

# Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

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## ACTION TRANSMITTAL No. 2019-50

**DATE:** October 4, 2019

**TO:** Transportation Advisory Board

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

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

**REQUESTED ACTION:** Minneapolis requests an amendment to the 2019-2022 and 2020-2023 TIPs to add enhanced bus stops (funded by Metro Transit) to its Hennepin Avenue reconstruction project. (SP# 141-313-016).

**RECOMMENDED MOTION:** That the Transportation Advisory Board adopt an amendment into the 2019-2022 and 2020-2023 TIPs to add enhanced bus stops to Minneapolis's Hennepin Avenue reconstruction project. (SP# 141-313-016).

**BACKGROUND AND PURPOSE OF ACTION:** 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 design phase of the project. Since initially scoped, an informal scope change was approved through the Council's Scope Change Policy.

The Hennepin Avenue project was funded by Surface Transportation Block Grant funds through the Regional Solicitation. All additional work is funded with local funds (Metro Transit and Minneapolis).

The draft 2020-2023 TIP was approved by the Council on September 25, 2019 but will not be the active TIP until USDOT approval, the date of which is unknown. Therefore, this amendment will be reflected in the (current) 2019-2022 TIP and the (pending) 2020-2023 TIP. Should this amendment be approved by the Metropolitan Council prior to federal approval of the 2020-2023 TIP, it will not be official until after that approval is granted.

**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 per these four requirements.

**STAFF ANALYSIS:** The TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. The amendment is consistent with the Transportation Policy Plan, adopted by the Metropolitan Council on April 24, 2019 and with FHWA/FTA conformity determination established on May 9, 2019. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis. Public input opportunity for this amendment is provided through the TAB's and Council's regular meetings.

**COMMITTEE ACTION:** This amendment meets the criteria for using the TAB's streamlined TIP amendment process and was approved for streamlining by the TAC Executive Committee.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
Technical Advisory Committee Executive Committee	Review & Recommend	10-2-2019
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Adopt	

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 <sup>th</sup> 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

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

