

**ACTION TRANSMITTAL No. 2016-02**

**DATE:** December 28, 2015

**TO:** Technical Advisory Committee

**FROM:** TAC Funding and Programming Committee

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

**SUBJECT:** 2016-2019 TIP Amendment for the City of Minneapolis: East-West Pedestrian Improvements Scope Change

**REQUESTED ACTION:** The City of Minneapolis requests an amendment to the 2016-2019 Transportation Improvement Program (TIP) to reduce the scope and amend the funding amounts for its East-West Pedestrian Improvements project (SP # 141-030-022).

**RECOMMENDED MOTION:** TAC Funding & Programming Committee recommends adoption of an amendment into the 2016-2019 TIP to reduce the scope and amend the funding amounts for the East-West Pedestrian Improvements project (SP # 141-030-022).

**BACKGROUND AND PURPOSE OF ACTION:** The City of Minneapolis wishes to change the scope of its Transportation Enhancement (TE)-funded Downtown East-West Pedestrian Improvements project (SP # 141-030-022) to eliminate all work from 11 intersections and partial work from six others. The reason for this is that the City has been awarded other funds for signal replacement projects and other intersection improvements. Reduction of the scope eliminates duplication of work and changes project funding amounts. Should the scope change request (Action Transmittal number 2016-01) be approved, a TIP amendment is necessary.

**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. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is 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:** At its December 17, 2015, meeting, the TAC Funding & Programming Committee unanimously recommended approval of the TIP amendment request with a total budget of \$1,843,384 and a federal contribution of \$875,317, which matches its recommendation for the scope change (2016-01).

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Funding & Programming Committee	Review & Recommend	12/17/2015
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend	
Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Release	

Please amend the 2016-2019 Transportation Improvement Program (TIP) to modify this project in program year 2016. This project is being submitted with the following information:

**PROJECT IDENTIFICATION:**

(Options 1 and 2)

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)	MILES
	2016	M	M	Ped/Bike	141-030-022	City of Minneapolis	<p>6th St S, 7th St S and 9th St S from 1st Ave N to Chicago Ave and 8th St S from 1st Ave N to Hennepin Ave- Landscaping, pedestrian ramps, countdown timers, street lighting and durable crosswalk markings</p> <p>6th St S from 5th Ave N to Portland Ave, 7th St S from 1st Ave N to Chicago Ave, 8th St S from 1st Ave N to Hennepin Ave, and 9th St S from 1st Ave N to Park Ave -- Landscaping, pedestrian ramps, countdown timers, street lighting and durable crosswalk markings</p>	-

(Option 1)

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
	Bike / Ped	TAP	\$2,050,000	\$1,120,000	-	-	-	\$930,000

(Option 2)

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
	Bike / Ped	TAP	\$2,050,000	\$1,120,000	-	-	-	\$930,000
				\$785,294				\$1,264,706

**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).

An amendment is needed due to a change in project scope for the Downtown East-West Pedestrian Improvements Project (SP # 141-030-022). The City of Minneapolis has received Highway Safety Improvement (HSIP) funding for signal replacement projects on 7<sup>th</sup> and 6<sup>th</sup> Streets for FY 2017 and 2018, respectively. These projects have created some overlap with some intersections included in the Downtown East-West Pedestrian Improvement Project. Because the project is programmed for FY 2016, the concern is that some elements would later be negatively impacted by the HSIP projects and essentially need to be reconstructed. Additionally, the City is undergoing a project that will result in reconstruction of intersections on 4<sup>th</sup> Avenue. The City is therefore proposing eliminating all work from 11 intersections and partial work from six others.

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

Cumulative federal and local funds are not changing for this project.

**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)

\*Exempt from regional level analysis: AQ-2 (bicycle and pedestrian facilities)