

Transportation Committee

For the Metropolitan Council meeting of November 13, 2019

Subject: 2019-2022 TIP Amendment for St. Paul: Como Avenue Bikeway

Proposed Action

That the Metropolitan Council approve an amendment to the 2019-2022 and 2020-2023 Transportation Improvement Programs (TIP) to add roadway mill and overlay work to the adjacent roadway along St. Paul's Como Avenue bikeway 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 TIP Amendment for St. Paul: Como Avenue Bikeway

District(s), Member(s): 10 – Lindstrom and 14: Fredson

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 roadway mill and overlay work to the adjacent roadway along St. Paul's Como Avenue bikeway project.

Background

This amendment is needed to add roadway reconstruction and mill and overlay to the scope of work.

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 efforts, 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 Program (TIP) 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
	2020	M	CSAH 75	164-020-142	St. Paul	CSAH 75 and CSAH 31 (Como Ave) from Raymond Ave to Hamline Ave in St Paul- Construct off street pedestrian and bicycle trail, <u>ADA, Roadway reconstruction, mill and overlay</u>	1.5

Prog	Type of Work	Prop Funds	Total \$	FHWA \$	Other \$
EN	Bike/Ped	STBG TAP	6,828,300	5,058,000	1,770,300-

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 roadway reconstruction, and mill and overlay to the scope of work. The change in scope was approved as an Informal Scope Change request by Met Council.

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 work is funded with local funds, federal funding remains unchanged; therefore fiscal constraint is maintained.

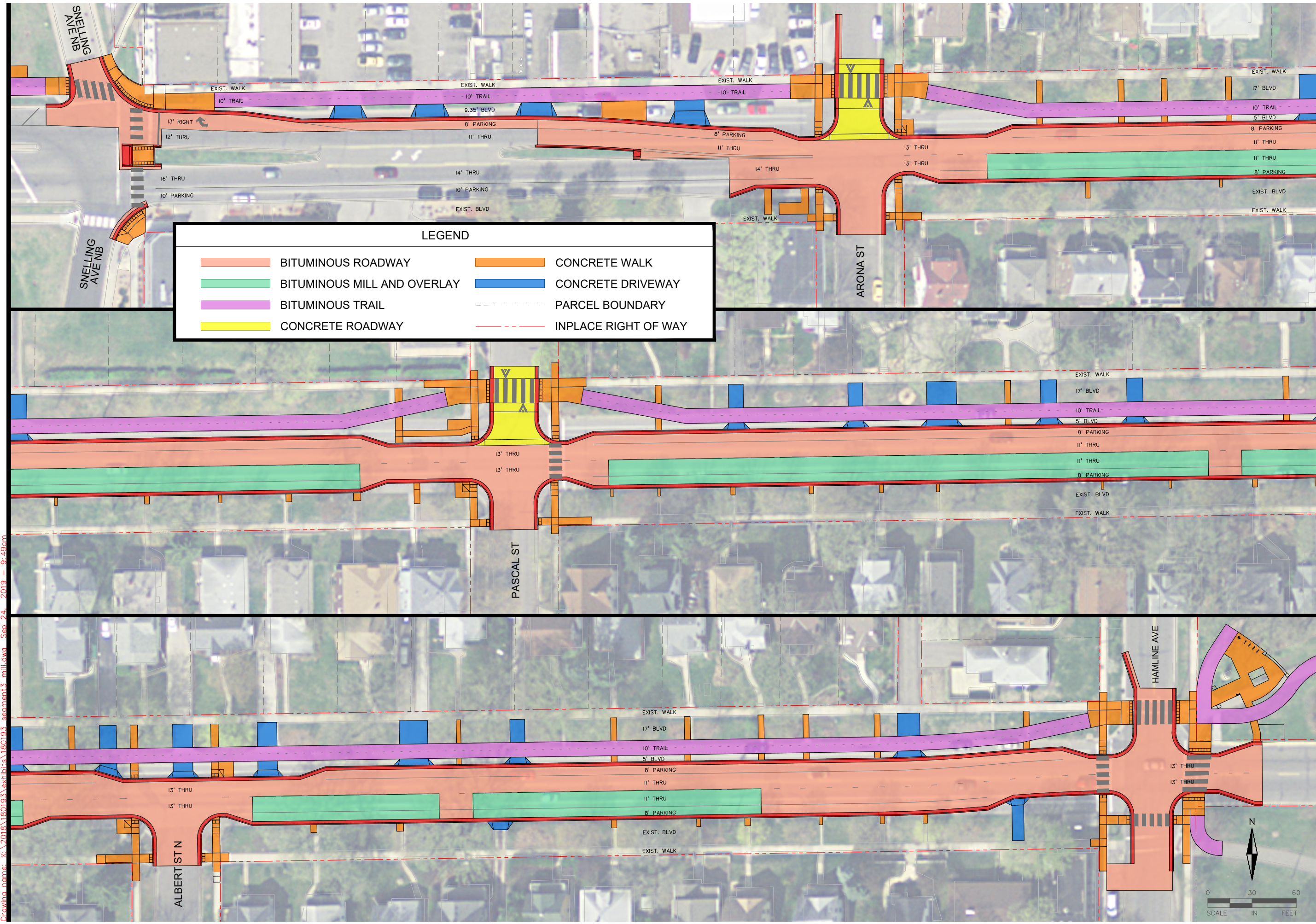
CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on 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 Project Category AQ (Bicycle and Ped Facilities) per Section 93.126 of the Conformity Rules.



LEGEND			
	BITUMINOUS ROADWAY		CONCRETE WALK
	BITUMINOUS MILL AND OVERLAY		CONCRETE DRIVEWAY
	BITUMINOUS TRAIL		PARCEL BOUNDARY
	CONCRETE ROADWAY		INPLACE RIGHT OF WAY



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