

**ACTION TRANSMITTAL No. 2015-45**

**DATE:** November 4, 2015

**TO:** Transportation Advisory Board

**FROM:** Technical Advisory Committee

**PREPARED BY:** Joe Barbeau, Senior Planner (651-602-1705)

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

**REQUESTED ACTION:** Hennepin County requests an amendment to adjust the cost, change the sponsor, and add stairways to the scope of its Cedar Lake LRT Regional Trail Crossings project (SP # 027-090-024).

**RECOMMENDED MOTION:** Recommend that the Transportation Advisory Board adopt the amendment into the 2016-2019 TIP adjust the cost, change the sponsor, and add stairways to the scope of Hennepin County's Cedar Lake LRT Regional Trail Crossings project (SP # 027-090-024).

**BACKGROUND AND PURPOSE OF ACTION:** This TIP amendment is required due to a change in project cost, sponsor, and project description. This project will be administered by the Southwest LRT project office (Metro Transit) but will remain as its own stand-alone project line in the TIP. Hennepin County will turn \$2,119,000 of its Solicitation award back to the region, though the region will not distribute that funding until calendar year 2017, as the County will retain the funds for the project if the Southwest LRT project's full-funding grant agreement (FFGA) does not come to fruition.

**RELATIONSHIP TO REGIONAL POLICY:** Federal law requires that all transportation projects that will be funded with federal funds must be in an approved TIP and meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity; and opportunity for public input. It is the TAB's responsibility to adopt and amend the TIP according to these four requirements.

**STAFF ANALYSIS:** 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 January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015. Approval of this TIP amendment must be contingent on the approval of the accompanying scope change (Action Item 2015-44). The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis. Public input opportunity for this amendment is provided through the TAB's and Council's regular meetings.

**COMMITTEE COMMENTS AND ACTION:** At its October 15, 2015, meeting, the TAC Funding and Programming Committee unanimously recommended approval of this TIP amendment. At its November 4, 2015, meeting, TAC unanimously recommended approval of this TIP amendment.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Funding & Programming Committee	Review & Recommend	10/15/2015
Technical Advisory Committee	Review & Recommend	11/4/2015
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Concurrence	

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 L E S
	2018	M	M	PED/BIKE	027-090-024  To be assigned	Hennepin County  Metro Transit	<del>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</del>  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
		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 is required due to a change in project cost, sponsor, and project 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 inclusion of stairways at each crossing: east and west sides of Beltline Boulevard; east side of Wooddale Avenue; and west side of Blake Road. The 2016-2019 TIP was approved by the Metropolitan Council on September 23, after which time it was provided to MnDOT and is now in federal review. Should this amendment be accepted by the Metropolitan Council prior to federal approval of the 2016-2019 TIP, it will not be official until after that approval is granted. Hennepin County will turn \$2,119,000 of its 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 funding is guaranteed by the federal sources. 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)