

TRANSPORTATION ADVISORY BOARD

Metropolitan Council, 390 Robert Street North, Saint Paul, Minnesota 55101

NOTICE OF A MEETING
of the
FUNDING AND PROGRAMMING COMMITTEE

Thursday, January 18, 2018
1:30 P.M. – Metropolitan Council, Room LLA
390 Robert Street N, Saint Paul, MN

AGENDA

- 1) Call to Order
- 2) Adoption of Agenda
- 3) Approval of the Minutes from the December 21, 2017 Meeting*
- 4) TAB Report
- 5) Program Year Extension Request: St. Paul Washington Tech Safe Routes to School – Action Item 2018-15*
- 6) Scope Change: City of Minneapolis 6th Street Overhead Signal Additions – Action Item 2018-10*
- 7) TIP Amendment: City of Minneapolis 6th Street Overhead Signal Additions – Action Item 2018-11*
- 8) Scope Change: City of Minneapolis U of M Protected Bikeways – Action Item 2018-12*
- 9) TIP Amendment: City of Minneapolis U of M Protected Bikeways – Action Item 2018-13*
- 10) Regional Bicycle Barriers Study – Information Item*
- 11) Other Business
- 12) Adjournment

*Attachments

Please notify the Council at 651-602-1000 or 651-291-0904 (TTY) if you require special accommodations to attend this meeting. Upon request, the Council will provide reasonable accommodations to persons with disabilities.

TRANSPORTATION ADVISORY BOARD
Metropolitan Council
390 N. Robert St., St. Paul, Minnesota 55101-1805
Minutes of a Meeting of the
FUNDING AND PROGRAMMING COMMITTEE
December 21, 2017

MEMBERS PRESENT: Tim Mayasich (Chair, Ramsey County), Lynne Bly (MnDOT Metro District), Colleen Brown (MnDOT State Aid), Bob Byers (Hennepin County), Innocent Eyoh (MPCA), Anna Flintoft (Metro Transit), Jenifer Hager (Minneapolis), Craig Jenson (Scott County), Emily Jorgensen (Washington County), Jim Kosluchar (Fridley), Elaine Koutsoukos (TAB), Jen Lehmann (MVTA), Joe MacPherson (Anoka County), Gina Mitteco (MnDOT Bike & Ped), Paul Oehme (Chanhassen), Ryan Peterson (Burnsville), Steve Peterson (Metropolitan Council), Lyndon Robjent (Carver County), John Sass (Dakota County), Anne Weber (St. Paul), and Joe Barbeau (staff)

OTHERS PRESENT: Ross Beckwith (City of West St. Paul), Charles Carlson (Metro Transit), Michael Fairbanks (MnDOT), and Eric Fosmo (Kimley Horn)

1. Call to Order

The meeting was called to order at 1:30 p.m.

2. Adoption of Agenda

MOTION: Bly moved to adopt the agenda with item 13, 2018 Funding & Programming Committee Meeting Schedule, moved up to just after item 10. Seconded by Ryan Peterson. The motion was approved unanimously.

3. Approval of the Minutes from the November 16, 2017, Meeting

MOTION: Ryan Peterson moved to approve the minutes with a correction to include himself as in attendance. Seconded by Oehme. The motion was approved unanimously.

4. TAB Report – Information Item

Koutsoukos reported on the December 20, 2017, TAB meeting. TAB Chair Jim Hovland reported that the TAB Executive Committee discussed the possibility of TAB submitting comments on the Corridors of Commerce Solicitation. TAB discussed the declining percent of funding share to the metro area. With the limited timeline, TAB passed a resolution of support to the letter that the Metropolitan Council submitted to MnDOT. Chair Hovland recognized outgoing committee chairs, Tim Mayasich, Lisa Freese, and Steve Albrecht and thanked them for their service. Tim Mayasich was congratulated on his upcoming retirement. TAB approved three TIP amendments, approved an update to the Regional Bicycle Transportation Network, accepted staff analysis of the Metropolitan Airports Commission Capital Improvements Program, and adopted safety performance measures and short-term targets.

5. Scope Change: Metro Transit C-Line Vehicle Upgrade – Action Item (2018-05)

Barbeau said that that Metro Transit was awarded funds that it wishes to use for the purchase of eight electric 60-foot buses and related charging equipment for use on the C-Line, which was funded through the 2014 Regional Solicitation. Because this improves the project, there is no significant decrease in benefits and because the extra cost is paid via non-Regional Solicitation funds, there is no reason to discuss reducing the federal award. Charles Carlson, Metro Transit, provided background information.

MOTION: Flintoft moved to recommend approval of the scope change request. Seconded by Eyoh. The motion was approved unanimously.

6. TIP Amendment: Metro Transit C-Line Vehicle Upgrade – Action Item (2018-06)

Barbeau said that this TIP amendment request accompanies the previous scope change request.

MOTION: Brown moved to recommend approval of the TIP amendment request. Seconded by Oehme. The motion was approved unanimously.

7. **Scope Change: MnDOT TH 41 ATMS Installation and Signal Optimization – Action Item (2018-07)**
Barbeau said that MnDOT was awarded funding in the Roadway System Management category of the 2014 Regional Solicitation. He added that the agency is asking for 80 percent of the reduced project cost, with which staff has no basis for disagreement. Michael Fairbanks, MnDOT, said that project elements being eliminated are occurring in other projects. He added that some fiber is no longer needed due to the construction of a roundabout.

MOTION: Oehme moved to recommend approval of the scope change request. Seconded by Byers. The motion was approved unanimously.

8. **Scope Change: West St. Paul CR 73 Multiuse Trail – Action Item (2018-09)**
Barbeau said that the City of West St. Paul was awarded \$1,195,360 in Surface Transportation Block Grant (STBG) Program funds in the Multiuse Trails and Bicycle Facilities category of the 2016 Regional Solicitation to construct:
1. Bituminous trail along the east side of CSAH 73 (Oakdale Avenue) from Mendota Rd to CSAH 8 (Wentworth Ave).
 2. Bituminous trail along the south side of Marie Avenue from MN 3 (Robert St) to CSAH 73 (Oakdale Ave).
 3. Sidewalk along the north side of Marie Avenue from MN 3 (Robert St) to CSAH 73 (Oakdale Ave).

The City of West St. Paul proposes elimination of the sidewalk. Increased project costs related to retaining walls and right-of-way acquisition have caused the cost of the sidewalk, along with the entire project, to increase.

This project was funded in the Multiuse Trails and Bicycle Facilities category in the 2016 Regional Solicitation. The project scored 815 points out of a possible 1,100, 46 better than the lowest funded project and 52 better than the top-scoring unfunded project in the category. Staff review, which included sharing the proposed update with scorers from the funding category, examined whether the proposed updated project would have scored well enough to be funded. The removal of the sidewalk impacts access, particularly for pedestrians, and this is reflected in the scorer reviews in the Deficiencies & Safety, Multimodal Facilities, and Equity criteria. The changes to this score, along with changes in total project funding, impact the total score. Note, however, that \$643,000 in right-of-way was needed but not acknowledged in the original application. In the Multiuse Trails and Bikeways category, right-of-way cost is eligible and is a part of the bicycle and pedestrian budget. Had this been acknowledged the cost effectiveness score would have been 40, leaving a total of 798, still enough to be funded. Further, during the analysis process, it came to staff attention that \$966,000 in right-of-way is now needed for the project. Factoring in the right-of-way cost would bring the project total to \$2,460,200, which has a significant impact on the Cost Effectiveness score. Regarding the amount of federal funding to be taken away, the applicant requests 80% of the new project total, a slight reduction from the original. Barbeau presented options that reflect the loss of the sidewalk.

Ross Beckwith, City of West St. Paul, and Eric Fosmo, Kimley Horn represented the applicant. Fosmo said that the project does not ask TAB to fund right-of-way and that the sidewalk is being removed because of the cost and sensitivity associated with right-of-way acquisition on the north side of Marie Avenue.

Bly asked whether there had been consideration of keeping the path on the north side rather than the south side of Marie Avenue. Fosmo replied that this would have had more impacts, including the removal of parking spaces from private lots.

Robgent asked whether right-of-way cost is required to be a part of the cost. Barbeau replied that the application does not spell that out but that it is a line in the bicycle and pedestrian budget and it is eligible. He added that nine applicants included right-of-way cost in their budgets. Brown said it is unclear whether inclusion is required. Robgent said that if an applicant wants right-of-way to be funded than it is subject to the cost, but if not, inclusion should not be required.

Mayasich asked whether TAB allowing removal of the sidewalk is simply helping the City balance its budget. Brown said that that is a part of the rationale for the request, though impacts to the north side of Marie Avenue are important as well.

Robjent said points should be taken away for the sidewalk and nothing else. Steve Peterson said that the lack of clarity on right-of-way should lead to approval of the request and that the Committee should consider funding options. Brown said that the funding options dig too deep and in the past funding has been pro-rated. Barbeau said that there was no way to determine the proportionate cost of the sidewalk.

MOTION: Robjent moved to recommend approval of the scope change request with removal of federal funds at 80% of the sidewalk cost. Seconded by Oehme. The motion was approved unanimously. The applicant was directed to determine that cost.

9. 2018 Regional Solicitation Public Comment Report – Action Item (2018-03)

Barbeau said that four comments were made during the public comment period for the draft 2018 Regional Solicitation.

MOTION: Robjent moved to accept the public comments for the 2018 Regional Solicitation for Transpiration Projects. Seconded by Eyoh.

Steve Peterson cited the staff response to the City of Maple Grove comment related to roadway project scoring: “The technical committees may want to consider whether a new roadway should be awarded points based on the freight tier of the roadway on which it will connect to once built.” This would enable points to be awarded for a new roadway connecting to a corridor cited in the Regional Truck Corridor Study. Hager asked how other changes, such as land use changes would apply as these kinds of changes would turn over more frequently than studies are produced.

Barbeau added that the previous month’s discussion on using Synchro’s signal timing optimization setting was included in this topic, as this discussion occurred during the public review period. Hager had also shared information that Synchro’s defaults include saturation flow rates but not phases.

The motion was approved unanimously.

10. Draft Regional Solicitation – Action Item (2018-04)

Barbeau said that the draft Regional Solicitation does not include any potential changes discussed thus far at the meeting.

In light of the discussion on the West St. Paul Scope Change request, Brown asked whether right-of-way should be ineligible for bicycle and pedestrian projects. She said that timing makes right-of-way difficult. Mitteco suggested that if TAB wants to keep right-of-way eligible that the cost effectiveness not include right-of-way cost for those not interested in using federal funds for right-of-way.

MOTION 1: Robjent moved to make right-of-way ineligible for bicycle and pedestrian projects. Seconded by Byers. MOTION 1 was approved unanimously.

MOTION 2: Robjent moved to recommend release of the 2018 Regional Solicitation for Transportation Projects inclusive of MOTION 1 and inclusive of the change to the Synchro settings discussed in the Public Comment report action item. Seconded by Eyoh. MOTION 2 was approved unanimously.

11. 2018 Funding & Programming Committee Meeting Schedule – Information Item

Barbeau said that TAC Funding & Programming Committee meetings are usually scheduled for the third Thursday of each month. This sets the Committee to meet the day after TAB (third Wednesday of the month), kicking off the F&P-TAC-TAB meeting cycle. However, sometimes the third Thursday falls six days before the third Wednesday, leaving F&P before TAC. There was one such occurrence—in June—in

2017. That meeting was moved back one week to June 22. In 2018, this occurs three times: February, March, and November. The Committee can consider whether to move any of those meetings back one week to the 22nd. Note, however, that the 22nd of November is Thanksgiving. Therefore, it likely only makes sense to consider this option for February and March.

Mayasich said that sometimes TAB makes requests of the Committee and there is value to rescheduling. Members generally agreed that rescheduling the February and March meetings to the 22nd makes sense. Barbeau said he would remind members of the rescheduled meetings in advance.

- 12. TPP Update – Highway/Freight Investments and Revenue Summary – Information Item**
Steve Peterson provided an update on the Highway and Freight Investment Direction in the ongoing Transportation Policy Plan Update.
- 13. TPP Update – Transit Investment – Information Item**
Due to time constraints, this item was not discussed.
- 14. Other Business**
None.
- 15. Adjournment**
The meeting was adjourned.

ACTION TRANSMITTAL No. 2018-15

DATE: January 5, 2018
TO: 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 TAC Funding & Programming Committee recommend to TAC approval of the 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 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.

ROUTING

| TO | ACTION REQUESTED | DATE COMPLETED |
|-------------------------------------|-------------------------|-----------------------|
| TAC Funding & Programming Committee | Review & Recommend | |
| 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.

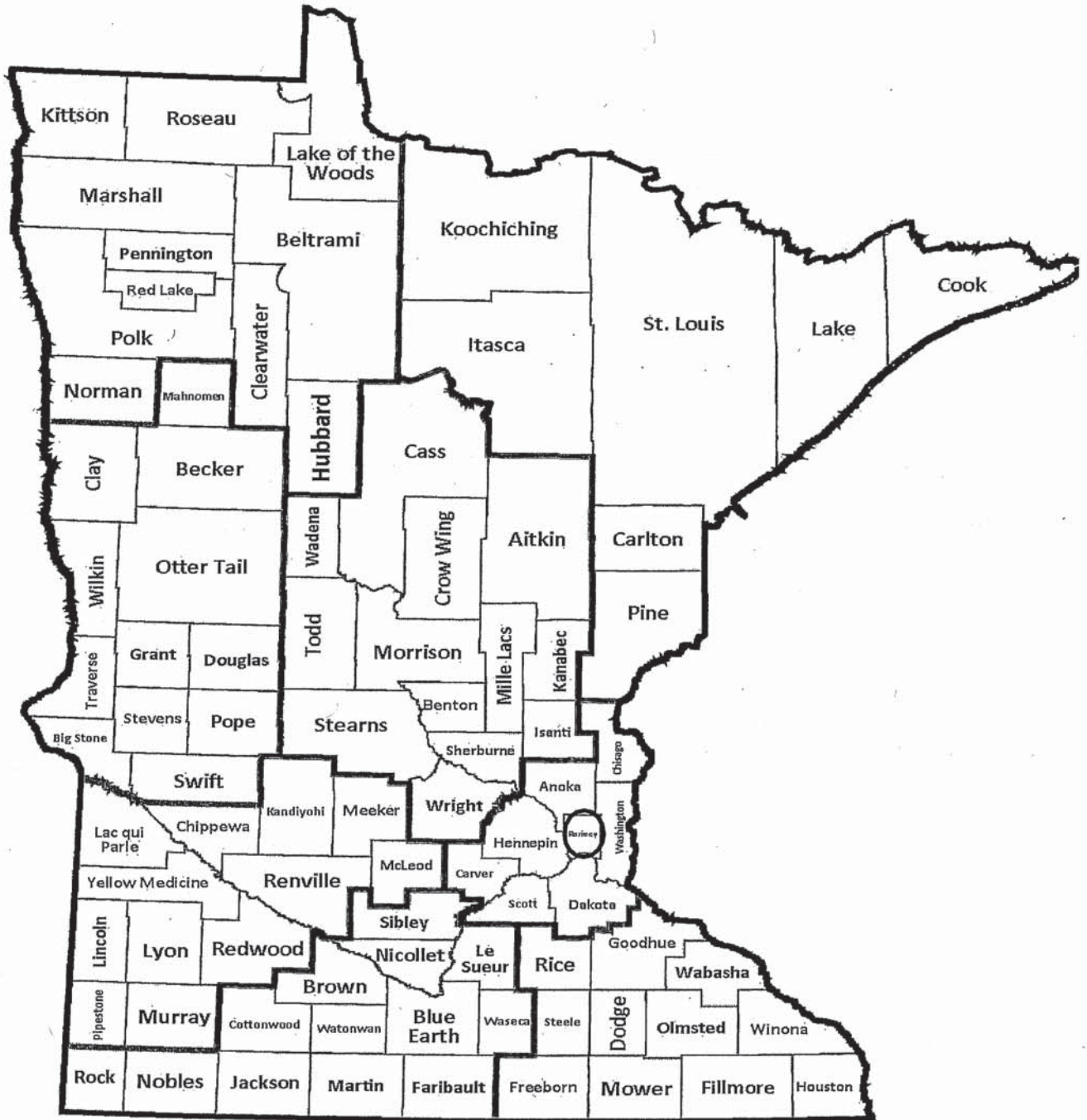
3. Justification for Project Year Extension

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.

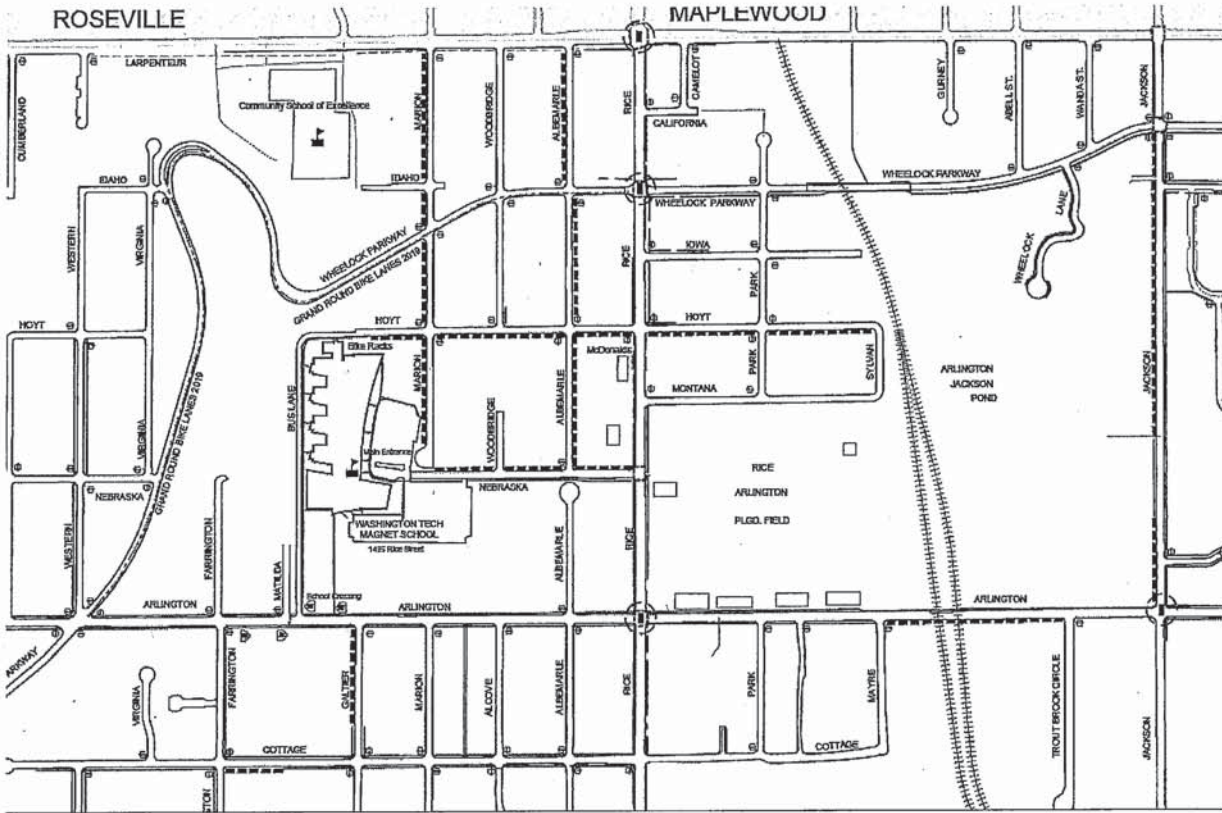
Figure 1



STATE MAP

Figure 2

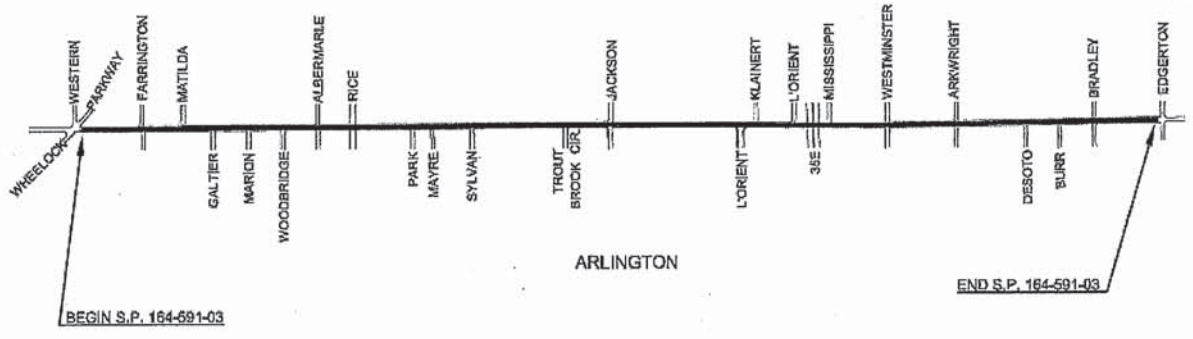
LOCATION MAP



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

ACTION TRANSMITTAL No. 2018-10

DATE: January 12, 2018

TO: 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 several elements and add two curb extensions.

POSSIBLE ACTIONS: The Committee can recommend approval or denial of the request and recommend a federal award amount.

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:

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

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 funding by X from \$1,049,400 to **\$1,039,500**, as proposed by the applicant.
2. **Option 2-Applicant Proposal Adjusted:** Decrease the funding by X from \$1,049,400 to **\$1,028,292**. The revised cost estimate on page 5 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 funding by X 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 funding by X 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 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 |

ROUTING

| TO | ACTION REQUESTED | COMPLETION DATE |
|-------------------------------------|-------------------------|------------------------|
| TAC Funding & Programming Committee | Review & Recommend | |
| 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.

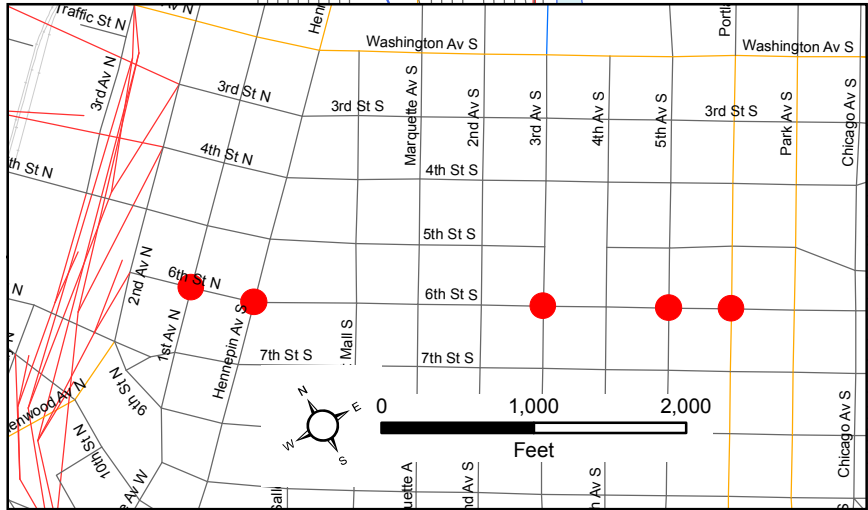
The new benefit/cost over the life of the project is calculated to be 12.07. While slightly lower than the 15.30 included in the original application, this ratio indicates the project would still provide a significant benefit to public safety and meet the goals of the HSIP program.

Revised Funding

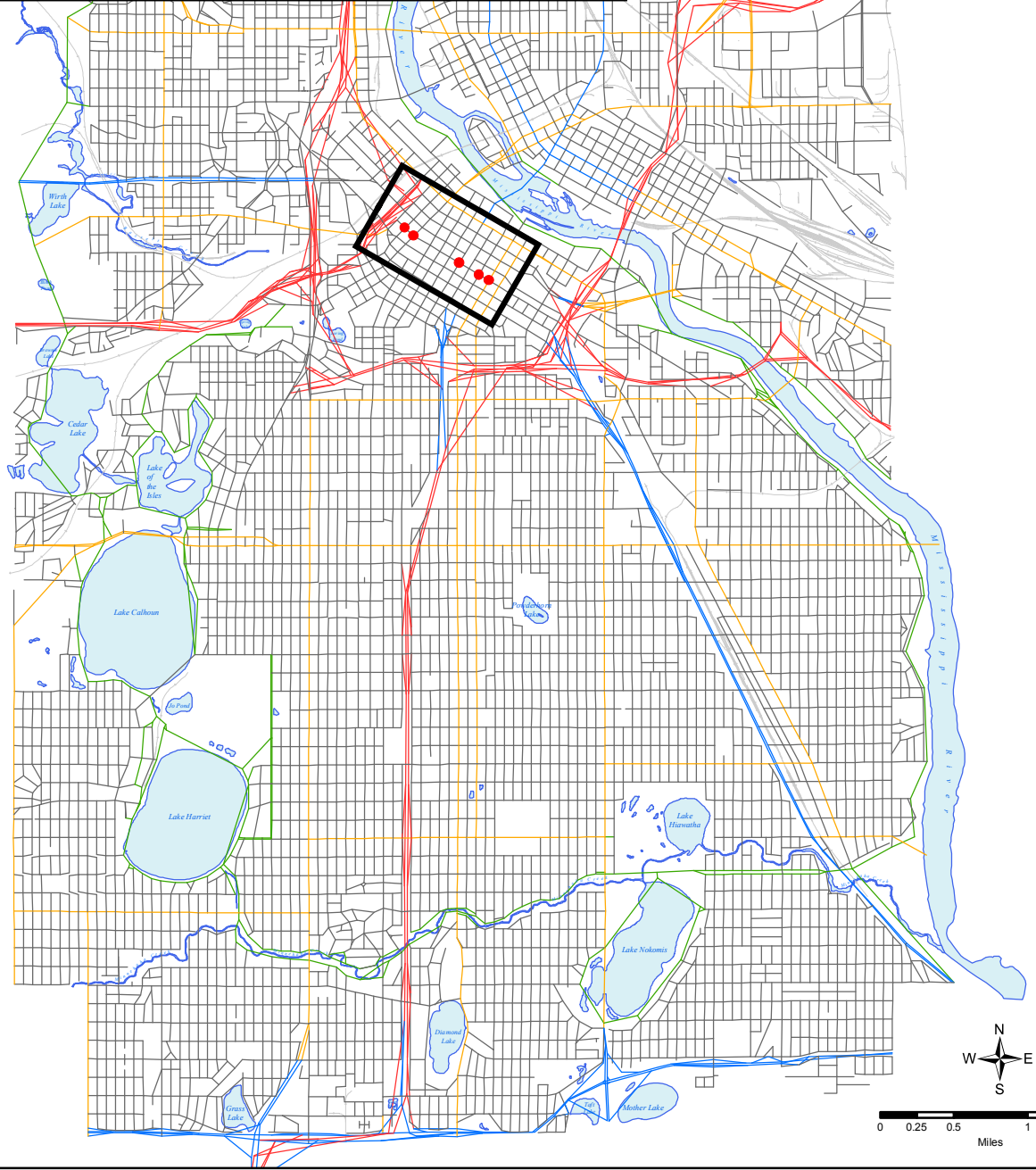
The funding is in the 2018-2021 State Transportation Improvement Program (STIP) in the amount of \$1,166,000 (\$1,049,400 federal). This included a 6% increase for inflation as compared to the original estimate included on the HSIP application. The table below summarizes the funding sources.

| 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.






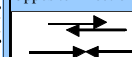


● Project Locations



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 | |
| | | Description of Proposed Work | | Installation of overhead traffic signal indications along 6th St S between 1st Ave N and Portland Ave S in Downtown Minneapolis. | | | | | | | | |
| Accident Diagram Codes | | 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 | | 6, 90, 99 | | | |
| | |  |  |  |  |  |  | | | Pedestrian | Other | Total |
| Study Period: Number of Crashes | Fatal | F | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | Personal Injury (PI) | A | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | | 1 |
| | | B | 0 | 0 | 0 | 4 | 0 | 0 | 3 | 0 | | 7 |
| | | C | 4 | 1 | 1 | 12 | 1 | 1 | 1 | 2 | | 23 |
| | Property Damage | PD | 5 | 11 | 2 | 21 | 1 | 2 | 0 | 5 | | 47 |
| % Change in Crashes | Fatal | F | -30% | -30% | -30% | -80% | -30% | -30% | -51% & -30% | -30% | | |
| | PI | A | -30% | -30% | -30% | -80% | -30% | -30% | -51% & -30% | -30% | | |
| | | B | -30% | -30% | -30% | -80% | -30% | -30% | -51% & -30% | -30% | | |
| | | C | -30% | -30% | -30% | -80% | -30% | -30% | -51% & -30% | -30% | | |
| | Property Damage | PD | -30% | -30% | -30% | -80% | -30% | -30% | -51% & -30% | -30% | | |
| Change in Crashes <small>= No. of crashes X % change in crashes</small> | Fatal | F | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| | PI | A | 0.00 | 0.00 | 0.00 | -0.80 | 0.00 | 0.00 | 0.00 | 0.00 | -0.80 | |
| | | B | 0.00 | 0.00 | 0.00 | -3.20 | 0.00 | 0.00 | -1.32 | 0.00 | -4.52 | |
| | | C | -1.20 | -0.30 | -0.30 | -9.60 | -0.30 | -0.30 | -0.30 | -0.60 | -12.90 | |
| | Property Damage | PD | -1.50 | -3.30 | -0.60 | -16.80 | -0.30 | -0.60 | 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: 2px solid black; padding: 5px; display: inline-block; background-color: #fce4ec;"> 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 (B) \$ 1,155,000 (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 9, 2018

TO: TAC Funding and Programming Committee

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

SUBJECT: 2018-2021 TIP Amendment: Metro 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 TAC Funding and Programming Committee recommend to the Technical Advisory Committee approval of 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).

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, 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.

ROUTING

| TO | ACTION REQUESTED | DATE COMPLETED |
|---|-------------------------|-----------------------|
| TAC Funding & Programming Committee | Review & Recommend | |
| 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) | 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 1,039,500 | | | | 116,600 115,500 |

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 12, 2018
TO: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: Scope Change Request for 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.
POSSIBLE ACTIONS: The Committee can recommend approval or denial of the request and recommend a federal award amount.

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-Proportionate Value of Removed Elements:** Providing an amount based on the proportionate value of the segment being removed. The segment composes roughly 3.3% (\$37,238) of the total cost (\$1,122,494, based on original elements in 2015 dollars). Reducing the federal proportion by that amount would bring the total federal award to **\$996,115**.
3. **Option 3-Proportionate Value of Removed Elements Plus Credit for New Elements:** If the Committee believes it is appropriate to shift funding to the new segment, option 2 can be adjusted to include that segment. This would recover nearly 80% (\$29,314) of amount removed in step 2. This would bring the federal award to **\$1,023,022**.

Table 1: Funding Options

| Options | Original STBG Award | Decrease in Funding | New STBG Award |
|------------------------------------|----------------------------|----------------------------|-----------------------|
| Option 1-Full 80% | \$1,030,294 | \$0 | \$1,030,294 |
| Option 2-Value of Removed Elements | \$1,049,400 | \$53,285 | \$996,115 |
| Option 3-Value of Removed + Credit | \$1,049,400 | \$26,378 | \$1,023,022 |

ROUTING

| TO | ACTION REQUESTED | COMPLETION DATE |
|-------------------------------------|-------------------------|------------------------|
| TAC Funding & Programming Committee | Review & Recommend | |
| 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

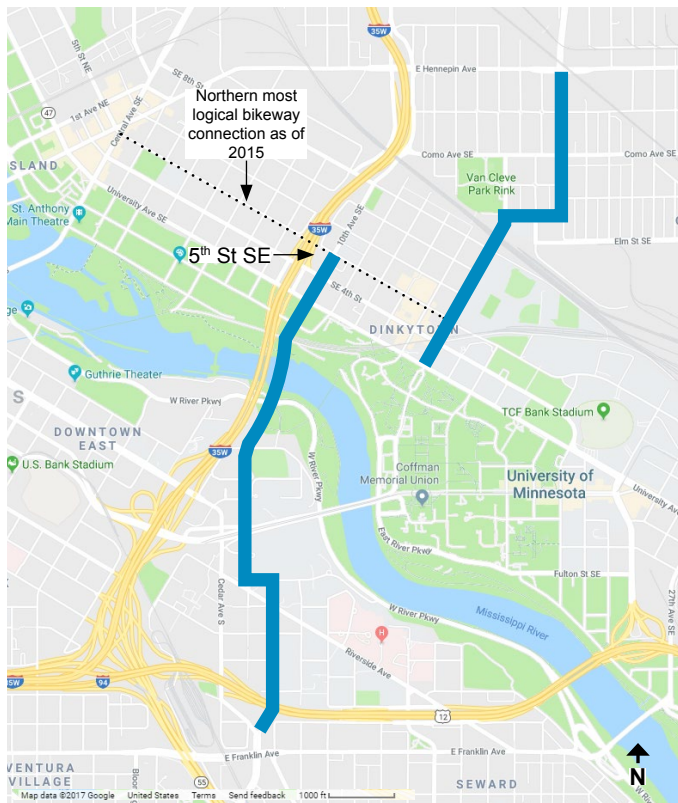


Figure 1: Original project limits of the U of M Protected Bikeways project included in the 2015 TE funding submittal (S.P. 141-030-041)

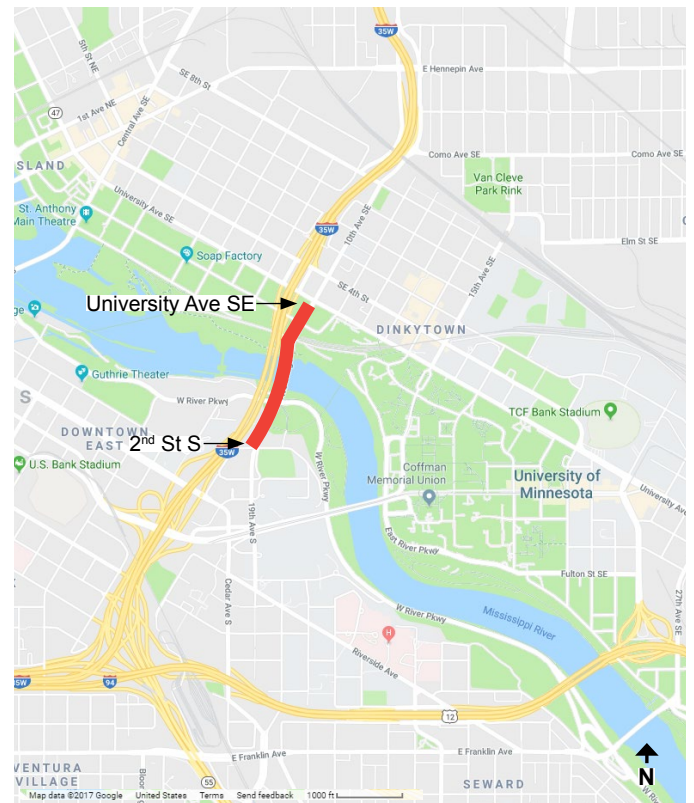


Figure 2: 10th Avenue Bridge project limits between 2nd Street S and University Avenue SE

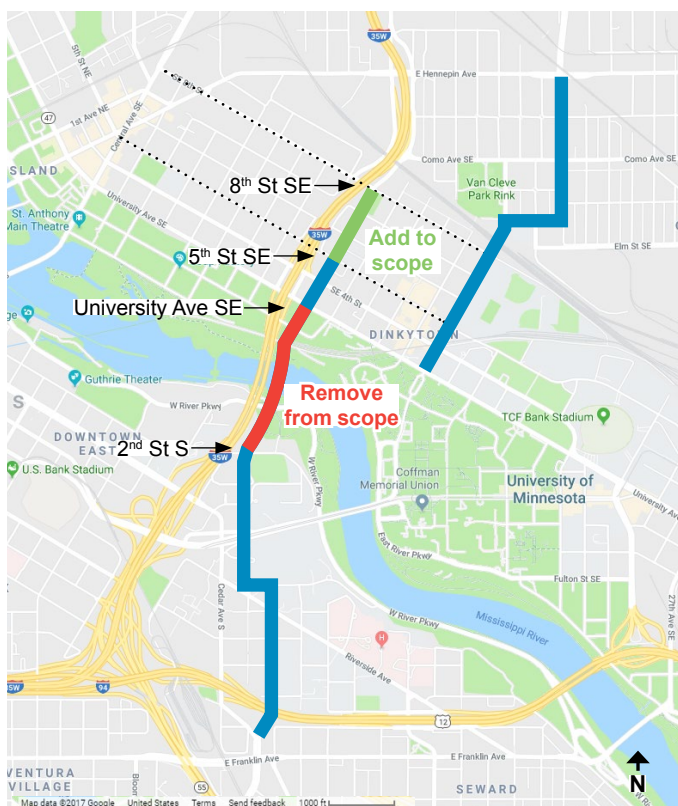


Figure 3: Proposed changes to the original project limits of the U of M Protected Bikeways project (S.P. 141-030-041)

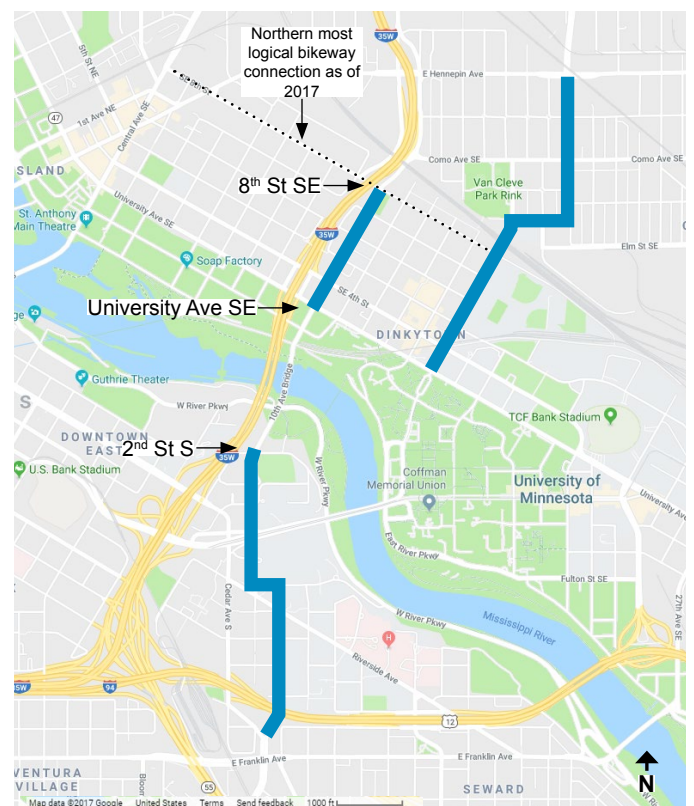


Figure 4: Proposed amended project limits included in the requested change of scope to the U of M Protected Bikeways project (S.P. 141-030-041) 2018-12; Page 6

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> | | | | |

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. 2018-13

DATE: January 12, 2018

TO: 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 TAC Funding and Programming Committee recommend to the Technical Advisory Committee 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.

ROUTING

| TO | ACTION REQUESTED | DATE COMPLETED |
|---|-------------------------|-----------------------|
| TAC Funding & Programming Committee | Review & Recommend | |
| 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 5th St SE <u>2nd St S, 10th Ave SE from University Ave SE to SE 8th, 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</u> | 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 | 1,030,294 | - | - | - | 257,574 |

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.