

ACTION TRANSMITTAL No. 2013-44

DATE: October 30, 2013
TO: Technical Advisory Committee
FROM: TAC Funding and Programming Committee
PREPARED BY: Heidi Schallberg, Senior Planner (651-602-1721)
SUBJECT: 2014-2017 TIP Amendment for North Urban Regional Trail
REQUESTED ACTION: Dakota County requests a TIP amendment to increase the budget for SP#019-090-015 to a total of \$1,600,000 with \$794,080 in Transportation Alternatives (TAP) funds and an increased local amount of \$805,920.
RECOMMENDED MOTION: Recommend that the Transportation Advisory Board adopt an amendment to the 2014-2017 Transportation Improvement Program (TIP) to increase the budget for SP#019-090-015 to a total of \$1,600,000 with \$794,080 in Transportation Alternatives (TAP) funds and an increased local amount of \$805,920.

BACKGROUND AND PURPOSE OF ACTION: In the 2007 solicitation, Dakota County received \$794,080 in Transportation Alternatives Program (TAP) funding for the North Urban Regional Trail project. The project was originally programmed in 2013 and received a sunset date extension to 2014 in early 2014. The year does not change in this amendment request. The local funding would increase in this amendment due to changes from additional design work.

A related scope change request is being presented for approval. The approval of this TIP amendment is contingent on the approval of the scope change request.

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 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 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 project scope changes are exempt from air quality conformity analysis. Public input opportunities for this amendment are provided through the TAB's and Council's regular meetings.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	October 17, 2013
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Concurrence	
Metropolitan Council	Concurrence	



Physical Development Division

October 17, 2013

Dakota County
 Western Service Center
 14955 Galaxie Avenue
 Apple Valley, Mn 55124-8579

952.891.7000
 Fax 952.891.7031
www.dakotacounty.us

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Karl Keel, Chair
 TAC Funding and Programming Committee
 Metropolitan Council
 390 N. Robert St.
 St. Paul, Minnesota 55101

Re: Amendment to the Twin Cities
 2014-2017 Transportation Improvement Program (TIP)
 North Urban Regional Trail
 Federal Project No: 019-090-015
 County Project No: 97-116

Dear Mr. Keel:

Please amend the Twin Cities 2014-2017 Transportation Improvement Program (TIP) to address changes in the above referenced project which is currently in SFY 2013 of the TIP. The project is being submitted with the following information:

PROJECT IDENTIFICATION:

STATE FISCAL YEAR	ATP	DIST	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILES
2014	M	M	Ped/Bike	019-090-015	Dakota County	TH 110 to Garlough Elementary, West St. Paul – Construct North Urban Regional Trail including underpass	1.1

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
EN	Pedestrian Bike Trail	TEA	\$1,600,000	\$794,080	0	0	0	\$805,920

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).

In 2008, Dakota County was awarded federal Transportation Enhancement (TE) funds to construct a 1.1 mile segment of the North Urban Regional Trail. The estimate in the 2012–2015 Transportation Improvement Program (STIP) estimated the construction costs at \$992,600 in total construction costs. From the project development process and stakeholder involvement a number of items have been added or revised to adjust for the modification in alignment proposed at the October 17th, 2013 TAC Funding & Programming Committee. The latest estimate for the project is approximately \$1,600,000 with the following major additional or revised elements.

Grade Separated Underpass

With a more thorough evaluation of the underpass, the current estimate for the underpass at Charlton Street has been revised from \$155,000 to \$600,000. This is largely due to the need for a wider tunnel width to accommodate the Garlough Environmental Magnet School scheduled student activities that regularly utilize the underpass to visit the Dodge Nature Center as part of their educational opportunities. In addition, an imprecise original estimate, followed by a number of grading, utility, and drainage concerns inflated the costs of the underpass to its current estimate

Marie Ave. Accommodations and Pedestrian Activated Rectangular Rapid Flashing Beacons

In order to collaborate with the City of West St. Paul’s reconstruction project and to provide a green space between the trail and the existing greenway, the County Board adopted an alignment for the NURT that allows for the reduction in width of Marie Avenue from Delaware Avenue to Chardel Court where it crosses into the Dodge Nature Center main property. An enhanced mid-block crossing was deemed to be warranted at Marie Avenue and Chardel Court. The enhanced mid-block crossing would include curb bump-outs and pedestrian-activated rectangular rapid flashing beacons (RRFB). The Marie Avenue accommodations for construction of the trail and the addition of an RRFB system are contributing factors in the cost increase.

Additional Landscaping

In order to meet the intent of the grant under the modified alignment, additional landscaping of a natural character was evaluated along the entire length of the County Board adopted trail corridor. An increase in cost for the project landscaping was necessary to remain consistent with the grant and the Dakota County greenway vision.

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

- New Money – (Safe Routes to School*) (Discretionary, Special Allocations or Other New Funding Sources) _____
- Anticipated Advance Construction _____
- ATP or MPO or Mn/DOT Adjustment of other projects _____
- Earmark or HPP federal funds outside ATP target _____
- Other X*

* Dakota County is not requesting any additional federal funds for this project. Local funds will be utilized to cover the increased cost of the project. \$794,080 Federal and \$805,920 Local funds are sufficient to fully fund this 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 10, 2010, with FHWA/FTA conformity determination established on February 23, 2011.

AIR QUALITY CONFORMITY:

- Subject to conformity determination _____
- Exempt from regional analysis* X
- Exempt from project level analysis* _____
- Exempt by virtue of interagency consultation* _____
- N/A (not in a nonattainment or maintenance area) _____

The Minnesota Interagency Air Quality and Transportation Planning Committee has reviewed the proposed change and determined the project is exempt from regional analysis as a bicycle and pedestrian facility (code AQ2) project.

We are requesting approval of this TIP amendment at this time. We are available to be present at the TAC Funding & Programming Committee scheduled for Thursday, October 17, 2013. If you have any questions or concerns, please contact me at 952-891-7106.

Sincerely,

Dakota County



Chris E. Hartzell, PE
Senior Project Manager

cc: Taud Hoopingarner, Dakota County
Mark Krebsbach, Dakota County
NURT – TH 110 to Garlough Elementary segment Project Management Team