

Transportation Committee

For the Metropolitan Council meeting of November 13, 2019

Subject: 2019-2022 TIP Amendment for Minneapolis: Hennepin Avenue Reconstruction and Bus Stops

Proposed Action

That the Metropolitan Council approve an amendment to the 2019-2022 and 2020-2023 Transportation Improvement Programs (TIP) to add enhanced bus stops (funded by Metro Transit) to Minneapolis's Hennepin Avenue reconstruction project.

Summary of Committee Discussion/Questions

This item was approved as part of the consent agenda.

Motion by Fredson, seconded by Gonzalez and carried.

Transportation Committee

Meeting date: October 28, 2019

For the Metropolitan Council meeting of November 13, 2019

Subject: 2019-2022 / 2020-2023 TIP Amendment for Minneapolis: Hennepin Avenue Reconstruction and Bus Stops

District(s), Member(s): 7 – Lilligren

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 approve an amendment to the 2019-2022 and 2020-2023 Transportation Improvement Programs (TIP) to add enhanced bus stops (funded by Metro Transit) to Minneapolis's Hennepin Avenue reconstruction project.

Background

This amendment is needed to include enhanced bus stops, additional streetscape enhancements, and concrete paving (instead of asphalt) into the total project cost. Additionally, inflation and construction costs in downtown Minneapolis have increased during the project's design phase. All added work is funded with local funds (Metro Transit and Minneapolis).

This project is included in the current 2019-2022 TIP and the draft 2020-2023 TIP. The latter was approved by the Metropolitan Council on September 25, but most likely will not be approved by the USDOT until late 2019 or early 2020. This action will immediately be reflected in the 2019-2022 TIP and will be reflected in the 2020-2023 TIP once approval for that program is granted.

Rationale

The Transportation Advisory Board and the Metropolitan Council approve formal amendments to the TIP. The project is consistent with the Transportation Policy Plan (TPP) and meets fiscal constraint because the federal and state 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.

Thrive Lens Analysis

This action promotes stewardship by combining two projects, thus saving effort and funding versus completing them separately.

Funding

The project is fully funded with local and federal funds.

Known Support / Opposition

No known opposition.

Please amend the 2019-2022 and 2020-2023 Transportation Improvement Programs (TIPs) to include this project in program year 2020. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

Seq #	State Fiscal Year	ATP/ Dist	Route System	Project Number (S.P. #)	Agency	Description include location, description of all work, & city (if applicable)	Miles
1654	2020	M	MSAS 313	141-313-016	Minneapolis	MSAS 313 (Hennepin Ave) from Washington Ave S to 12 th St S in Mpls-Reconstruct from 5 to 4 lanes, widen sidewalk, lighting, <u>enhanced</u> streetscape, curb extensions, ADA pedestrian ramps, bikeways, stormwater mgmt., signing, striping, <u>and</u> signal system upgrades, <u>and</u> <u>enhanced bus stops</u>	0.76

Prog	Type of Work	Prop funds	Total \$	FHWA \$	Other \$
RC	Reconstruct	STBGP	<u>12,471,220</u> <u>\$26,835,000</u>	7,000,000	<u>5,471,220</u> <u>\$19,835,000</u>

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 include enhanced bus stops, additional streetscape enhancements, and concrete paving (instead of asphalt) into the total cost. Additionally, inflation and construction costs in downtown Minneapolis have increased during the design phase of the project. Since initially scoped, a scope consultation for the additional work was approved by Metropolitan Council. All additional work is funded with local funds.

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

The additional costs are being funded by the City of Minneapolis and Metro Transit. No Federal Transit Administration (FTA) funds are being used. Federal Highway Administration (FHWA) funding remains unchanged.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on April 24, 2019 with FHWA/FTA conformity determination established on May 9, 2019.

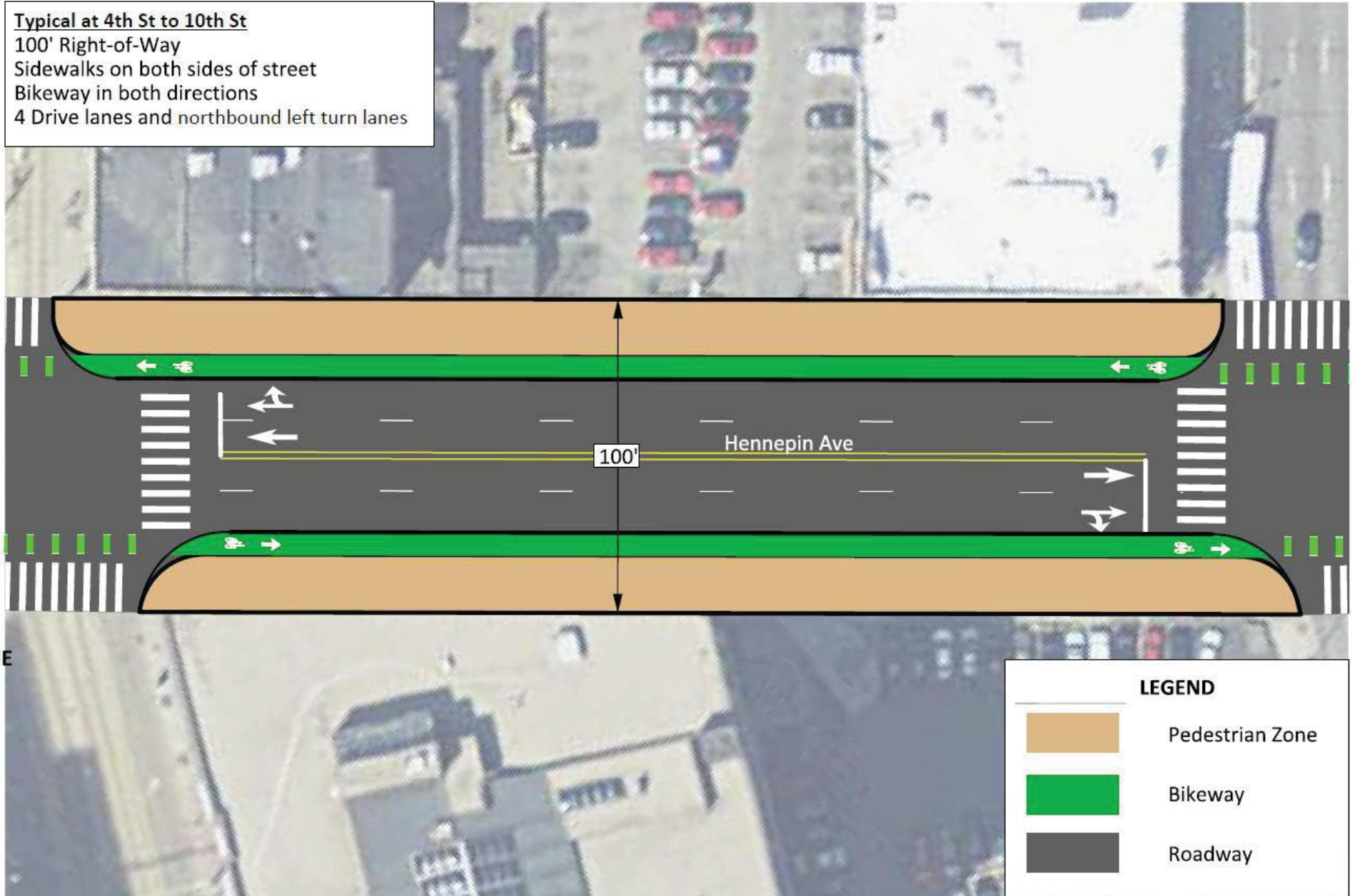
AIR QUALITY CONFORMITY:

- Subject to conformity determination
- Exempt from regional level analysis X*
- N/A (not in a nonattainment or maintenance area)

*Exempt as non-classifiable and not regionally significant per Section 93.126 of the Conformity Rules.

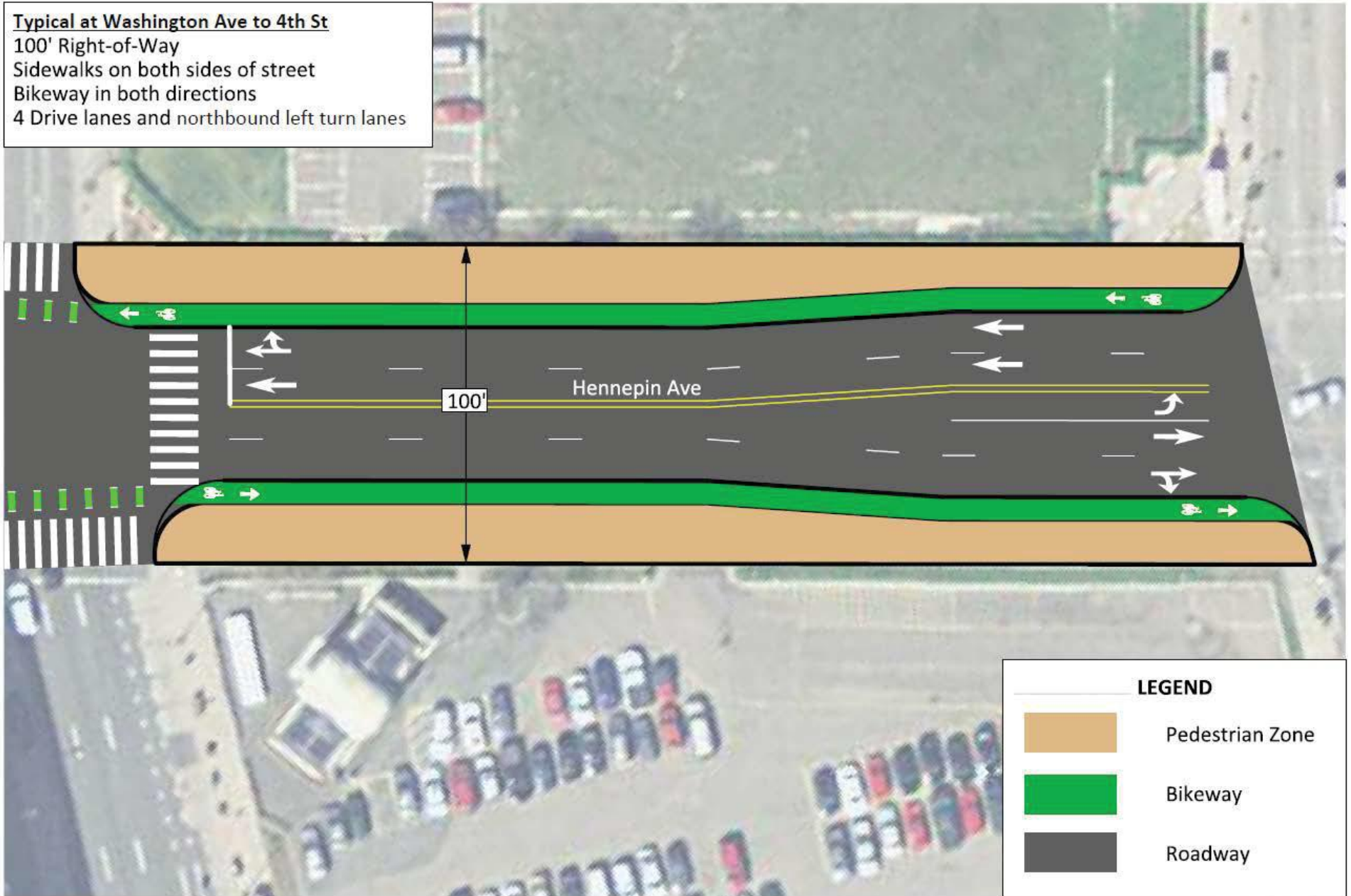
Proposed Concept

Typical at 4th St to 10th St
100' Right-of-Way
Sidewalks on both sides of street
Bikeway in both directions
4 Drive lanes and northbound left turn lanes



Proposed Concept

Typical at Washington Ave to 4th St
100' Right-of-Way
Sidewalks on both sides of street
Bikeway in both directions
4 Drive lanes and northbound left turn lanes



Proposed Concept

Possible design at bus stops
Bus stop locations and design to be evaluated during final design

