

ACTION TRANSMITTAL No. 2018-22

DATE: March 7, 2018

TO: Transportation Advisory Board

FROM: Technical Advisory Committee

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

SUBJECT: Scope Change Request for Minneapolis's North Loop Pedestrian Improvements Project

REQUESTED ACTION: The City of Minneapolis requests a scope change to its North Loop Pedestrian Improvements Project (SP # 141-030-042) to eliminate seven pedestrian curb ramps and a pedestrian median.

RECOMMENDED MOTION: That the Transportation Advisory Board approve a scope change request for the City of Minneapolis's North Loop Improvements Project (SP # 141-030-042) to eliminate seven pedestrian curb ramps and a pedestrian median.

BACKGROUND AND PURPOSE OF ACTION: The City of Minneapolis was awarded \$1,000,000 (\$1,080,000 after inflation adjustment) in Surface Transportation Block Grant funds for its North Loop Pedestrian Improvements Project in the 2014 Regional Solicitation. The project is programmed for fiscal year 2019. The project was awarded to install curb extensions and/or achieve ADA compliance at 23 intersections. While few specific improvements at specific intersections were named, one such instance was a pedestrian median at the intersection of 2nd Street North and 7th Avenue North. The City wishes to eliminate seven of the 23 intersections, along with that pedestrian median. The seven intersections are being completed in another local project (also scheduled for 2019) while the median is being eliminated to prevent removal of street parking and a lane design uncondusive with its urban surroundings.

The City also wishes to add a signal replacement, sidewalk work (two locations) and accessible pedestrian signal (APS) push buttons (two locations) to the project scope. The illustration on page 5 shows locations where elements are proposed to be retained, removed, and added.

RELATIONSHIP TO REGIONAL POLICY: Projects that receive funding through the Regional Solicitation process are subject to the regional scope change policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. Additionally, federal rules require that any federally-funded project scope change must go through a formal review and TIP amendment process if the project description or total project cost changes substantially. The scope change policy and process allow project sponsors to adjust their projects as needed while still providing substantially the same benefits described in their original project applications.

A TIP amendment does not accompany this request because this is a 2019 project and any changes to the TIP description will be added to the draft 2019-2023 TIP.

STAFF ANALYSIS:

Scoring: This project scored 788 points out of 1,000 and was the second-ranked project out of four applications. All four pedestrian applications were funded.

Funding: The City is stating that this project will now cost \$2,257,440, \$240,000 more than the inflation-adjusted original project amount. This comes from its showing the removed items at a total of \$250,000 and the added items at \$490,000. Because of the \$1,000,000 award maximum (prior to inflation adjustment), the project was only 54% federal.

1. **Applicant Option A:** No change in federal funding amount after eliminating the \$250,000 for items removed and crediting for the additional items.
2. **Applicant Option B:** Decrease federal funding by \$200,000 (80% of the \$250,000 for items removed) bringing the total federal award to \$880,000.
3. **Staff-Adjusted Option C:** Decrease federal funding by \$133,833 (54%, which was the original proportionate federal award) of the \$250,000 for items removed) bringing the total federal award) to \$946,167.

COMMITTEE COMMENTS AND ACTION: At its February 22, 2018, meeting, the Funding & Programming Committee voted unanimously to recommend approval of the scope change request with no reduction in federal funding with signal replacement ineligible for federal funds.

At its March 7, 2018, meeting, the Technical Advisory Committee voted unanimously to recommend approval of the scope change request with no reduction in federal funding with signal replacement ineligible for federal funds.

ROUTING

TO	ACTION REQUESTED	COMPLETION DATE
TAC Funding & Programming Committee	Review & Recommend	2/22/2018
Technical Advisory Committee	Review & Recommend	3/7/2018
Transportation Advisory Board	Review & Approve	

January 16, 2018

Mr. Paul Oehme
TAC Funding & Programming Committee
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

RE: SP 141-030-042 – North Loop Pedestrian Improvements – Scope Change Request

Introduction

In December 2014, the City of Minneapolis submitted a successful proposal to the Regional Solicitation for federal Transportation Alternatives Program funds through Metropolitan Council. The 2018-2021 Statewide Transportation Improvement Program (STIP) has allocated \$1,080,000 of federal funds to the project with a total project construction cost of \$2,017,440 in the state fiscal year 2019. The City is requesting a scope change that resolves an overlap in scope with a locally funded project and removes a center island median that has been deemed not viable.

Original Project Description, Purpose, and Need

The North Loop neighborhood has experienced a tremendous level of private development over the past decade. This has dramatically shifted the land use of the area from light industrial to medium density commercial, residential, and retail. As a result, pedestrian activity has increased greatly, which has subsequently increased the need for pedestrian enhancements in the area. The original application proposed a variety of treatments in order to improve pedestrian safety, access, and connectivity within the North Loop neighborhood.

The application identified 23 intersections for treatment. All intersections were proposed to receive some combination of “curb extensions and/or ADA compliance”, as defined in the original map key. It was not determined which combination of these two treatments would be included at each intersection. However, the original project map did identify additional specific treatments at three intersections:

- 2nd St N at 10th Ave N: signalization changes
- 2nd St N at 8th Ave N: signalization changes
- 2nd St N at 7th Ave N: pedestrian median

Requested Changes and Justification

The proposed scope change would remove 7 intersections and 1 pedestrian median from the project. The pedestrian treatments at the seven intersections will be constructed by the local street reconstruction project to the same level of improvement or greater than was proposed in the original application. The local project is also scheduled for 2019 construction. Additionally, the pedestrian median that had been proposed at 2nd St N and 7th Ave N was determined to be not viable based on the surrounding urban context. The pedestrian median would have required significant street parking removal and a lane configuration that was deemed to not fit within the dense urban context. Pedestrian crossing needs at this intersection would still be addressed through curb extensions and pedestrian ramp upgrades with the project. Therefore, the items removed from the project are as follows:

Items Removed	Intersection	Quantity	Price/Intersection	Total
ADA Compliant Pedestrian Ramps		7	\$30,000	\$210,000
Pedestrian Median		1	\$40,000	\$40,000
Total Removed				\$250,000
80% Federal Share				\$200,000
20% City Share				\$50,000

The City's proposal also includes adding scope to previously identified intersections. This includes adding Accessible Pedestrian Signal push buttons (APS) at two signalized intersections that were previously identified for upgraded pedestrian ramps only. Adding APS at signalized intersections is a more recent City practice that enhances signals for sight impaired individuals. Upgrading the pedestrian ramps at these intersections is an opportune time to also install APS. Similarly, the signal at one previously identified intersection was determined to be aged to the extent that it requires full replacement. Signal work was identified at this intersection in the original application but a full signal replacement was not factored into the original cost estimate. The proposal also includes making sidewalk improvements adjacent to two intersections identified in the original application. This sidewalk work will improve accessibility to these intersections, including access to a bus stop for disabled individuals. Therefore, the items to be added to the project are as follows:

Item Added	Intersection Quantity	Price/Intersection	Total
Signal Replacement	1	\$200,000	\$200,000
APS push buttons	2	\$95,000	\$190,000
Sidewalk work	2	\$50,000	\$100,000
Total Added			\$490,000

Project Description

The original project description within the STIP references project limits along 3rd St N which will need to be removed. The project description also refers to medians among the potential treatments. Medians were evaluated as a potential treatment with the project but were not selected due to the required lane shift and impact to parking in this dense urban area.

Funding

The proposed funding changes are as follows:

Original Project Total	\$2,017,440
Original Federal Amount	\$1,080,000
Original Local Amount	\$937,440

Option A	
Items Removed (From Federal Amount)	\$200,000
Items Removed (From Local Amount)	\$50,000
Items Added (To Federal Amount)	\$200,000
Items Added (To Local Amount)	\$290,000
New Project Total	\$2,257,440
New Federal Amount	\$1,080,000
New Local Amount	\$1,177,440

Option B	
Items Removed (From Federal Amount)	\$200,000
Items Removed (From Local Amount)	\$50,000
Items Added (To Local Amount)	\$490,000
New Project Total	\$2,257,440
New Federal Amount	\$880,000
New Local Amount	\$1,377,440

The proposed changes are necessary in order to deliver key components of the project. We believe that these changes continue to address the project goals as described in the application. If you have any questions, please contact me at 612-673-3625 or by email: Jenifer.Hager@minneapolismn.gov

Sincerely,

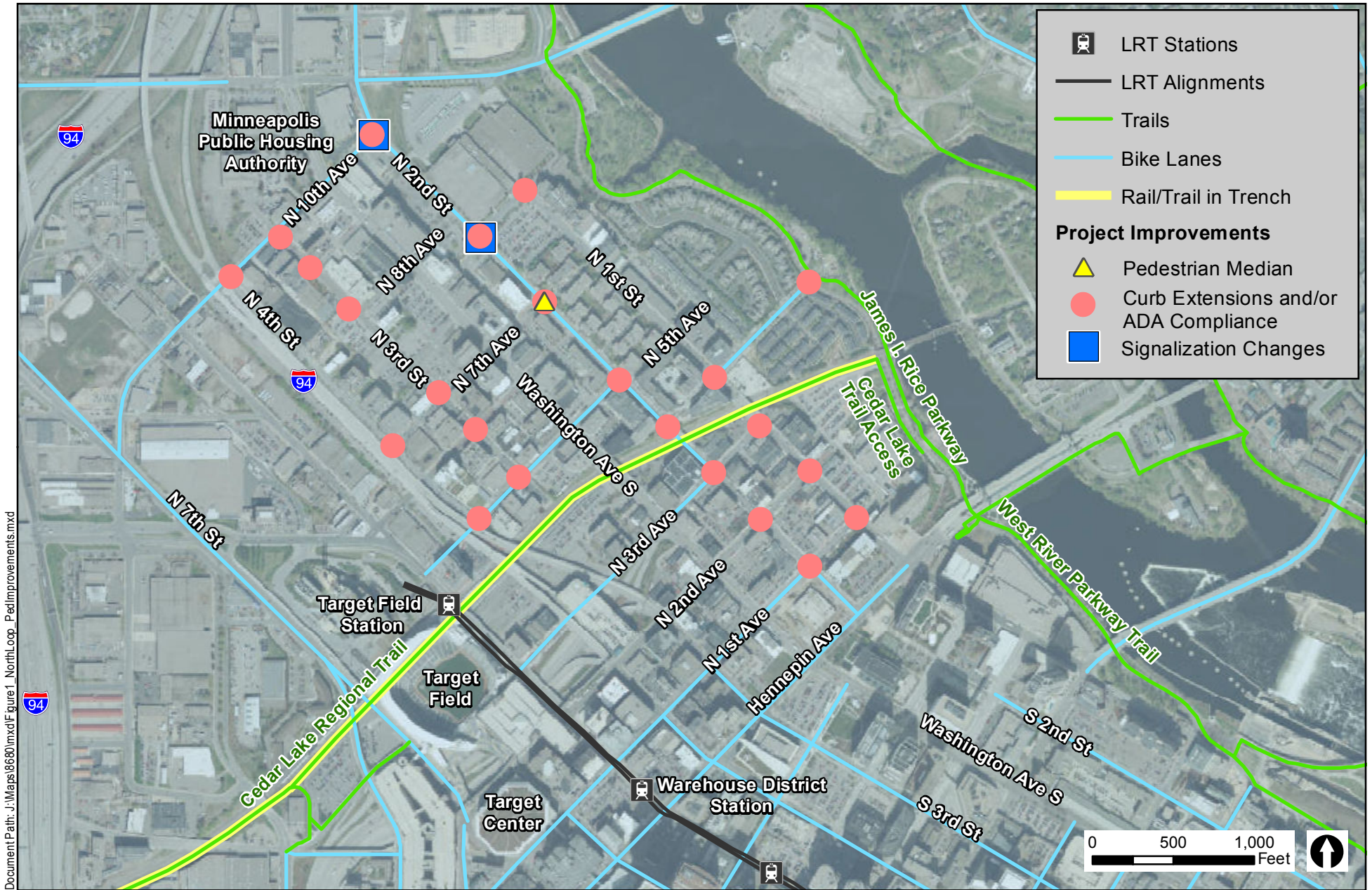


Jenifer Hager
Director of Transportation Planning and Programming
City of Minneapolis

Cc: Nathan Koster, Manager Transportation Planning & Programming
Forrest Hardy, Transportation Planner

Attachments: (1) Map of Proposed Project Changes
(2) Scope map from 2014 Regional Solicitation application

ORIGINAL



Document Path: J:\Maps\8680\mxd\Figure 1_NorthLoop_PedImprovements.mxd

Proposed Improvements

North Loop Pedestrian Facilities
City of Minneapolis, MN

Figure 1