

Transportation Committee

For the Metropolitan Council meeting of February 12, 2020

Subject: 2020-2023 TIP Amendment for Three Projects Sponsored by Hennepin County

Proposed Action

That the Metropolitan Council approve an amendment to the 2020-2023 Transportation Improvement Program (TIP) adding arterial bus rapid transit stations to three Hennepin County projects.

Summary of Committee Discussion/Questions

This item was approved as part of the consent agenda.

Motion by Sterner, seconded by Gonzalez. Motion carried. **Consent** to Council.

Transportation Committee

Meeting date: January 27, 2020

For the Metropolitan Council meeting of February 12, 2020

Subject: 2020-2023 TIP Amendments: Three Hennepin County Requests

District(s), Member(s): 5 – Cummings; 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

Proposed Action

That the Metropolitan Council approve an amendment to the 2020-2023 Transportation Improvement Program (TIP) adding arterial bus rapid transit stations to three Hennepin County projects.

Background

This amendment is needed to enable Hennepin County to design and construct its projects, incorporating Metro Transit D-Line arterial bus rapid transit (ABRT) stations already funded by Metro Transit. The projects are:

- Franklin Avenue intersection improvements: Add ABRT stations.
- Webber Parkway reconstruction: Add ABRT Stations.
- Portland Avenue bikeway and 4-to-3-lane conversion: add locally funded traffic signals, lighting, streetscaping, and ABRT stations.

Rationale

The Transportation Advisory Board and the Metropolitan Council approve formal amendments to the TIP. The projects are consistent with the Transportation Policy Plan (TPP) and meet fiscal constraint because the federal and local funds are sufficient to fully fund them. Air quality analysis is not required, as the projects are not located in the maintenance area.

Thrive Lens Analysis

This action promotes stewardship by preparing projects for timely completion.

Funding

The projects are fully funded with local and federal funds.

Known Support / Opposition

No known opposition.

Please amend the 2020-2023 Transportation Improvement Program (TIP) to include this project in program year 2021. 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)
1565	2021	M	CSAH 5	027-605-030	Hennepin County	CSAH 5 (Franklin Ave) at MSAS 65 (Chicago Ave) in Mpls – Signal rebuild, retiming, additional signal heads, exclusive left turn phasing, pedestrian improvements- <u>Bus rapid transit station</u>

Miles	Prog	Type of Work	Prop Funds	Total \$	FHWA \$	Other \$
0.0	SH	Traffic Signal Revisions	HSIP	594,000	486,000	108,000

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 scope (Bus Rapid Transit Station) to this 2021 project. This action was approved via an informal scope change. Metro Transit at the intersection of Franklin Ave and Chicago Ave in Minneapolis is constructing two Bus Rapid Transit Stations as a part of the METRO D Line project scheduled for construction in 2021 and 2022. With the alignment in funding year and location Hennepin County, in coordination with Metro Transit, is proposing via local agreement with Metro Transit to pay Metro Transit to design and construct this HSIP project. The benefits of this include better bids, minimizing public impacts by combining construction, and better coordinating project work between the two projects.

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

This project is currently programmed in the 2020-2023 STIP with a total project cost of \$594,000 and will be authorized prior to the 2021-2024 STIP being approved. The project cost remains the same. 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
- N/A (not in a nonattainment or maintenance area) X*

*Exempt due to the project’s location outside of the PM10 maintenance area.

Please amend the 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)
1408	2020	M	CSAH 35	027-635-034	Hennepin County	CSAH 35 (Portland Ave) from 67th St in Richfield to 60th St in Mpls- Construct bikeway, convert 4-lane to 3-lane road, sidewalk, <u>traffic signals</u> , <u>lighting</u> , mill and overlay, <u>streetscaping</u> AND <u>bus rapid transit stations</u>

Miles	Prog	Type of Work	Prop Funds	Total \$	FHWA \$	Other \$
0.87	EN	Bike/Ped	STPBG	2,755,000 3,560,000	750,176	2,004,824 2,809,824

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 scope and cost to this 2020 project This action was approved via an informal scope change. Metro Transit at the intersection of Portland Ave and 60th Street in Minneapolis is proposing two Bus Rapid Transit Stations as a part of the Metro D Line project scheduled for construction in 2021 and 2022. Due to these station locations being within the project limits of Hennepin County’s 027-635-034 project, Hennepin County will construct the underground and flatwork infrastructure related to the Bus Rapid Transit Stations. Metro Transit will design the station work and via local agreement the underground and flatwork Bus Rapid Transit improvements will be delivered through Hennepin County’s project. The benefits of this include better bids, minimizing public impacts by combining construction, and better coordinating project work between the two projects.

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

This project is currently programmed in the 2020-2023 STIP with a total project cost of \$2,755,000. The project cost increased to \$3,560,000. Hennepin County is responsible for the cost increase and no additional federal funds are needed. 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
- N/A (not in a nonattainment or maintenance area) X*

*Exempt due to the project’s location outside of the PM10 maintenance area.

Please amend the 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)
1411	2020	M	CSAH 152	027-752-030	Hennepin County	**PRS**CSAH 152 (Webber Pkwy) from CSAH 2 (Penn Ave) to 0.04 mi S of 4th Ave N in Mpls – Reconstruct roadway, curb and gutter, sidewalk, traffic signals, streetscaping, and install bikeway facility, <u>bus rapid transit station</u>

Miles	Prog	Type of Work	Prop Funds	Total \$	FHWA \$	Other \$
1.3	RC	Reconstruction	STBGP	15,868,000 17,478,000	7,000,000	8,868,000 10,478,000

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 scope (Bus Rapid Transit Station) to this 2020 project. This action was approved via an informal scope change. Metro Transit at the intersections of Penn Ave and 44th Street and Girard Ave and 44th Street in Minneapolis is proposing four Bus Rapid Transit Stations as a part of the Metro D Line project scheduled for construction in 2021 and 2022. Due to these station locations being within the project limits of Hennepin County’s 027-752-030 project, Hennepin County will construct the underground and flatwork infrastructure related to the Bus Rapid Transit Stations. Metro Transit will design the station work and via local agreement the underground and flatwork Bus Rapid Transit improvements will be delivered through Hennepin County’s project. The benefits of this include better bids, minimizing public impacts by combining construction, and better coordinating project work between the two projects.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?
This project is currently programmed in the 2020-2023 STIP with a total project cost of \$15,478,000. The project cost increased to \$17,478,000. Hennepin County is responsible for the cost increase and no additional federal funds are needed. 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
- N/A (not in a nonattainment or maintenance area) X*

*Exempt due to the project's location outside of the PM10 maintenance area.