

# Action Transmittal

Transportation Advisory Board



**Meeting Date:** July 20, 2023

**Date:** July 13, 2023

## Action Transmittal: 2023-41

Scope Change Request for Minneapolis E Line Route Signal and Pedestrian Safety Project

**To:** TAC Funding & Programming Committee

**Prepared By:** Joe Barbeau, Senior Planner, 651-602-1705

### Requested Action

The City of Minneapolis requests a scope change to remove the Upton Avenue S/Sheridan Avenue S and 43<sup>rd</sup> Street intersection from its E Line route signal and pedestrian safety project (SP# 141-030-058).

### Recommended Motion

That the Funding & Programming Committee recommend approval of Minneapolis's scope change request to remove the Upton Avenue S/Sheridan Avenue S and 43<sup>rd</sup> Street intersection from Minneapolis's E Line route signal and pedestrian safety project (SP# 141-030-058).

### Summary

This requested scope change involves removing one of four intersections from the City of Minneapolis's E Line route signal and pedestrian safety project.

### Background and Purpose

Minneapolis was awarded \$1,980,000 in Highway Safety Improvement Program (HSIP) funds in the 2022 HSIP solicitation, in the Proactive application category. The award was to fund traffic signal replacement, signal visibility, APS, pedestrian improvements, ADA ramp upgrades, and curb extension at four intersections on the E Line arterial bus rapid transit (ABRT) route. The four intersections are:

- Upton Avenue S/Sheridan Avenue S and 43<sup>rd</sup> Street
- Xerxes Avenue S and 44<sup>th</sup> Street
- Vincent Avenue S and 44<sup>th</sup> Street
- Richfield Road and 36<sup>th</sup> Street

The Upton Avenue S/Sheridan Avenue S and 43<sup>rd</sup> Street intersection is also a planned E Line ABRT platform location. Therefore, Metro Transit proposes to include curb extensions and ADA pedestrian ramps at two quadrants of the intersections. Minneapolis would prefer that the all improvements at the intersection be delivered with the E Line project, removing the intersection from this HSIP-funded project. The City of Minneapolis would locally fund safety improvements at the intersection.

The city is requesting a scope change to remove the intersection from the project. The city also requests to retain its full federal funding amount, as the remaining intersections are estimated to cost \$2,250,000, which is roughly the same as the original estimate of the full project (\$2,200,000).

If the request is approved, a Transportation Improvement Program (TIP) amendment would be applied for at a later date, as the draft 2024-2027 TIP is being processed at this time.

## Relationship to Regional Policy

Projects that receive funding through the Regional Solicitation and HSIP Solicitation processes 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. The scope change policy allows project sponsors to adjust their projects as needed while still providing substantially the same benefits described in their original project applications.

## Staff Analysis

Approval/Denial of the Scope Change: Table 1 shows a scoring analysis. This was scored through a MnDOT process. While the project is reduced by 25% (i.e., one of four intersections removed), the impact on the scoring measures is not likely to be large. The application's score of 480 is 95 points above the 385 points the highest-scoring unfunded project in the category scored. Given this and the assertion that the entire project will be built, staff recommends approval of the request.

**Table 1: Scoring Analysis**

Measure	Max Score	Original Score	Scope Change	Notes
1. Connection to MN Strategic Highway Safety Plan	100	55	0	No change
2. Cost Per Exposure	300	74	0	Potential for some change
3. Correctable Fatal/Serious Injury Crashes	100	0	0	N/A
4. Crash Modification Factor	200	154	0	Potential for some change
5. Part of a Plan	200	100	0	No change
6. Ped/Bike Safety	100	97	0	Potential for some change
<b>TOTAL</b>	<b>1,000</b>	<b>480</b>	<b>0/-</b>	<b>Likely minimal change</b>

\* 0 = no change

+ = small improvement, ++ = moderate improvement, +++ = large improvement

- = small diminishment, -- = moderate diminishment, --- = large diminishment

Funding: Removal of a portion of the original project scope will result in a reduction in the original budget. The original application and current cost estimates are shown in Table 2, below.

**Table 2: Federal and Local Costs**

	Application Budget	Current Budget
Federal Funding Amount	\$1,980,000	
Local Contribution	\$220,000	
Total Cost	\$2,200,000	\$3,000,000
Intersection Removal (federal; 90%)	\$550,000 (\$495,000)	\$750,000
Revised Project Cost (federal)	\$1,650,000 (\$1,485,000)	\$2,250,000

History going back to the February 2019 Scope Change Consultation and Evaluation Process shows that retention of the full federal award is typical when removed elements are being completed by other another project. Minneapolis will complete the removed intersection as applied for in the HSIP application. This would be the second largest sum of money retained since the policy was revised.

## Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review & Recommend	July 20, 2023
Technical Advisory Committee	Review & Recommend	August 2, 2023
Transportation Advisory Board	Review and Adopt	August 16, 2023

June 27, 2023

Michael Thompson  
Chair, TAC Funding and Programming Committee  
Metropolitan Council  
390 Robert Street North  
Saint Paul, MN 55101-1805

**Subject: Scope Change request for S.P. 141-030-058; E Line Route Signal and Pedestrian Safety Improvements HSIP Project**

Dear Mr. Thompson,

The City of Minneapolis is submitting the attached Scope Change request for the E Line Signals HSIP project S.P. 141-030-058.

As part of the 2022 HSIP solicitation, the City of Minneapolis was awarded federal funding for traffic signal and pedestrian safety improvements at four intersections along the planned Metro E Line route. Proposed improvements include reconstructed traffic signals with improved signal visibility, Americans with Disabilities Act (ADA) pedestrian ramps, Accessible Pedestrian Signals (APS), and curb extensions. These improvements are proposed at:

- Upton Avenue S/Sheridan Avenue S and 43rd Street intersection
- Xerxes Avenue S and 44th Street intersection
- Vincent Avenue S and 44th Street intersection
- Richfield Road and 36th Street intersection

While these four intersections are all along the planned Metro E Line Route, the intersection of Upton Avenue/Sheridan Avenue/43<sup>rd</sup> Street is also a planned E Line BRT platform location. Therefore, the Metro E Line project is proposing to include curb extensions and ADA pedestrian ramps at two quadrants of the intersection.

At the time of the federal application, the City and Metro Transit were in the planning phase of coordinating delivery of multiple projects including the Metro E Line Bus Rapid Transit (BRT) project and this proposed application. Subsequent coordination has identified that the preferred project delivery method is to implement all improvements at the Upton Avenue/Sheridan Avenue/43<sup>rd</sup> Street intersection with the Metro E Line project, thus removing the work from the City's HSIP project S.P. 141-030-058. The City intends to locally fund these safety improvements to be constructed with Metro Transit's E Line project, consistent with other locally requested project scope.

The 2024-2027 State Transportation Improvement Program (STIP) identifies \$1,980,000 in federal funding and \$352,000 in local match funding for the E Line Route HSIP Project S.P. 141-030-058. The program year for the project is 2025.

The City of Minneapolis is requesting a scope change to remove the proposed improvements at the Upton Avenue/Sheridan Avenue/43<sup>rd</sup> Street intersection from S.P. 141-030-058, and include these improvements

as locally funded scope within Metro Transit's E Line project. This scope change would result in streamlined design, engagement, and construction of improvements at the Upton Avenue/Sheridan Avenue/43<sup>rd</sup> Street intersection, while maintaining a separate project for signal and pedestrian improvements at the three non-platform intersections within the HSIP project.

If approved, the proposed traffic signal and pedestrian safety improvements at the Upton Avenue/Sheridan Avenue/43<sup>rd</sup> Street intersection will be delivered with the Metro E Line project. The City of Minneapolis intends to cost participate with local funds at this intersection consistent with other BRT platform locations with locally requested project scope. Due to inflation and high bid prices on similar projects, the construction cost estimate at the remaining three intersections is \$2,250,000. As such, we respectfully request to retain the full federal funding amount of \$1,980,000 for the remaining intersections within S.P. 141-030-058.

Thank you for your consideration of this scope change request. We will be happy to provide further information if needed to consider this request.

Sincerely,

A handwritten signature in black ink that reads "Ryan M Anderson". The signature is written in a cursive, slightly slanted style.

Ryan Anderson, P.E.  
Senior Professional Engineer  
City of Minneapolis Public Works – Traffic and Parking Services

**SCOPE CHANGE REQUEST**

S.P. 141-030-058

E Line Route Signal and Pedestrian Safety Improvements Project

**Original Application:**

Application Category	HSIP
Solicitation Year	2022
Application Total Project Cost	\$2,200,000
Federal Award	\$1,980,000
Locations for Improvements	Upton Avenue S/Sheridan Avenue S and 43rd Street Xerxes Avenue S and 44th Street Vincent Avenue S and 44th Street Richfield Road and 36th Street

Project Elements Being Removed	Original Application Cost
Work at Upton Avenue S/Sheridan Avenue S and 43 <sup>rd</sup> Street	\$550,000

Current Construction Cost Breakdown	Construction Cost
Work at Upton Avenue S/Sheridan Avenue S and 43 <sup>rd</sup> Street	\$750,000
Work at other three intersections	\$2,250,000
Total	\$3,000,000

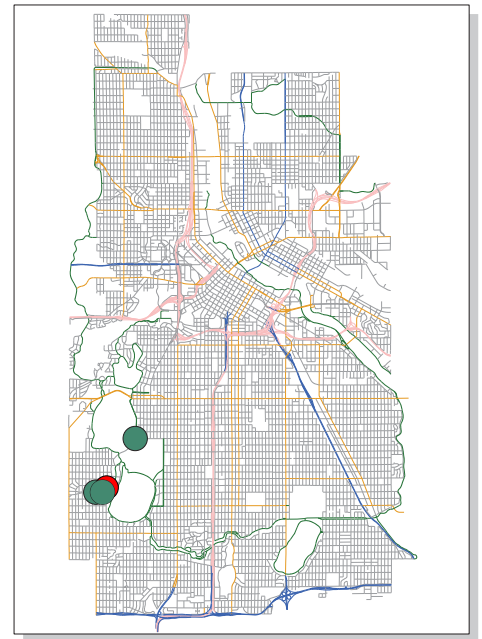
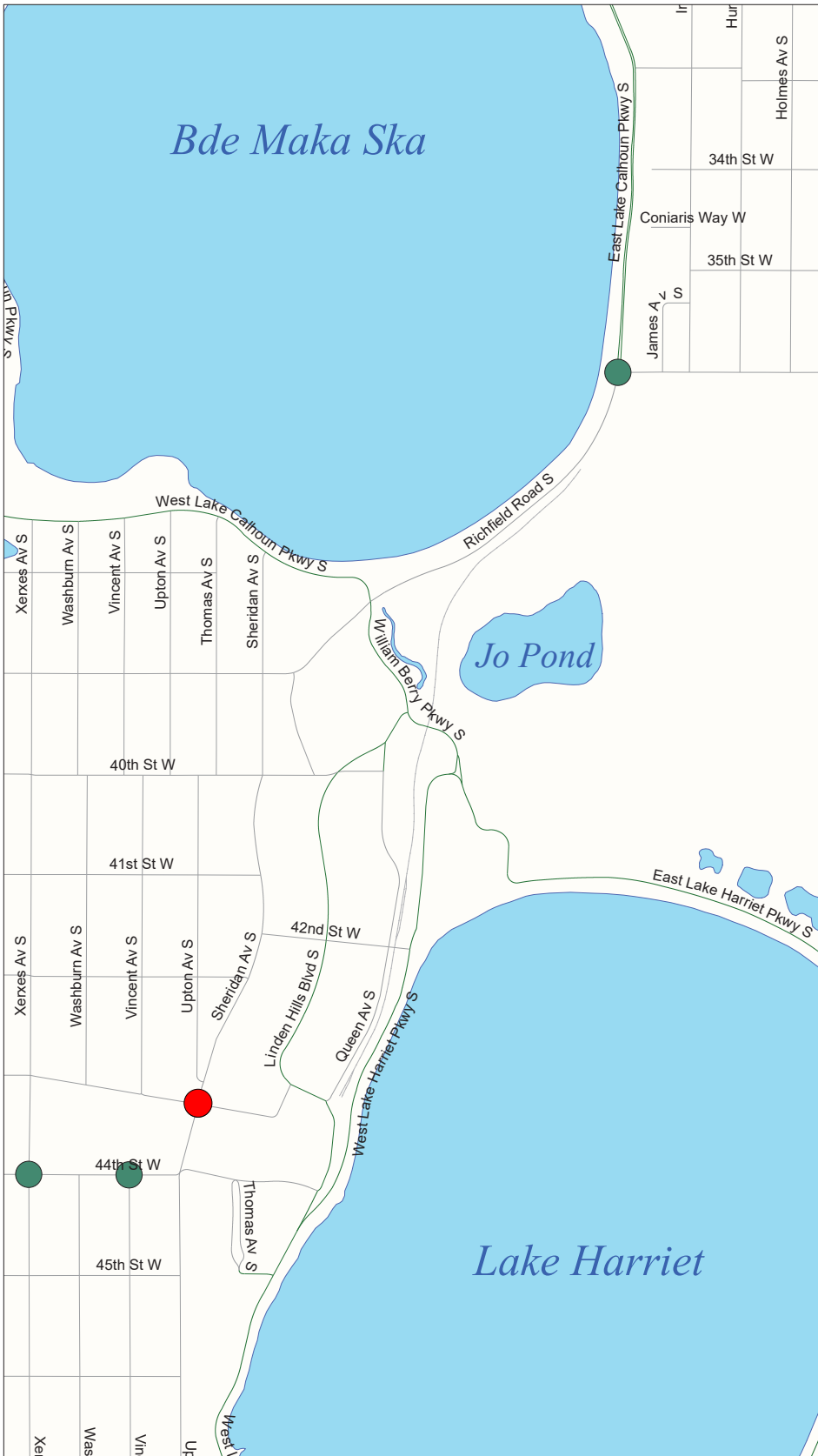
**Requested Scope Change:**

Locations for Improvements	<del>Upton Avenue S/Sheridan Avenue S and 43rd Street</del> Xerxes Avenue S and 44th Street Vincent Avenue S and 44th Street Richfield Road and 36th Street
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**Please See Attached:**

1. Project Location Map
2. Metro Transit Letter of Understanding

# Proposed Project Locations



- Original Project Locations
- Location proposed for removal from scope



## E Line BRT Route Signal and Pedestrian Safety Improvements



June 20, 2023

Ryan Anderson, P.E.  
City of Minneapolis, Department of Public Works  
Traffic and Parking Services Division  
300 Border Avenue North  
Minneapolis, MN 55405

RE: 2022 Highway Safety Improvement Project – Letter of Understanding

Dear Ryan:

Metro Transit presents this letter of understanding to the City of Minneapolis (the City) regarding the City's 2022 Highway Safety Improvement Project (E Line BRT Route Signal and Pedestrian Safety Improvement Project No. 141-030-058) which includes ADA work and signal updates at the Upton Avenue South/Sheridan Avenue South and 43rd Street West intersection.

As the City is aware, Metro Transit is developing the METRO E Line bus rapid transit (BRT) project with planned station construction primarily along University Avenue and 4th Street, Hennepin Avenue, Sheridan Avenue, 44th Street, and France Avenue, including a station with platforms on two corners of the Upton Avenue South/Sheridan Avenue South and 43rd Street West intersection. The project is currently fully funded with construction planned for 2024-2025. We appreciate the City's ongoing partnership with the E Line project and broader improvements being studied along the E Line corridor.

It is understood that the City has received federal funding to support intersection improvements at four intersections:

- Upton Avenue South/Sheridan Avenue S and 43rd Street
- Xerxes Avenue South and 44th Street
- Vincent Avenue South and 44th Street
- Richfield Road and 36th Street

Such work at these intersections includes the addition of curb extensions, pedestrian ramp upgrades, the addition of accessible pedestrian signals (APS) and push buttons, and signal upgrades. It is further understood that the City is seeking to remove the intersection at Upton Avenue South/Sheridan Avenue South and 43rd Street from the overall 2022 Highway Safety Improvement Project, and deliver the work with Metro Transit's E Line project. This will allow the agencies to best coordinate the planned improvements.

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Metro Transit understands that the City commits to participating in the full cost of those scoped improvements, and intends to enter into agreements with Metro Transit to formalize that commitment for design and construction.

Pending future formal funding participation commitment, Metro Transit supports consolidating City's work at the Upton Avenue South/Sheridan Avenue South and 43rd Street intersection into E Line project delivery. In conjunction with the planned E Line project, Metro Transit commits to partnering with the City to include those improvements at the Upton Avenue South/Sheridan Avenue South and 43rd Street intersection that would have otherwise been delivered as part of the City's Project No. 141-030-058. Such consolidation will minimize construction impacts to the local community and roadway users and also allow for the construction of superior ADA accommodations.

We look forward to continued coordination with the City of Minneapolis on the E Line project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Katie Roth', with a horizontal line extending to the right. Below the signature, the name 'KATIE ROTH' is printed in a small, sans-serif font.

Katie Roth

Director, Arterial Bus Rapid Transit

cc: Nick Thompson, Deputy General Manager  
Evan Owens-Ambrogio, Principal Engineer  
Adam Smith, Manager, BRT Projects