

**ACTION TRANSMITTAL**  
**No. 2013-01**

**DATE:** December 20, 2012

**TO:** Technical Advisory Committee

**FROM:** TAC Funding and Programming Committee

**PREPARED BY:** Carl Ohrn, Metropolitan Council (651-602-1719)  
Kevin Roggenbuck, TAB Coordinator (651-602-1728)  
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**SUBJECT:** Scope Change Request for Transportation Enhancement-funded  
Mississippi River Trail (SP# 103-090-003)

**REQUESTED ACTION:** The City of Anoka is requesting a scope change to remove nine amenities from the Mississippi River Trail project (SP# 103-090-003).

**RECOMMENDED MOTION:** Recommend approval of the requested scope change for SP# 103-090-003 with the inclusion of

**BACKGROUND AND PURPOSE OF ACTION; RELATIONSHIP TO REGIONAL POLICY:** The City of Anoka and the City of Ramsey jointly submitted an application for TE funds in the 2009 solicitation and were awarded \$387,808 in TE funds (adjusted for inflation) to connect two parks by constructing a 1.9 mile trail, two bridges and other amenities adjacent to Riverdale Drive and through King's Island along the Mississippi River. The project was programmed as SP# 103-090-003 in 2013 and identified the City of Anoka as the project sponsor.

The City of Anoka requests a scope change for this project. The city's request and supporting information is attached.

During project development, more detailed cost estimates were prepared for the trail, bridges and amenities. Additional cost elements (mobilization, traffic control, erosion control, wetland mitigation and floodplain mitigation) were identified that were not part of the original scope and cost estimate. The total cost of the project increased from an estimated \$509,000 in the original application to more than \$1.3 million. The proposed scope change would remove nine amenities from the project scope with an estimated combined cost of \$197,000.

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 make adjustments to their projects as needed while still providing substantially the same benefits described in their original project applications.

### **STAFF ANALYSIS:**

The City of Anoka and their consultant, MnDOT Metro State Aid and the TAB Coordinator consulted about the proposed scope change. Staff reviewed the scope change request in accordance with the process adopted by the TAB in March 2011. Staff used the 2009 Transportation Enhancement solicitation criteria and individual scorer's methodology worksheets to compare the proposed scope change to the original scope and criteria scores.

The basic connections of the project would still be maintained; the trail will be built as described and connect two parks. Part of the trail will be separate right-of-way and part will be on street, designated bike lane.

A list of all the project elements is on the last page of the scope change request submitted by Anoka, including the elements proposed to be removed. Listed below in shaded text are project elements that the project sponsor proposes to remove from the project and the description provided in the 2009 TE application discussing the merits of the various elements:

#### **▪ Bicycle and Pedestrian Pathway Group (Qualifying Activities 1, 2, and 8)**

1. Urgency/Significance (250 points). Discuss how the project proposes or addresses each of the following:
  - Takes advantage of a time-sensitive opportunity, e.g., a willing landowner, cost savings, affiliation with another project, competing development opportunities.

**RESPONSE:** There are several favorable project affiliations. One is the 2009 investment of \$41,173 in irrigation and benches scheduled for Riverdale Park in Ramsey. This 4+ acre park will serve Regional Trail users with the rest facilities the Transportation Enhancements will incent. After irrigation, the space will be comfortable and aesthetically pleasing, adding measurable value for trail users; consistent with Minnesota Statutes Chapter 116D. The cost of the shelter with restroom and drinking fountain proposed above is in excess of \$81,709.

This criterion had a total value of 250 points. The project received 135 points.

3. **Relationship between Categories (100 points).** Projects will score higher if they provide multiple benefits toward the purpose of the Transportation Enhancements program. Applicants should review the respective category criteria to determine the extent to which the project relates to the other two categories.

- What is the relationship to the Scenic and Environmental group? For example, how does the bike/ped project provide a natural resource enhancement?

**RESPONSE: The boulevard trees are clearly a natural resource enhancement. However, one critical element of this project is restoring ecological functioning of King's Island by the removal of two massive earthen dikes that have destroyed the hydraulic functioning of the island's side stream channel.**

- What is the relationship to the Historic and Archaeological group? For example, how does the bike/ped project take advantage of or enhance historic and cultural resources or provide orientation/interpretation to users?

**RESPONSE: The two interpretive displays identified in the project description will greatly enhance trail users appreciation of the area, through education and orientation. In addition, another aspect of the activity leading up to construction will be a Project Memorandum and Cultural Resource Analysis for King's Island. This is unlikely to occur without this project – if there are archaeological resources on the island, they may ultimately be lost having not been discovered (and protected) by virtue of this larger project. Should archaeological resources be found, this will add to the cultural and historic richness of Mississippi River Trail.**

This project received 55 points from a possible 100 points.

Transportation Enhancement scoring is very competitive and scores are usually very close. The Mississippi River Trail Project received 617 points of a possible 1,000 points and was ranked 23<sup>rd</sup> out of 28 projects that were awarded TE funds and out of 57 TE applications submitted. Then lowest ranked TE project that was awarded funds scored 602 points.

After reviewing the responses in the 2009 application and the scoring methodologies, staff recognizes that three of the nine amenities proposed to be removed from the project scope were important factors in the project scoring and should be retained in the scope. They are:

- Earthen dike removal;
- Shelter, including sewer and water service; and
- Two interpretive displays.

Staff recommends approval of the scope change if the scope includes the earthen dike removal, shelter with sewer and water service and the two interpretive displays. The other five amenities may/may not have factored into the project score.

**COMMITTEE COMMENTS AND ACTION:** At its December 20, 2012, meeting, the TAC Funding and Programming Committee recommended the approval of the requested scope change with three specifications: with the retention of the interpretive signs; with a city resolution guaranteeing the shelter and the earthen dike work will be completed separately from the project or the city would have to take an appropriate reduction in federal funding; and contingent on the removal of the shelter and dike from the scope being in accordance with federal processes. The shelter work will be paid for with local

funding, and the dike work will be completed with a state Department of Natural Resources grant; both elements will be done concurrently with the overall trail project.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Funding & Programming Committee	Review & Recommend	December 20, 2012
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	
Metropolitan Council	Information	