

Action Transmittal

Transportation Advisory Board



Meeting Date: January 4, 2024

Date: December 27, 2023

Action Transmittal: 2024-04

Scope Change & TIP Amendment Request for Inver Grove Heights ADA Curb Ramp Project

To: Technical Advisory Committee
From: TAC Funding & Programming Committee
Prepared By: Joe Barbeau, Senior Planner, 651-602-1705

Requested Action

The City of Inver Grove Heights requests a scope change to remove four of the 30 curb ramps from its ADA curb ramp project (SP# 178-030-001) along with an amendment to the 2024-2027 TIP reflecting this change.

Recommended Motion

That the Technical Advisory Committee recommend:

- Approval of Inver Grove Heights's scope change request to remove four curb ramps from its ADA curb ramp project (SP# 178-030-001) with no reduction in federal funds and
- Approval of an amendment to the 2024-2027 Transportation Improvement Program (TIP) reflecting the scope change.

Background and Purpose

Inver Grove Heights was awarded \$250,240 in Surface Transportation Block Grant (STBG) Program funds in the 2020 Regional Solicitation for program year 2024. Funding was awarded in the Pedestrian Facilities application category. The [application](#) was awarded to replace 30 pedestrian curb ramps within the city.

The city is requesting removal of four of these 30 intersections from the project following completion of two projects. One project (on Carter Path) included the completion of two curb ramps from the original application. Upon completing the other project (on Cahill Avenue), the city determined that removing the two ramps, located mid-block on Carmen Avenue, is safer than completing the ramps.

Given the inflation on the entire project, the city requests retention of the full federal award.

Also included with this request is a TIP amendment request reflecting this scope change request. Any deviations in the scope change recommendation should be reflected in the TIP amendment recommendation, as well.

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. 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. Additionally, any federally funded project scope change

must go through a formal TIP amendment process if the project description or total project cost changes substantially.

Federal law requires that all TIP amendments meet the following tests: fiscal constraint; consistency with the adopted regional transportation plan; and opportunity for public input. It is the TAB's responsibility to recommend TIP amendments to the Council for adoption, provided these requirements are met.

Staff Analysis

Approval/Denial of the Scope Change: Given that all projects in the Pedestrian Facilities category were funded and that 26 of the original 30 intersections are going to be improved, staff recommends approval of the request without an examination of the scoring.

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 1, below.

Table 1: Federal and Local Costs

	Application Budget	Current Budget
Federal Funding Amount	\$250,240	
Local Contribution	\$62,560	
Total Cost	\$312,800	
Project Reduction* (federal; 80%)	\$41,707 (\$33,365)	\$52,140
Revised Project Cost	\$271,093	\$338,909 (for 26/30 ramps)

*Based on the assumption that each of the 30 intersections would cost the same amount (\$10,427; \$8,341 federal).

Two of the ramps (\$16,682 federal) have already been completed while the other two (\$16,682 federal) will not be completed. 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 another project. However, given that two of the ramps will not be completed, TAB has the option to mandate the return of \$16,682 to the region along with the option of allowing full retention of the original federal funds.

TIP Amendment: Assuming a scope change is approved, a TIP amendment reflecting the change should be approved as well. The attachment reflects the applicant's requested funding amount and would need to be adjusted if the recommendation deviates from the request. 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 November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings.

Committee Comments and Action

At its December 21, 2023, meeting, the TAC Funding & Programming Committee voted unanimously to recommend:

- Approval of Inver Grove Heights's scope change request to remove four curb ramps from its ADA curb ramp project with no reduction in federal funds and
- Approval of an amendment to the 2024-2027 Transportation Improvement Program (TIP) reflecting the scope change.

The full federal funding retention was recommended due to the insignificant amount of federal funding (\$16,682) attributed to the two ramps not planned for completion.



Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review & Recommend	December 21, 2023
Technical Advisory Committee	Review & Recommend	<i>January 3, 2024</i>
Transportation Advisory Board	Review & Recommend TIP Amendment & Adopt Scope Change	<i>January 17, 2024</i>
Metropolitan Council Transportation Committee	Review & Recommend (TIP Amendment Only)	<i>January 22, 2024</i>
Metropolitan Council	Review & Adopt (TIP Amendment Only)	<i>January 24 2024</i>



2024-2027 TIP AMENDMENT REQUEST

Please amend the 2024-2027 Transportation Improvement Program (TIP) to adjust the below project.

Project Identification

Seq #	1010
Fiscal Year (State)	2024
ATP and District	Metro
Route System	MSAS 999
Project Number (S.P. #)	178-030-001
Agency	Inver Grove Heights
Description	Reconstruction of 39 curb ramps to ADA standards at 14 <u>various</u> intersections in Inver Grove Heights
Miles	2.1
Program	BT-Bike Trail
Type of work	Pedestrian Ramps
Proposed Funds	STBGP-TA
Total \$	337,824 <u>338,909</u>
FHWA \$	250,240
Other \$	87,584 <u>88,669</u>

Background and TIP Amendment Need

This TIP Amendment is needed to update project description and funding to reflect a scope change request.

Fiscal Constraint (as Required by 23 CFR 450.216)

Federal funding remains unchanged. 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 November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020.



**COMMUNITY
DEVELOPMENT
DEPARTMENT**

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Inver Grove Heights
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November 07, 2023

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

RE: Scope Change Request to: S.P. 178-030-001 - Inver Grove Heights -
Reconstruction of 30 Curb Ramps to ADA Standards at 14 Intersections

Dear Mr. Thompson:

The City of Inver Grove Heights respectfully requests that the Funding and Programming Committee consider the attached Scope Change request for the above referenced project.

In 2021, Inver Grove Heights was awarded STBGP funding for a Americans with Disabilities Act pedestrian curb ramp compliance project to provide safer curb ramps at 14 different intersections throughout the city.

The 2020-2023 Transportation Improvement Program (TIP) and the State TIP identified \$250,240 in federal funding and \$87,584 in local match funding for a total of \$337,824. The program year for the project is 2024.

The project is currently in the design development stage, with final design slated for 2023 and construction in 2024.

In 2020 and 2023, Inver Grove Heights advanced two separate road rehabilitation projects, one on Carmen Avenue and one at the intersection of Cahill Avenue and Carter Path. Those projects are now complete. The rehabilitation projects on Carter Path included the reconstruction of 2 pedestrian curb ramps to bring them up to ADA compliant standards and the project on Carmen Avenue concluded that the removal of 2 pedestrian curb ramps was a safer option than replacing them in kind, due to the lack of crossroad adjoining ramps.

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

The remaining ramp improvements were the primary components of the funding application. Those improvements will be completed in 2024. At this time Inver Grove Heights requests a Scope Change that would remove the planned improvements on Carmen Avenue and the intersection of Cahill Avenue and Carter Path from the project as these improvements have already been completed. Approval of this Scope Change request will allow for all portions of the project, as listed in the funding application, to be completed by the end of 2024, resulting in ADA compliant pedestrian curb ramps.

The cost estimate as listed in the STIP is \$337,824 for the improvements, with a City participation percentage of 26.0%. Due to price escalation in the industry, the cost estimate has been updated and is currently \$338,909 for the 26 out of the original 30, remaining ramps. The City is requesting that the total cost listed in the STIP remain unchanged in effort to maintain project feasibility.

Summary

- The City of Inver Grove Heights was awarded \$250,240 for improvements of 30 pedestrian curb ramps at 14 intersections.
- The City completed 2 ramps with a rehabilitation project at the intersection of Cahill Avenue and Carter Path.
- The City removed 2 ramps with a rehabilitation project on Carmen Avenue.
- The City is requesting that the federal funding amount remain as currently listed in the STIP.

Please contact me with any questions or concerns you have related to this request.

Sincerely,



Paul Merchlewicz, P.E.
City Engineer

CC: Colleen Brown, MnDOT Metro State Aid

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

FUNDING DATA FOR SCOPE CHANGE REQUEST

Original Application

Regional Solicitation Year	2021
Application Funding Category	ADA Compliant Pedestrian Facilities
HSIP Solicitation	No
Application Total Project Cost	\$337,824
Federal Award	\$250,240
Application Federal Percentage of Total Project Cost	74.0%

FUNDING SCENARIO

Current Funding vs. Proposed Funding

	STIP 2020-2023	Federal Funds Remain the Same
Federal	\$250,240	\$250,240
Local Match	\$87,854	\$88,669
Total	\$337,824	\$338,909
% Federal	74.0%	73.8%
% Local	26.0%	26.2%




5709

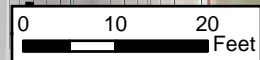
5825

Removed during the Carmen Avenue Rehabilitation Project, due to the lack of a pedestrian curb ramp opposite Carmen Avenue.

CARMEN AVE 5TH AVE S

Legend
IGH_aerial_2010_LeafOff6Inch.TIF
RGB

	Red: Band_1
	Green: Band_2
	Blue: Band_3



8998

8994

8990

BECHTEL AVE

CAHILL AVE

GARTER PATH

Reconstructed during
the City rehabilitation
project in 2020.

8907

8919

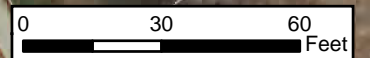
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Legend

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RGB

- Red: Band_1
- Green: Band_2
- Blue: Band_3



MPCA Sites

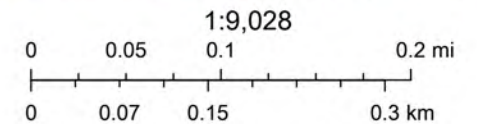


Carmen Avenue ramps removed during road rehabilitation project.

6/29/2023, 10:59:09 AM

program

- Air Quality
- Stormwater
- Multiple Programs
- Hazardous Waste
- Project Area



MPCA, Source: Esri, USDA FSA, Esri Community Maps Contributors, County of Dakota, Metropolitan Council, MetroGIS, © OpenStreetMap,

MPCA

MPCA Sites



Cahill Avenue and Carter Path ramps reconstructed during road rehabilitation project.

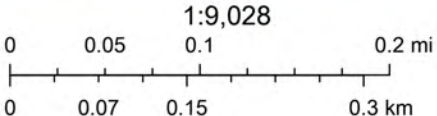
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program

■ Hazardous Waste

● Stormwater

□ Project Area



MPCA. Source: Esri, USDA FSA, Esri Community Maps Contributors, County of Dakota, Metropolitan Council, MetroGIS, © OpenStreetMap,

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