries

Design - Construction Deliverables:

Preliminary, December, 15, 2021:

- Field topographic survey
- Phase I ESA report
- Environmental document (Cat. Ex.)
- Existing utility data

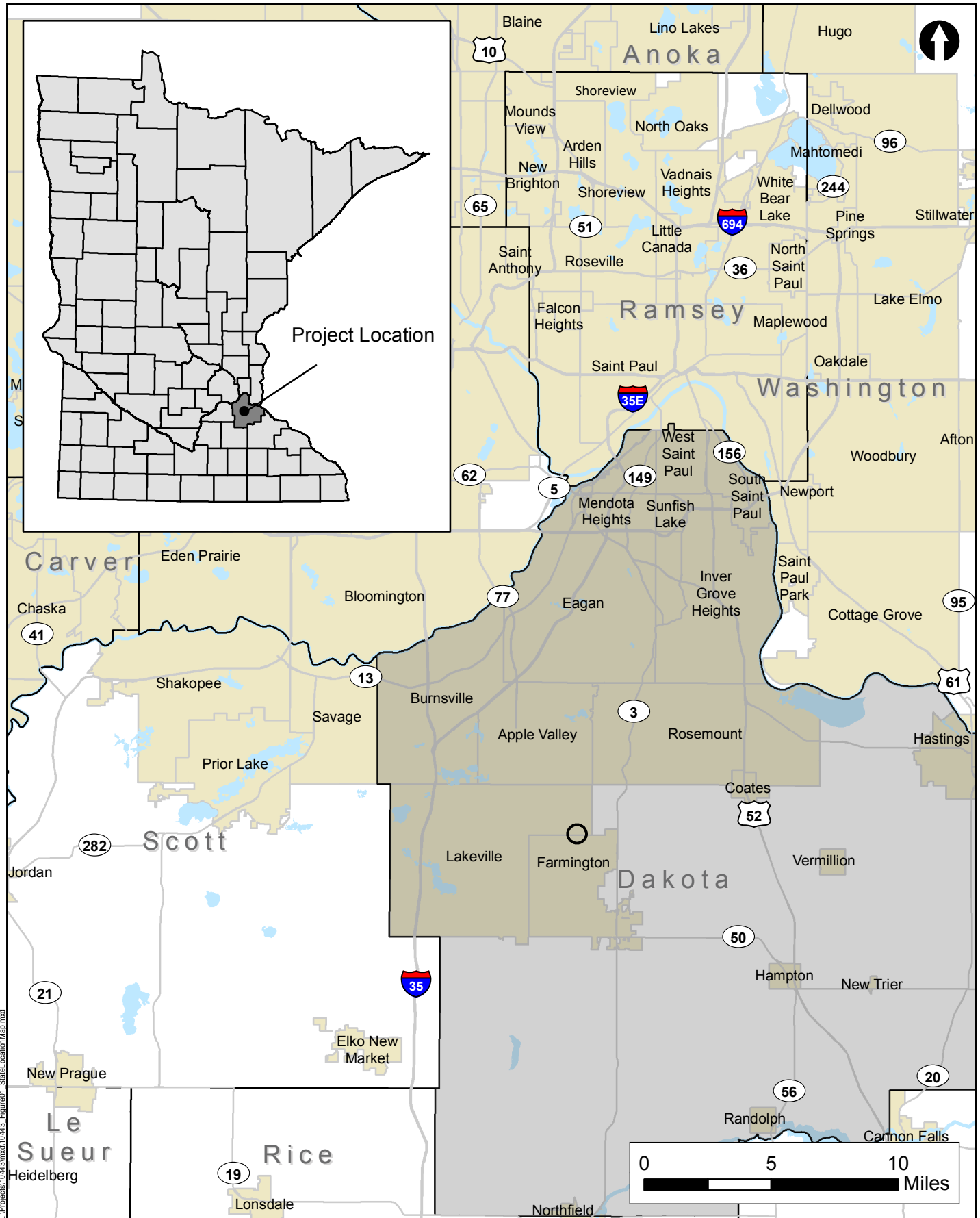
- Title work, parcel sketches, legal descriptions
- Hydraulic recommendations
- Borings & foundation & pavement recommendations
- Preliminary bridge plans

Final Design, February 4 - May 9, 2022:

- Stormwater Report & No-Rise Certification
- Greenway, Civil & Bridge (60%, 90% & Final)
- Permits & approvals
- Bid documents & DCP forms

Bidding, Letting & Construction: Begins Summer 2022:

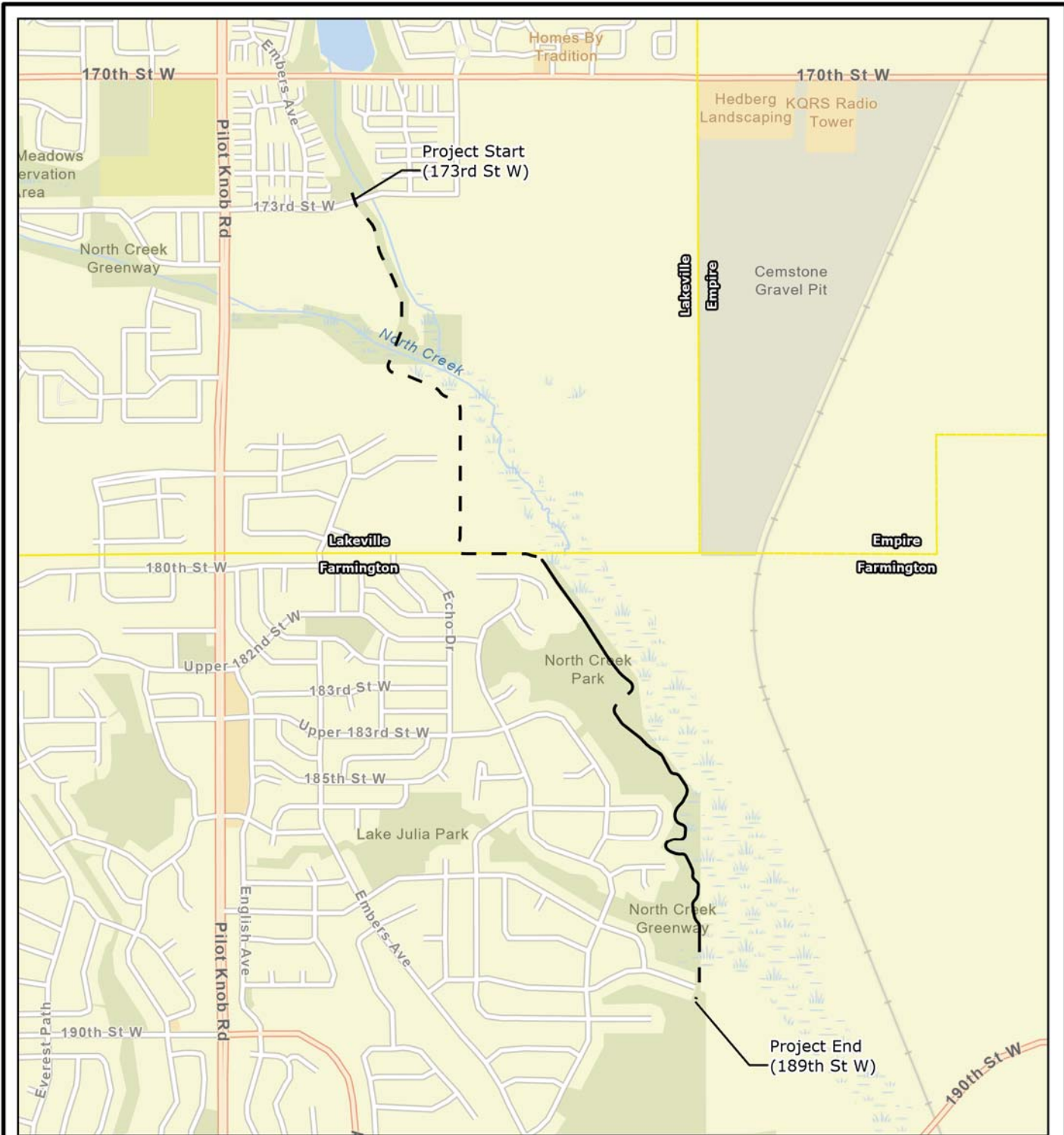
- Responses to bid questions & addenda
- Responses to RFI, CO, shop plans & submittals



State Location Map

Figure 1A

North Creek Greenway
 Cities of Lakeville and Farmington, Dakota County, MN
 SP 019-090-023



Legend

- Proposed Trail Centerline
- Existing Trail Centerline
- Minor Civil Divisions



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DAKOTA COUNTY
 Overview Map

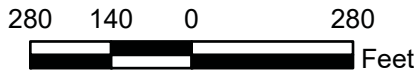


APR 2021
 Figure 1



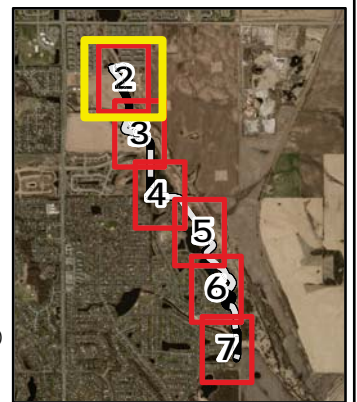
Legend

- | | |
|------------------------------|-----------------------|
| Trail Pavement | Parcels |
| Proposed Trail Centerline | Private Parcel |
| Approximate Wetland Boundary | City Of Lakeville |
| Delineated Wetland | County Of Dakota |
| | Minor Civil Divisions |



2019 Aerial Photograph (Source: Dakota County)
 Nov. 2020 Drone Imagery Overlay
 (Source: Wenck/Now Part of Stantec)

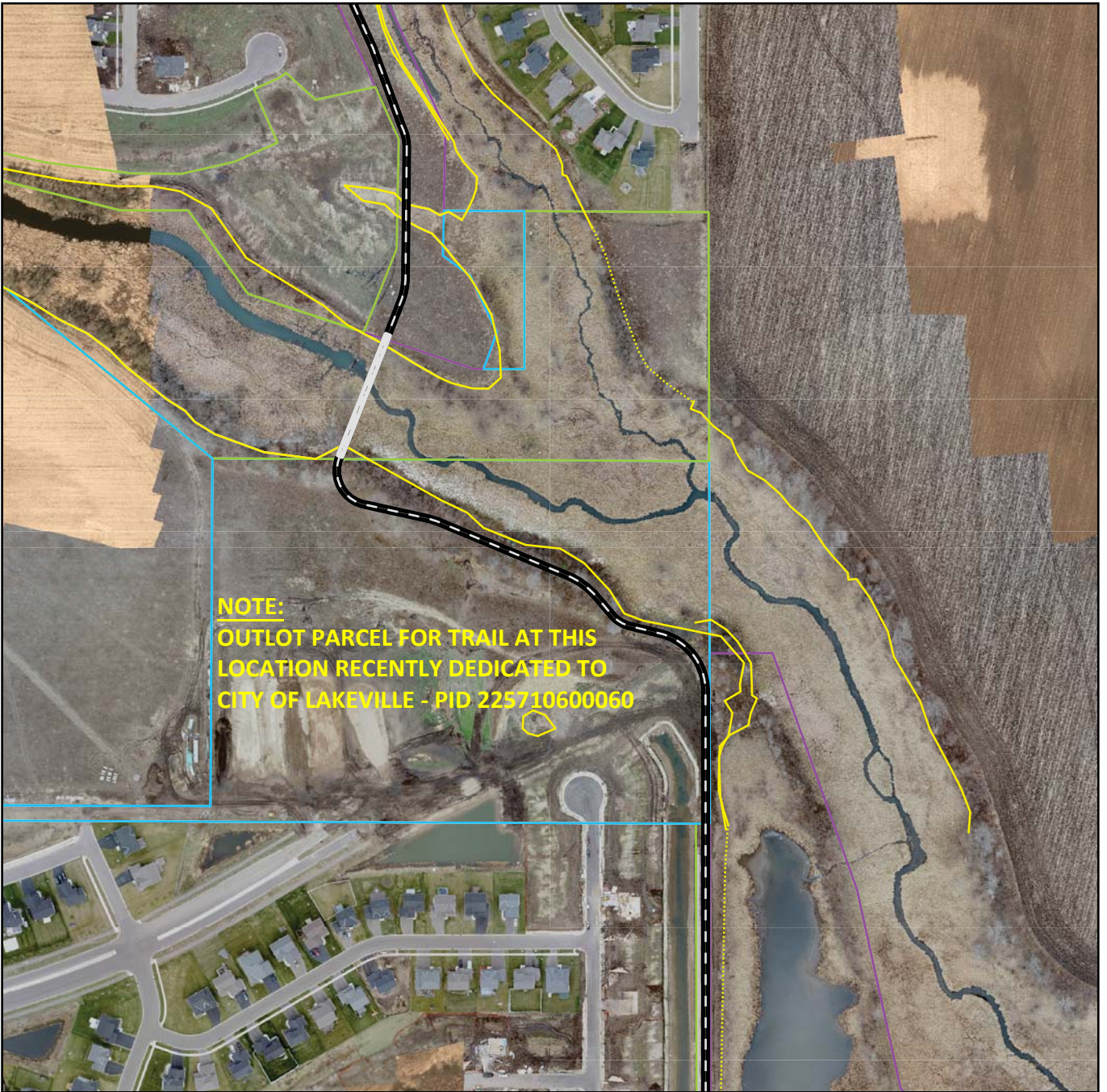
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DAKOTA COUNTY
 Proposed Trail Map

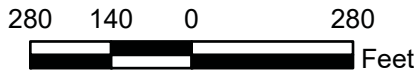


APR 2021
 Figure 2



Legend

- | | |
|------------------------------|-----------------------|
| Bridge | Parcels |
| Trail Pavement | Private Parcel |
| Proposed Trail Centerline | City Of Lakeville |
| Approximate Wetland Boundary | County Of Dakota |
| Delineated Wetland | Minor Civil Divisions |



2019 Aerial Photograph (Source: Dakota County)
 Nov. 2020 Drone Imagery Overlay
 (Source: Wenck/Now Part of Stantec)

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DAKOTA COUNTY
 Proposed Trail Map

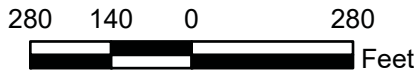


APR 2021
 Figure 3



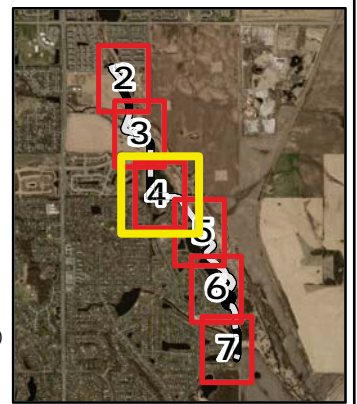
Legend

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|--|------------------------------|--|-----------------------|
| | Trail Pavement | | Parcels |
| | Proposed Trail Centerline | | City Of Farmington |
| | Existing Trail Centerline | | City Of Lakeville |
| | Approximate Wetland Boundary | | County Of Dakota |
| | Delineated Wetland | | Minor Civil Divisions |



2019 Aerial Photograph (Source: Dakota County)
 Nov. 2020 Drone Imagery Overlay
 (Source: Wenck/Now Part of Stantec)

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DAKOTA COUNTY
 Proposed Trail Map

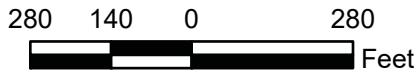


APR 2021
 Figure 4



Legend

- | | | | |
|--|---------------------------|--|-----------------------|
| | Trail Pavement | | Parcels |
| | Proposed Trail Centerline | | City Of Farmington |
| | Existing Trail Centerline | | County Of Dakota |
| | Delineated Wetland | | Minor Civil Divisions |



2019 Aerial Photograph (Source: Dakota County)
 Nov. 2020 Drone Imagery Overlay
 (Source: Wenck/Now Part of Stantec)

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DAKOTA COUNTY
 Proposed Trail Map

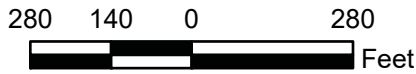


APR 2021
 Figure 5

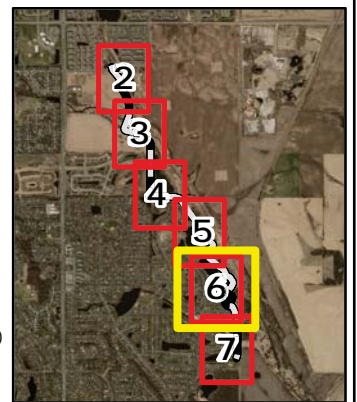


Legend

-  Trail Pavement
-  Delineated Wetland
-  Proposed Trail Centerline
-  Parcels
-  Existing Trail Centerline
-  City Of Farmington
-  Minor Civil Divisions



2019 Aerial Photograph (Source: Dakota County)
 Nov. 2020 Drone Imagery Overlay
 (Source: Wenck/Now Part of Stantec)



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

DAKOTA COUNTY
 Proposed Trail Map

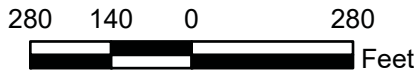


APR 2021
 Figure 6



Legend

-  Bridge
-  Trail Pavement
-  Proposed Trail Centerline
-  Existing Trail Centerline
-  Delineated Wetland
-  Parcels
-  City Of Farmington
-  Minor Civil Divisions



2019 Aerial Photograph (Source: Dakota County)
 Nov. 2020 Drone Imagery Overlay
 (Source: Wenck/Now Part of Stantec)

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DAKOTA COUNTY
 Proposed Trail Map



APR 2021
 Figure 7

**NORTH CREEK GREENWAY
 DAKOTA COUNTY, MN
 30% COST ESTIMATE**

NOTES	ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT COST	TOTAL	
					QUANTITY	AMOUNT
	2021.501	MOBILIZATION	LUMP SUM	\$ 107,000.00	1	\$ 107,000.00
	2101.502	CLEARING	EACH	\$ 375.00	21	\$ 7,875.00
	2101.502	GRUBBING	EACH	\$ 375.00	21	\$ 7,875.00
	2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$ 10.00	4431	\$ 44,310.00
	2215.504	FULL DEPTH RECLAMATION	SQ YD	\$ 4.00		\$ -
	2104.503	REMOVE CURB & GUTTER	LIN FT	\$ 15.00	60	\$ 900.00
	2105.607	COMMON EXCAVATION	CU YD	\$ 20.00	4245	\$ 84,900.00
	2105.607	COMMON EXCAVATION	CU YD	\$ 22.00	1717	\$ 37,774.00
	2105.607	COMMON BORROW (CV)	CU YD	\$ 25.00	497	\$ 12,425.00
	2105.607	STRIP, STOCKPILE, AND RESPREAD TOPSOIL	CU YD	\$ 8.00	1779	\$ 14,232.00
	2211.509	AGGREGATE BASE CLASS 5	TON	\$ 55.00	2141	\$ 117,755.00
	2521.518	3" BITUMINOUS WALK	SQ FT	\$ 2.00	104808	\$ 209,616.00
	2108.504	GEOGRID TYPE 1	SQ YD	\$ 4.00	750	\$ 3,000.00
	2521.518	5" CONCRETE WALK	SQ FT	\$ 10.00	1654	\$ 16,540.00
	2501.602	SAFETY GRATE FOR 36" RC APRON	EACH	\$ 3,000.00	8	\$ 24,000.00
	2501.602	36" SAFETY APRON	EACH	\$ 500.00	8	\$ 4,000.00
	2503.503	36" RC PIPE SEWER DES 3006	LIN FT	\$ 150.00	224	\$ 33,600.00
	2511.507	RANDOM RIPRAP CLASS III	CU YD	\$ 120.00	201.6	\$ 24,192.00
	2531.503	CONCRETE CURB & GUTTER DESIGN D418	LIN FT	\$ 50.00	60	\$ 3,000.00
	2531.602	PEDESTRIAN CURB RAMP	EACH	\$ 1,500.00	2	\$ 3,000.00
	2531.618	TRUNCATED DOMES	SQ FT	\$ 60.00	40	\$ 2,400.00
	2540.601	LANDSCAPING, TRAIL ELEMENTS, ETC. (10%)	LUMP SUM	\$ 200,000.00	1	\$ 200,000.00
	2563.601	TRAFFIC CONTROL	LUMP SUM	\$ 11,000.00	1	\$ 11,000.00
	2565.616	FLASHING BEACON SYSTEM	SYSTEM	\$ 28,000.00	1	\$ 28,000.00
	2573.502	CULVERT END CONTROLS	EACH	\$ 170.00	8	\$ 1,360.00
	2573.501	STABILIZED CONSTRUCTION EXIT	LUMP SUM	\$ 10,000.00	1	\$ 10,000.00
	2573.503	SILT FENCE, TYPE MS	LIN FT	\$ 3.00	21941	\$ 65,823.00
	2573.503	SEDIMENT CONTROL LOG TYPE COMPOST	LIN FT	\$ 4.00		\$ -
	2574.508	FERTILIZER TYPE 2	POUND	\$ 1.00	390	\$ 390.00
	2575.504	ROLLED EROSION PREVENTION CATEGORY 50	SQ YD	\$ 4.00	1369	\$ 5,476.00
	2575.505	SEEDING	ACRE	\$ 3,000.00	1.95	\$ 5,850.00
	2575.508	SEED MIXTURE 25-121	POUND	\$ 4.00	17	\$ 68.00
	2575.508	SEED MIXTURE 32-241	POUND	\$ 15.00		\$ -
	2575.508	SEED MIXTURE 33-261	POUND	\$ 23.00	10	\$ 230.00
	2575.508	SEED MIXTURE 25-141	POUND	\$ 2.00	90	\$ 180.00
	2575.508	HYDRAULIC MULCH MATRIX	POUND	\$ 2.00	3894	\$ 7,788.00
	2582.518	CROSSWALK MULTI COMP	SQ FT	\$ 15.00	160	\$ 2,400.00
	2564.601	BRIDGE SPAN (100')	EACH	\$ 180,000.00	5	\$ 900,000.00
	2564.601	BRIDGE ABUTMENT	EACH	\$ 20,000.00	4	\$ 80,000.00
	2564.601	BRIDGE PIER	EACH	\$ 15,000.00	3	\$ 45,000.00
	2564.601	SUPPORT PILING FOR BRIDGE ABUTMENT	EACH	\$ 15,000.00	4	\$ 60,000.00
	2564.601	SUPPORT PILING FOR BRIDGE PIER	EACH	\$ 15,000.00	3	\$ 45,000.00
		WETLAND IMPACTS	SQ YD	\$ 15.00	783	\$ 11,745.00
		COMPENSATORY STORAGE GRADING - OFFSITE (EV)	SQ YD	\$ 25.00	1116	\$ 27,900.00
		TREES (ALLOTMENT)	EACH	\$ 100,000.00	1	\$ 100,000.00
		GREENWAY LIGHTING (ALLOTMENT)	EACH	\$ 60,000.00	1	\$ 60,000.00
		SUBTOTAL				\$ 2,426,604.00
		CONTINGENCY				\$ 679,981.00
		TOTAL				\$ 3,106,585.00

NOTES
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 (P)

Please amend the 2022-2025 Transportation Improvement Program (TIP) to move this project from program year 2022 to program year 2023. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

Seq #	State Fiscal Year	ATP/ Dist	Route System	Project Number	Agency	Description	Miles
1439	2022 2023	M	Local Street	019-090-023	Dakota County	North Creek Greenway from 173rd St in Lakeville to 189th 189th St in Farmington- Construct multi-purpose trail and <u>two ped</u> bridges	2.1

Prog	Type of Work	Prop funds	TOTAL \$	FHWA \$	OTHER \$
BT	New Trail	STBGP-TAP	\$1,500,000 \$2,300,000	\$480,000	\$1,020,000 \$1,820,000

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 move the project to 2020, increase project cost, and adjust project termini/description to match original funding application.

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

No additional federal funds are being added to 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 November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

AIR QUALITY CONFORMITY:

- Subject to conformity determination
- Exempt from regional level analysis
- 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