

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL

No. 2012-45

DATE: November 15, 2012

TO: Technical Advisory Committee

FROM: TAC Funding and Programming Committee

PREPARED BY: Heidi Schallberg, Senior Planner (651-602-1721)
Kevin Roggenbuck, TAB Coordinator (651-602-1728)
Jon Solberg, MnDOT Metro District (651-234-7792)

SUBJECT: 2013-2016 TIP Amendment for West St. Paul's Robert Street Improvements project (SP#173-010-007) and MnDOT's project #1908-84

REQUESTED ACTION: The City of West St. Paul requests that the Transportation Advisory Board adopt an amendment to the 2013-2016 Transportation Improvement Program (TIP) to modify the scope and costs for the Robert Street Improvements project (SP#173-010-007)

RECOMMENDED MOTION: Recommend that the Transportation Advisory Board adopt an amendment to the 2013-2016 Transportation Improvement Program (TIP) to modify the scope and costs for the Robert Street Improvements project (SP#173-010-007) and reduce the STP-UG funding by \$300,000 to \$6,980,000 and modify the scope for MnDOT's project #1908-84.

BACKGROUND AND PURPOSE OF ACTION: The City of West St. Paul was awarded \$7,280,000 in STP-UG funds in the 2009 regional solicitation for the Robert Street Improvements project. The project is currently programmed in 2014 in the TIP.

West St. Paul has requested a scope change for this project (see Action Transmittal No. 2012-44) to remove the bicycle/pedestrian bridge; change the access at eight intersections in the project area; and increase the total cost from \$10.383 million to \$16.470 million. If the committee recommends approval of the city's request scope change, the requested action to amend the 2013-2016 TIP will reflect that action. This amendment is also needed to clarify the scope of MnDOT's project #1908-84, which is a municipal agreement between MnDOT and the city for the Robert Street Improvements project.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be partially 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 according to these four requirements.

COMMITTEE COMMENTS AND ACTION: The TAC Funding and Programming Committee discussed the requested scope change at its November 15, 2012, meeting and approved it with a \$300,000 reduction in federal STP-UG funding for a new total of \$6,980,000 in STP-UG funds. Committee members discussed how the project was basically doing the same work as the original proposal, with the exception of the pedestrian bridge. In consideration of the removal of the grade-separated bicycle/pedestrian crossing from the project scope, the committee recommended a \$300,000 reduction in STP-UG funding, which was the original cost estimate for that project element.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming	Review & Recommend	November 15, 2012
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council	Concurrence	



CITY OF WEST ST. PAUL

1616 HUMBOLDT AVENUE, WEST ST. PAUL, MN 55118-3972

www.ci.west-saint-paul.mn.us

MUNICIPAL CENTER	651-552-4100	
Parks/Recreation/Public Works	651-552-4150	FAX 651-552-4190
Police	651-552-4200	TDD 651-322-2323
South Metro Fire	651-552-4176	

November 13, 2012

Karl Keel, Chair
 TAC Funding and Programming Committee
 Metropolitan Council
 390 N. Robert St.
 St. Paul, Minnesota 55101

RE: Amendment to the Minnesota 2013-2016 Transportation Improvement Program (TIP)
 State Project Number: 173-010-007 & 1908-84
 Federal Project Number:

Dear Mr. Keel:

Please amend the Minnesota 2013-2016 Transportation Improvement Program (TIP) to address changes in the following projects in SFY 2014 of the TIP. The projects are 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)	MILES
1767	2014	M	M	US 952A	164-070-013	West St. Paul	On Robert St. from Mendota Rd to Annapolis St. in W. St. Paul-Widening, Mill & Overlay, and Landscaping.	2.5
1819	2014	M	M	US 952A	1908-84	MnDOT	On Robert St. from Mendota Rd to Annapolis St. in W. St. Paul-Median Barrier, Access Closures, Signal Replacement at Thompson Ave and E. Bernard St./Dakota MSAS 114	2.5

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
RS	Grade & Surface	UG	15,220,000	7,280,000	0	0	0	\$5,890,000 (West St. Paul) \$1,400,000 (St. Paul) \$650,000 (Dakota County)
AM	Median Barrier	SF	\$1,250,000	0	0	0	\$1,250,000	0

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).

The City is requesting the amendment to remove the grade separated crossing from the project scope and to amend the total project cost of project 164-070-013 from \$10,383,000 to \$15,220,000. This amendment is also needed to clarify the project description of Project 1908-84, a municipal agreement between MnDOT and West. St. Paul, to accurately reflect the work that will take place on the project.

Currently, the Dakota County North Urban Regional Trail (NURT) is located along the north side of Wentworth Avenue, crossing Robert Street at grade. This segment of the NURT extends east and west of the Robert Street corridor, providing continuity between the Mississippi River Regional Trail and the Big Rivers Regional Trail, as identified in the *Dakota County 2030: Park System Plan* dated April 2008. This trail has been developed to provide year-round, multi-purpose, non-motorized, off-trail connections across northern Dakota County. It connects residential areas with parks, school, libraries, government offices, recreational facilities and commercial areas.

Consistent with the information presented in the *West St. Paul 2030 Comprehensive Plan Update*, City staff continues to focus on providing additional sidewalks and trails throughout the City, in conjunction with the County. As part of this effort, the City conducted the *Robert Street Improvements – Grade-Separated Trail Crossing Feasibility Study* dated June 2011 to identify potential routes that would connect the grade-separated crossing back into the planned Dakota County NURT.

At this time, Dakota County is not proposing to construct any new trail alignments to connect to the new grade-separated crossing. Additionally, because of the increased cost of the crossing and total project cost, the City is looking for additional funding partners to assist in these regional trail improvements, but to date have not been successful. As a result of the updated project cost (as described in the following section) and the future timing of potential routes connecting the grade-separated crossing back into the planned NURT, it was determined that the pedestrian crossing be removed from the Robert Street Improvements project currently scheduled in fiscal year 2014. The City plans to continue to work with Dakota County towards funding a future grade-separated crossing of Robert Street, as planning continues for the supporting trail route connections.

Currently the NURT trail crosses at grade at the Wentworth Ave intersection. In lieu of the grade-separated crossing, the revised project scope will improve the pedestrian facilities at this intersection, including accessible pedestrian signals with countdown timers, ADA compliant roadway crossings that include reconstructed pedestrian ramps with detectable warning plates, improved signal timing and the construction of a center median which serves as a refuge for pedestrians crossing the highway. These improvements will facilitate safer pedestrian crossings of the Robert Street corridor, along the existing NURT alignment.

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

- New Money – (City and County funds) X*
- Anticipated Advance Construction
- ATP or MPO or Mn/DOT Adjustment of other projects*
- Earmark or HPP federal funds outside ATP target
- Other

* The County is not requesting any additional federal funds above the \$7,280,000 federal funds already programmed on project 164-070-013. The remaining \$7,294,000 of the total project cost will be funded by The City West St. Paul, (\$5,890,000), the City of St. Paul, (\$1,400,000) and Dakota County (\$650,000).

The Federal funds programed on this project along with local funds from the City of West St. Paul, St. Paul and Dakota County are sufficient to fully fund this project, therefore fiscal constraint is maintained.

*MnDOT’ s Project, SP1908-84 is not requested any additional state trunk highway funds beyond those already programed in TIP therefore fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted on January 14, 2009, with FHWA/FTA conformity determination established on September 16, 2009. The amendment is also consistent with the 2030 Policy Plan update adopted by the Metropolitan Council on November 10, 2010 with FHWA/FTA conformity determination established on February 23, 2011.

AIR QUALITY CONFORMITY:

- Subject to conformity determination....._____
- Exempt from regional level analysis* YES
- Exempt from project level analysis* YES
- Exempt by virtue of interagency consultation* _____
- N/A (not in a nonattainment or maintenance area) _____

*Exempt Project Category # S-19 Widening narrow pavements or reconstructing bridges per Section 93.126 of the Conformity Rules

We are requesting approval of this TIP amendment at this time. If you have any questions, please call me at (651) 552-4130.

Sincerely,

CITY OF WEST ST. PAUL



Matt Saam, P.E.
City Engineer/Public Works & Parks Director

cc: Cindy Krumsieg, Metro Program Management
Jon P. Solberg, Metro Program Management
Heidi Schallberg, Metropolitan Council



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