

**ACTION TRANSMITTAL No. 2013-26**

**DATE:** May 28, 2013  
**TO:** Technical Advisory Committee  
**FROM:** TAC Funding and Programming Committee  
**PREPARED BY:** Heidi Schallberg, Senior Planner (651-602-1721)  
**SUBJECT:** 2013-2016 TIP Amendment for 2013 Safe Routes to School Projects  
**REQUESTED ACTION:** MnDOT requests a TIP amendment to add three projects in 2013 using \$170,000 of federal Safe Routes to School funding.  
**RECOMMENDED MOTION:** Recommend that the Transportation Advisory Board adopt an amendment to the 2013-2016 Transportation Improvement Program (TIP) to add three projects using a total of \$170,000 in federal Safe Routes to School funding in 2013.

**BACKGROUND AND PURPOSE OF ACTION:** The federal Safe Routes to School (SRTS) non-infrastructure grants support education, encouragement, enforcement or evaluation activities related to safe walking and bicycling to school. MnDOT conducts a statewide solicitation for local implementation projects that help more children walk and bicycle safely to school. The SFY 2013 Safe Routes to School (SRTS) non-infrastructure grant solicitation awards were recently announced, and three projects were selected in the region. Because the timing of project selection was not compatible with the TIP and STIP development, an amendment is needed to add them to SFY 2013 of the 2013-2016 TIP. The list of three projects is attached.

**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 funds are sufficient to fully fund these projects. No local match is required for Safe Routes to School funding. 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 projects are exempt from air quality conformity analysis. Public input opportunities for this amendment are provided through the TAB's and Council's regular meetings.

**COMMITTEE COMMENTS AND ACTION:** With an email vote conducted between May 14-24, 2013, the TAC Funding and Programming Committee unanimously approved the motion to recommend TAB adoption of this amendment.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Funding & Programming Committee	Review & Recommend	May 24, 2013 – Email vote
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Concurrence	
Metropolitan Council	Concurrence	



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May 10, 2013

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

RE: Amendment to the Twin Cities 2013-2016 Transportation Improvement Program (TIP)  
 State Project Numbers: SRS-9064-13, SRS-9086-13, SRS-9087-13

Dear Mr. Keel:

Please amend the Twin Cities 2013-2016 Transportation Improvement Program (TIP) to add the attached projects in State Fiscal Year 2013.

**PROJECT IDENTIFICATION:**

*Please see list of projects on page 4.*

**PROJECT BACKGROUND:**

1. Briefly describe why amendment is needed:

The SFY 2013 Safe Routes to School (SRTS) non-infrastructure grants support education, encouragement, enforcement or evaluation activities related to safe walking and bicycling to school. MnDOT supports local implementation of these activities that help more children walk and bicycle safely to school. Applicants for non-infrastructure implementation grants have a Safe Routes to School (SRTS) team in place and have done some planning or assessment and goal-setting that has informed the implementation application.

These projects have been selected during the SFY 2013 Safe Routes to School (SRTS) non-infrastructure grant solicitation. The timing of project selection was not compatible with the TIP and STIP development, and an amendment is needed to add them to SFY 2013 of the 2013-2016 TIP.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?
  - New Money \_\_\_\_\_  
 (Discretionary, Special Allocations or Other New Funding Sources)
  - Anticipated Advance Construction \_\_\_\_\_
  - ATP or MPO or MnDOT Adjustment \_\_\_\_\_  
 of other projects or set asides X\*

- Earmark or HPP federal funds outside ATP target \_\_\_\_\_
- Other \_\_\_\_\_

These projects are fully funded with federal funds and no state match is required. The FHWA funds will come from the remaining SAFETEA-LU SRTS funds available for projects until 2015. The remaining balance is near \$6 million, including the \$4 million projects selected for grants in 2013. The state has ample obligation authority for funding these projects.

Federal funds provided by additional obligation authority are sufficient to fully fund these projects; 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:** *(also see list of projects on page 4)*

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

\*Exempt Project Category **S-6** Per Section 93.126 of the Conformity Rules

The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the projects were exempt from air quality conformity analysis under the above-listed category.

We are requesting approval of this TIP amendment at this time. If you have any questions, please call Brad Cornelius at (651) 366-3904.

Sincerely,

Brian Isaacson  
 Planning Director, Program Management

cc: Heidi Schallberg, Metropolitan Council  
 Nicole Campbell, Tim Mitchell – Transit  
 Bobbi Retzlaff – Office of Statewide Multimodal Planning  
 Cindy Krumsieg – Metro Program Management



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## LIST OF PROJECTS

SEQ #	STATE FISCAL YEAR	A T P	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILES	PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$	AIR QUALITY CONFORMITY
	2013	M	BB	SRS-9064-13	MnDOT	SRTS Metro, Minneapolis Public Schools; non-infrastructure grant to hire a SRTS coordinator, purchase a district-wide bicycle fleet, and provide education and encouragement activities in the schools.	0.0	SRTS	Planning	SRTS	96,000	96,000	-	-	-	-	S-6
	2013	M	BB	SRS-9086-13	MnDOT	SRTS Metro, South Washington County Schools; non-infrastructure grant to hire a SRTS coordinator to assist the SRTS school teams, purchase safety equipment and training for school safety patrols, purchase incentives for students, and pay for SRTS campaign materials.	0.0	SRTS	Planning	SRTS	62,000	62,000	-	-	-	-	S-6
	2013	M	BB	SRS-9087-13	MnDOT	SRTS Metro, Columbia Heights Public Schools; non-infrastructure grant to provide access to bicycles and bicycle education through the purchase of a bike fleet, bike maintenance training for staff and students, and tools for bicycle repair.	0.0	SRTS	Planning	SRTS	12,000	\$12,000	-	-	-	-	S-6

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