

# Action Transmittal

Transportation Advisory Board



Committee Meeting Date: December 21, 2023

Date: December 15, 2023

## Action Transmittal: 2024-05

Scope Change Request for Saint Louis Park Cedar Lake Road and Louisiana Avenue Improvements Project

To: TAC Funding & Programming Committee

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### Requested Action

The City of Saint Louis Park requests a scope change to remove dedicated cycle tracks improvements from Louisiana Avenue and provide parallel alternate routes on Hampshire Avenue S and Pennsylvania Avenue S for its Cedar Lake Road and Louisiana Avenue improvements project (SP # 163-296-006 / 163-296-007).

### Recommended Motion

That the Funding & Programming Committee recommend approval of Saint Louis Park's scope change request to remove Louisiana Avenue cycle track improvements from its Cedar Lake Road and Louisiana Avenue Improvements project (SP # 163-296-006 / 163-296-007).

### Background and Purpose

The City of Saint Louis Park was awarded \$7,000,000 in federal Surface Transportation Block Grant funds in the 2022 Regional Solicitation for program year 2026. Funding was awarded within the Roadway Reconstruction and Modernization category. The [application](#) was awarded to modernize Louisiana Avenue and Cedar Lake Road by adding a roundabout to the intersection of Louisiana Avenue and Cedar Lake Road, adding separated bike lanes, upgrading or adding sidewalks, and improving ADA access. The city's requested changes are summarized in Table 1 below.

Table 1: Summary of Requested Changes

Location	Original Proposal	Proposed Design
23 <sup>rd</sup> St. to Cedar Lake Rd	Protected one way cycle track in each direction / sidewalk on both sides of road	Shared use trail on both sides of roadway
Cedar Lake Rd to 22 <sup>nd</sup> St.	Dedicated on street bike lanes or protected one-way cycle track in each direction	Shared use trail on both sides of roadway
22 <sup>nd</sup> St. to 14 <sup>th</sup> St.	Dedicated on street bike lanes or protected one way cycle track in each direction	*Dedicated bike routes using parallel side streets and trail
14 <sup>th</sup> St. to Wayzata Blvd.	Protected one way cycle track in each direction / sidewalk on east side of road	Shared use trail on both sides of roadway

\*Dedicated bike routes on parallel side streets include Hampshire Ave, approximately 1300 feet (4 blocks) east of Louisiana Ave and Pennsylvania Ave, approximately 1350 feet (4 blocks) west of Louisiana Ave.

The city requests to retain its full federal funding amount. The original cost estimate of the full project is \$11,985,000 and the cost with this requested scope change is \$11,695,000, representing a difference of \$290,000.

A TIP amendment is not included with this request because the project is currently undergoing a scope change review to phase the project. A streamlined TIP amendment request will be introduced later.

### 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 2 shows a scoring analysis. This application scored 541 points and finished 11<sup>th</sup> in the Roadway Reconstruction and Modernization category. The highest-scoring unfunded project scored 492.

*Table 2: Scoring Analysis*

Measure	Max Score	Original Score	Scope Change	Notes
1A. Job connections	65	25	0	
1B. Truck corridor tiers	40	20	0	
2A. Person throughput	110	41	0	
2B. 2024 AADT	65	18	0	
3A. Equity engagement	30	22	0	
3B. Equity connection, benefits, & impacts	40	27	0	Facility relocation may have small impact
3C. Housing	30	15	0	Facility relocation may have small impact
4A. Date of construction	50	15	0	
4B. Geometric deficiencies	125	85	0	
5A. Vehicle delay reduced	50	36	0	
5B. KG of emissions reduced	30	5	0	
6A. Crashes reduce	150	46	0	
6B. Proactive pedestrian crash reduction	30	19	-	Combines ped access with bike access
7. Transit, bike, ped elements & connections	110	93	--	Causes gaps in the bike trail access and moves bikes to minimally improved roadways
8. Risk assessment	75	47	0	
9. Cost effectiveness	100	27	N/A	
Total	1,100	541	-	

\* 0 = no change

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

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

It is difficult to precisely recreate a score for an updated proposal and determine what “would have happened” to the entire scoring scenario had one project been ranked below another unfunded project. While there are some changes to the project, it is not possible to state with any certainty that the project would not have been funded if originally proposed as attached. As such, staff recommends approval of the scope change based on the existing policy.

That said, staff notes that the high multimodal elements score (93/110) was based in part on a continuous bicycle and pedestrian flow along Louisiana Avenue and that this proposal interrupts that flow. For pedestrians, the original application provided access along the entire east side of the roadway. It still does, though 700 feet is now provided as part of shared-use trails. For bicyclists, the Cedar Lake Road to 22<sup>nd</sup> Street segment is no longer proposed to have bicycles on the east



side of the road, potentially forcing conflicts. Further, movement of most of the bicycle access from protected lanes to existing streets is a downgrade in bicycle accommodation, as is reliance on cycling on sidewalks for both pedestrians and bicyclists.

**Funding:** Removal of a portion of the original project scope will result in a reduction in the project cost.

While recent history suggests that retention of the full federal award is typical when removed elements are going to be completed by another projects, the project elements being removed here are not being completed elsewhere. As such, there are two options:

- A) The project retains the full federal award.
- B) The project returns \$169,389 (the federal cost of the removed elements) to the region for redistribution.

*Table 3: Federal and Local Costs*

	<b>Application Budget (% of Total Project Cost)</b>	<b>Scope Change Request Budget (% of Total Project Cost)</b>
Federal Funding Amount in STIP	\$7,000,000 (58.41%)	\$6,830,611 (58.41%)
Local Contribution	\$4,985,000 (41.59%)	\$4,864,389 (41.59%)
<b>Total Cost</b>	<b>\$11,985,000</b>	<b>\$11,695,000</b>
Reduction in Local Contribution		\$120,611
Reduction in Federal Award		\$169,389
<b>Total Project Reduction</b>		<b>\$290,000</b>

## Routing

<b>To</b>	<b>Action Requested</b>	<b>Date Completed</b>
TAC Planning or TAC Funding & Programming Committee	Review & Recommend	<i>December 21, 2023</i>
Technical Advisory Committee	Review & Recommend	<i>January 3, 2024</i>
Transportation Advisory Board	Review & Adopt	<i>January 17, 2024</i>

