

Committee Report

Business Item No. 2016-249 SW

Consent

Transportation Committee

For the Metropolitan Council meeting of November 30, 2016

Subject: 2017-2020 TIP Amendment: Metropolitan Council 12th Street Transit Ramp

Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2017-2020 Transportation Improvement Program (TIP) to add the 12th Street Transit Ramp project.

Summary of Committee Discussion/Questions

This item was pulled from the Consent Agenda at the Transportation Committee and made a regular business item.

Metro Transit Senior Manager Transitway Development Charles Carlson presented this item. There were no questions from committee members.

Motion by Letofsky, seconded by Rodriguez and passed.

Transportation Committee

Meeting date: November 28, 2016

For the Metropolitan Council meeting of November 30, 2016

Subject: 2017-2020 TIP Amendment: Metropolitan Council 12th Street Transit Ramp

District(s), Member(s): 7 – Cunningham

Policy/Legal Reference: TAB Action

Staff Prepared/Presented: Amy Vennewitz, Deputy Director, Finance & Planning (651-602-1508)
Steve Peterson, Manager of Highway Planning and TAB/TAC Process (651-602-1819)
Joe Barbeau, Senior Planner (651-602-1705)

Division/Department: Transportation / Metropolitan Transportation Services (MTS)

Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2017-2020 Transportation Improvement Program (TIP) to add the 12th Street Transit Ramp project.

Background

This TIP amendment is needed to add the 12th St. ramp component of the Orange Line BRT to the 2017-2020 TIP. As part of the Orange Line project, Metro Transit is including a bi-directional transit-only ramp from TH 65 onto 12th Street in downtown Minneapolis. This portion of the Orange Line project had not been previously included in the scope of the larger, multi-agency portion of the I-35W/Lake Street Access (SP 2782-327) project due to funding uncertainties. The ramp project is separate from the larger project, but the projects are tied for better construction coordination. The funding for the Orange Line and 12th St. Ramp is from the Counties Transit Improvement Board, Dakota County Regional Railroad Authority, and Hennepin County Regional Railroad Authority. This TIP amendment is using the streamlined process adopted by TAB on April 19, 2014.

Rationale

The Transportation Advisory Board approves formal amendments to the TIP and the Metropolitan Council concurs with the action of the TAB. The project is consistent with the Transportation Policy Plan (TPP) and meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis.

Funding

The project is fully funded with the federal and local funds.

Known Support / Opposition

No known opposition.

Please amend the 2017-2020 Transportation Improvement Program (TIP) to add the following 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 L E S |
|-------|-------------------|-------------|------------------|--------------|---|----------------|--|-------------|
| | 2017 | M | M | BB | TRS-TCMT-17E | MET COUNCIL-MT | **PODI**TH65, FROM I-94 TO 10TH STREET IN MINNEAPOLIS – PAVEMENT RECONSTRUCTION, DRAINAGE, RETAINING WALLS, BRIDGE REPAIR AND REHAB ON BRIDGE 27840, NEW BRIDGE 27R39. (TIED TO SP 2782-327) | 0.3 |

| PROG | TYPE OF WORK | PROP FUNDS | TOTAL \$ | FHWA \$ | AC \$ | FTA \$ | TH \$ | OTHER \$ |
|------|----------------|------------|------------|---------|-------|--------|-------|------------|
| TR | BUS TRANSITWAY | LOCAL | 15,000,000 | - | - | - | - | 15,000,000 |

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).

This amendment is needed to add the 12th St. Ramp component of the Orange Line BRT to the 2017-2020 TIP. As part of the Orange Line project, Metro Transit is including a bi-directional transit-only ramp from TH 65 onto 12th Street in downtown Minneapolis. In combination with a new contraflow lane on 12th Street, this ramp will provide a seamless, reliable connection between the center of the freeway and the local street network, improving reliability for 700 bus trips per day and about 100 buses per hour in the peak periods. The ramp and 12th Street contraflow lane will be built almost entirely within existing MnDOT and City of Minneapolis right-of-way and in close coordination with MnDOT’s I-35W Transit/Access project.

This portion of the Orange Line project had not been previously included in the scope of the larger, multi-agency portion of the I-35W/Lake Street Access (SP 2782-327) project due to funding uncertainties. The ramp project is separate from the larger project, but the projects are tied for better construction coordination. The funding for the Orange Line and 12th St. Ramp is from the Counties Transit Improvement Board (CTIB), Metropolitan Council, Hennepin County and Dakota County.

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

- New Money X
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- Other

The funding for this project is local sources from the Counties Transit Improvement Board (CTIB), Metropolitan Council, and Hennepin County.

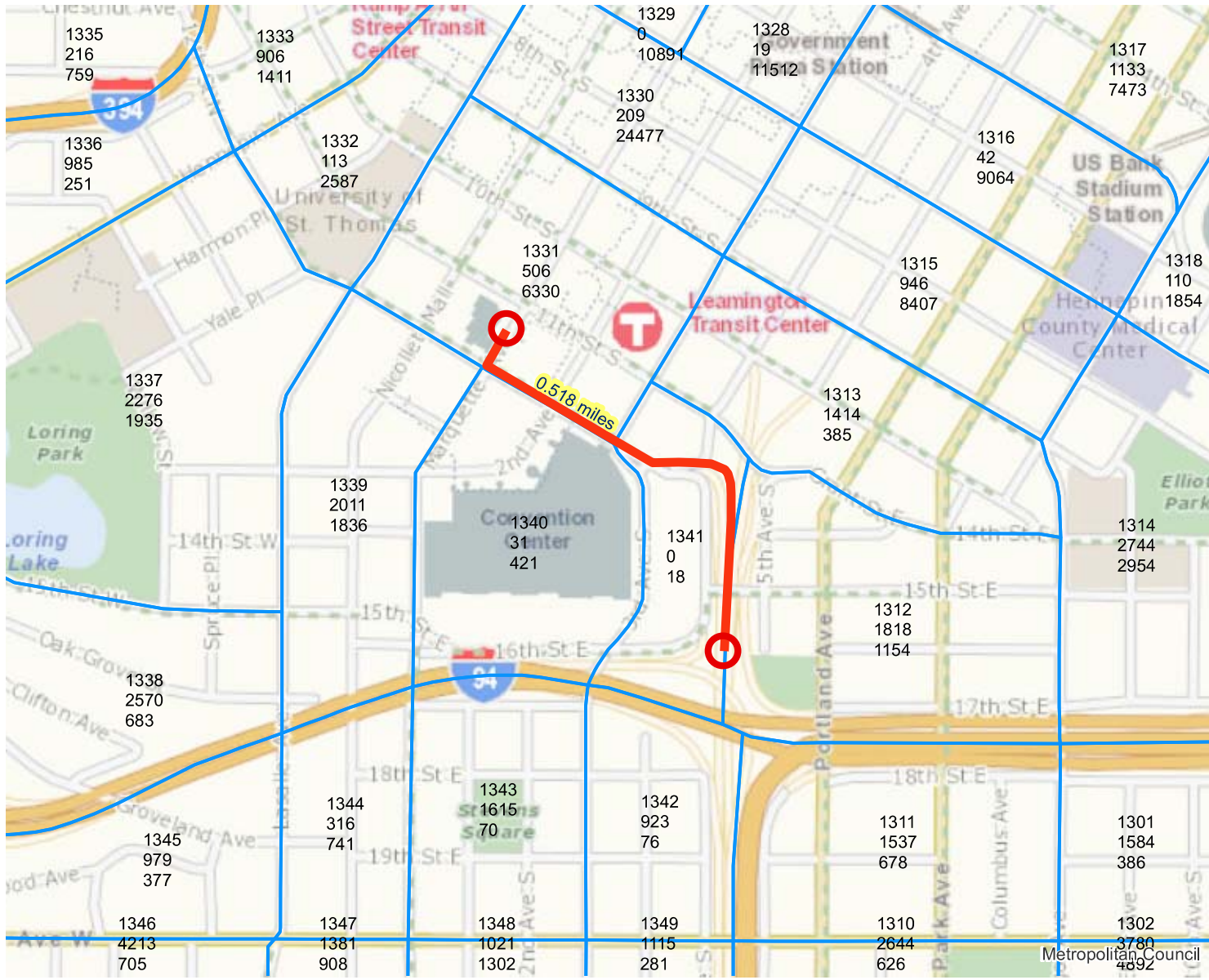
CONSISTENCY WITH MPO LONG RANGE PLAN:

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 *
- N/A (not in a nonattainment or maintenance area)

*NC: Non-classifiable.



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