

## **ACTION TRANSMITTAL**

**DATE:** December 10, 2012

**TO:** TAC Funding & Programming Committee

**PREPARED BY:** Carl Ohrn, Metropolitan Council (651-602-1719)  
Kevin Roggenbuck, TAB Coordinator (651-602-1728)

**SUBJECT:** Scope Change Request: Transportation Enhancement-funded  
Mississippi River Trail (SP# 103-090-003)

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

**RECOMMENDED MOTION:** Recommend approval of the requested scope change for SP# 103-090-003 but do not allow elimination of the following amenities: development and design interpretive signs; installation of interpretive signs; removal of earthen dike and shelter including sewer and water lines.

### **BACKGROUND AND PURPOSE OF ACTION; RELATIONSHIP TO REGIONAL POLICY:**

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

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

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

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

### **STAFF ANALYSIS:**

The City of Anoka and their consultant, MnDOT Metro State Aid and the TAB Coordinator consulted about the proposed scope change. Staff reviewed the scope change request in

accordance with the process adopted by the TAB in March 2011. Staff used the 2009 Transportation Enhancement solicitation criteria and individual scorer's methodology worksheets to compare the proposed scope change to the original scope and criteria scores.

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

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

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

1. Urgency/Significance (250 points). Discuss how the project proposes or addresses each of the following:

- Takes advantage of a time-sensitive opportunity, e.g., a willing landowner, cost savings, affiliation with another project, competing development opportunities.

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

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

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

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

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

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

**RESPONSE: The two interpretive displays identified in the project description will greatly enhance trail users appreciation of the area, through education and orientation. In addition, another aspect of the activity leading up to construction will be a Project**

**Memorandum and Cultural Resource Analysis for King’s Island. This is unlikely to occur without this project – if there are archaeological resources on the island, they may ultimately be lost having not been discovered (and protected) by virtue of this larger project. Should archaeological resources be found, this will add to the cultural and historic richness of Mississippi River Trail.**

This project received 55 points from a possible 100 points.

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

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

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

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

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**ROUTING**

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



December 7, 2012

Kevin Roggenbuck, Transportation Coordinator  
Transportation Advisory Board  
390 Robert Street North  
St. Paul, MN 55101

RE: Mississippi River Trail (MRT) Project (S.P. 103-090-003)

Dear Mr. Roggenbuck:

The application for the Transportation Enhancement (TE) funding for the above referenced project was submitted by the City of Ramsey. The project was selected for funding and is listed in the Statewide Transportation Improvement Program (STIP) for FY2013. The STIP has been amended to show the City of Anoka as the lead agency for the project. The City of Anoka is working cooperatively with the City of Ramsey and Anoka County on project development at this time.

### **Original Project Scope**

The original project scope contemplated a trail being constructed between Anoka's Mississippi River Community Park and the Mississippi West Regional Park in Ramsey (see attached Location map). Improvements consisted primarily of a 10 ft. wide shared use path, with a short segment of on-road bike lanes. Two pedestrian bridges were included to allow for crossing an oxbow that forms King's Island in Anoka. In addition to the primary trail elements above, additional improvements were considered as follows:

1. Plantings for bridge walls
2. Building (vacant shed) removal
3. Earthen dike removal
4. Bike lockers
5. Boulevard trees
6. Development, design and construction of interpretive signs
7. Benches
8. Litter receptacles
9. Shelter, including sewer and water service

### **Contemplated Scope Revisions**

During the project development phase of the project, more thorough and detailed cost estimates were prepared for the improvements. Total construction costs increased from \$509,487 (shown in the TE application) to \$1,355,645 (current construction estimate). The updated construction costs are in excess of project funding, leading both Anoka and Ramsey to examine the project scope and determine if cost reductions could be achieved.

After review of the project scope, the cities agreed on the following:

1. The primary goal of the project is to provide a link between Anoka's Mississippi River Community Park and the Mississippi West Regional Park in Ramsey.
2. The additional 9 items listed above could be programmed for future years and completed by local forces.

### Cost Analysis

The TE application presented project construction costs of \$509,487, a federal funding amount of \$380,204. The local match was listed as \$129,283, or 25% of the project total. The following table outlines the funding participation based on the contemplated scope revisions:

<u>Scenario</u>	<u>Total Amount</u>	<u>Federal Amount</u>	<u>Local Amount</u>	<u>Local Match Percent</u>
Original T.E. Application	\$ 509,487	\$387,808	\$121,679	24%
Improvements based on Revised Est.	\$1,355,645	\$387,808	\$967,837	71%
Improvements Less Items 1-9	\$1,158,156	\$387,808	\$770,348	67%

A spreadsheet depicting the various costs analyses is attached.

Please review the enclosed information. We are available to be present at the TAC Funding & Programming Committee scheduled for Thursday, December 20, 2012.

If you have any questions, please feel free to contact me.

Sincerely,



Greg Lee, P.E.  
Public Services Director, City of Anoka

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CC: Mark Riverblood, City of Ramsey  
Dmitry Tomasevich, MnDOT





**S.P. 103-090-003**

**2013-2016 STIP, SEQ# 1531**

**Mississippi River Trail in the City of Anoka and the City of Ramsey**

<b>Description</b>	<b>T.E. Funds</b>	<b>Local Share</b>	<b>Total in T.E. App.</b>	<b>Current Estimate</b>	<b>Proposed Project</b>	<b>Comments</b>
Mobilization	\$0	\$0	\$0	\$55,110	\$55,110	Not Included in Original Estimate
Bridges	\$63,829		\$63,829	\$338,800	\$338,800	Longer Bridges, Under Floodplain
Redi Rock Walls for Abutments	\$38,280		\$38,280	\$242,000	\$242,000	Larger Abutments for Longer Bridges
Landscape for Bridge Walls		\$1,000	\$1,000	\$1,100	\$0	Removed from Federal Project
Trail Construction, including signage, striping and ped ramps	\$227,175	\$5,299	\$232,474	\$271,343	\$271,343	Unit Prices Have Increased
Grading, Clearing and Grubbing		\$6,000	\$6,000	\$93,720	\$93,720	More Intense Clearing Through Island
Building Removal		\$3,500	\$3,500	\$5,500	\$0	Removed from Federal Project
Remove Earthen Dikes	\$6,000	\$6,000	\$12,000	\$13,200	\$0	Removed from Federal Project
Bike Lockers	\$3,200		\$3,200	\$3,520	\$0	Removed from Federal Project
Boulevard Trees, Including Watering	\$13,560	\$19,775	\$33,335	\$36,669	\$0	Removed from Federal Project
Develop and Design Interpretive Signs		\$6,000	\$6,000	\$6,600	\$0	Removed from Federal Project
Installation of Interpretive Signs	\$9,160		\$9,160	\$16,500	\$0	Removed from Federal Project
8 Benches and 20 Litter Receptacles	\$19,000		\$19,000	\$20,900	\$0	Removed from Federal Project
Shelter, Including Sewer and Water Lines		\$81,709	\$81,709	\$93,500	\$0	Removed from Federal Project
Traffic Control	\$0	\$0	\$0	\$3,300	\$3,300	Not Included in Original Estimate
Erosion Control and Turf Establishment	\$0	\$0	\$0	\$53,884	\$53,884	Not Included in Original Estimate
Wetland Mitigation	\$0	\$0	\$0	\$50,000	\$50,000	Not Included in Original Estimate
Floodplain Mitigation	\$0	\$0	\$0	\$50,000	\$50,000	Not Included in Original Estimate
<b>TOTALS</b>	<b>\$380,204</b>	<b>\$129,283</b>	<b>\$509,487</b>	<b>\$1,355,645</b>	<b>\$1,158,156</b>	