

Transportation Committee

For the Metropolitan Council meeting of December 9, 2015

Subject: 2016-2019 TIP Amendment: Hennepin County Cedar Lake LRT Regional Trail Crossings

Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2016-2019 Transportation Improvement Program (TIP) to adjust the cost, change the sponsor, and add stairways to the scope of Hennepin County's Cedar Lake LRT Regional Trail Crossings project.

Summary of Committee Discussion/Questions

This item was approved as part of the Consent agenda at the Transportation Committee.

Motion by Rodriguez, seconded by Letofsky and carried.

Transportation Committee

Meeting date: December 7, 2015

For the Metropolitan Council meeting of December 9, 2015

Subject: 2016-2019 TIP Amendment: Hennepin County Cedar Lake LRT Regional Trail Crossings

District(s), Member(s): 5 – Elkins; 6 – Dorfman

Policy/Legal Reference: TAB Action

Staff Prepared/Presented: Arlene McCarthy, Director MTS (651-602-1754)

Mark Filipi, MTS Technical Services Manager (651-602-1725)

Joe Barbeau, Senior Planner (651-602-1705)

Division/Department: Transportation / Metropolitan Transportation Services (MTS)

Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2016-2019 Transportation Improvement Program (TIP) to adjust the cost, change the sponsor, and add stairways to the scope of Hennepin County's Cedar Lake LRT Regional Trail Crossings project.

Background

This amendment will reflect changes to the scope, cost, and project sponsor. This project, originally awarded to Hennepin County in the 2014 Regional Solicitation, will be administered by the Southwest LRT project office (Metro Transit) but will remain as its own stand-alone project line in the TIP.

Because it will leverage additional New Starts funds from the Southwest LRT project, Hennepin County will turn \$2,119,000 of its Solicitation award back to the region. However, the region will not redistribute that funding until calendar year 2017, as the County will retain the funds for the trail project and return to the original trail project scope if the Southwest LRT project full-funding grant agreement (FFGA) does not come to fruition. This TIP amendment accompanies a scope change approved by TAB on November 18, 2015.

Rationale

The Transportation Advisory Board approves formal amendments to the TIP and the Metropolitan Council concurs with the action of the TAB. The project is consistent with the Transportation Policy Plan (TPP) and meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the amendment is exempt from air quality conformity analysis.

Funding

The project is fully funded with federal and local funds.

Known Support / Opposition

No known opposition.

Please amend the 2016-2019 Transportation Improvement Program (TIP) to modify this project in program year 2018. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

| SEQ # | STATE FISCAL YEAR | A T P | D I S T | ROUTE SYSTEM | PROJECT NUMBER (S.P. #) (Fed # if available) | AGENCY | DESCRIPTION include location, description of all work, & city (if applicable) | M I L E S |
|-------|-------------------|-------------|------------------|--------------|--|--------------------------------------|--|-----------------------|
| | 2018 | M | M | PED/BIKE | 027-090-024 To be assigned | Hennepin County Metro Transit | Three grade-separated road crossings along Cedar Lake LRT Regional Trail: Tunnels beneath CSAH 20 in Hopkins and Wooddale Ave in St Louis Park and a bridge over Beltline Blvd in St Louis Park Three grade-separated road crossings, with stairways connected to the roadway at each, along Cedar Lake LRT Regional Trail: Tunnels beneath CSAH 20 in Hopkins and Wooddale Ave in St Louis Park and a bridge over Beltline Blvd in St Louis Park. | |

| PROG | TYPE OF WORK | PROP FUNDS | TOTAL \$ | FHWA \$ | AC \$ | FTA \$ | TH \$ | OTHER \$ |
|------|--------------|------------------------|-----------|-----------|-------|-----------|-------|-----------|
| | Ped/Bike | STP | 7,621,400 | 5,830,000 | | 0 | | 1,791,400 |
| | | STP and FTA New Starts | 9,523,000 | 3,711,000 | | 3,907,400 | | 1,904,600 |

PROJECT BACKGROUND:

1. Briefly describe why amendment is needed (e.g., project in previous STIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in TIP).

This TIP amendment accompanies a scope change approved by TAB on November 18, 2015, resulting in changes to the project’s cost, sponsor, and description. This project will be administered by the Southwest LRT project (TRF-TCMT-17Y) but will remain its own stand-alone line in the TIP. The project will add stairways at each crossing: east and west sides of Beltline Boulevard; east side of Wooddale Avenue; and west side of Blake Road. The scope change leverages additional New Starts funds from the Southwest LRT projects, enabling Hennepin County to turn \$2,119,000 of its 2014 Regional Solicitation award back to the region.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- Other X

STP and FTA New Starts funding are guaranteed by the federal sources. Additional New Starts funding will be leveraged from the Southwest LRT project. The local match increase is reflective of the total project cost increase. Hennepin County, Three Rivers Park District, the City of Hopkins and the City of St. Louis Park will provide the local match.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015.

AIR QUALITY CONFORMITY:

- Subject to conformity determination
- Exempt from regional level analysis X*
- N/A (not in a nonattainment or maintenance area)

*Exempt from regional level analysis: AQ-2 (bicycle and pedestrian facilities)