

# Action Transmittal

Transportation Advisory Board



**Committee Meeting Date:** November 21, 2024

**Date:** November 14, 2024

## Action Transmittal: 2024-50

Scope Change and Program Year Extension Request – CSAH 153 Reconstruction Project

**To:** TAC Funding & Programming Committee

**Prepared By:** Joe Barbeau, Planning Analyst, 651-602-1705

### Requested Action

Hennepin County requests a scope change and program year extension to reduce its CSAH 153 (Lowry Ave NE) (SP # 027-753-021) reconstruction project and extend it from 2025 to 2026. This enables the project to be coordinated with an adjacent MnDOT project.

### Recommended Motion

That the TAC Funding & Programming Committee recommend to TAC that TAB approve Hennepin County's scope change request to reduce its CSAH 153 reconstruction project and move the program year from 2025 to 2026.

### Background and Purpose

In 2020, Hennepin County was awarded \$7,000,000 in the Roadway Reconstruction and Modernization category of the Regional Solicitation to reconstruct CASH 153 (Lowry Avenue NE) between Marshall and Washington streets, which currently has a 2025 program year. This includes grading, aggregate base, bituminous base and surface, stormwater, sidewalk, ADA pedestrian ramps, traffic signals, streetscaping, bicycle facilities, and curb and gutter. Within this project length, between 3<sup>rd</sup> Street NE and 4<sup>th</sup> Street NE overlaps MnDOT's MN 47 (University Avenue NE) bituminous mill and overlay, sidewalk, drainage, and ADA ramp project, which has a 2027 program year.

Hennepin County requests a scope change that would remove the construction of improvements at MN 47 for inclusion in MnDOT's project. This will enable coordination between the two projects along with completion of both projects in one construction effort, as opposed to two.

At the same time, the County asks for a program year extension from 2025 to 2026. The need for this extension is due to the limited right-of-way at the CSAH 153 intersection at MN 47, which lengthen the time needed to work through preliminary design and public review. Further, the extension would enable the construction of the two projects to occur at the same time.

### 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.

The Transportation Advisory Board (TAB) adopted the Program Year Policy in April 2013 (updated in August 2014) to assist with management and timely delivery of transportation projects awarded federal funding through the TAB's Regional Solicitation. The policy includes a procedure to request a one-year extension based on extenuating circumstances within certain guidelines.

## Staff Analysis

**Scope Change:** Because the proposed project's footprint is nearly identical to the original, because the project's 716 points is 106 points above the highest-scoring unfunded project in the funding category, and because the on-the-ground result of the project is not changing, staff believes that recommendation of the request can be provided without any scoring analysis.

Regarding funding, the applicant identifies \$1,300,000 as the cost of the portion of the project removed from the original scope. The federal portion, 77% per the original application, would be \$1,001,000. Table 1 shows two funding scenarios for the committee to consider whether it is necessary to remove federal funds.

The project as it was applied for will be constructed according to the request. Recent precedent has been to approve such requests both in terms of the change and federal funding retention given that the on-the-ground result does not change.

**Table 1: Funding Scenario**

	Original Application	Proposal (Full Federal Funds Retained)	Proposal (\$1,001,000 Reduction)
Federal	\$7,000,000	\$7,000,000	\$5,999,000
Local Match	\$2,022,600	\$3,700,000	\$4,701,000
Total Construction Cost	\$9,022,600	\$10,700,000	\$10,700,000
% of Federal to Total	77%	65%	56%

**Program Year Extension:** Per the Program Year Policy's progress assessment, a minimum score of 7 is required for eligibility. The request received a score of seven. Therefore, staff recommends approval of the request. This indicates that the project is likely to be ready for fiscal year 2026 authorization.

## Routing

To	Action Requested	Date Completed (Date Scheduled)
TAC Funding & Programming Committee	Review & Recommend	November 21, 2024
Technical Advisory Committee	Review & Recommend	December 4, 2024
Transportation Advisory Board	Review & Adopt	December 18, 2024

