

*TRANSPORTATION ADVISORY BOARD
Of the Metropolitan Council*

Notice of a Meeting of the
TECHNICAL ADVISORY COMMITTEE

Wednesday, February 7, 2018
Metropolitan Council
9:00 A.M.

AGENDA

1. **Call to Order**
2. **Approval of Agenda**
3. **Approval of January 3, 2018 Minutes**
4. **TAB Report**
5. **Committee Reports**
 - **Executive Committee** (Lisa Freese, Chair)
 - **Planning Committee** (Lisa Freese, Chair)
 - a. **2018-16 Airlake Long Term Comprehensive Plan Update**
 - **Funding & Programming Committee** (Paul Oehme, Chair)
 - a. **2018-10 Scope Change: Minneapolis 6th Street HSIP**
 - b. **2018-11 TIP Amendment: Minneapolis 6th Street HSIP**
 - c. **2018-12 Scope Change: Minneapolis Protected Bikeway**
 - d. **2018-13 TIP Amendment: Minneapolis Protected Bikeway**
 - e. **2018-15 Program Year Extension: St. Paul**
6. **Special Agenda Items**
 - **Congestion Management Process** (Dave Burns, MTS)
7. **Agency Reports**
8. **Other Business**
9. **Adjournment**

Click here to print all agenda items at once.

Streamlined Amendments going to TAB this month. Contact Joe Barbeau with questions at 651-602-1705.

UPWP Amendment – System to System Interchange Study

TBI Program Year

MnDOT Traffic Control and DMS

MnDOT NHPP Maintenance

*Transportation Advisory Board
Of the Metropolitan Council*

**Minutes of a Meeting of the
TECHNICAL ADVISORY COMMITTEE
Wednesday, January 3, 2018
9:00 A.M.**

Members Present: Doug Fischer, Lyndon Robjont, Brian Sorenson, Joe Lux, Lisa Freese, Jan Lucke, Steve Bot, Elaine Koutsoukos, Steve Peterson, Michael Larson, Adam Harrington, Brian Isaacson, Innocent Eyoh, Bridget Rief, Andrew Emanuele, Dave Jacobson, Peter Dahlberg, Danny McCullough, Paul Oehme, Michael Thompson, Kim Lindquist, Jim Kosluchar, Jen Hager, Jack Byers, Bill Dermody, Paul Kurtz
(Excused: Steve Albrecht)

1. Call to Order

The meeting was called to order by Lisa Freese at 9:01 a.m.

2. Approval of Agenda

A motion to approve the agenda was moved by Adam Harrington and seconded by Elaine Koutsoukos. No discussion. Motion passed.

3. Approval of Minutes

A motion to approve the minutes was moved by Brian Isaacson and seconded by Michael Thompson. Motion passed.

4. TAB Report

Elaine Koutsoukos reported on the December 20 TAB meeting.

Committee Reports

A. Executive Committee (Lisa Freese, Chair)

Lisa Freese reported on the Executive Committee meeting, which reviewed today's agenda. The 4th of July falls on a Wednesday this year, and the intent is to cancel that meeting. Jan Lucke will be the chair of the Planning Committee and Paul Oehme will chair Funding & Programming. A Vice Chair will be named later.

B. Planning Committee (Lisa Freese, Chair)

Lisa Freese reported the results of the Planning Committee.

2018-02 Functional Classification Map for Regional Solicitation. Lisa Freese introduced the item. There were no questions. Lisa Freese moved and Joe Lux seconded the recommended motion. Motion passed.

2018-08 MnDOT MOU On Performance Measures. Lisa Freese introduced the item. There were no questions. Jack Byers moved and Brian Isaacson seconded the recommended motion. Motion passed.

C. Funding and Programming Committee (Paul Oehme, Chair)

2018-05 Scope Change: Metro Transit. Paul Oehme presented the item. Adam Harrington moved and Michael Thompson seconded the recommended motion. Motion passed.

2018-06 TIP Amendment: Metro Transit. Paul Oehme presented the item. Adam Harrington moved and Steve Peterson seconded the recommended motion. Motion passed.

2018-07 Scope Change: MnDOT TH 41 Signals. Paul Oehme presented the item. Mike Fairbanks, MnDOT Signals Engineer, was available to answer questions. Lyndon Robjent moved and Brian Isaacson seconded the recommended motion. Motion passed.

2018-09 Scope Change: West St. Paul. Paul Oehme presented the item. Ross Beckwith from West St. Paul was present to answer questions. Options 1-4 went to Funding & Programming and Options 5-6 were added afterwards at the committee's request. Doug Fischer asked about the applicability of right-of-way costs in road projects. Bill Dermody asked about the adjusted score dropping the project below others. Joe Barbeau responded that many projects were in the same point range. F&P decided that since there were no set expectations regarding right-of-way on the application, it wasn't be right to penalize West St. Paul for this.

Lyndon Robjent moved and Elaine Koutsoukos seconded a motion to choose option #6 from the packet. Motion passed.

2018-03 Regional Solicitation: Accept Public Comments. Paul Oehme presented the item. Jen Hager moved and Doug Fischer seconded the recommended motion. Motion passed.

2018-04 Regional Solicitation: Adopt for Release. Paul Oehme presented the item. Lyndon Robjent moved and Innocent Eyoh seconded the recommended motion. Motion passed.

6. Special Agenda Items

MnDOT Project Selection Process. (Philip Schaffner, MnDOT) Philip Schaffner presented an overview of activities underway following a legislative audit, and solicited feedback and comments from the TAC. Doug Fischer asked how the split between Metro and outstate Minnesota is calculated. Philip Schaffner responded that the general distribution would follow existing formulas. This project is about selecting construction projects after the allocations have been determined. Doug Fischer asked how local governments get on "the list" in the first place, instead of finding out after the fact that they could have been considered. Steve Peterson said that Council comments were that sometimes a preservation project can be turned into a better project by adding special elements (MnPASS, aux lane, bicycle facilities) that otherwise would not be possible as standalone projects.

Jack Byers asked how the SMTP plays into this process. Philip Schaffner responded that the SMTP sets the parameters, and this process is about selecting projects within those parameters. Jack Byers asked how MnDOT evaluates the effectiveness of the projects. Philip Schaffner responded that there are performance measures on many objectives, but not all of them. These are tracked on a system level. Lyndon Robjent said that "preservation" can be a confusing term. Brian Sorenson said that sometimes local governments want to contribute to projects to make them better and they would benefit from awareness.

TPP Update: Congestion Management Process. (Dave Burns, MTS) Dave Burns presented the content of the TPP CMP chapter. Andrew Emanuele asked about the status of the scope of work for the upcoming plan. Steve Peterson responded that it is on his desk for review and an RFP is expected to go out in March. Jen Hager asked if the CMP Work Group will be used; Dave Burns responded yes. Steve Peterson added that FHWA hopes that the results of this study will impact the Regional Solicitation in future iterations.

TBI Transit On Board Survey. (Jonathan Ehrlich, MTS) Jonathan Ehrlich provided a brief overview of the results of the Transit On Board Survey. Dave Jacobson requested the data, and Jonathan Ehrlich responded that it will be sent immediately. Jack Byers said that access to the data would assist with jurisdictional reviews in conjunction with comprehensive plan updates due this year. Adam Harrington said that the data has been very useful to Metro Transit staff. Jan Lucke suggested that the U could produce interesting research with this data.

7. Agency Reports

Brian Isaacson reported that the Corridors of Commerce feedback was helpful to the agency. TED projects were announced yesterday: Mn 41/CSAH 18; TH 169/101st; and Highway 10/Thurston.

Bridget Rief reported that Super Bowl LII is 32 days away. The day after the game, MAC staff expects nearly double the number of embarkments than they usually see on a summer day. 1200 private jets will be arriving and distributed to reliever airports. MAC is anticipating that game attendees will go straight from the game to the airport and spend the night. There are hopes that it will not snow.

Steve Peterson reminded the group that under Corridors of Commerce there are a portion of points available if a project includes a letter of support from the MPO. Also, county representatives are invited to attend a final meeting on the Regional Highway Spending Study after TAC in room LLB.

Dave Jacobson announced that SouthWest Station has been sold by SW Transit to the Metropolitan Council for Green Line Extension work.

8. Other Business and Adjournment

There being no other business, the meeting adjourned at 10:54AM.

Prepared by:

Katie White

ACTION TRANSMITTAL – 2018-16

DATE: January 26, 2018

TO: Technical Advisory Committee

FROM: TAC Planning

PREPARED BY: Russ Owen, Aviation Senior Planner, MTS, 602-1724
Amy Vennewitz, Dep. Director of Finance and Planning, 602-1058

SUBJECT: Final Draft Airlake Airport 2035 Long Term Comprehensive Plan (LTCP) Review

REQUESTED ACTION: State statute requires the MAC to submit a determination of conformance of the Final Draft Airlake Airport 2035 Long Term Comprehensive Plan with Council systems and consistency with Council policy.

RECOMMENDED MOTION: That TAC recommend to TAB that the Final Draft Airlake Airport 2035 LTCP has a multi-city impact as well as conforms to the Council systems and is consistent with Council policies.

BACKGROUND AND PURPOSE OF ACTION: Under MS 473.165 and MS 473.611 the Council reviews the individual Long Term Comprehensive Plan (LTCP) for each airport owned and operated by the Metropolitan Airports Commission (MAC). The Airlake Airport 2035 LTCP replaces the 2008 plan and moves the planning horizon to 2035. The MAC has adopted a preferred development alternative for the Airlake Airport that retains its system role as a Minor general aviation facility, which is consistent with the Transportation Policy Plan. The majority of Airlake Airport currently lies outside the city limits on Lakeville, with a small exception of an area around the fixed base operator. In order for MAC tenants to receive municipal utilities for sanitary sewer and water, MAC will need to have the city of Lakeville annex property of enter into a Joint Powers Agreement for the extension of utilities beyond the city border. The LTCP states that the MAC has begun the process to have Lakeville annex the property.

RELATIONSHIP TO REGIONAL POLICY: Under the aviation planning process and TPP policy, airport LTCP's are to be periodically updated. MAC plans are to be consistent with all components of the metropolitan development guide. LTCP's are used as a basic input to the Council's update of the regional aviation system plan and in reviewing community comprehensive plans.

STAFF ANALYSIS: The Airlake Airport is located in Dakota County, approximately 17 miles south of MSP, 20 miles south of the City of Minneapolis, and 25 miles southwest of the City of St. Paul. The Airlake Airport is located primarily in Eureka Township, and a small portion of the airport lies within the municipal boundary of the City of Lakeville. (Attachment 1).

The Airlake Airport is classified as a Minor Airport in the regional aviation system. The airport's primary role in the airport system is to attract general aviation traffic away from Minneapolis-St. Paul International Airport (MSP) to relieve congestion, which helps reduce operating costs and promotes sustainability. Airlake Airport accommodates personal, recreational and some business aviation users within Dakota County and the southern portion of the metropolitan area. The plan states that the airport will continue its current role in the system, and the aircraft type that the plan is designed for is not changing. There is currently one runway at Airlake Airport. The previous LTCP recommended that MAC extend the airport's one-runway from an existing 4,099 feet to 5,000 feet. This LTCP focuses on solutions for accommodating business aircraft needs, by maximizing the airfield's operational capabilities, as well as maintaining and improving Runway Protection Zone land use compatibilities. The primary runway (12/30) is 4,099 feet long. Based on FAA guidance, along with airplane operational manuals, the recommend primary runway length should be 4,800-5,400 feet. However, due to Minnesota Statue 473.641 subdivision 4, it prohibits MAC from extending runway lengths at its minor airports beyond 5,000 feet, without prior legislative authorization. The FAA has published a memo with guidelines for RPZ compliance since the last LTCP was adopted. Because of these new guidelines, the MAC has taken a fresh approach at options to provide operational enhancements at the airport.

The 2035 LTCP Preferred Alternative Summary (Attachment 2)

- Items included in the draft 2035 LTCP Preferred Alternative
 - Displace Runway 12 threshold to provide airspace clearance over railroad tracks (RPZ compliance)
 - Extend Runway 12/30 with declared distances to maximize overall airfield utility (technical changes to the airfield)
 - Expand fixed base operator (FBO) apron
 - Reconfigure the taxiways

Advantages of the preferred alternative include:

- Primary Runway 12/30 is extended to 4,850' consistent with FAA runway length guidelines
- Does not impact the existing ILS (Instrument Landing System) approach procedure.
- Modify some taxiway configurations
- Apron expansion and possibly developing the South Building Area and access roadway
- No Relocation of Cedar Ave., Highview Ave. or railroad track.
- Current Minor Airport classification does not change

Disadvantages of this preferred alternative include:

- Runway extensions move departing aircraft closer to the airport boundary, possibly increasing ground noise for those closest to the ground.
- MAC will need to educate pilots about runway takeoff and landing distance, complexity for pilots.
- Increases operational impacts during construction.
- Increases existing pavement maintenance burden by adding taxiway extensions.

The preferred alternative is responsive to the most prominent stakeholder concerns while still meeting the stated planning goals to: 1) better accommodate business aircraft needs by maximizing the airfield’s operational capabilities and property footprint; 2) maintain or improve RPZ land use compatibility; and 3) mitigate existing issues with airspace penetrations, such as trees and buildings.

MAC has also begun the annexation process, so the airport will be within the city of Lakeville. This will also give the surrounding communities assurance of the airport’s future footprint for comprehensive community planning. MAC staff will continue discussions with the city of Lakeville about offering municipal utilities to tenants on the airfield.

COMMITTEE COMMENTS AND ACTION: TAC Planning asked if Airlake LTCP would be done in time for inclusion in the Transportation Policy Plan that is being drafted currently. Owen replied that it would be included before the final draft is released. Committee also inquired about noise complaints and issues with annexation. Committee moved to recommend.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning	Review & Recommend	January 25, 2018
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Determine	

ACTION TRANSMITTAL No. 2018-10

DATE: January 19, 2018

TO: Technical Advisory Committee

FROM: TAC Funding and Programming Committee

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

SUBJECT: Scope Change Request for Minneapolis's 6th Street Overhead Signal Additions Project

REQUESTED ACTION: The City of Minneapolis requests a scope change to its 6th Street Overhead Signal Additions Project (SP # 141-030-036) to remove two pedestrian curb ramps, two accessible pedestrian signals, and two pedestrian countdown timers.

RECOMMENDED MOTION: That the Technical Advisory Committee recommend to the Transportation Advisory Board approval of a scope change request for the City of Minneapolis's 6th Street Overhead Signal Additions Project (SP # 141-030-036) to remove two pedestrian curb ramps, two accessible pedestrian signals, and two pedestrian countdown timers.

BACKGROUND AND PURPOSE OF ACTION: The City of Minneapolis was awarded \$1,049,400 in Highway Safety Improvement Program (HSIP) funds in the 2014 HSIP Solicitation to install overhead signal amenities along 6th St. in Downtown Minneapolis. The project is scheduled for fiscal year 2018. The City requests removal of several elements in order to avoid conflict with future downtown projects that will construct pedestrian curb ramps with accessible pedestrian signals (APS). Shown below are the elements that were included in the original application, sorted by those that the City wishes to retain and those that it wishes to remove, along with elements to add to the project.

- Elements to Retain:
 - Nine overhead signals
 - Three pedestrian curb ramps
 - Three APSs
 - Three pedestrian countdown timers
 - One curb extension
- Elements to Remove:
 - Two pedestrian curb ramps
 - Two APSs
 - Two pedestrian countdown timers
- Elements to add:
 - Two curb extensions

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. The HSIP solicitation process and list of funded projects are approved by TAB. However, MnDOT Metro District manages the region’s HSIP solicitation scoring and project ranking process on behalf of TAB and the Metropolitan Council.

A TIP amendment request accompanies this request.

STAFF ANALYSIS: Because MnDOT administers the scoring for the HSIP Solicitation, staff did not reach out to any project scorers regarding this request. MnDOT’s Metro District staff reviewed the request and believes that the project is still worthy of being funded. The original application had a benefit/cost ratio of 15.30, which was the highest among the reactive project applications. Due to this proposal, the ratio in this proposal drops to 12.07, still the highest benefit/cost ratio among the reactive project applications.

The City is stating that this project will now cost \$1,155,000, \$11,000 less than the inflation-adjusted original project amount. The City is requesting 90% funding (the maximum for HSIP and the standard for projects funded through the HSIP solicitation) of \$1,039,500, \$9,900 less than the original award (\$1,049,400). Assuming the scope change request is approved, options for federal funding allocations include the following as described below and shown in Table 1.

1. **Option 1-Applicant Proposal:** Decrease the federal funding by \$9,900 from \$1,049,400 to **\$1,039,500**, as proposed by the applicant. This would be an 90% federal contribution.
2. **Option 2-Applicant Proposal Adjusted:** Decrease the federal funding by \$21,108 from \$1,049,400 to **\$1,028,292**. The revised cost estimate on page 6 shows a small increase (1.08%) from the already inflation-adjusted amount for the un-changing Portland Avenue intersection. Assuming that proportion was added throughout for inflation, removal of that amount would bring the total pre-inflation cost to \$1,142,547 and the 90% federal contribution to \$1,028,292. Along with Option 1 above, this option allows the City to essentially transfer HSIP funding from the items being removed to the items being added.
3. **Option 3-No Credit for New Elements:** Decrease the federal funding by \$104,956 from \$1,049,400 to **\$944,444**. Two project elements (curb extensions) are added and the Committee may prefer not to use federal funds on elements not in the original scope. Removal of those elements, in addition to reversing the inflation adjustment, would bring the total cost to \$1,049,383, 90% of which is \$944,444. This assumes the \$50,000 gaps in 3rd Avenue and 5th Avenue rows in the revised cost estimate are due to inflation and the addition of curb extensions.
4. **Option 4-Focus on Safety Benefits:** Decrease the federal funding by \$180,144 from \$1,049,400 to **\$869,256**. Both the original application and the scope change request application show amortized crash benefits by year for 2015 through 2034. The application shows a reduction of 17.17% in each year. Interpreting that as a 17.17 benefit reduction, the federal contribution could be dropped by the same percent to \$869,256.

Table 1: Funding Options

Options	Original HSIP Award	Decrease in Fed Funding	New HSIP Award
Option 1-Applicant Proposal	\$1,049,400	\$9,900	\$1,039,500
Option 2-Applicant Proposal Adjusted	\$1,049,400	\$21,108	\$1,028,292
Option 3-Focus on Element Removal	\$1,049,400	\$104,956	\$944,444
Option 4-% Decrease in Safety Benefits	\$1,049,400	\$180,144	\$869,256

COMMITTEE COMMENTS AND ACTION: At its January 18, 2018, meeting, the Funding & Programming Committee voted unanimously to recommend approval of the scope change request with a reduction in the federal award to \$944,444. Members felt that history has been that funding should be removed from all project elements removed from the original scope and that it should not be able to be transferred to newly-added elements.

ROUTING

TO	ACTION REQUESTED	COMPLETION DATE
TAC Funding & Programming Committee	Review & Recommend	1-18-2018
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	

Notes on options

Option 2:

Portland Ave TIP amount	\$371,000
Portland Avenue Current	\$375,000
Difference	\$4,000 (1.078%)
Cost without inflation (Revised cost of \$1,155,000 / 1.078%)	\$1,142,547
Federal contribution (90%)	\$1,028,292

Option 3:

Intersection	Revised Cost	New TIP Amount
1st Ave N & 6th St N #	\$75,000	\$74,191
Hennepin Ave S & 6th St S #	\$75,000	\$74,191
3rd Ave S & 6th St S *	\$265,000	\$265,000
5th Ave S & 6th St S *	\$265,000	\$265,000
Portland Ave S & 6th St S *	\$371,000	\$371,000
TOTAL		\$1,049,383
90%		\$944,444

Revised cost – (TIP Amount * 1.078%)

* TIP Amount

December 18, 2017

Mr. Timothy Mayasich
Funding and Programming Chair
Metropolitan Council
390 Robert St. North
St Paul, MN 55101-1805

SUBJECT: 6TH STREET OVERHEAD SIGNAL ADDITIONS
SCOPE CHANGE REQUEST
S.P. 141-030-036

Dear Mr. Mayasich:

The City of Minneapolis was successful in the 2015 federal funding solicitation for the Highway Safety Improvements Program (HSIP) for overhead signal additions at five signal systems along 6th Street S. The funding is in the 2018-2021 State Transportation Improvement Program (STIP) in the amount of \$1,166,000 (\$1,049,400 federal). The purpose of this letter is to request a scope change for the project.

The scope change is the removal of pedestrian curb ramp upgrades, accessible pedestrian signals (APS), and pedestrian countdown timers at 1st Ave N & 6th St N and Hennepin Ave S & 6th St S. Due to future projects in Downtown Minneapolis, it is recommended that the above mentioned items be removed from SP 141-030-036. Hennepin Ave is scheduled for reconstruction in 2020-2021 and 1st Ave N is scheduled for reconstruction in 2023. These projects will construct new pedestrian curb ramps with APS. Since applying for the grant, city crews have installed pedestrian countdown timers so SP 141-030-036 will not replace them at these two intersections. The project will keep in the scope the installation of overhead signal indications for the 6th St approach at these two intersections to be consistent with safety countermeasure identified in the original HSIP application.

Thank you for awarding these funds to the City of Minneapolis and for considering this scope change. If you have any questions or need additional information, I can be reached at 612-673-3986 or by email at Ryan.Anderson@minneapolismn.gov.

Sincerely,



Ryan Anderson, P.E.
Minneapolis Public Works – Traffic & Parking Services

SCOPE CHANGE REQUEST
6th Street Overhead Signal Additions
SP 141-030-036

Location Map

A map showing the location of the project is attached.

Revised Project Scope

Since the time of the application, the City has added two paving projects to its five year capital improvement program. Hennepin Ave is scheduled for reconstruction in 2020-2021 and 1st Ave N is scheduled for reconstruction in 2023. To best coordinate construction, new pedestrian curb ramps and APS will be included in the reconstruction projects and not in SP 141-030-036 at the intersections of 1st Ave N & 6th St N and Hennepin Ave S & 6th St S. City crews have already installed pedestrian countdown timers so SP 141-030-036 will not replace them at these two intersections. Remaining in the project scope is the installation of overhead signal indications for the 6th St approach at these two intersections which is consistent with the safety countermeasure identified in the original HSIP application. Below is a summary of the changes.

Intersection	Original Scope	Proposed Scope
1 st Ave N & 6 th St N	OH(1), PR, APS, CT	OH(1)
Hennepin Ave S & 6 th St S	OH(1), PR, APS, CT	OH(1)
3 rd Ave S & 6 th St S	OH(3), PR, APS, CT	OH(3), PR, APS, CT, CE
5 th Ave S & 6 th St S	OH(2), PR, APS, CT	OH(2), PR, APS, CT, CE
Portland Ave S & 6 th St S	OH(2), PR, APS, CT, CE	OH(2), PR, APS, CT, CE
OH(#) Overhead Signal (quantity) PR Pedestrian Curb Ramp APS Accessible Pedestrian Signal (APS) CT Pedestrian Countdown Timer CE Curb Extension		

Project Schedule

The project is currently around 30% design and revised cost estimate was prepared for this Scope Change Request. Plans will be submitted to State Aid in spring 2018. Once authorized, advertisement for bids is anticipated in summer 2018. Construction would start in fall 2018 and completion in summer 2019.

Revised Cost Estimate

The table below summarizes the original and revised cost estimate. The STIP added 6% for inflation after the original application was submitted.

Intersection	Original Cost	Original +6%	Revised Cost
1 st Ave N & 6 th St N	\$125,000	\$132,500	\$75,000
Hennepin Ave S & 6 th St S	\$125,000	\$132,500	\$75,000
3 rd Ave S & 6 th St S	\$250,000	\$265,000	\$315,000
5 th Ave S & 6 th St S	\$250,000	\$265,000	\$315,000
Portland Ave S & 6 th St S	\$350,000	\$371,000	\$375,000
Total	\$1,100,000	\$1,166,000	\$1,155,000

The original cost estimate reflected the scope of work outlined above. When the grant was written, overhead signal indications were already installed for north-south approaches at 1st Ave N & 6th St N and Hennepin Ave S & 6th St S, thus the cost estimate reflected only one new overhead for the 6th St approach, along with pedestrian curb ramps, APS, and pedestrian countdown timers. Portland Ave S & 6th St had tested curb extensions as a pilot with paint and delineators. The original cost estimate included installing permanent curb extensions at this location but feasibility of the other locations was not known at the time.

The revised cost estimate reduces the cost to reflect the change in scope at 1st Ave N & 6th St N and Hennepin Ave S & 6th St S. Based on the 30% design, additional curb extensions are possible on some corners at 3rd Ave S & 6th St S and 5th Ave S & 6th St S. The estimate for these two locations has increased to reflect the cost of the curb extensions and potential relocation of drainage structures. City staff are continuing to discuss what the impacts to drainage might be at all the intersections where curb extensions are proposed which will greatly influence which corners are included in the final plans. Contingencies were added to the revised cost estimate to reflect unknown increases that may arise in final design and construction.

Revised Benefit/Cost

The original HSIP application included two crash reduction countermeasures. The primary countermeasure was the installation of overhead signal indications. This was estimated to have a right angle crash reduction factor of 80% and a reduction factor for all other crashes to be 30%. The secondary countermeasure was the installation of pedestrian countdown timers which had a pedestrian crash reduction factor of 30%. Thus, by combining the two factors, a pedestrian crash reduction factor of 51% was used as part of the benefit/cost computation.

The benefit/cost calculation has been redone since installing pedestrian countdown timers at 1st Ave N & 6th St N and Hennepin Ave S & 6th St S is no longer included in the project as a result of this scope change request. Complicating the calculation is that three locations will still include installing new pedestrian countdown timers whereas two do not. The 51% factor was used for three locations and 30% for the other two. For each intersection the changes in crashes were computed. Then the sum of all five intersection's change in crashes was used to determine the benefit/cost ratio.

At 1st Ave N & 6th St N and Hennepin Ave S, crashes originating from the north-south approaches were not included in the original benefit/cost calculations as overhead signal indications were already installed. However all pedestrian crashes were included since initially pedestrian countdown timers were included in the scope. As a result of the scope change, the new calculation also omits the pedestrian crashes from the north-south approaches.

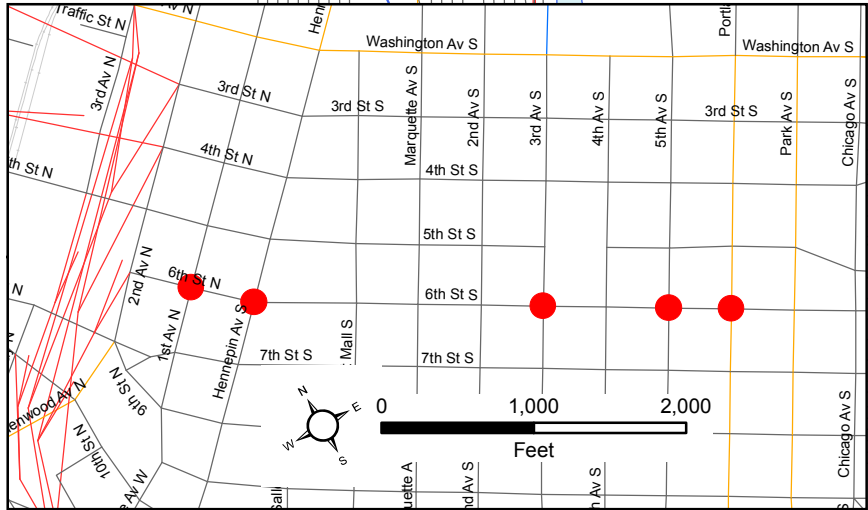
The new benefit/cost over the life of the project is calculated to be 12.07. While slightly lower than the 15.30 included in the original application, this ratio indicates the project would still provide a significant benefit to public safety and meet the goals of the HSIP program.

Revised Funding

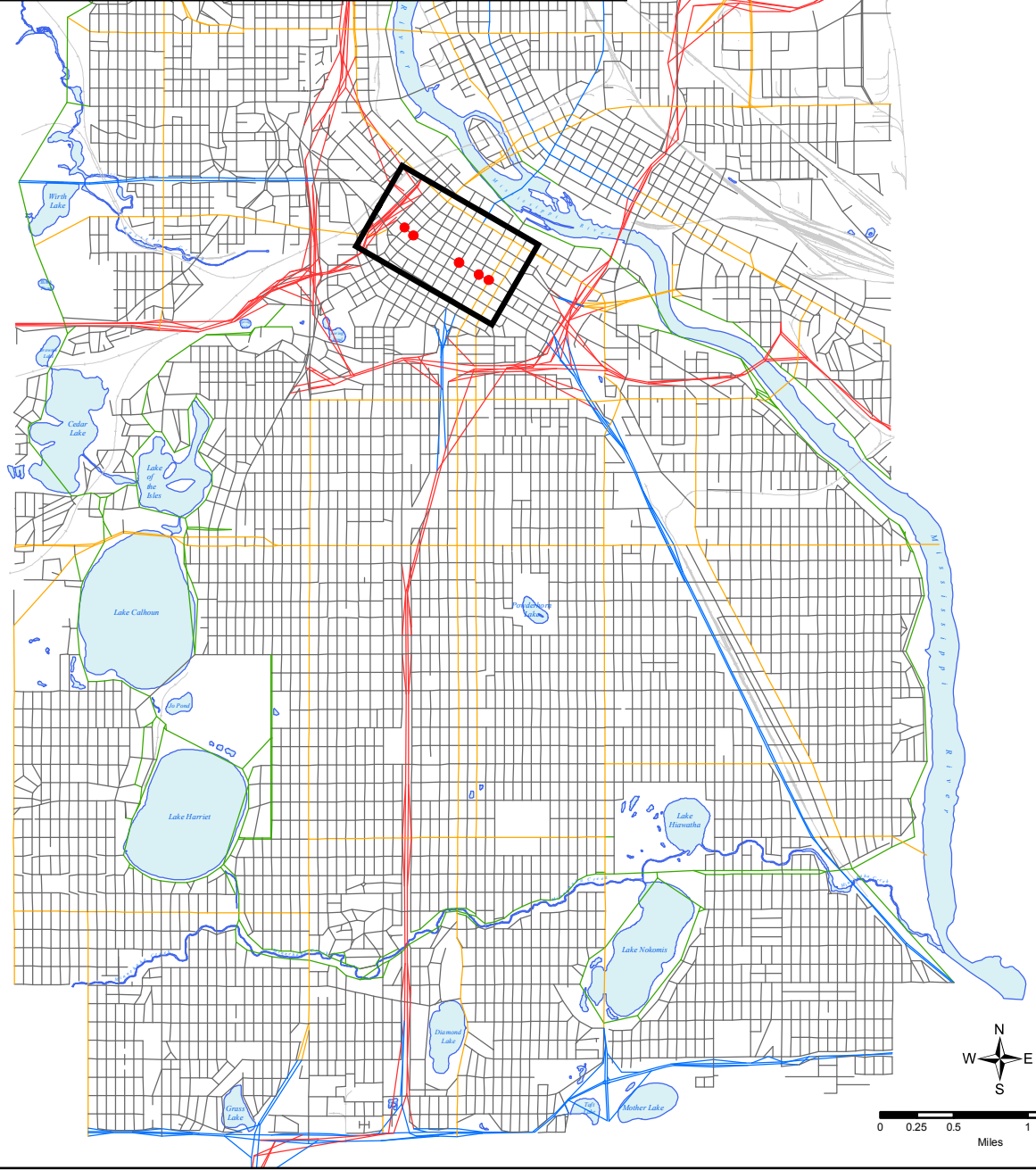
The funding is in the 2018-2021 State Transportation Improvement Program (STIP) in the amount of \$1,166,000 (\$1,049,400 federal). This included a 6% increase for inflation as compared to the original estimate included on the HSIP application. The table below summarizes the funding sources.

Funding Source	Original Funding	Current STIP	Proposed Funding
FHWA	\$990,000	\$1,049,400	\$1,039,500
City Local	\$85,000	\$91,600	\$90,500
County	\$25,000	\$25,000	\$25,000
Total	\$1,100,000	\$1,166,000	\$1,155,000

The reason for keeping the proposed funding similar to the current STIP amount is that it would allow the City to pursue installing more curb extensions. The 30% design indicated more curb extensions are feasible. Drainage impacts have not been fully analyzed yet which would affect costs, so contingencies were included when calculating the revised cost estimate for this scope change. Curb extensions shorten the crossing distance and make pedestrians more visible which would have a huge benefit for improving pedestrian safety, further meeting the goals of the HSIP funding.



● Project Locations



HSIP: 6th Street South Overhead Signal Additions



HSIP worksheet		Control Section	T.H. / Roadway	Location			Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends			
				6th Street South			1st Ave N	Portland Ave S	Minneapolis	1/1/2011	12/31/2013			
Accident Diagram Codes		Description of Proposed Work												
1 Rear End		2 Sideswipe Same Direction		3 Left Turn Main Line		5 Right Angle		4,7 Ran off Road		8, 9 Head On/ Sideswipe - Opposite Direction		Pedestrian	Other	Total
Study Period: Number of Crashes		Fatal	Personal Injury (PI)	Property Damage	Fatal	Personal Injury (PI)	Property Damage	Fatal	Personal Injury (PI)	Property Damage	Fatal	Personal Injury (PI)	Property Damage	Total
		F	A	PD	F	A	PD	F	A	PD	F	A	PD	
		0	0	11	0	0	21	0	0	2	0	0	5	47
% Change in Crashes		F	A	PD	F	A	PD	F	A	PD	F	A	PD	
*Use Crash Modification Factors Clearinghouse		-30%	-30%	-30%	-30%	-30%	-30%	-30%	-30%	-30%	-30%	-30%	-30%	
Change in Crashes		F	A	PD	F	A	PD	F	A	PD	F	A	PD	
= No. of crashes X % change in crashes		0.00	0.00	-3.30	0.00	0.00	-16.80	0.00	0.00	-0.60	0.00	0.00	-1.50	-24.60
Year (Safety Improvement Construction)		2015												
Project Cost (exclude Right of Way)		\$ 1,155,000		Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit	<div style="border: 1px solid black; padding: 5px; display: inline-block;"> B/C= 12.07 </div> <p>Using present worth values, B= \$ 13,937,638 C= \$ 1,155,000</p> <p>See "Calculations" sheet for amortization.</p> <p>Office of Traffic, Safety and Technology September 2014</p>					
Right of Way Costs (optional)				F			\$ 10,300,000							
Traffic Growth Factor		3%		A	-0.80	-0.27	\$ 550,000	\$ 146,667						
Capital Recovery				B	-4.52	-1.51	\$ 160,000	\$ 241,067						
1. Discount Rate		4.5%		C	-12.90	-4.30	\$ 81,000	\$ 348,300						
2. Project Service Life (n)		20		PD	-24.60	-8.20	\$ 7,400	\$ 60,680						
				Total			\$ 796,713							

Amortizing (From Scope Change Request)

Year	Crash Benefits	Present Worth Benefits	Present Worth Costs
2015	\$ 796,713	\$ 796,713	\$ 1,155,000
2016	\$ 820,615	\$ 785,277	
2017	\$ 845,233	\$ 774,005	
2018	\$ 870,590	\$ 762,895	
2019	\$ 896,708	\$ 751,945	
2020	\$ 923,609	\$ 741,151	
2021	\$ 951,317	\$ 730,513	
2022	\$ 979,857	\$ 720,027	
2023	\$ 1,009,253	\$ 709,691	
2024	\$ 1,039,530	\$ 699,504	
2025	\$ 1,070,716	\$ 689,464	
2026	\$ 1,102,838	\$ 679,567	
2027	\$ 1,135,923	\$ 669,813	
2028	\$ 1,170,000	\$ 660,198	
2029	\$ 1,205,100	\$ 650,722	
2030	\$ 1,241,253	\$ 641,381	
2031	\$ 1,278,491	\$ 632,175	
2032	\$ 1,316,846	\$ 623,100	
2033	\$ 1,356,351	\$ 614,156	
2034	\$ 1,397,042	\$ 605,341	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	

Totals = \$ 13,937,638 \$ 1,155,000
(B) **(C)**

year (n)= 1, 2, 3,....
discount rate (i) = 4.5%

$$\text{Crash Benefits (@ year } n) = (\text{Crash Benefits})_{n-1} \times (1 + \text{Traffic Growth Factor})$$

$$\text{Present Worth Benefits (@ year } n) = (\text{Crash Benefits})_n \times 1/(1 + \text{Discount Rate})^n$$

Amortizing (From Original Application)

Year	Crash Benefits	Present Worth Benefits	Present Worth Costs
2015	\$ 961,823	\$ 961,823	\$ 1,100,000
2016	\$ 990,678	\$ 948,017	
2017	\$ 1,020,398	\$ 934,409	
2018	\$ 1,051,010	\$ 920,997	
2019	\$ 1,082,541	\$ 907,777	
2020	\$ 1,115,017	\$ 894,746	
2021	\$ 1,148,467	\$ 881,903	
2022	\$ 1,182,921	\$ 869,244	
2023	\$ 1,218,409	\$ 856,767	
2024	\$ 1,254,961	\$ 844,469	
2025	\$ 1,292,610	\$ 832,347	
2026	\$ 1,331,388	\$ 820,400	
2027	\$ 1,371,330	\$ 808,624	
2028	\$ 1,412,470	\$ 797,017	
2029	\$ 1,454,844	\$ 785,576	
2030	\$ 1,498,489	\$ 774,300	
2031	\$ 1,543,444	\$ 763,186	
2032	\$ 1,589,747	\$ 752,231	
2033	\$ 1,637,440	\$ 741,433	
2034	\$ 1,686,563	\$ 730,791	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	
0	\$ -	\$ -	

Totals = \$ 16,826,059 \$ 1,100,000
(B) (C)

year (n)= 1, 2, 3,....

discount rate (i) = 4.5%

$$\text{Crash Benefits (@ year n)} = (\text{Crash Benefits})_{n-1} \times (1 + \text{Traffic Growth Factor})$$

$$\text{Present Worth Benefits (@ year n)} = (\text{Crash Benefits})_n \times 1/(1 + \text{Discount Rate})^n$$

Process to evaluate scope change requests for regionally-selected projects.

Adopted by the Transportation Advisory Board on March 16, 2011

ACTION TRANSMITTAL 2011-35

Projects submitted for consideration through the regional solicitation are often just concepts or unrefined ideas. Project sponsors work on the preliminary and final design, environmental studies etc... after the TAB awards funds to the project. Sometimes during project development the project sponsor has to make significant design changes or finds that the construction cost was underestimated. When that happens, project sponsors may be required to request a scope change and TIP/STIP amendment because the scope and cost in the TIP/STIP has to be consistent with final project documentation that is sent to the FHWA.

Projects sponsors, Met Council and TAB staff, the TAC Funding & Programming Committee (F&PC) and the region would benefit from an adopted methodology to evaluate requested project scope changes. MN/DOT Metro State Aid has been very good at sorting out the significant scope changes that require action from the TAB. The FHWA has provided guidance on when a cost increase triggers a TIP/STIP amendment, and when a change in a project's design requires a scope change and TIP/STIP amendment (attached). The TAC and TAB want to be comfortable that the revised project scope of a regionally-selected project still provides about the same benefits as the original project scope and would have scored high enough to have been selected like the original project scope – to be fair to the other projects not selected. Below is a proposed outline of a process and guidelines for scope change requests.

- 1) Any construction elements added to the project scope must be eligible according to the solicitation criteria used to evaluate the original project submittal, unless the additional elements are already programmed in the STIP.
- 2) Additional federal funds will not be provided and federal funds cannot be swapped between projects of the same or different sponsor.
- 3) Met Council and TAB staff will provide data on the original project to the TAC F&PC, including cover page, project description, location map, layouts, sketches or schematics, and the original project cost estimate.
- 4) The project sponsor must provide data on the revised project scope to the TAC F&PC, including a complete project description, location map, project layout or sketches or schematics, checklist of work that still needs to be done and a revised project cost estimate.
- 5) The project sponsor must also recalculate the responses to certain key criteria based on the revised project scope and provide them to the TAC F&PC. Met Council and TAB staff may consult with the scoring group chair and individual project scorers if necessary to evaluate the recalculated responses and estimate the change in the original project score.
- 6) The TAC F&PC will base their recommendation on whether the estimated score of the revised project scope would have been high enough to have been awarded funds through the regional solicitation. A recommendation to approve the scope change and adopt a TIP amendment will go before the TAC, TAB Programming Committee and full TAB for adoption, then to the Metropolitan Council for concurrence. A recommendation to reject the scope change and TIP amendment will go before the TAC, TAB Programming Committee and full TAB for approval.

ACTION TRANSMITTAL No. 2018-11

DATE: January 19, 2018

TO: Technical Advisory Committee

FROM: TAC Funding & Programming Committee

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

SUBJECT: 2018-2021 TIP Amendment: City of Minneapolis 6th Street Overhead Signal Additions Project

REQUESTED ACTION: The City of Minneapolis requests an amendment to the 2018-2021 Transportation Improvement Program (TIP) to change the cost of its 6th Street Overhead Signal Additions Project (SP # 141-030-036).

RECOMMENDED MOTION: That the Technical Advisory Committee recommend to the Transportation Advisory Board approval of an amendment to the 2018-2021 Transportation Improvement Program (TIP) to change the cost of the City of Minneapolis's 6th Street Overhead Signal Additions Project (SP # 141-030-036), reflective of the federal award granted in the scope change (action item 2008-10).

BACKGROUND AND PURPOSE OF ACTION: This amendment is needed due to a cost reduction resulting from the City of Minneapolis's scope change request to remove two pedestrian curb ramps, two accessible pedestrian signals, and two pedestrian countdown timers from its 6th Street Overhead Signal Additions Project (SP # 141-030-036). While these elements are being removed and two curb extensions are being added, the project description remains unchanged.

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 according to these four requirements.

STAFF ANALYSIS: The TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015. 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 the Council's regular meetings. Approval of this TIP amendment is dependent on approval of the accompanying scope change request.

COMMITTEE COMMENTS AND ACTION: At its January 18, 2018, meeting, the Funding & Programming Committee voted unanimously to recommend approval of the TIP amendment request with a \$944,444 federal award (based on the decision made on action item 2018-10, the

accompanying scope change request) and description language associating the project to two other projects (to SP 141-030-038 and SP 141-030-040).

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	1-18-2018
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Concur	
Metropolitan Council	Concur	

Please amend the 2018-2021 Transportation Improvement Program (TIP) to include this project in program year 2018. This project is 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)	M I L E S	
1414	2018	M	M	Local	141-030-036	Minneapolis	6th St S, From 1st Ave to Portland Ave- Install mast arms at 5 existing signals (1st Ave, Hennepin Ave, 3rd Ave, 5th Ave, Portland Ave) (Associated to SP 141-030-038 and SP 141-030-040)	0.0	
PROG	TYPE OF WORK		PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
SH	Traffic Signal Rev		HSIP	1,166,000 1,155,000	1,049,400 944,444				116,600 210,556

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 project scope is changing to remove pedestrian curb ramp upgrades, accessible pedestrian signals (APS), and pedestrian countdown timers at 1st Ave N & 6th St N and Hennepin Ave S & 6th St S. This TIP amendment is needed to update the project funding accordingly.

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 ✓

The federal funding is being reduced. Therefore, fiscal constraint is maintained. The federal funds being released will be distributed to other FY 2018 HSIP projects per the Met Council Reallocation Policy.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015.

AIR QUALITY CONFORMITY:

- Subject to conformity determination
- Exempt from regional level analysis ✓
- N/A (not in a nonattainment or maintenance area)

*Exempt Project Category S-7. Traffic control devices and operating assistance per Section 93.126 of the Conformity Rules

ACTION TRANSMITTAL No. 2018-12

DATE: January 22, 2018
TO: Technical Advisory Committee
FROM: TAC Funding & Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: Scope Change Request for the City of Minneapolis's University of Minnesota Protected Bikeways Project
REQUESTED ACTION: The City of Minneapolis requests a scope change to its University of Minnesota Protected Bikeways Project (SP # 141-030-041) to remove a segment of the project and add an additional segment.
RECOMMENDED MOTION: That the Technical Advisory Committee recommend to the Transportation Advisory Board approval of a scope change request for the City of Minneapolis's University of Minnesota Protected Bikeways Project (SP # 141-030-041) to remove a segment of the project and add an additional segment and to remove \$37,238 from the original federal award.

BACKGROUND AND PURPOSE OF ACTION: The City of Minneapolis was awarded \$1,030,294 in STP (Transportation Alternatives) funding in the 2014 Regional Solicitation to construct the University of Minnesota Protected bikeways project, which was to run two segments:

Seward to Dinkytown:

1. 20th Avenue S from Minnehaha Avenue S to 4th Street S
2. 4th Street S from 19th Avenue S to 20th Avenue S
3. 19th Avenue S/10th Avenue SE from 4th Street S to 5th Street SE

University Avenue to East Hennepin Avenue:

4. 15th Avenue SE from University Avenue SE to Rollins Avenue SE
5. Rollins Avenue SE from 15th Avenue SE to 18th Avenue SE
6. 18th Avenue SE from Rollins Avenue SE to East Hennepin Avenue

The project is scheduled for fiscal year 2019.

Since the project was awarded, the City received State bond funds for the rehabilitation of the 10th Avenue Bridge over the Mississippi River, a half-mile length included within number 3, above. The newly-funded project will include a protected bikeway. Therefore, the City wishes to remove this stretch from its TAB-funded project to avoid redundancy. This would split number 3, above into the following two bullets:

- 19th Avenue S from 4th Street S to 2nd Street S
- 10th Avenue SE from University Avenue SE to 5th Street SE

Further, in lieu of the portion of the project being removed, the City wishes to extend the "Seward to Dinkytown" stretch cited in the bottom bullet from 5th Street SE roughly a quarter-mile to 8th Street SE, citing 8th Street SE as a logical bikeway connection.

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 request accompanies this request.

STAFF ANALYSIS: The project was funded in the Multiuse Trails and Bicycle Facilities category in the 2016 Regional Solicitation. It scored 885 points, out of 1,000. The highest-scoring unfunded project, Bloomington's France Avenue Trail, scored 778. Staff shared the scope change request with those scorers whose scores could conceivably change due to the proposal. The project would still score 790 points. Most scorers were hesitant to remove significant points since the entire purpose of the original project will be completed.

The City did not state a requested federal proportion. Assuming the scope change request is approved, options for federal funding allocations include the following as described below and shown in Table 1.

1. **Option 1-Full 80%:** Providing the full original award (**\$1,030,294**). This is slightly less than 80% of the full project cost, inflated to 2019.
2. **Option 2-Reduction of Value of Removed Elements:** The City reports that the 2015 bridge cost is \$37,238. Deleting that amount from the federal award (\$1,030,294) reduces the federal award to **\$993,056**.

COMMITTEE COMMENTS AND ACTION: At its January 18, 2018, meeting, the Funding & Programming Committee voted unanimously to recommend approval of the scope change request while removing the 10th Street Bridge (\$37,238) from the federal award.

ROUTING

TO	ACTION REQUESTED	COMPLETION DATE
TAC Funding & Programming Committee	Review & Recommend	1-18-2018
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	

January 9, 2018

Mr. Timothy Mayasich
Funding and Programming Chair
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101-1805

SUBJECT: U of M Protected Bikeways
Scope Change Request
S.P. 141-030-041

The City of Minneapolis was successful in the 2015 federal funding solicitation for Transportation Enhancements (TE) for the construction of protected bikeways connecting the University of Minnesota (U of M) campus to surrounding neighborhoods. The project, known as the U of M Protected Bikeways project, is programmed for construction in 2019. The 2018-2021 State Transportation Improvement Program (STIP) includes \$1,030,294 in federal funding (total project construction cost of \$1,287,868) for a protected bikeway on the following routes:

- 20th Avenue S from Minnehaha Avenue S to 4th Street S
- 4th Street S from 19th Avenue S to 20th Avenue S
- 19th Avenue S/10th Avenue SE from 4th Street S to 5th Street SE
- 15th Avenue SE from University Avenue SE to Rollins Avenue SE
- Rollins Avenue SE from 15th Avenue SE to 18th Avenue SE
- 18th Avenue SE from Rollins Avenue SE to East Hennepin Avenue

The purpose of this letter is to request a scope change for consideration. Since the application was submitted and funds were allocated, the City of Minneapolis has received State bonding funding for the rehabilitation of the 10th Avenue Bridge over the Mississippi River. The 10th Avenue Bridge project, scheduled for 2019 construction, overlaps with a 0.5-mile segment of the U of M Protected Bikeways project and will include a protected bikeway design as part of the bridge design. The requested scope change aims to eliminate redundancies in project scopes and schedules, while further enhancing the bikeway network around the U of M.

Please consider this formal request from the City of Minneapolis for the change in scope of the U of M Protected Bikeways project for fiscal year 2019.

Original Project Description

In the 2015 TE funding submittal, the U of M Protected Bikeways project proposed to convert 2.6 miles of existing on-street bike lanes to protected bikeways. A map of the original project limits included in the 2015 TE funding submittal can be found in **Attachment A – Figure 1**.

The overall project objective is to improve the safety of people bicycling around the U of M, which is a high demand location for bicycling. Protected bikeways have the potential to improve safety over a conventional bike lane by physically separating bicycle and motor vehicle traffic.

The protected bikeway design is proposed to consist primarily of signing, striping, and flexible delineators. The project will also include signal improvements for bicyclists and curb elements to separate bicycle traffic from buses at select high-volume transit stops.

Requested Change of Scope

In 2017, the City of Minneapolis was awarded \$31.875 million in State bonding funds for the rehabilitation of the 10th Avenue Bridge between 2nd Street S and University Avenue SE. A map of the 10th Avenue Bridge project limits can be found in **Attachment A – Figure 2**.

The scope of the bridge work includes reconstructing the existing 0.5-mile long bridge deck and approaches in order to extend the lifecycle of the structure. The project incorporates multi-modal improvements including sidewalks on both sides of the bridge and a two-way concrete barrier-protected bikeway. Construction is proposed to begin in 2019.

The 10th Avenue Bridge project limits and proposed construction schedule overlap with the U of M Protected Bikeways project limits and construction schedule. At the time of the 2015 TE funding submittal, the City had not yet secured State funding for the 10th Avenue Bridge project, and was not aware that the two projects would overlap in scope or schedule.

To eliminate redundancies between the two projects, the requested scope change for the U of M Protected Bikeways project proposes to remove the 10th Avenue Bridge segment between 2nd Street S and University Avenue SE. The City of Minneapolis believes it is more prudent for the 10th Avenue Bridge project to implement the protected bikeway design because the scope of the bridge project allows for the construction of a concrete barrier-protected bikeway. The concrete barrier design has a much longer lifecycle than flexible delineators and is more effective at separating bicycle and motor vehicle traffic.

In addition to removing the 10th Avenue Bridge project segment, the requested change in scope proposes to extend the project limits from 5th Street SE to 8th Street SE. This change would allow the U of M Protected Bikeways project to better connect with the current bikeway network around the U of M. At the time of the 2015 TE funding submittal, the northern most east-west bikeway in this travel shed was 5th Street SE. As such, the northern terminus of the U of M Protected Bikeways project was originally proposed at 5th Street SE.

Since the TE funding submittal and allocation of funds, the City of Minneapolis installed bike lanes on 8th Street SE in coordination with a local 2017 resurfacing project. Eighth Street SE is approximately 0.25-miles north of 5th Street SE and provides access to a high density of student housing around the U of M. Modifying the U of M Protected Bikeways project to connect to the new bike lanes on 8th Street SE will improve bicycle access and safety for people traveling to and from the U of M.

The proposed scope change reduces the total project length from 2.6 miles to 2.4 miles. A map of the proposed segments to be removed and added can be found in **Attachment A – Figure 3**.

As requested, the project limits are below (project limits that have changed are in **bold**):

- 20th Avenue S from Minnehaha Avenue S to 4th Street S
- 4th Street S from 19th Avenue S to 20th Avenue S
- **19th Avenue S from 4th Street S to 2nd Street S**
- **10th Avenue SE from University Avenue SE to 8th Street SE**
- 15th Avenue SE from University Avenue SE to Rollins Avenue SE
- Rollins Avenue SE from 15th Avenue SE to 18th Avenue SE
- 18th Avenue SE from Rollins Avenue SE to East Hennepin Avenue

A map of the project limits included in the requested change of scope can be found in **Attachment A – Figure 4**.

Cost Estimate

The requested change in scope is estimated to have a relatively neutral impact to the total project budget. While the project length is shorter than the original project limits, the neutral cost change is a factor of the different types of protected bikeway designs along the project corridor:

- The proposed segment to be removed includes 0.5-miles of a *two-way* protected bike lane design. The two-way bikeway design requires one buffer and row of flexible delineators, totaling 0.5 miles. The 30% design construction cost estimate for this segment is \$37,237.65.
- The proposed segment to be added includes 0.25-miles of a *pair of one-way* protected bike lanes. The one-way bikeway design requires two buffers and two rows of flexible delineators – one on each side of the 0.25-mile long corridor, totaling 0.5 miles. The 30% design construction cost estimate for this segment is \$29,314.47.

Based upon the requested change in scope, the City is requesting that the total funding remain as originally allocated. A 30% Design Construction Cost Estimate can be found in **Attachment B**.

The modified scope for the U of M Protected Bikeways project continues to respond to the transportation needs identified, while modifying project elements where the benefits remain consistent with its original intent.

We look forward to discussing the revised project with you in more detail. If you have any questions, I can be reached at 612-673-5012 or by e-mail at simon.blenski@minneapolismn.gov.

Sincerely,

City of Minneapolis

Simon Blenski
Project Planner

Attachments: Attachment A – Project Location Maps
Attachment B – Project Cost Estimate

cc: Adam Hayow, City of Minneapolis

Attachment A: Project Location Maps

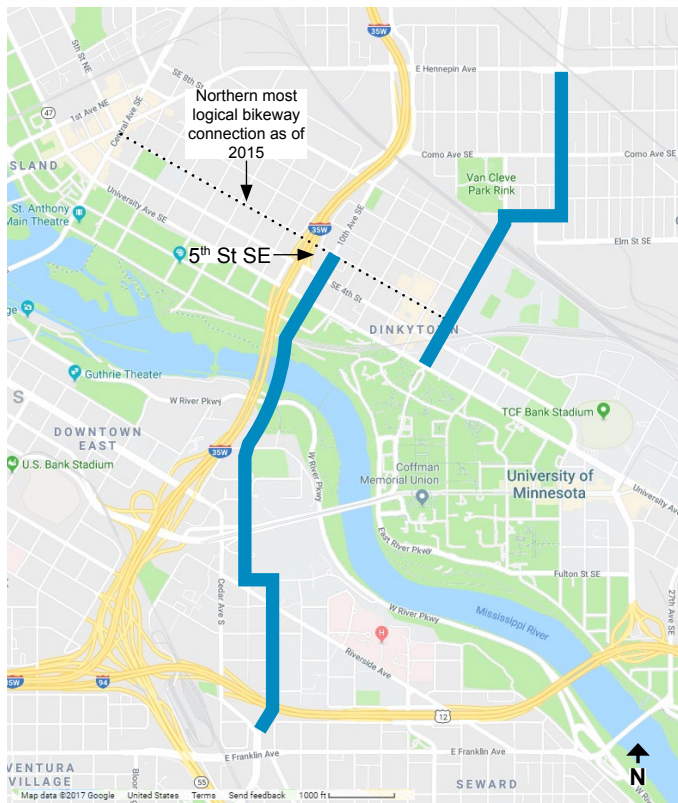


Figure 1: Original project limits of the U of M Protected Bikeways project included in the 2015 TE funding submittal (S.P. 141-030-041)

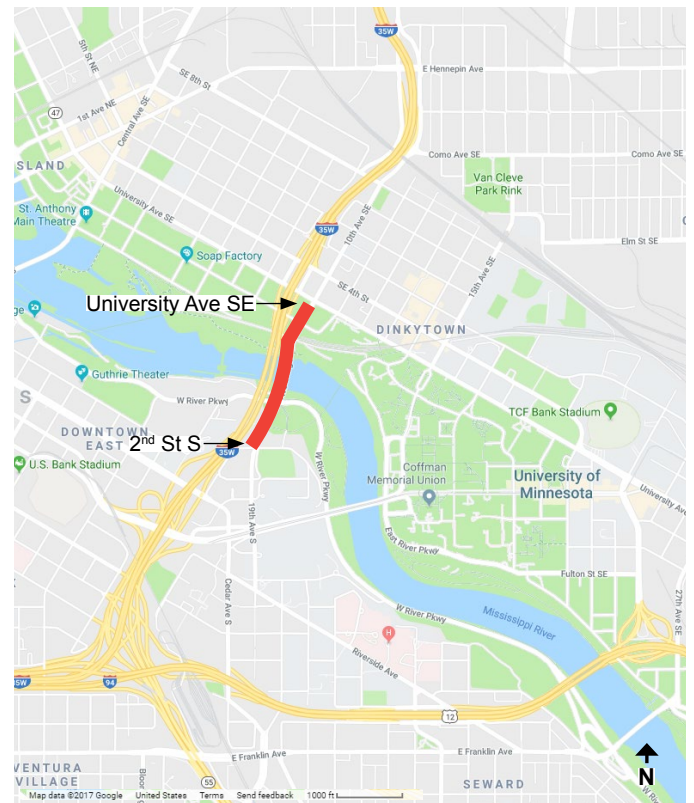


Figure 2: 10th Avenue Bridge project limits between 2nd Street S and University Avenue SE

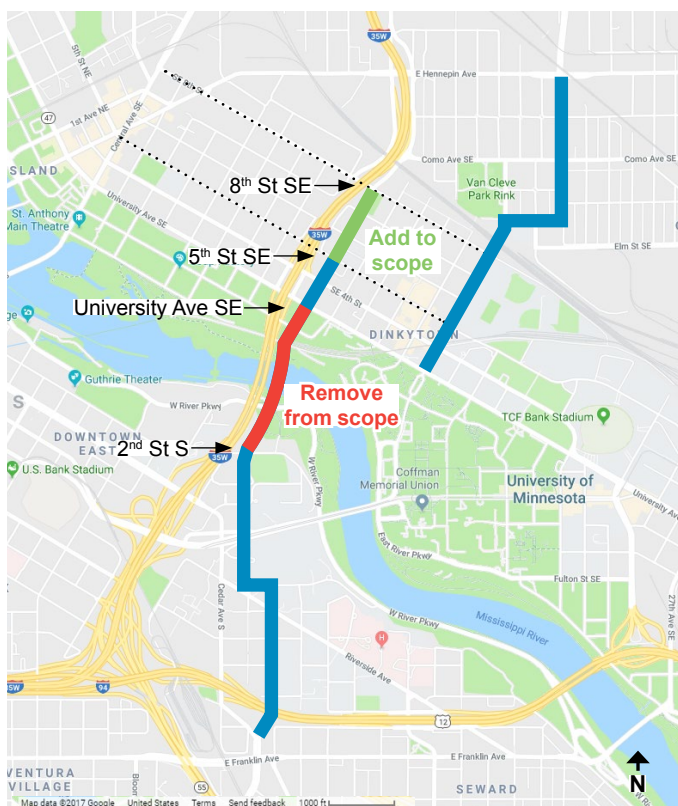


Figure 3: Proposed changes to the original project limits of the U of M Protected Bikeways project (S.P. 141-030-041)

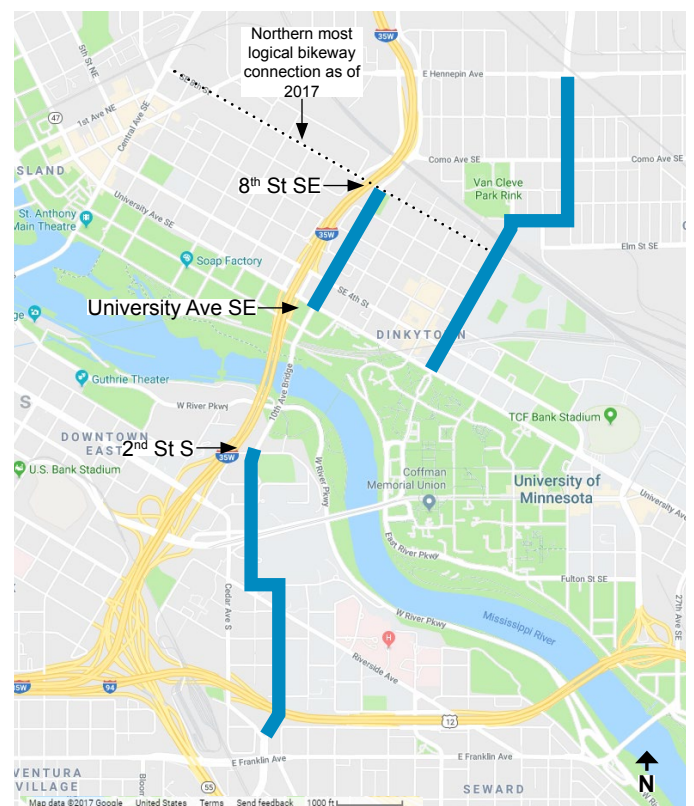


Figure 4: Proposed amended project limits included in the requested change of scope to the U of M Protected Bikeways project (S.P. 141-030-041)

Attachment B: Project Cost Estimate

U of M Protected Bikeway Project - 30% Design Construction Cost Estimate				
SEGMENT	TOTAL	NOT INCL'D	Date:	12/8/2017
18th Ave SE, from Hennepin Ave through Como Ave.	\$ 52,181.12		By:	CJB
18th Ave SE, from Como Ave to 17th Ave SE	\$ 6,014.03		Checked	KA/CS
Rollins Ave SE, from 17th Ave SE through 15th Ave SE	\$ 32,325.73			
15th Ave SE, from Rollins Ave SE to University Ave SE	\$ 188,246.72			
10th Ave SE, from 8th Street through 5th Street	\$ 29,314.47	Proposed segment to add		
10th Ave SE, from 5th Street through University Ave.	\$ 237,005.95			
10th Ave SE, from University Ave SE to S 2nd St		\$ 37,237.65	Proposed segment to remove	
19th Ave S, from S 2nd St through Riverside Ave	\$ 461,796.00			
S 4th St, from 19th Ave S to 20th Ave S AND 20th Ave S, from S 4th St to Minnehaha Ave	\$ 107,686.51			
Subtotal, in 2015 dollars		\$1,114,570.54	\$37,237.65	
Total Cost, inflated to 2019 dollars at 5% per annum		\$1,354,767.45	\$45,262.59	
<p>Note: This is a 30% design cost estimate, based off of the layout dated 12/8/17. At this early stage of project development, limited survey data is available and project details and background information are subject to change. It is assumed that all work will be conducted within existing right of way and there will be no right of way costs. Traffic control, mobilization and erosion control costs were assumed as a percentage of segment construction costs as noted in the estimate. Remaining unit costs were obtained from 2015 MnDOT average statewide bid costs. A 25% construction cost contingency has been applied to each segment subtotal, which includes an allowance for any additional signing needs that may arise for the project. Total project costs are inflated at 5% per annum to 2019 dollars. Bituminous quantities were assumed at 113 lbs/sy*in and application rate for asphalt emulsion was assumed at 0.1 gal/sy. Final construction costs will vary based on changes in project scope and economic conditions at time of construction.</p>				

ACTION TRANSMITTAL No. 2018-13

DATE: January 22, 2018

TO: Technical Advisory Committee

FROM: TAC Funding and Programming Committee

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

SUBJECT: 2018-2021 TIP Amendment: Minneapolis University of Minnesota Protected Bikeways Project

REQUESTED ACTION: The City of Minneapolis requests an amendment to the 2018-2021 Transportation Improvement Program (TIP) to amend the scope of its University of Minnesota Protected Bikeways Project (SP # 141-030-041).

RECOMMENDED MOTION: That the Technical Advisory Committee recommend to the Transportation Advisory Board approval of an amendment to the 2018-2021 Transportation Improvement Program (TIP) to amend the scope of The City of Minneapolis's University of Minnesota Protected Bikeways Project (SP # 141-030-041).

BACKGROUND AND PURPOSE OF ACTION: This amendment is needed to remove the 0.5-mile segment of 10th Ave Bridge between University Ave SE and 2nd St S and add a 0.25-mile segment to 10th Ave SE between 5th St SE and 8th St SE on the University of Minnesota Protected Bikeways Project (SP # 141-030-041). Removal of the bridge from the project is necessary because the work will be completed on a separate 10th Avenue Bridge project.

This action accompanies a scope change request that could result in a change to the FHWA (and, therefore, "other") funding amounts shown on the attached request. If so, a motion should reflect these updated funding amounts.

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 according to these four requirements.

STAFF ANALYSIS: The TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015. 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 the Council's regular meetings. Approval of this TIP amendment is dependent on approval of the accompanying scope change request.

COMMITTEE COMMENTS AND ACTION: At its January 18, 2018, meeting, the Funding & Programming Committee voted unanimously to recommend approval of the TIP amendment request with a funding change reflective of the accompanying scope change recommendation.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	1-18-2018
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Concur	
Metropolitan Council	Concur	

Please amend the 2018-2021 Transportation Improvement Program (TIP) to include this project in program year 2019. This project is 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	
1584	2019	M	M	Ped/Bike	141-030-041	Minneapolis	20th Ave S from Minnehaha Ave to 4th St S, 4th St S from 20th Ave S to 19th Ave S, 19th Ave S/ 10th Ave SE from 4th St S to <u>5th St SE</u> , <u>2nd St S</u> , <u>10th Ave SE from University Ave SE to SE 8th</u> , 15th Ave SE from University Ave to Rollins Ave SE, Rollins Ave SE from 15th Ave SE to 18th Ave SE, 18th Ave SE from Rollins Ave SE to E Hennepin Ave- Construction of protected bikeway	2.6 <u>2.4</u>	
PROG	TYPE OF WORK		PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
BT	New Trail		STBGP	1,287,868	993,056	-	-	-	294,812

PROJECT BACKGROUND:

- 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 remove the 0.5-mile segment of 10th Ave Bridge between University Ave SE and 2nd St S and add a 0.25-mile segment to 10th Ave SE between 5th St SE and 8th St SE.

- 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 ✓

The federal funds currently programmed on the project are sufficient for this project, 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 January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015.

AIR QUALITY CONFORMITY:

- Subject to conformity determination
- Exempt from regional level analysis ✓
- N/A (not in a nonattainment or maintenance area)

*Exempt Project Category A-Q2, Bicycle and pedestrian facilities, per Section 93.126 of the Conformity Rules.

ACTION TRANSMITTAL No. 2018-15

DATE: January 19, 2018
TO: Technical Advisory Committee
FROM: TAC Funding & Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: Program Year Extension Request: Washington Tech Safe Routes to School Improvements
REQUESTED ACTION: The City of St. Paul requests a program year extension for its Washington Tech Safe Routes to School project (SP# 164-591-003) to 2019.
RECOMMENDED MOTION: That the Technical Advisory Committee recommend to TAB approval of the City of St. Paul's program year extension request to move the Washington Tech Safe Routes to School Improvements project (SP# 164-591-003) to 2019.

BACKGROUND AND PURPOSE OF ACTION: The City of St. Paul received \$816,000 in Surface Transportation Block Grant (STBG) Program funding to install sidewalks near Washington Tech School for program year 2018 in the 2016 Regional Solicitation. The City's local match is not yet available but the City states that it will be available during the 2019 program year.

RELATIONSHIP TO REGIONAL POLICY: The Transportation Advisory Board (TAB) adopted the Program Year Policy in April 2013 and updated it in August 2014 to assist with management and timely delivery of transportation projects awarded federal funding through the TAB's Regional Solicitation. The policy includes a procedure to request a one-year extension based on extenuating circumstances within certain guidelines.

STAFF ANALYSIS: Based on the score on the attached worksheet, staff recommends approval of the program year extension to 2019. It is important to note that an extension of the program year does not guarantee federal funding will be available in that year. The project sponsor is responsible for completing the project in the new program year and covering the federal share of the project until federal funding becomes available. At this time the project would be in line for 2022 reimbursement of federal funds, though an earlier reimbursement may occur if funding becomes available. In that case the TAB Federal Funds Management Process would be followed. The program year change would be administered in the annual Transportation Improvement Program (TIP) update and does not require a separate TIP amendment.

COMMITTEE COMMENTS AND ACTION: At its January 18, 2018, meeting, the Funding & Programming Committee voted unanimously to recommend approval of the program year extension request.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	1-18-2018
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	



CITY OF SAINT PAUL
Christopher B. Coleman, Mayor

Paul Kurtz, City Engineer
800 City Hall Annex
25 W. Fourth Street
Saint Paul, MN 55102-1660

Telephone: 651-266-6203
Fax: 651-266-6222

December 21, 2017

Mr. Paul Oehme
Chair, TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101-1805

RE: PROGRAM EXTENSION REQUEST FOR SP 164-591-003
WASHINGTON TECH SAFE ROUTE TO SCHOOL IMPROVEMNTS

Dear Mr. Oehme,

The City of Saint Paul respectfully requests that the Funding and Programming Committee consider a program year extension for the above referenced project. The project's current program year is 2018 and includes the construction of new sidewalk, ADA compliant pedestrian ramps, on street separated bike lanes on Arlington Avenue, and school crossing improvements.

The City of Saint Paul has worked diligently with the Washington Tech School and community over the last 3 years. Federal Funding for this project was requested in 2020 as the preferred program year. The project was funded with 2018 as the program year. The local match is not available until 2020 and the City has not been able to secure local funding for this project in 2018.

We request the Funding and Programming Committee's support for extending Saint Paul's project program year to 2019. If additional information is needed, please contact me at 651-266-6210 or by email at elizabeth.stiffler@ci.stpaul.mn.us.

Sincerely,

Elizabeth Stiffler, PE

City of Saint Paul Project Manager



An Affirmative Action Equal Opportunity Employer



Need this translated? Call us at 651-266-6100
266-6100

Ma u baahan tahay tarjamadaan Naga soo wac 651-266-6100
266-6100

Necesita esta traducción? Comuníquese con nosotros al 651-

Xav tau qhov no txhais los? Hu rau peb ntawm 651-

Enclosure

Cc: Scott, Eue, MnDOT State Aid
Colleen Brown, MnDot State Aid
Joe Barbeau, Metropolitan Council
Paul Kurtz, City of Saint Paul

REQUEST FOR PROGRAM EXTENSION
for
SP 164-591-003

Pedestrian improvements in area surrounding Washington Tech School
in the
CITY OF SAINT PAUL, MINNESOTA

REQUESTED BY:

ELIZABETH STIFFLER
CITY OF SAINT PAUL PROJECT MANAGER
Phone: 651-266-6210
Email: elizabeth.stiffler@ci.stpaul.mn.us

1. Project Background

a. Project Name:

Washington Tech School Safe Route to School Improvements

b. Location Map:

Figure 1-Location Map and Figure 2-Project Area Map show the project location and adjacent roadways.

c. Sponsoring Agency:

City of Saint Paul

d. Project Description:

The proposed project will construct new sidewalks to fill gaps in the existing sidewalk system. All non-compliant pedestrian ramps will be reconstructed to meet ADA standards. The project will provide for on street separated bike lanes on Arlington Avenue between Wheelock Pkwy and Edgerton St and school crossing improvements at Arlington and Matilda St.

e. Funding Category:

The project is funded with Federal Transportation Alternatives Program (TAP) funds.

f. Federal Funds Allocated:

Federal funds in the amount of \$1,060,800 have been secured for Fiscal Year 2018.

2. Project Progress

a. Progress Schedule:

The schedule below outlines the progress of the project to date and anticipates future dates assuming the program year extension is granted.

Early Coordination Letters	December 2017
Project Memorandum Submittal	December 2017
Submit construction plans for review & approval	February-March 2019
Construction plan approval	April 2019
Project letting	Fall 2019
Project construction	Spring 2020

b. Right-of-Way Acquisition:

No Right-of-Way, permanent or temporary easements are required for this project.

c. Plans:

Preliminary Layout and Plan preparation is estimated at 30 percent complete.

d. Permits:

Below is a list of permits that will be required for the project. The permits will be applied for during final design.

Permits required for the project include:

- MPCA National Pollutant Discharge Elimination System (NPDES) Permit
- Capital Region Watershed District Permit

e. Approvals:

The proposed improvements will require approval from MnDot for plans in addition to the permit approvals identified above.

f. Funds and Resources:

The City of Saint Paul has spent approximately \$20,000 (through December 2017) in preliminary planning, meetings and the preparation of the Project Memorandum.

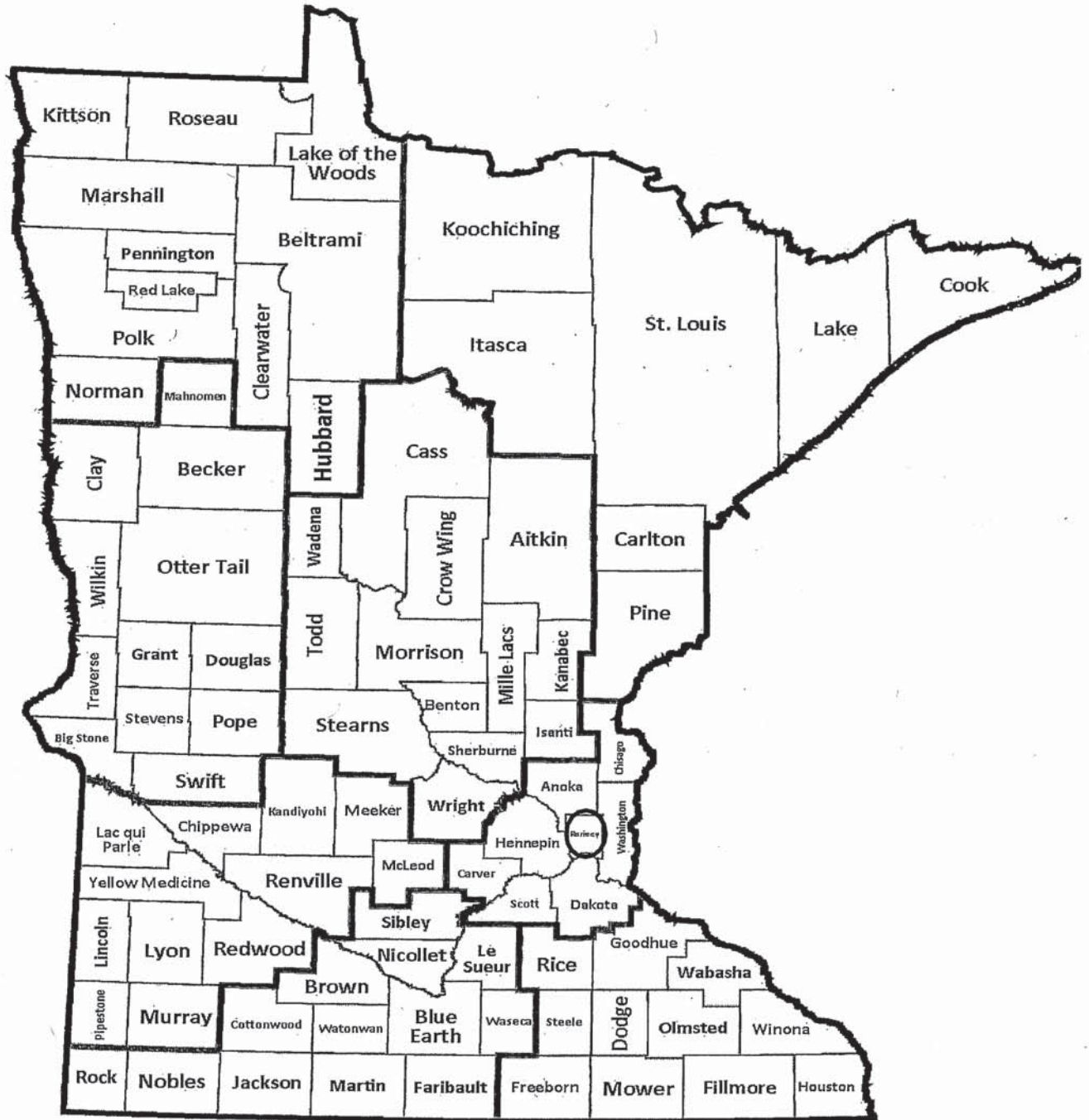
3. Justification for Project Year Extension

If the project does not obtain the requested program year extension, the federal funds would be lost and the project would have to be postponed.

If the project, obtains a one year program extension until 2019, the project can be delivered. By obtaining the extension, bid opening can occur in Spring 2020 and the project can be constructed in 2020, the year the local match is available.

Federal funding for this project was requested in 2020 as the preferred program year. 2018 and 2019 were selected as additional program years thinking that the local match could be obtained if the project was accelerated, as had been done in the past. Local budgets have become more stringent and local funded could not be obtained to deliver the project in 2018.

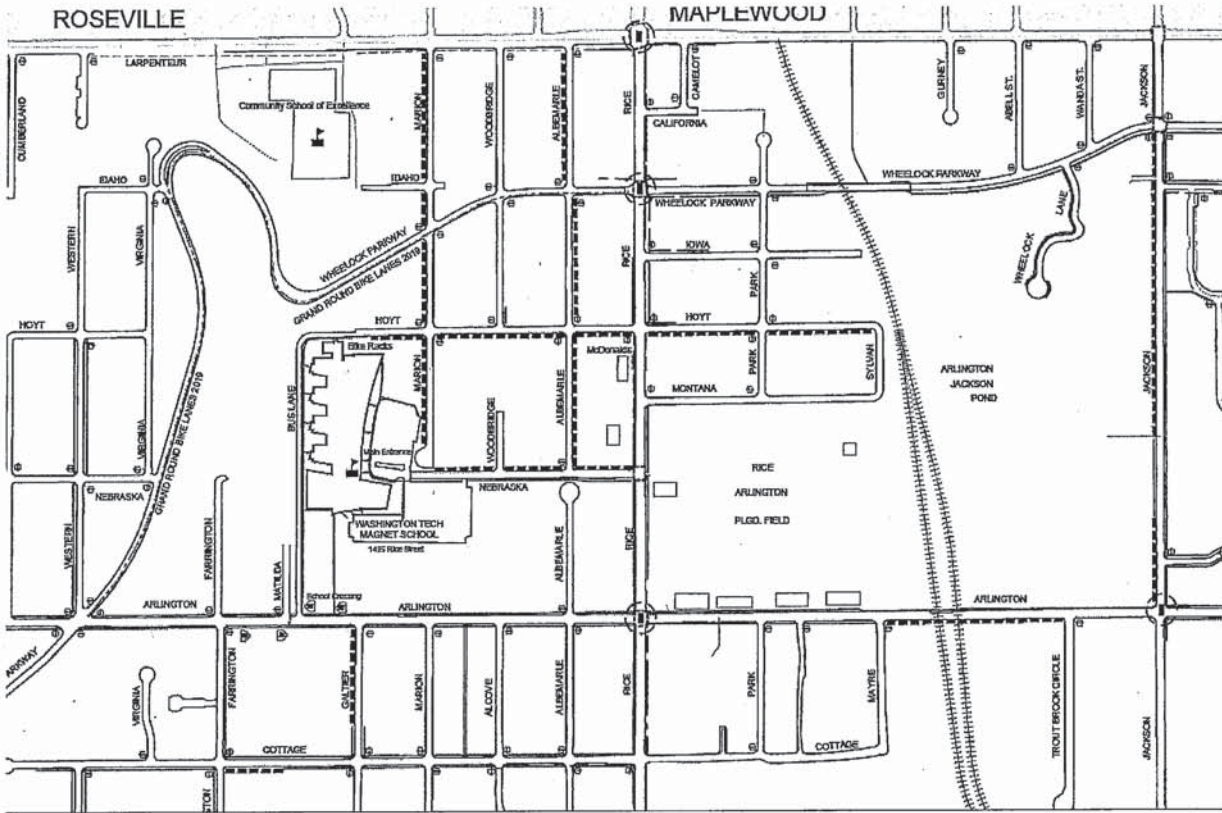
Figure 1



STATE MAP

Figure 2

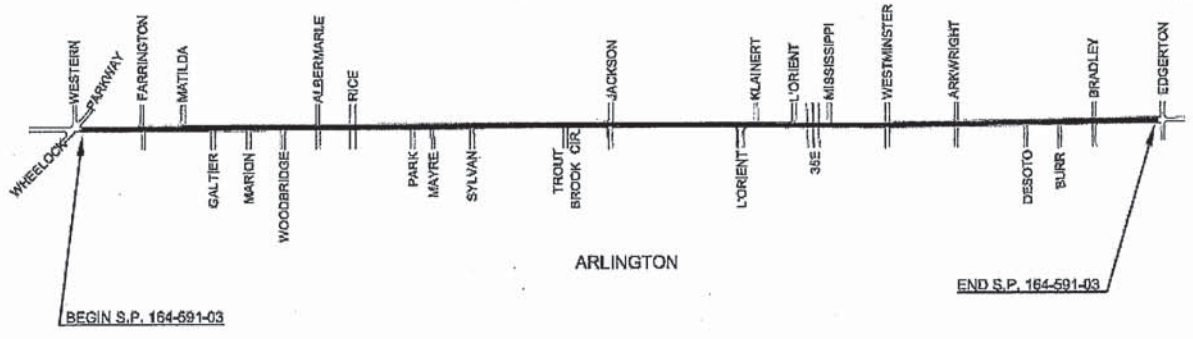
LOCATION MAP



2018 SRTS SIDEWALK INFILL PROJECT
WASHINGTON TECHNOLOGY MAGNET SCHOOL
 1495 Rice Street, St. Paul, MN 55117

City of St. Paul, Dept. of Public Works, Traffic Engineering
 Ward 5 - North End Neighborhood District 6 - School District Area C

----- 2018 SIDEWALK INFILL
 _____ EXISTING SIDEWALK



Attachment 1: PROGRESS SCHEDULE FOR PROGRAM YEAR EXTENSION

Enter request date
12/22/2017

INSTRUCTIONS:

1. Check status of project under each major heading.
2. Enter dates as requested for each major heading.
3. Enter points as suggested by each applicable response.
4. Total points received in the TOTAL POINTS line on the last page. **The minimum score to be eligible to request an extension is seven points.**

ENVIRONMENTAL DOCUMENTATION

PROJECT MEMORANDUM

Reviewed by State Aid If checked enter 4. 4
Date of approval 12/19/2017

Completed/Approved If checked enter 5. _____
Date of approval _____

EA
 Completed/Approved If checked enter 2. _____
Date of approval _____

EITHER
 Not Complete
Anticipated Date of Completion _____
If prior to January 31 of the program year, enter 1. _____

OPPORTUNITY FOR PUBLIC HEARING (not necessary for project memorandum)

Completed
Date of Hearing _____ If checked enter 2. _____

Not Complete
Anticipated Date of Completion _____
If prior to February 28 of the program year, enter 1. _____

FINAL ENVIRONMENTAL ASSESSMENT (not required for project memorandum)

Completed/FONSI Approved If checked enter 2. _____
Date of approval _____

Not Complete
Anticipated Date of Completion _____
If prior to March 31 of the program year, enter 1. _____

STUDY REPORT (required for Environmental Assessment Only)

Complete/Approved If checked enter 1. _____
Date of Approval _____
 Not Complete
Anticipated Date of Completion _____

CONSTRUCTION PLANS

Completed (includes signature of District State Aid Engineer)
Date _____ If checked enter 3. _____
 Completed (approved by District State Aid as to SA Standards but not signed)
Date _____ If checked enter 2. _____
 Not Complete
Anticipated Date of Completion March 2019
If prior to June 30 of the program year, enter 1. 1

RIGHT OF WAY ACQUISITION

Completed (includes approval of R/W Cert. #1 or #1A) If checked enter 2. 2
Date December 2017
 Not Complete
Anticipated Date of Completion _____

If prior to December 31 of the year following the original program year, enter 1. _____

ENGINEERS ESTIMATE OF COSTS

Completed If checked enter 2. _____
Date _____
 Not Complete
Anticipated Date of Completion March 2019

If prior to December 31 of the year following the original program year, enter 1. 1

AUTHORIZED

Anticipated Letting Date May 2019.
Anticipated letting date must be prior to June 30
in the year following the original program year,
so that authorization can be completed prior to
June 30 of the extended program year.

TOTAL POINTS 8