

ACTION TRANSMITTAL No. 2016-52

DATE: October 21, 2016

TO: Technical Advisory Committee
TAC Funding and Programming Committee

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

SUBJECT: Scope Change Request for Three Rivers Park District's Regional Trail System Ramps and Right-of-Way Acquisition project.

REQUESTED ACTION: The Three Rivers Park District requests a scope change to its Regional Trail System Ramps and Right-of-Way Acquisition project (SP # 091-090-081) to eliminate the Edina segment and adjust the Brooklyn Park segment to include a portion of on-street bicycle access.

RECOMMENDED MOTION: That the Technical Advisory Committee recommend to TAB approval of the Three Rivers Park District's request to change the scope of its Regional Trail System Ramps and Right-of-Way Acquisition project (SP # 091-090-081) to eliminate the Edina segment and adjust the Brooklyn Park segment to include a portion of on-street bicycle access with an \$83,200 reduction in federal funds.

BACKGROUND AND PURPOSE OF ACTION: The Three Rivers Park District was awarded \$1,040,000 of 2017 program year funds as part of the Bicycle/Pedestrian category in the 2013 Transportation Alternatives Program (TAP) Regional Solicitation. The project proposed to add "on ramp" transportation facilities meant to provide direct connections to the regional trail system. Specifically the following six sub-projects were funded:

1. Bloomington – Off-street trail on Old Cedar Avenue connecting to the Intercity Regional Trail.
2. Brooklyn Park – Off-street trail along 63rd Avenue connecting to the Crystal Lake Regional Trail. Distance of 0.75 miles.
3. Edina – Off-street trail extending from the Oaklawn Avenue cul-de-sac to the Nine Mile Creek Regional Trail.
4. Plymouth – Off-street trail along Fernbrook Lane connecting to the Luce Line Regional Trail.
5. Richfield – On-street bike lane along 70th Street connecting to the Intercity Regional Trail.
6. Wayzata – On-street bike lane along Ferndale Road connecting the Dakota Rail Regional Trail and Luce Line State Trail

The applicant is requesting the following changes to two of the above sub-projects:

1. Brooklyn Park – Changing from a 0.75-mile off-road trail to a 0.46-mile on-road bikeway and a 0.3-mile off-road trail.
2. Edina – Elimination of the sub-project.

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 make adjustments to 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: Working with the scorers from the Regional Solicitation, Metropolitan Council staff reviewed the original project and scoring. The project originally scored 678 points, 18 points higher than the top-scoring un-funded project. Scorers reported a total drop of eight points in the scoring, leaving the total at 670, still higher than the top-scoring un-funded project.

The amount of federal funding to be removed from the project should be considered based on the proposed changes. The applicant is requesting that the project retain the entire \$1,040,000, due to \$182,500 in project cost increases that have been uncovered since the original application.

The Brooklyn Park sub-project is proposed to change by constructing part of the off-street trail as an on-street bikeway. This change leads to an overall cost reduction of \$42,168 (\$316,368 for original application minus \$274,200 new project cost). The additional cost cited in the applicant's request, \$75,000 for signal upgrades and other needs, was not in the original application and should not be considered as part of this scope change request.

The Edina sub-project, to be removed, made up eight percent of the total project cost in the original application (\$83,200 of the federal allotment). Given that this portion of the project is being removed, TAB may consider removing this amount of federal funding.

Between the reduction of the Brooklyn Park sub-project (\$42,168) and the removal of the Edina sub-project (\$83,200), TAB should consider a total reduction of \$125,368 to \$914,632. These funds would be reallocated as part of TAB's Federal Funds Management Process.

COMMITTEE COMMENTS AND ACTION: At its October 20, 2016 meeting, the Funding & Programming Committee voted 11-10 to recommended approval of this scope change request with an \$83,200 reduction. Dissenting members felt the request should have been approved with a \$125,368 reduction.

ROUTING

TO	ACTION REQUESTED	COMPLETION DATE
TAC Funding & Programming Committee	Review & Recommend	10-20-2016
Technical Advisory Committee	Review & Recommend	-
Transportation Advisory Board	Review & Approve	-

**Three Rivers
Park District
Board of
Commissioners**

August 11, 2016

Penny Steele
District 1

Timothy Mayasich,
TAC Funding and Programming Committee,
Metropolitan Council,
390 Robert Street North,
St. Paul, MN 55101

Jennifer DeJournett
District 2

RE: SP 091-090-081 and 091-090-086, TA 8817(049) and (060)
Regional Trail System Ramps and Right of Way Acquisition
Scope Change Request

INTRODUCTION

Daniel Freeman
Vice Chair
District 3

Three Rivers Park District was successful in the 2014 Regional solicitation for Federal Transportation Alternatives Program (TAP) Funding for constructing “On-Ramps to the Regional Trail System” project. Although the original project description has changed since its submittal, the objectives and benefits remain mostly unchanged and consistent with its original intent. Please consider this formal scope change request and the ability to retain federal funding levels as described below in order to move forward with the revised scope of the project.

John Gunyou
Chair
District 4

ORIGINAL PROJECT DESCRIPTION AND BENEFITS

John Gibbs
District 5

Three Rivers Park District proposed six local, non-motorized, “on-ramp” transportation facilities that would directly connect to the regional trail system. The projects would help overcome the documented challenges that users have in accessing the regional trail system by bike or foot. These six projects were selected from 32 projects submitted to Three Rivers Park District by local cities and include the following:

Steven Antolak
Appointed
At Large

1. Bloomington – Off-street trail on Old Cedar Avenue connecting to the Intercity Regional Trail,
2. Brooklyn Park – Off-street trail along 63rd Avenue connecting to the Crystal Lake Regional Trail,
3. Edina – Off-street trail extending from the Oaklawn Avenue cul-de-sac to the Nine Mile Creek Regional Trail,
4. Plymouth – Off-street trail along Fernbrook Lane connecting to the Luce Line Regional Trail,
5. Richfield – On-street bike lane along 70th Street connecting to the Intercity Regional Trail, and

Gene Kay
Appointed
At Large

Boe Carlson
Superintendent

6. Wayzata – On-street bike lane along Ferndale Road connecting the Dakota Rail Regional Trail and Luce Line State Trail.

The original project objectives and benefits as described above remain largely unchanged and will be achieved with the project. The exception is related to the Edina segment, which will be removed in its entirety. The change in scope will also maintain the original project objectives and benefits as identified in the TAP application where the scope change applies.

REQUESTED SCOPE OF CHANGE

Since the 2014 TAP application, Three Rivers Park district has worked closely with each of the 6 cities to further evaluate the feasibility of constructing each of the segments. After review and consideration, changes were required for the Edina and Brooklyn Park segments as follows:

Edina – The Edina segment was intended to be an off-road trail that was constructed between multi-family residential units. Easements were required from each of the four landowners to allow for trail construction. While the trail was technically feasible to construct, three of the four landowners were opposed to the project. Initial estimates related to easement acquisition were \$43,680 (TAP application amount, including inflation) for the 4 easements required. After completing the appraisals, this amount was determined to be \$135,300, with Eminent Domain anticipated for three of the parcels.

Based on landowner resistance, and the additional easement costs which would need to be paid by the City, the City has informed Three Rivers Park District they no longer want to proceed with the trail segment.

The Edina segment will be removed from the project in its entirety.

Brooklyn Park – The Brooklyn Park trail segment was intended to be a 0.75 mile off-road trail between Hampshire Avenue and Vera Cruz Lane, filling a gap to the Crystal Lake Regional Trail system. The proposed project also fills a gap that exists between residential areas and the existing Bottineau Boulevard and 63rd Avenue Park-and-Ride.

Upon completion of the topographic survey, it was determined there was not enough boulevard width to construct an off-road trail between Forest Avenue and Zane Avenue. Through this area, on-road bike lanes are proposed to provide continuity in the trail system and maintain the project termini. The resulting configuration will result in approximately 0.45 miles of on-road bikeway and approximately 0.30 miles of off-road trail.

MODIFIED PROJECT DESCRIPTION AND COST ESTIMATE

The original project objectives and benefits will remain unchanged for the Brooklyn Park segment, however the Edina segment will be removed from the project.

A new cost estimate was prepared based on the revised Brooklyn Park segment and the deleted Edina segment of the project.

TAP Application

Construction (SP 091-090-081, TA 8817(049))

<u>Segment</u>	<u>Amount</u>	<u>(+) Inflation</u>
Bloomington	\$ 507,400	\$ 527,696
Brooklyn Park	\$ 304,200	\$ 316,368
Edina	\$ 58,600	\$ 60,944
Plymouth	\$ 161,500	\$ 167,960
Richfield	\$ 96,900	\$ 100,776
Wayzata	\$ 23,000	\$ 23,920
Total	\$1,151,600	\$1,197,664

R/W (SP 091-090-086, TA 8817(060))

<u>Segment</u>	<u>Amount</u>	<u>(+) Inflation</u>
Bloomington	\$ 56,400	\$ 58,656
Brooklyn Park	\$ 0	\$ 0
Edina	\$ 42,000	\$ 43,680
Plymouth	\$ 0	\$ 0
Richfield	\$ 0	\$ 0
Wayzata	\$ 0	\$ 0
Total	\$ 98,400	\$102,336

Summary

<u>Element</u>	<u>Amount</u>	<u>(+) Inflation</u>
Total Construction	\$1,151,600	\$1,197,664
Total R/W	\$ 98,400	\$ 102,336
Total in TAP Application	\$1,250,000	\$1,300,000

2016-2019 STIP

	<u>TAP</u>	<u>Other</u>	<u>Total</u>
2016-2019 STIP (Original)	\$1,040,000	\$260,000	\$1,300,000

A STIP Amendment was processed to separate construction and R/W funding. The revised amounts are as follows:

<u>Element</u>	<u>Total</u>	<u>TAP</u>	<u>Other</u>
Construction	\$1,272,800	\$ 935,840	\$336,960
R/W	\$ 130,200	\$ 104,160	\$ 26,040
Total in STIP	\$1,403,000	\$1,040,000	\$363,000

REVISED SCOPING

Construction (SP 091-090-081, TA 8817(049))

<u>Segment</u>	<u>Amount</u>
Bloomington	\$ 435,400
Brooklyn Park	\$ 349,200
Edina	\$ 0
Plymouth	\$ 234,000
Richfield	\$ 159,700
<u>Wayzata</u>	<u>\$ 38,400</u>
Total	\$1,216,700

R/W (SP 091-090-086, TA 8817(060))

<u>Segment</u>	<u>Amount</u>
Bloomington	\$ 91,100
Brooklyn Park	\$ 0
Edina	\$ 0
Plymouth	\$ 0
Richfield	\$ 0
<u>Wayzata</u>	<u>\$ 0</u>
Total	\$ 91,100

Summary

<u>Element</u>	<u>Amount</u>
Total Construction	\$1,216,700
<u>Total R/W</u>	<u>\$ 91,100</u>
Total Current Estimate	\$1,307,800

The current (SP 091-090-081, TA 8817(049)) construction cost estimate (based on 80 percent complete plans) for the proposed project is \$1,216,700, of which \$935,840 are currently included in the STIP. This equates to a 77/23 split between federal and local funding.

The current design uncovered several items that were not considered during the TAP application process. Some of the items include:

Brooklyn Park – The need to narrow approximately 300 feet of roadway to allow for trail construction (\$75,000, including related signal system modifications).

Plymouth – The need for significant tree removal and safety fencing along the corridor (\$35,000).

Richfield – The use of a buffer area between the travel lanes and bike lanes, along with the addition of centerline striping to better define the corridor (\$72,500).

While some cost savings were found in other areas of the project, unforeseen items and enhancements have served to increase the total construction costs for the project.

The current (SP 091-090-086, TA 8817 (060)) R/W estimate is \$91,100 based on completed appraisal documents and review appraisal documents, where required. Currently, the STIP contains \$130,200 for R/W, of which \$104,160 is TAP funding and \$26,040 is local funding.

Three Rivers Park District is requesting the formal scope change move forward, while retaining current construction TAP funding levels for the project. Funding levels for R/W are requested at an 80/20 federal/local split based on the current estimated amount of \$91,100 (\$72,880 TAP/\$18,220 local).

Sincerely,

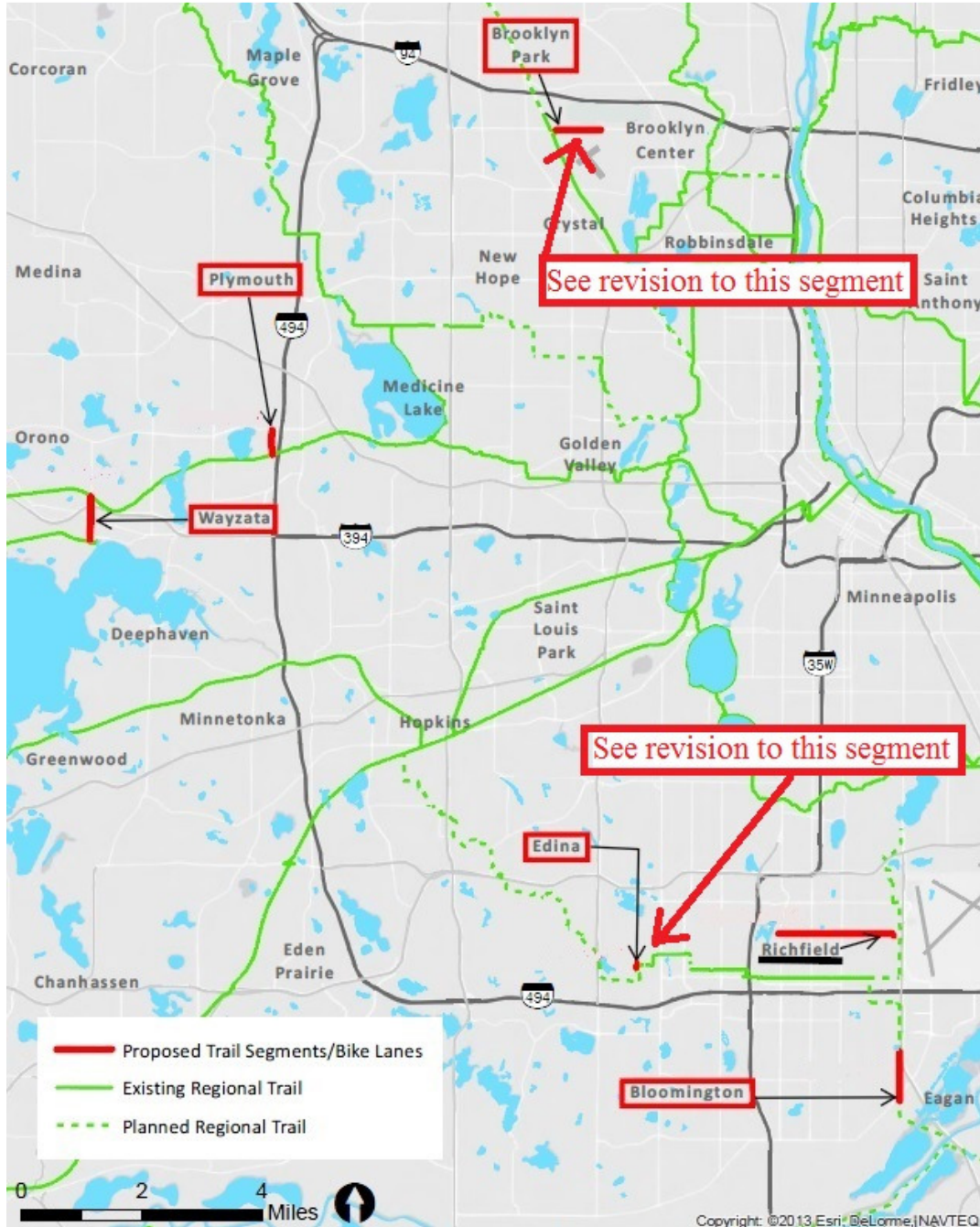
A handwritten signature in blue ink that reads "Josh C. Bowe". The signature is written in a cursive style with a large initial 'J'.

Josh Bowe PE, LEED® AP BD + C
Civil Engineer
Three Rivers Park District

Attachments: Notated Exhibits from Project Memorandum (7 pages)

ATTACHMENT TO SCOPE CHANGE REQUEST

SP 091-090-081 AND SP 091-090-086, TA 8817(049) and (60)
REGIONAL TRAIL SYSTEM RAMPS AND R/W ACQUISITION



General Project Segment Locations

ATTACHMENT TO SCOPE CHANGE REQUEST

SP 091-090-081 AND SP 091-090-086, TA 8817(049) and (60)
REGIONAL TRAIL SYSTEM RAMPS AND R/W ACQUISITION

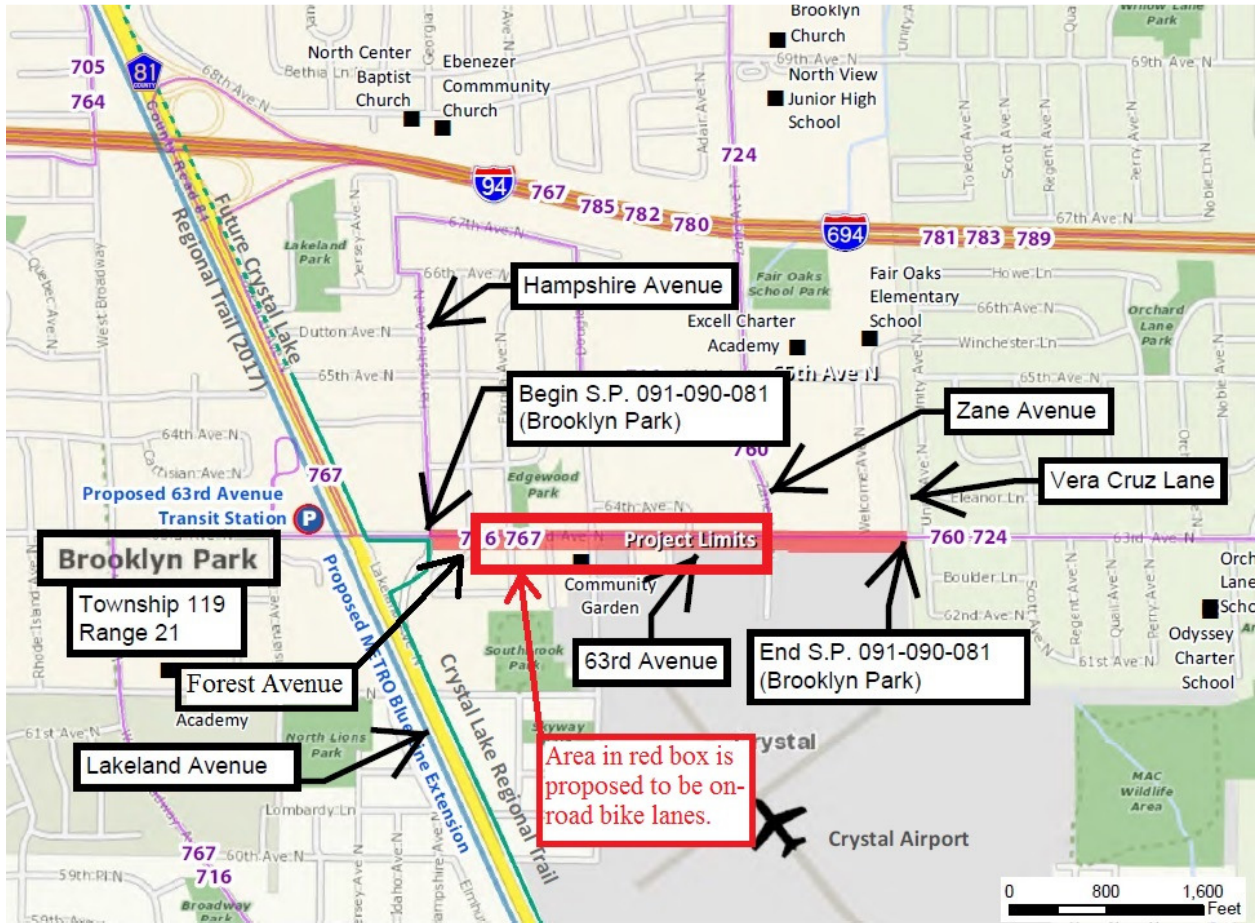
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Bloomington Segment Location

ATTACHMENT TO SCOPE CHANGE REQUEST

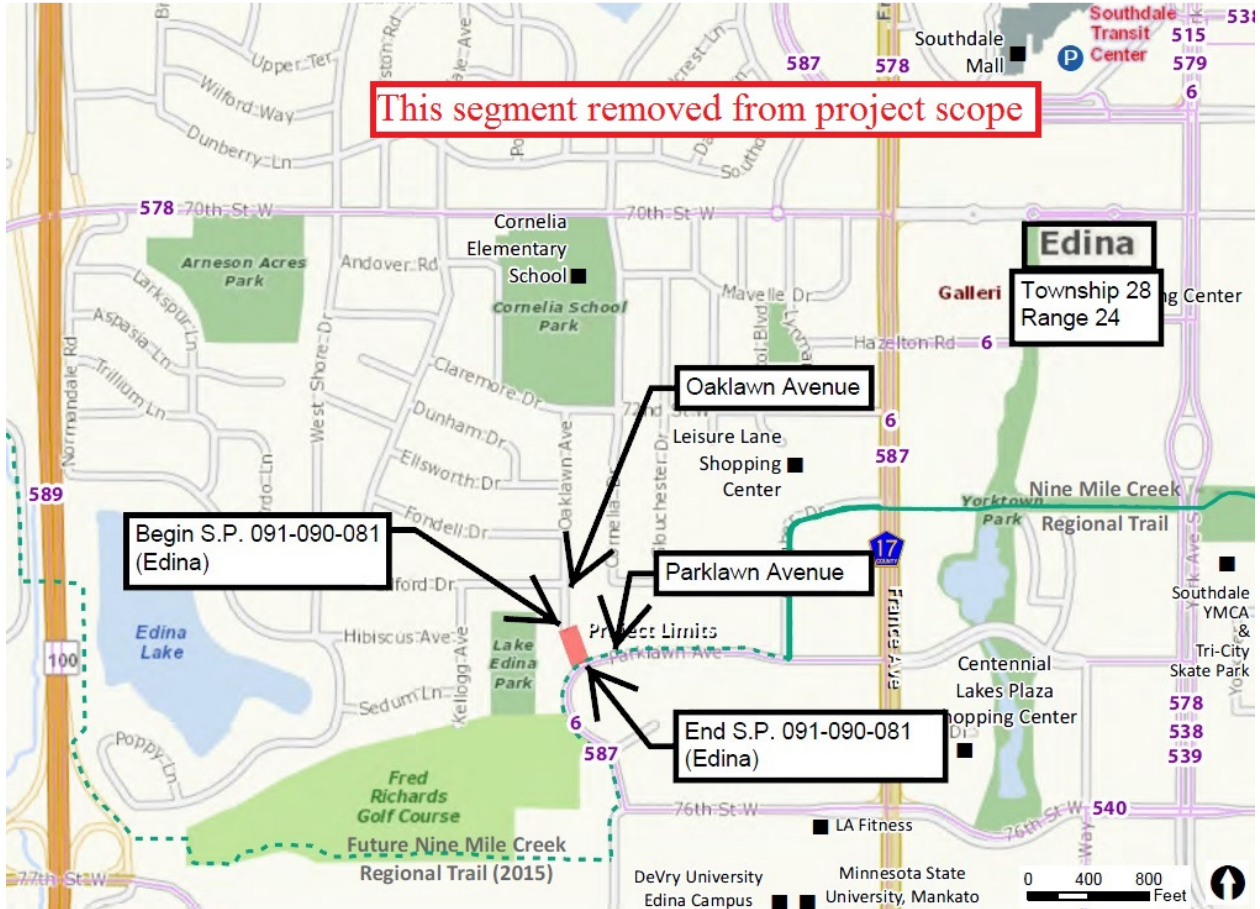
SP 091-090-081 AND SP 091-090-086, TA 8817(049) and (60)
REGIONAL TRAIL SYSTEM RAMPS AND R/W ACQUISITION



Brooklyn Park Segment Location

ATTACHMENT TO SCOPE CHANGE REQUEST

SP 091-090-081 AND SP 091-090-086, TA 8817(049) and (60)
REGIONAL TRAIL SYSTEM RAMPS AND R/W ACQUISITION

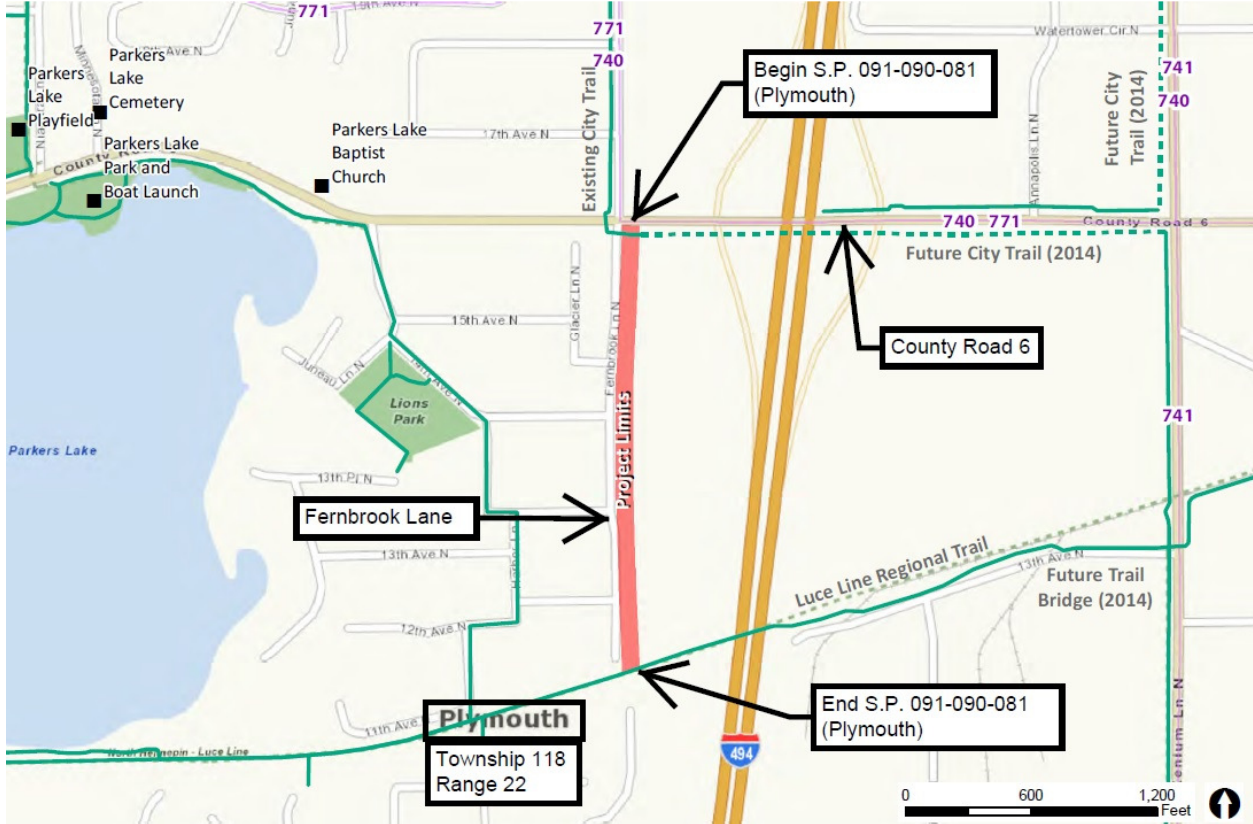


Edina Segment Location

ATTACHMENT TO SCOPE CHANGE REQUEST

SP 091-090-081 AND SP 091-090-086, TA 8817(049) and (60)
REGIONAL TRAIL SYSTEM RAMPS AND R/W ACQUISITION

**** NO CHANGE TO THIS SEGMENT ****

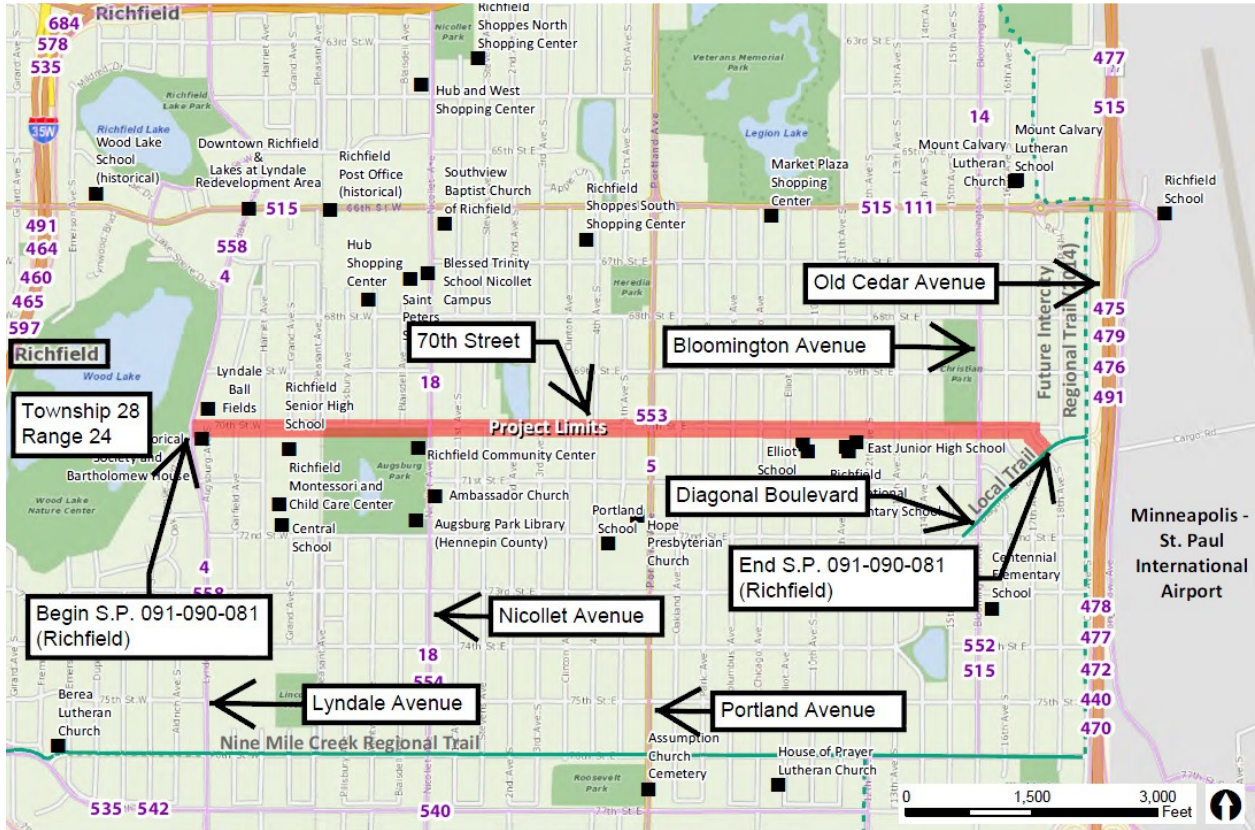


Plymouth Segment Location

ATTACHMENT TO SCOPE CHANGE REQUEST

SP 091-090-081 AND SP 091-090-086, TA 8817(049) and (60)
REGIONAL TRAIL SYSTEM RAMPS AND R/W ACQUISITION

**** NO CHANGE TO THIS SEGMENT ****

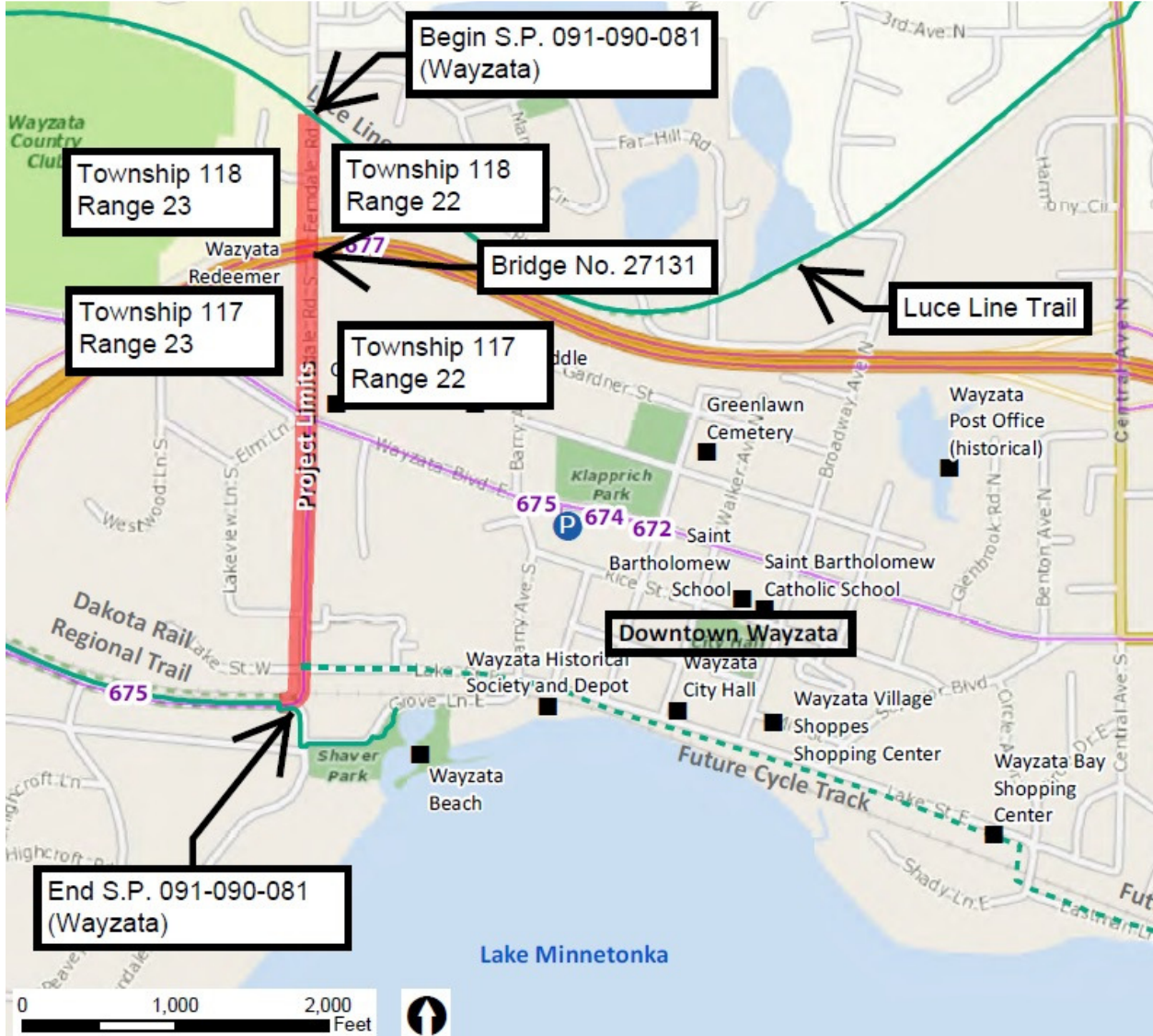


Richfield Segment Location

ATTACHMENT TO SCOPE CHANGE REQUEST

SP 091-090-081 AND SP 091-090-086, TA 8817(049) and (60)
REGIONAL TRAIL SYSTEM RAMPS AND R/W ACQUISITION

**** NO CHANGE TO THIS SEGMENT ****



Wayzata Segment Location