

ACTION TRANSMITTAL No. 2016-48

DATE: August 25, 2016

TO: Technical Advisory Committee

FROM: TAC Funding and Programming Committee

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

SUBJECT: 2017-2020 TIP Amendment: Andersen School Pedestrian Crossings & Bikeway Project

REQUESTED ACTION: The City of Minneapolis requests an amendment to the 2017-2020 TIP to change the cost of its Andersen School Pedestrian Crossings & Bikeway Project (SP # 141-591-010) to reflect a reduced project scope.

RECOMMENDED MOTION: No recommendation was made; the item was tabled.

BACKGROUND AND PURPOSE OF ACTION: This TIP amendment may be needed due to a change in project cost. The project is programmed for state fiscal year 2017. This amendment would reduce the cost of the City's Safe Routes to School project to reflect a change from an on-street bicycle lane to bicycle boulevard markings and removal of an overhead stop sign in favor of durable crosswalks.

Due to the timing of the City's scope change request, this accompanying TIP amendment will not be able to be reflected in the final 2017-2020 TIP currently in production. Therefore, this amendment is requested to be approved pending approval of the 2017-2020 TIP. The 2017-2020 TIP is scheduled to be approved by the Metropolitan Council on September 28, 2016, after which time it will be provided to MnDOT and then begin federal review. Should this amendment be approved by the Metropolitan Council prior to federal approval of the 2017-2020 TIP, it will not be official until after that approval is granted.

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 federal and local 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 January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015. Approval of this TIP amendment must be contingent on the approval of the accompanying scope change and approval of the 2017-2020 TIP by FHWA during the fall of 2016. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis. The analysis has resulted in a conformity determination that the projects included in the

2017-2020 TIP meet all relevant regional emissions analysis and budget tests. The 2017-2020 TIP will conform to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality. Public input opportunities for this amendment are provided through the TAB's and Council's regular meetings.

COMMITTEE COMMENTS AND ACTION: Given that the project description would not change with the scope change and that it did not recommend a fund reduction, TAC Funding & Programming Committee, at its August 18, 2016 meeting, tabled the item. The item remains on the TAC agenda in case it is needed.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	8-18-2016 (Tabled)
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Concurrence	

Please amend the 2017-2020 Transportation Improvement Program (TIP) to modify this project in program year 2017. 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
	2017	M	M	Ped / Bike	141-591-010	Minneapolis	Andersen School crossing & Trail, Minneapolis, 26th St from 10th Ave to 12th Ave, 28th St from 10th Ave to 12th Ave, 12th Ave S from 26th to 28th St, 11th Ave S from 28th to 29th St, and 10th Ave S from 26th to 28th St- Intersection/Crosswalk Improvements	.37

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
EN	GRSU – Grade and surface	STPBG (TAP)	\$754,000 \$731,175	\$603,200 \$584,940				\$150,800 \$146,235

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).

This TIP amendment is required due a scope change leading to a reduction in cost. The amendment would reflect a change from an on-street bicycle lane to bicycle boulevard markings and removal of an overhead stop sign in favor of durable crosswalks. The 2017-2020 TIP is scheduled to be approved by the Metropolitan Council on September 28, after which time it will be provided to MnDOT and then in federal review. Should this amendment be approved by the Metropolitan Council prior to federal approval of the 2017-2020 TIP, it will not be official until after that approval is granted.

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

The project cost is decreasing.

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)

*AQ-2: Bicycle and Pedestrian Facilities.