

ACTION TRANSMITTAL No. 2021-05

DATE: January 27, 2021

TO: Technical Advisory Committee

FROM: TAC Funding & Programming Committee

PREPARED BY: Joe Barbeau, Senior Planner (joe.barbeau@metc.state.mn.us)

SUBJECT: Scope Change Request for St. Louis Park's CSAH 25/Beltline Blvd Pedestrian Improvements

REQUESTED ACTION: St. Louis Park requests a scope change for its CSAH 25/Beltline Blvd Pedestrian Improvements project (SP# 163-291-008) to eliminate two sidewalk segments.

RECOMMENDED ACTION: That the Technical Advisory Committee recommend that the TAB approve St. Louis Park's request to eliminate two segments from its CSAH 25/Beltline Blvd Pedestrian Improvements project (SP# 163-291-08) with no reduction in federal funds.

BACKGROUND AND PURPOSE OF ACTION: St. Louis Park was awarded \$560,000 in Surface Transportation Block Grant (STBG) Program funds to construct sidewalks and streetscaping elements on Beltline Boulevard/Ottawa Avenue South (W 36th St to Minnetonka Blvd), CSAH 25 (Beltline Blvd to Lynn Ave), and Lynn Avenue (CSAH 25 to Minnetonka Blvd) for the 2020 fiscal year in the Pedestrian Facilities category as part of the 2016 Regional Solicitation. (Note: the project has since received a one-year program year extension to 2021).

This project is meant to serve the Southwest Light Rail Transit (SWLRT) station at Beltline Boulevard. Since this project was awarded funding, two segments of this project have been moved to other efforts:

1. The SWLRT project is including pedestrian facilities on Beltline Boulevard from Park Glen Road to CSAH 25.
2. St. Louis Park has entered into an agreement to construct a multiuse pathway along the south side of CSAH 25 from Beltline Boulevard to Lynn Avenue.

The proposed scope change would construct the remaining project segments and eliminate the two segments to be constructed as part of other projects, leaving the full project intact once all projects are completed (see Attachment 2 for these segments along with the original project segments to remain).

Attachment 4 shows a recreated time-of-application budget separating the project by segment. The second and fifth columns show the columns to be removed.

Despite the reduced coverage, the overall project cost of the remaining segments is \$820,457, while the full original project was originally estimated at \$700,000.

RELATIONSHIP TO REGIONAL POLICY: Projects that receive funding through the Regional Solicitation process are subject to the 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.

While two segments of the project (2,225 feet; 29% of the original project distance) are proposed to be excluded in the project, the city proposes a reduction of \$11,760 (2.1% of the federal award) in federal funds. The rationale for this is that the city will pay for the SWLRT segment (Beltline Boulevard from Park Glen Road to CSAH 25) and pay for part of the developer's segment (CSAH 25 from Beltline Boulevard to Lynn Avenue).

A TIP amendment request accompanies this request.

STAFF ANALYSIS:

Approval/Denial of the Scope Change: Because the city is taking advantage of other efforts to construct project segments and the project will be completed in its entirety, staff recommends approval of the scope change request (removal of the two segments identified). Because six of the seven projects applied for were funded (with this project ranked first) and because the request is predicated on the idea that the full project would be completed, a scoring analysis is not needed.

Funding: Using the cost of each segment staff provides the following options:

- a) Removing the cost associated with the two removed projects
- b) Allowing "credit" for local funding spent on these elements being completed as part of other elements. In this case, this would be possible because the retained portion of the project has increased in cost (a 17% increase to a project that has decreased in size).

Staff therefore recommends using the applicant's segment-by-segment cost estimate to determine the federal portion forgone but does not recommend "crediting" the applicant with money spent elsewhere. That would lead to a reduction of the two removed segments, \$44,994 (80% of the \$56,242 total).

Other options could include using only the CSAH 25 portion and that total would be \$29,400 (\$23,520 to reflect 80%). The city suggests half of this last amount because the CSAH 25 portion is to be partially funded by the city.

COMMITTEE COMMENTS AND ACTION: At its January 21, 2021, meeting, the TAC Funding & Programming Committee recommended approval of the scope change request with no reduction in federal funding. The rationale for the funding recommendation was that the proposed amount of federal funding to remove is small and the city is spending additional money on other efforts to complete the full original project.

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED / COMPLETED
TAC Funding & Programming Committee	Review & Recommend	1/17/2021
Technical Advisory Committee	Review & Recommend	2/3/2021
Transportation Advisory Board	Review & Approve	2/17/2021