

**ACTION TRANSMITTAL No. 2015-16**

**DATE:** February 7, 2015

**TO:** TAC Funding and Programming Committee

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

**SUBJECT:** 2015-2018 TIP Amendment: Added project to install Bike Lane Pavement Markings in Minneapolis

**REQUESTED ACTION:** The City of Minneapolis requests an amendment to add to the 2015- 2018 TIP a project to install bike lane pavement markings on Emerson Ave N, 2nd St S, 15th Ave SE, and Como Ave SE (141-030-032).

**RECOMMENDED MOTION:** Recommend that the Transportation Advisory Board adopt the amendment into the 2015-2018 TIP to add a project to install bike lane pavement markings on Emerson Ave N, 2nd St S, 15th Ave SE, and Como Ave SE (141-030-032).

**BACKGROUND AND PURPOSE OF ACTION:** The Minnesota Department of Transportation has selected a new HSIP project to be granted to the City of Minneapolis. An amendment is needed to add this project to the TIP. The project is for the installation of bike lane pavement markings in the City of Minneapolis at various locations. This project is using \$207,000 in federal HSIP funds and \$24,000 in funds from the City of Minneapolis.

MnDOT Metro Traffic, which administers the HSIP solicitation, did not fund SP 141-030-032 in its 2012 solicitation for Proactive HSIP funds. At this time, SP 141-030-032 is being awarded HSIP funds due to the withdrawal of another project, SP 082-612-016, in Washington County. SP 082-612-016 was a safety spot improvement in Washington County, with \$269,000 of federal funds, and \$29,889 in County funds. MnDOT Metro Traffic is awarding SP 141-030-032 these HSIP funds because it is similar in cost to SP 082-612-016 and the City is able to deliver this project in State Fiscal Year 2015. The funds from SP 082-612-016 are sufficient to fully fund the Minneapolis project; therefore, fiscal constraint is maintained.

**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. It is also consistent with the Transportation Policy Plan adopted by the Metropolitan Council on September 8, 2014 with FHWA/FTA conformity determination established on October 6, 2014. 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.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Funding & Programming Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Concurrence	
Metropolitan Council	Concurrence	

**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
	2015	M	M	LOCAL	141-030-032	MINNEAPOLIS	Emerson Ave N, 2nd St S, 15th Ave SE, and Como Ave SE – Install Bike Lane Pavement Markings	4.2

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
	Spot Improvement	HSIP	\$231,000	\$207,000	-	-	-	\$24,000

**PROJECT BACKGROUND:**

1. A new HSIP project has been selected and granted to the City of Minneapolis. An amendment is needed to add this project to the TIP. The project is for the installation of bike lane pavement markings in the City of Minneapolis at various locations. This project is using \$207,000 in federal HSIP funds and \$24,000 in funds from the City of Minneapolis.

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    X
- Earmark or HPP not affecting fiscal constraint
- Other

MnDOT Metro Traffic, which administers the HSIP solicitation, did not fund SP 141-030-032 in its 2012 solicitation for Proactive HSIP funds. At this time, SP 141-030-032 is being awarded HSIP funds due to the withdrawal of another project, SP 082-612-016, in Washington County.

SP 082-612-016 was a safety spot improvement in Washington County, with \$269,000 of federal funds, and \$29,889 in County funds. MnDOT Metro Traffic is awarding SP 141-030-032 these HSIP funds because the projects are similar in cost and the City is able to deliver this project in SFY 2015. The funds from SP 082-612-016 are sufficient to fully fund the Minneapolis 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. It is also consistent with the Transportation Policy Plan adopted by the Metropolitan Council on September 8, 2014 with FHWA/FTA conformity determination established on October 6, 2014.

**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 #AQ-2. Bicycle and pedestrian facilities per Section 93.126 of the Conformity Rules