ACTION TRANSMITTAL No. 2015-44

DATE:	October 16, 2015
TO:	Technical Advisory Committee
FROM:	TAC Funding and Programming Committee
PREPARED BY:	Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT:	Scope Change Request for Hennepin County Cedar Lake LRT Regional Trail Crossings
REQUESTED ACTION:	Hennepin County requests a scope change to its STP-funded trail crossing project (SP # 027-090-024) to incorporate the project into the base Southwest LRT project and add stairs at the crossings.
RECOMMENDED MOTION:	TAC Funding & Programming Committee recommends approval of the scope change request.

BACKGROUND AND PURPOSE OF ACTION: Hennepin County was awarded \$5,830,000 (adjusted for inflation) in Surface Transportation Program (STP) funding from the 2014 Regional Solicitation for construction of three grade-separated road crossings along the Cedar Lake LRT Regional Trail. As originally approved, the project constructs three grade-separated crossings to create five miles of uninterrupted trail to be classified as a Regional Bicycle Trail Network (RBTN) Tier 1 trail. The three grade-separations include a tunnel beneath Blake Road (CSAH 20) in Hopkins, a tunnel beneath Wooddale Avenue in St. Louis Park, and extension of a bridge over Beltline Boulevard in St. Louis Park.

Hennepin County is requesting the following changes to the project:

- Incorporate the project into the base Southwest Light Rail Transit (SWLRT) project. This
 would allow the leveraging of other federal funds for the project. New Starts funds, if the
 application is approved would replace some of the STP funds awarded to the project.
 Other considerations are:
 - The STP funds would be able to contribute toward the New Starts funding of the SWLRT, up to a total federal funding amount of 80 percent.
 - This change has no impact on project design.
 - Leveraging New Starts funds will free up \$2.1 million in STP funds for FY 2018 (See below tables). The County requests that the funds not be re-obligated prior to the end of calendar year 2016 pending federal approval of the full funding grant agreement for New Starts funding.
- Change project sponsor from Hennepin County to Metro Transit.
- <u>Addition of stairs to the crossings</u>. Each of the three crossings will include a staircase to provide a connection between the trail and the SWLRT stations.
 - Beltline Station: stairs are proposed for the east and west sides of Beltline Boulevard.
 - Wooddale Station: Stairs are proposed on the east side of Wooddale Ave.
 - Blake Station: Stairs are proposed on the west side of Blake Road.

Original Cost Estimate

	Total Project Cost	Regional Solicitation	Local Match
Estimated construction cost	\$7,621,400	\$5,830,000	\$1,791,400
Percentage of total project cost		76.5%	23.5%

Updated Cost Estimate Adding Stairs and Adding Project to the SWLRT Base Project

	Total Cost	FTA New Starts	STP	Local Match
Estimated construction cost	\$12,370,000	\$6,185,000	\$3,711,000	\$2,474,000
Percentage of total project cost		50.0%	30.0%	20.0%

However, FHWA does not allow STP to be used on ineligible costs such as professional services. Removing ineligible costs from the project budget, leaves the below:

Updated Cost Estimate Adding Stairs and Adding Project to the SWLRT Base Project (No professional services)

Eligible Costs	Total Cost	FTA New Starts	STP	Local Match
Estimated construction cost	\$9,523,000	\$3,907,400	\$3,711,000	\$1,904,600
Percentage of total project (41.0%	39.0%	20.0%
Ineligible Costs	Total Cost	FTA New Starts	STP	Local Match
Estimated costs	\$2,847,000	\$1,423,000	\$0	\$1,423,000
Percentage of total project (50.0%	0%	50.0%
			- , -	

Difference in Project Costs and STP Funds

	Total Project Cost	STP Funds
Estimated construction cost	+\$2,155,600	-\$2,119,000

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. Additionally, federal rules require that any federally-funded project scope change must go through a formal review and TIP amendment process if the project description or total project cost changes substantially. The scope change policy and process allow project sponsors to make adjustments to their projects as needed while still providing substantially the same benefits described in their original project applications.

The County and Metro Transit are aware that FTA will be overseeing this project and that the funding is for FY 2018. FTA does not allow for "advance construction" in the TIP and it will be the sponsor's role to receive authorization from FTA for expenditure of funds for early construction for reimbursement in 2018.

A TIP amendment request accompanies this request.

STAFF ANALYSIS: Staff reviewed the submitted scope change request and examined whether the updated project would have scored well enough to be funded. The project originally scored 899 points and was ranked first out of 31 projects that applied for the Multiuse Trails and Bicycle facilities category. Given the nature of the change, very few measures would be in position to see a score reduction. The cost increase leads to a reduced score in Cost Effectiveness of Usage. Other scores are unchanged. The adjusted score of 883 is 102 points above the lowest-scoring funded project in the category.

#	Category	Max	Orig	New	Notes
1	Location relative to RBTN	200	200	200	Not provided to scorer: Would not change
2	2 Cost Effectiveness of Usage		183	167	Scored by staff/scorer. Cost increase reduces score.
3A	3A Equity		18	18	Not provided to scorer: Would not change
3B	Housing	70	54	54	Not provided to scorer: Would not change
4A	Transportation Links	100	85	85	Not provided to scorer: Would not change
4B	Correction of Deficiencies	150	150	150	Not provided to scorer: Would not change
5A/B	Multimodal Connections	50	35	35	Not provided to scorer: Would not change
5C	Transit/Pedestrian Accommodations	50	50	50	Not provided to scorer: Would not change
6	Risk Assessment	130	124	124	Provided to scorer. Would not change
ТОТА	L	1000	899	883	

COMMITTEE COMMENTS AND ACTION: At its October 15, 2015, meeting, the TAC Funding and Programming Committee unanimously recommended approval of this scope change.

ROUTING

ТО	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	10/15/2015
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	



Hennepin County

Public Works

Community Works

701 Fourth Avenue South, Suite 400 Minneapolis, Minnesota 55415-1843 612-348-9260, Phone 612-348-9710, Fax www.hennepin.us

September 3, 2015

Elaine Koutsoukos TAB Coordinator Metropolitan Council 390 North Robert Street St. Paul, MN 55101

Ms. Koutsoukos,

As expressed in our August 19, 2015 letter, Hennepin County is considering two potential modifications to the Southwest LRT Regional Trail Crossings project, for which the County was awarded federal transportation funds through the Metropolitan Council's 2015 Regional Solicitation. The funding is in the 2016-2019 STIP for the year 2018 with \$5,830,000 in federal funds for a project total of \$7,621,400.

The changes to the project include incorporation of the Trail Crossings into the Southwest Light Rail Transit (SWLRT) base project, and addition of stairs at each crossing. Inclusion of the trail crossings into the base SWLRT project will modify the funding package to leverage Federal Transit Administration New Starts dollars. In this scenario, the Regional Solicitation funds could decrease by an estimated \$2.1 million from the \$5.83 million originally estimated, freeing these funds to be used on other projects throughout the region. The addition of stairs was proposed by the cities during ongoing design discussions to improve safety, accessibility and functionality of the trails. Neither of these scope modifications will have an impact on project schedule.

The Southwest Project Office (SPO) has confirmed that other projects have used federal dollars as local match to federal New Starts dollars, specifically both CMAQ and STP funds. Per current New Starts reporting guidance, we have also revised costs to reflect that total federal funding for the project (New Starts plus other federal sources) cannot exceed 80 percent.

Hennepin County is seeking guidance from Metropolitan Council and Transportation Advisory Board (TAB) staff on whether the two requests described above are possible within the parameters of the Regional Solicitation program. We anticipate that incorporation into the base project will elicit more favorable bid prices from contractors, and the addition of stairs will enhance the safety and accessibility of the trail crossings. Attached is additional information as requested. If you have any questions or need any additional information please contact me at 612-348-6370 or kimberly.zlimen@hennepin.us.

Sincerely,

Kimberly Zfiner

Kimberly Zlimen Professional Engineer Hennepin County – Community Works

Cc: Joseph Barbeau Mary Gustafson Colleen Brown

Scope Change Request

Southwest LRT Regional Trail Crossings

REVISED PROJECT DESCRIPTION

This project will grade-separate three Cedar Lake LRT Regional Trail road crossings to create five miles of uninterrupted RBTN Tier 1 trail with zero at-grade road crossings. The project includes tunnels beneath Blake Road (CSAH 20) in Hopkins and Wooddale Avenue in St. Louis Park, and a bridge over Beltline Boulevard in St. Louis Park.

The project will create an accessible and commuter corridor feeding into employment centers in downtown Minneapolis, the Lake Street corridor, St. Louis Park and Hopkins. Trail users will be able to ride five miles without having to stop at a road crossing, improving safety and transportation system efficiency. The project will reduce one-way trip delay by 4.5 minutes for trail users. Time savings for motorists at the trail crossings has not been calculated, but with 584,200 annual trail users crossing the roads, the time savings would be appreciable.

The crossings will avoid multiple-threat uncontrolled intersections along the regional trail carrying 584,200 people per year. Blake Road is a four-lane divided county highway carrying 11,800 ADT; Wooddale is a three-lane road carrying 10,500 ADT; and Beltline is a four-lane divided road carrying 14,100 ADT. The current uncontrolled at-grade crossing of Wooddale also is adjacent to an interchange with TH 7, resulting in a complicated traffic situation in which trail users are less visible, less safe and less comfortable.

The crossings also will benefit the METRO Green Line extension (Southwest LRT) as the crossings will connect existing and redeveloping transit-oriented neighborhoods to transit stations at Blake, Wooddale and Beltline. The METRO Green Line extension will run adjacent to the regional trail, further complicating the already difficult at-grade crossings. The project proposed in this application will eliminate those at-grade crossings and provide access to the LRT stations.

The tunnels at Blake and Wooddale will be concrete with a width of 14 feet and lengths of approximately 100 feet (Blake Road) and 90 feet (Wooddale Avenue). The Beltline bridge will be an extension of a bridge programmed as part of the METRO Green Line extension to span over Beltline Boulevard. The project will include necessary grading and trail replacement and connections. Connections will include access to adjacent METRO Green Line LRT stations at all three sites and will be coordinated with concurrent LRT construction.

Scope changes:

Incorporation into base SWLRT project

With the award of the Regional Solicitation grant, the idea to incorporate the trail projects into the SWLRT base project arose. There are a number of benefits to adding the Southwest LRT Regional Trail Crossings to the base SWLRT project. One benefit is that it allows the trail projects to be incorporated into the SWLRT plans, eliminating the need for separate design packages. It also removes the need to

carry bid alternates through the bidding and construction process, providing the County with some certainty that contingency and construction costs would not increase dramatically over those estimated.

Incorporating the trail projects into the SWLRT base project also provides an opportunity to leverage Federal Transit Administration (FTA) New Starts funds. Southwest Project Office staff have confirmed that the FTA would allow the use of Regional Solicitation funds as a portion of the local match for New Starts funds. Leveraging FTA New Starts funds could free up to \$2.1 million in Regional Solicitation funds previously dedicated to these projects which could then be used to fund other projects throughout the region.

This change has no impact on the design or project timeline, but could potentially have a positive impact on bids received with the removal of some price uncertainty inherent to bid alternates.

Addition of stairs

Another proposed scope modification includes the addition of stairs at all three crossings. At the time of the submission of the Regional Solicitation application, the trail crossing projects were at 30% design. As the design has progressed, further traffic and circulation analyses have identified the need for stairs to be added at each of the grade-separated trail crossings to increase the safety and functionality of the trail crossings for pedestrians and cyclists. The expected movements that are influencing the decision to add stairs are pedestrians and cyclists attempting to access the station by using the shortest route possible. Without stairs, the shortest possible route involves taking the ramps that go down or up to the grade-separated crossings and still crossing the roadway at-grade. This movement would negate the safety and circulation benefits of the grade-separated crossings.

With the addition of stairs that connect down to the underpasses at Blake Road and Wooddale Avenue and up to the bridge over Beltline Boulevard, pedestrians and cyclists would have a shorter, more direct route to the SWLRT stations while still utilizing the grade-separated crossing. This increases the safety and functionality of the crossings, and reduces the risk that a pedestrian or cyclist would attempt to cross the roadway at-grade.

This change has no impact on the design or project timeline. Cost estimates have been revised to include stairs. The cities of St. Louis Park and Hopkins will be funding the required 20% local share of these costs. Because the proposed funding package includes leveraging FTA New Starts funds, even with the additional cost of stairs, utilization of the Regional Solicitation funds could be decreased by up to \$2.1 million.

WORK TO BE COMPLETED

Complete 90% plans and specs	January 2016
Complete 100% plans and specs	March 2016
Advertise civil construction package	April 2016
Civil bids opened	June 2016
Construction complete	Mid-2019

PROJECT LOCATION MAP

A map showing the location of the project within the area and the region is attached.

REVISED LAYOUTS

Layouts showing project location and design features are attached.

REVISED PROJECT COST ESTIMATES AND FUNDING PACKAGE

See attached detailed cost estimates, revised to include cost of stairs at each location.

The <u>funding scenario as approved</u> in the Regional Solicitation application is as follows (with inflation adjustments to 2018\$):

	Total Project Cost	Regional Solicitation Grant	Local Match (Hennepin County and other local partners' funds)
Estimated construction costs	\$7,621,400	\$5,830,000	\$1,791,400
Percentage of total project cost	-	76.5%	23.5%

After adding the trail crossing projects to the SWLRT base project and adding stairs at each location, the funding scenario for the trail crossing projects changes to the following:

	Total Project Cost	FTA New Starts – Federal Amount	Regional Solicitation Grant	Local Match (Hennepin County and other local partners' funds)
Estimated	\$12,370,000	\$6,185,000	\$3,711,000	\$2,474,000
construction costs				
Percentage of	-	50%	30%	20%
total project cost				
Percentage of	-	-	60%	40%
local match to FTA				
New Starts funds				

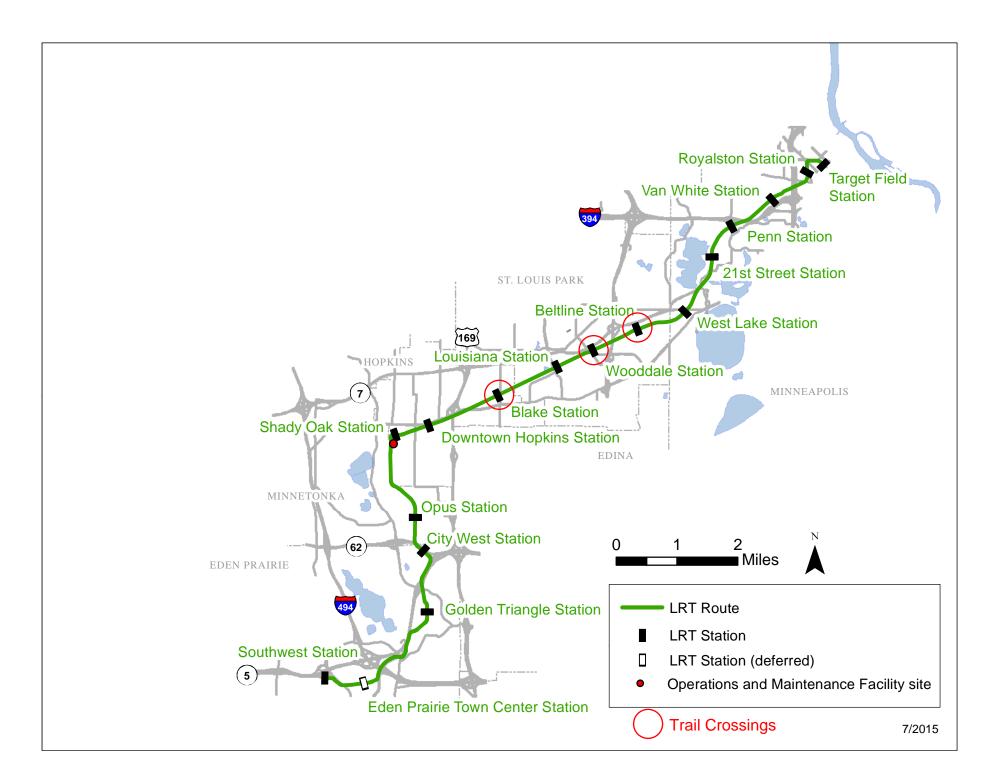
The Southwest Project Office (SPO) has confirmed that Regional Solicitation and New Starts funds can be used to match each other. There are other projects that have used CMAQ and STP funds as local match to federal CIP (New Starts) dollars. See one example here:

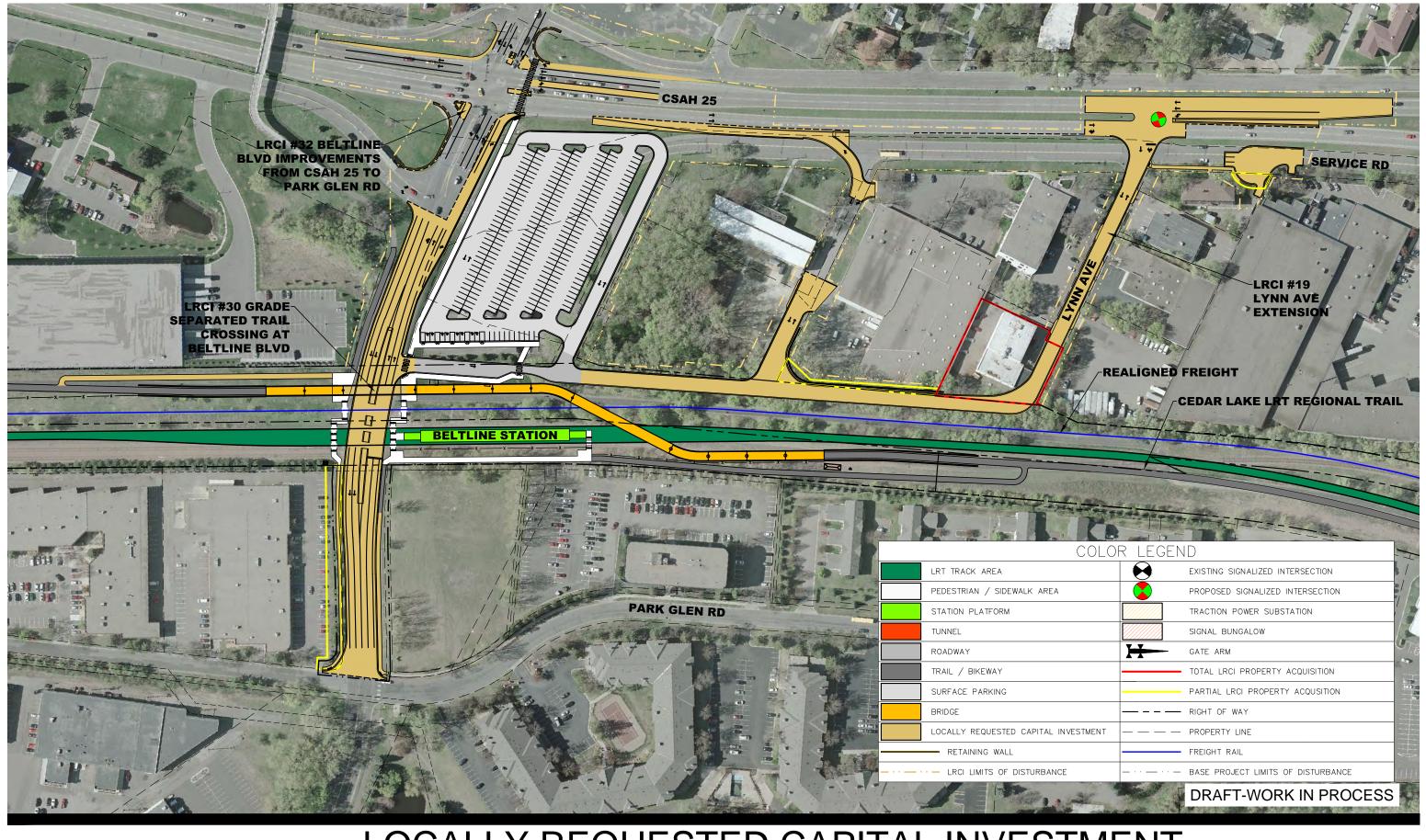
http://www.fta.dot.gov/documents/TX_Ft_Worth_TEX_Rail_Profile-FINAL.pdf.

Per FTA's Final Interim Policy Guidance on the Capital Investment Grant Program (<u>http://www.fta.dot.gov/documents/Final_CIG_interim_policy_guidance_August_2015.docx</u>), FTA requires at least 50% of the non-Section 5309 (New Starts) capital funds are committed or budgeted. Hennepin County and project partners have committed 50% percent of the total project cost, including the costs anticipated to be reimbursed by the Regional Solicitation grant.

Per FTA's current New Starts reporting instructions, total federal funding for the project (New Starts plus other federal sources) may not exceed 80 percent

(<u>http://www.fta.dot.gov/documents/FY_17_NS_Reporting_Instructions_final_August_2015.doc</u>). As such, the numbers in the table above have been revised to show a local match of at least 20% of the total project cost.

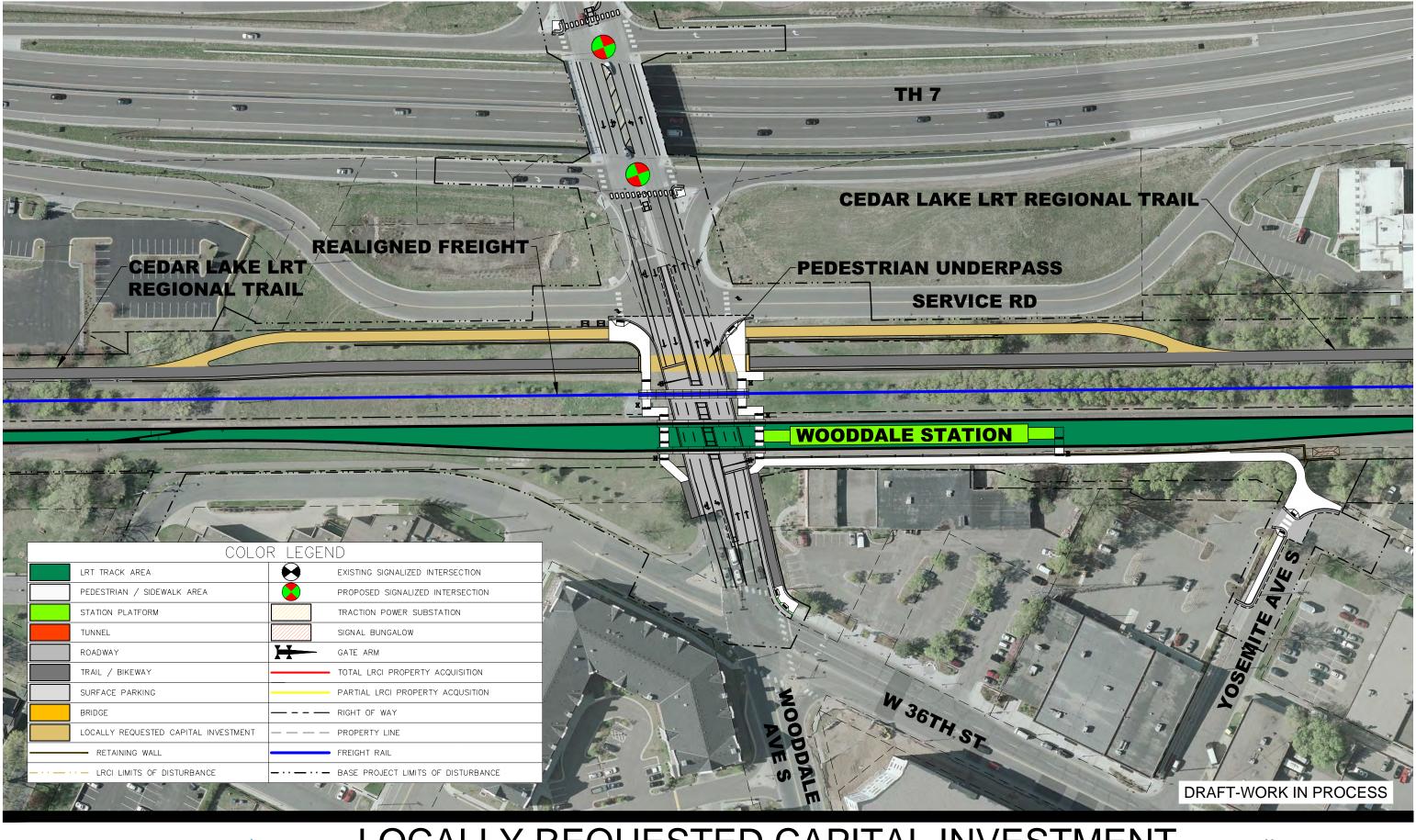




LOCALLY REQUESTED CAPITAL INVESTMENT LRCI #19, 30, & 32 ST. LOUIS PARK - BELTLINE STATION AREA **IMPROVEMENTS**



SCALE IN FEE 07/15/2015

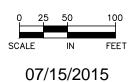


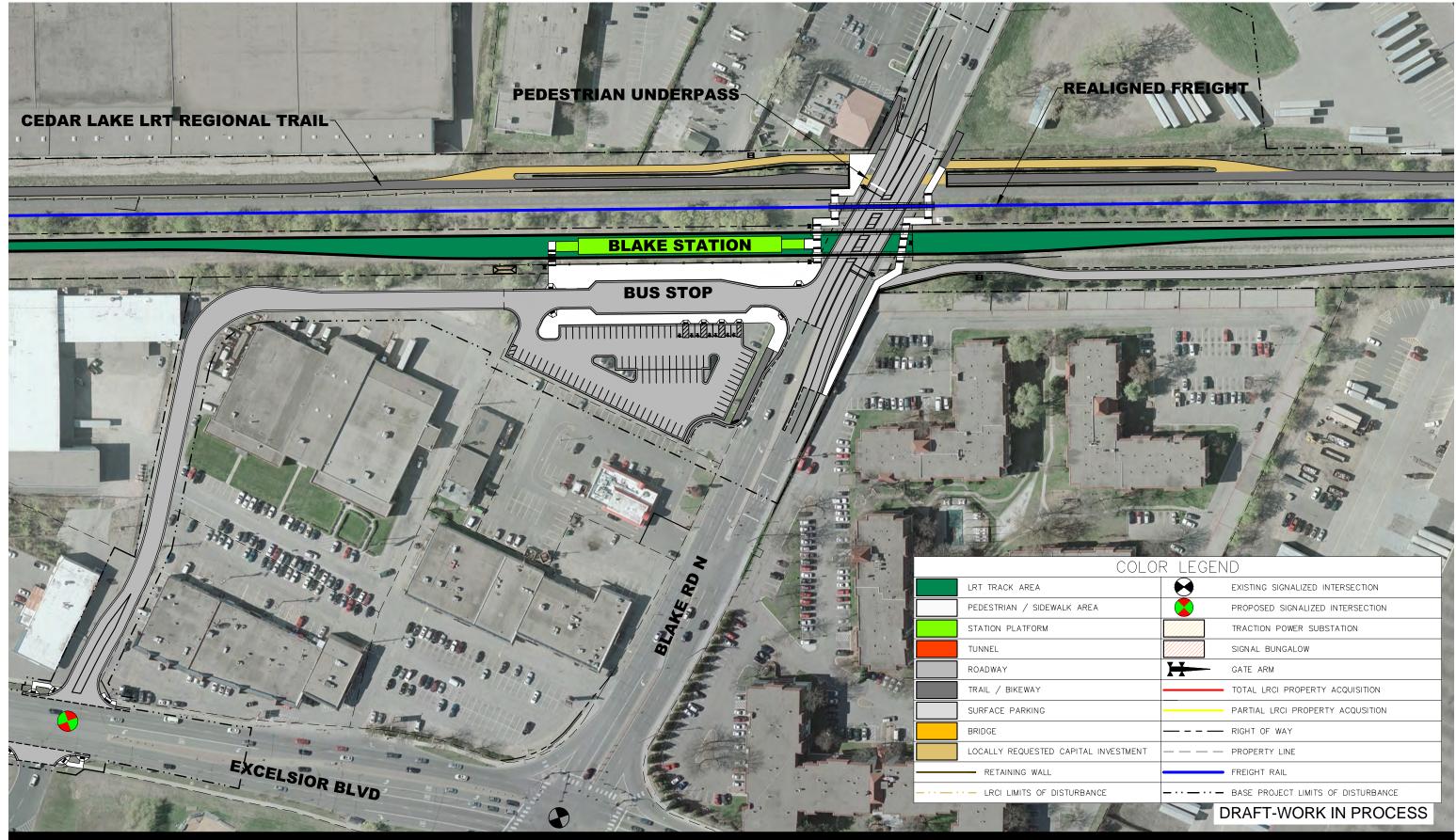




LOCALLY REQUESTED CAPITAL INVESTMENT LRCI #29 - GRADE SEPARATED TRAIL CROSSING AT WOODDALE AVENUE



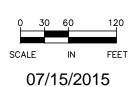




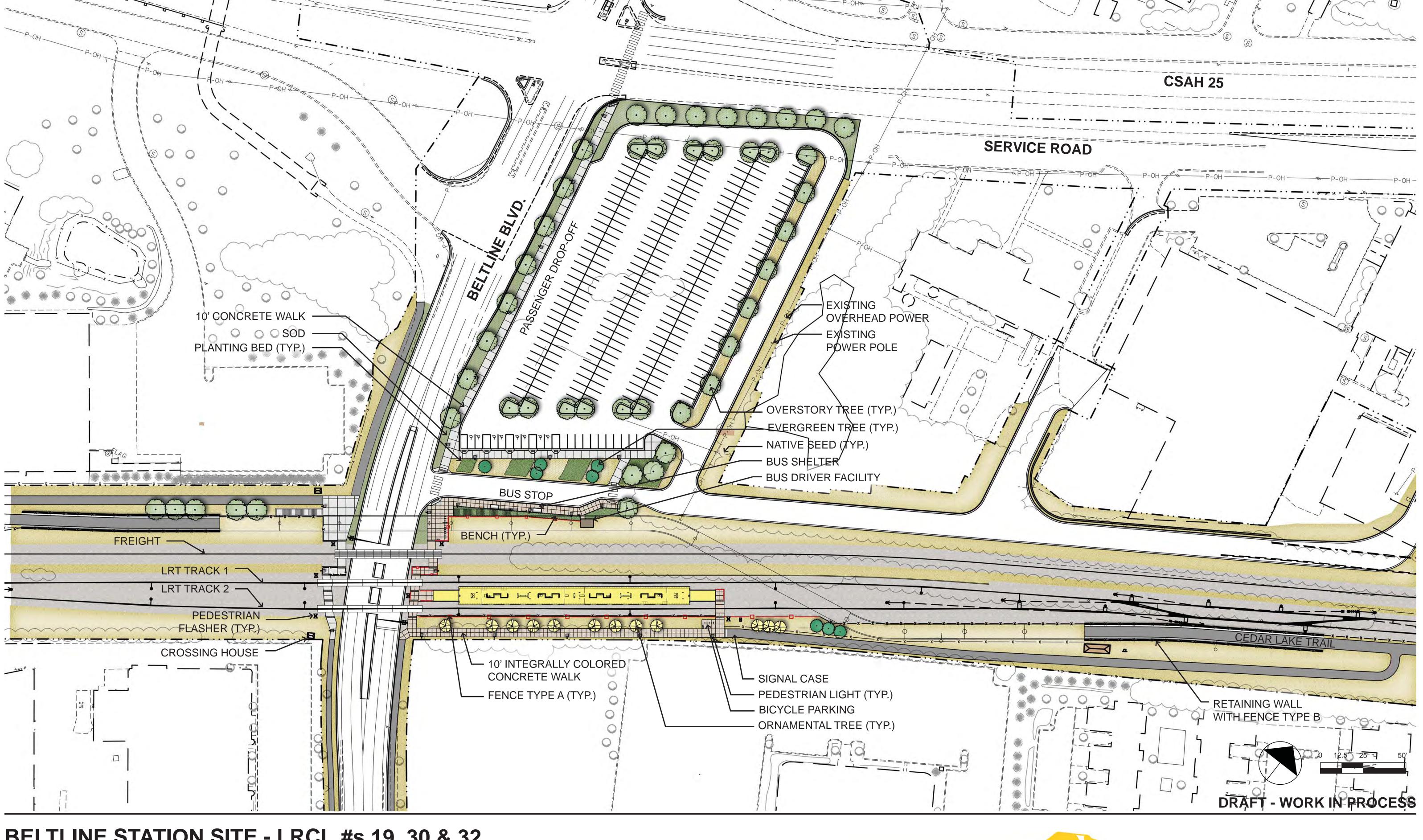


LOCALLY REQUESTED CAPITAL INVESTMENT LRCI #28 - GRADE SEPARATED TRAIL CROSSING AT BLAKE ROAD





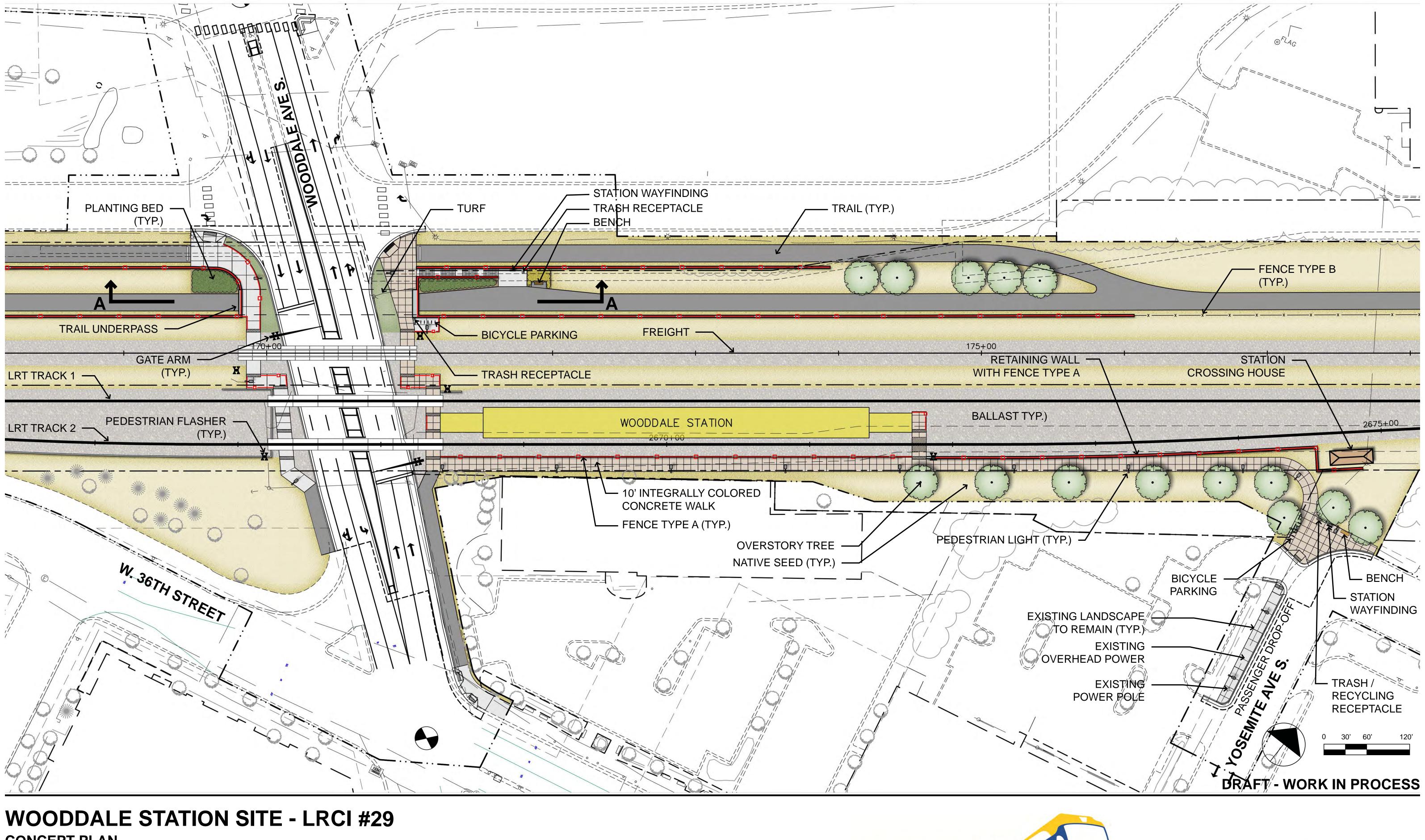
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COLO	r legen	1D
	$\mathbf{\Theta}$	EXISTING SIGNALIZED INTERSECTION
EA		PROPOSED SIGNALIZED INTERSECTION
		TRACTION POWER SUBSTATION
		SIGNAL BUNGALOW
	H	GATE ARM
		TOTAL LRCI PROPERTY ACQUISITION
		PARTIAL LRCI PROPERTY ACQUSITION
		RIGHT OF WAY
L INVESTMENT		PROPERTY LINE
		FREIGHT RAIL
ANCE	_ · · _ · · _	BASE PROJECT LIMITS OF DISTURBANCE
AR		DRAFT-WORK IN PROCESS
160	1279	



BELTLINE STATION SITE - LRCI #s 19, 30 & 32 CONCEPT PLAN

July 21, 2015



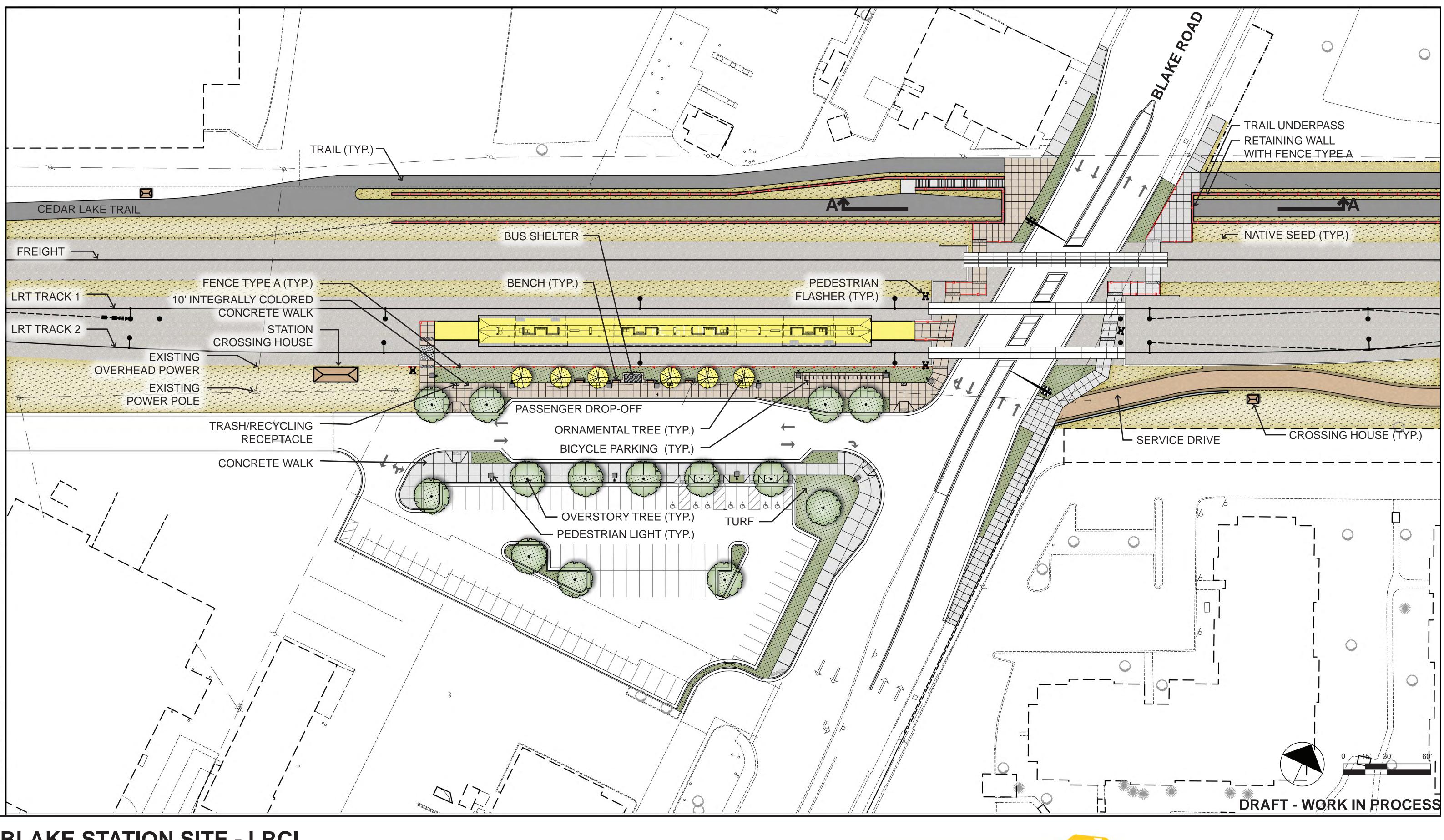


CONCEPT PLAN

July 7, 2015







BLAKE STATION SITE - LRCI CONCEPT PLAN

July 31, 2015





letropolitan Council						г	Today's Date	8/28/
eltline Blvd trail bridge extension - Southwest LRT Minneapolis, MN						Yr of	Base Year \$	201
						Yr of R	Revenue Ops	202
	Quantity	Base Year Dollars w/o Contingency (X000)	Base Year Dollars Allocated Contingency	Base Year Dollars TOTAL (X000)	Base Year Dollars Unit Cost (X000)	Base Year Dollars Percentage of Construction	Base Year Dollars Percentage of Total	YOE Do Tota (X00
	0.00	0	(X000) 0			Cost	Project Cost	
GUIDEWAY & TRACK ELEMENTS (route miles) 10.01 Guideway: At-grade exclusive right-of-way	0.00	0	0	0 0		0%	0%	0 #DIV
10.02 Guideway: At-grade semi-exclusive (allows cross-traffic)			0	0				#DI\
10.03 Guideway: At-grade in mixed traffic			0	0				#DI\
10.04 Guideway: Aerial structure10.05 Guideway: Built-up fill		1	0	0		-	-	#DI\ #DI\
10.06 Guideway: Underground cut & cover			0	0		-	-	#DI\
10.07 Guideway: Underground tunnel			0	0				#DI\
10.08 Guideway: Retained cut or fill			0	0				#DI\
10.09 Track: Direct fixation 10.10 Track: Embedded			0	0			-	#DI\ #DI\
10.11 Track: Ballasted			0	0			-	#DI\
10.12 Track: Special (switches, turnouts)			0	0				#DI\
10.13 Track: Vibration and noise dampening			0	0				#DI\
STATIONS, STOPS, TERMINALS, INTERMODAL (number)	0	0	0	0		0%	0%	0 #DI\
20.01 At-grade station, stop, shelter, mall, terminal, platform 20.02 Aerial station, stop, shelter, mall, terminal, platform			0	0		-		#DI\ #DI\
20.03 Underground station, stop, shelter, mall, terminal, platform			0	0				#DI\
20.04 Other stations, landings, terminals: Intermodal, ferry, trolley, etc.			0	0				#DI\
20.05 Joint development			0	0				#DI\
20.06 Automobile parking multi-story structure 20.07 Elevators, escalators			0	0			-	#DI\ #DI\
SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	0.00	0	0	0		0%	0%	#DI
30.01 Administration Building: Office, sales, storage, revenue counting			0	0				#DI\
30.02 Light Maintenance Facility			0	0				#DI\
30.03 Heavy Maintenance Facility 30.04 Storage or Maintenance of Way Building			0	0			-	#DI\ #DI\
30.05 Yard and Yard Track			0	0				#DI\ #DI\
SITEWORK & SPECIAL CONDITIONS	0.00	809	283	1,092		100%	70%	1,2
40.01 Demolition, Clearing, Earthwork			0	0				0
40.02 Site Utilities, Utility Relocation			0	0				0
40.03 Haz. mat'l, contam'd soil removal/mitigation, ground water treatments 40.04 Environmental mitigation, e.g. wetlands, historic/archeologic, parks			0	0				0
40.05 Site structures including retaining walls, sound walls		511	179	689				77
40.06 Pedestrian / bike access and accommodation, landscaping 40.07 Automobile, bus, van accessways including roads, parking lots		298	<u>104</u> 0	403 0			-	45
40.08 Temporary Facilities and other indirect costs during construction			0	0				C
SYSTEMS 50.01 Train control and signals	0.00	0	0	0		0%	0%	0 #DI\
50.02 Traffic signals and crossing protection			0	0			-	#DI\ #DI\
50.03 Traction power supply: substations			0	0				#DI\
50.04 Traction power distribution: catenary and third rail			0	0				#DI\
50.05 Communications		-	0	0			-	#DI\
50.06 Fare collection system and equipment 50.07 Central Control			0	0			-	#DI\ #DI\
nstruction Subtotal (10 - 50)	0.00	809	283	1,092		100%	70%	1,2
ROW, LAND, EXISTING IMPROVEMENTS	0.00	0	0	0			0%	0
60.01 Purchase or lease of real estate			0	0				#DI\ #DI\
60.02 Relocation of existing households and businesses /EHICLES (number)	0	0	0	0		-	0%	#DI\ 0
70.01 Light Rail			0	0				#DI\
70.02 Heavy Rail			0	0				#DI\
70.03 Commuter Rail 70.04 Bus			0	0		-		#DI\ #DI\
70.04 Bus 70.05 Other			0	0		-		#DI\ #DI\
70.06 Non-revenue vehicles			0	0				#DI\
70.07 Spare parts			0	0				#DI\
PROFESSIONAL SERVICES (applies to Cats. 10-50)	0.00	330	0	330		30%	21%	36
80.01 Project Development 80.02 Engineering		82 87		82 87				91 97
80.02 Project Management for Design and Construction		120		120				13
80.04 Construction Administration & Management		33		33				36
80.05 Professional Liability and other Non-Construction Insurance				0				0
80.06 Legal; Permits; Review Fees by other agencies, cities, etc.80.07 Surveys, Testing, Investigation, Inspection		1		1				2
80.08 Start up		3		3				4
ototal (10 - 80)	0.00	1,139	283	1,422			91%	1,5
				142			9%	15
UNALLOCATED CONTINGENCY	0.00			1,564 0			100% 0%	1,7
ototal (10 - 90)				U			U%	
ototal (10 - 90) FINANCE CHARGES	0.00			1.564			100%	1.7
ototal (10 - 90) FINANCE CHARGES al Project Cost (10 - 100)	0.00			1,564 24.85%			100%	1,7
brotal (10 - 90) FINANCE CHARGES al Project Cost (10 - 100) cated Contingency as % of Base Yr Dollars w/o Contingency llocated Contingency as % of Base Yr Dollars w/o Contingency	0.00			24.85% 12.49%			100%	1,7
total (10 - 90) FINANCE CHARGES al Project Cost (10 - 100) cated Contingency as % of Base Yr Dollars w/o Contingency	0.00			24.85%			100%	1,7

letropolitan Council						T	Foday's Date	8/28/
/ooddale Ave Trail Tunnel - Southwest LRT Minneapolis, MN						Yr of	Base Year \$	2014
						Yr of R	evenue Ops	2020
	Quantity	Base Year Dollars w/o Contingency (X000)	Base Year Dollars Allocated Contingency (X000)	Base Year Dollars TOTAL (X000)	Base Year Dollars Unit Cost (X000)	Base Year Dollars Percentage of Construction Cost	Base Year Dollars Percentage of Total Project Cost	YOE Do Tota (X000
GUIDEWAY & TRACK ELEMENTS (route miles)	0.00	0	0	0		0%	0%	0
10.01 Guideway: At-grade exclusive right-of-way			0	0		-		#DIV/
10.02 Guideway: At-grade semi-exclusive (allows cross-traffic) 10.03 Guideway: At-grade in mixed traffic			0	0		-	·	#DIV/ #DIV/
10.04 Guideway: Aerial structure			0	0				#DIV/ #DIV/
10.05 Guideway: Built-up fill			0	0		-	·	#DIV/
10.06 Guideway: Underground cut & cover			0	0		-	·	#DIV/
10.07 Guideway: Underground tunnel			0	0				#DIV/
10.08 Guideway: Retained cut or fill			0	0				#DIV/
10.09 Track: Direct fixation 10.10 Track: Embedded			0	0	-			#DIV/ #DIV/
10.11 Track: Ballasted			0	0	-		·	#DIV/
10.12 Track: Special (switches, turnouts)			0	0	1			#DIV/
10.13 Track: Vibration and noise dampening			0	0				#DIV/
STATIONS, STOPS, TERMINALS, INTERMODAL (number)	0	0	0	0		0%	0%	0
20.01 At-grade station, stop, shelter, mall, terminal, platform			0	0				#DIV
20.02 Aerial station, stop, shelter, mall, terminal, platform			0	0				#DIV
20.03 Underground station, stop, shelter, mall, terminal, platform 20.04 Other stations, landings, terminals: Intermodal, ferry, trolley, etc.		-	0	0				#DIV #DIV
20.05 Joint development			0	0				#DIV #DIV
20.06 Automobile parking multi-story structure		<u> </u>	0	0				#DIV
20.07 Elevators, escalators			0	0	1		·	#DIV
SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	0.00	0	0	0		0%	0%	0
30.01 Administration Building: Office, sales, storage, revenue counting			0	0				#DIV
30.02 Light Maintenance Facility			0	0	-			#DIV
30.03 Heavy Maintenance Facility			0	0	-			#DIV #DIV
30.04 Storage or Maintenance of Way Building 30.05 Yard and Yard Track			0	0	-			#DIV #DIV
SITEWORK & SPECIAL CONDITIONS	0.00	2,444	855	3,300		100%	70%	3,71
40.01 Demolition, Clearing, Earthwork	0.00	_,	0	0				0
40.02 Site Utilities, Utility Relocation		213	74	287	1		·	32
40.03 Haz. mat'l, contam'd soil removal/mitigation, ground water treatments			0	0				0
40.04 Environmental mitigation, e.g. wetlands, historic/archeologic, parks 40.05 Site structures including retaining walls, sound walls		2,111	0 739	0 2,850	-			0
40.06 Pedestrian / bike access and accommodation, landscaping		121	42	163	1		·	18
40.07 Automobile, bus, van accessways including roads, parking lots			0	0				0
40.08 Temporary Facilities and other indirect costs during construction SYSTEMS	0.00	0	0	0		0%	0%	0
50.01 Train control and signals	0.00		0	0		0 /0	U /0	#DIV
50.02 Traffic signals and crossing protection			0	0				#DIV
50.03 Traction power supply: substations			0	0				#DIV
50.04 Traction power distribution: catenary and third rail			0	0				#DIV
50.05 Communications			0	0	-			#DIV
50.06 Fare collection system and equipment 50.07 Central Control			0	0	-			#DIV #DIV
nstruction Subtotal (10 - 50)	0.00	2,444	0 855	3,300		100%	70%	#DIV 3,71
ROW, LAND, EXISTING IMPROVEMENTS	0.00	0	0	0		10076	0%	0
60.01 Purchase or lease of real estate	0.00		0	0			070	#DIV
60.02 Relocation of existing households and businesses			0	0				#DIV
VEHICLES (number)	0	0	0	0			0%	0
70.01 Light Rail 70.02 Heavy Rail		-	0	0				#DIV #DIV
70.02 Heavy Rail 70.03 Commuter Rail			0	0				#DIV #DIV
70.04 Bus	<u> </u>	+	0	0				#DIV
70.05 Other		1	0	0				#DIV
70.06 Non-revenue vehicles			0	0				#DIV
70.07 Spare parts			0	0				#DIV
PROFESSIONAL SERVICES (applies to Cats. 10-50)	0.00	998	0	998		30%	21%	1,1
80.01 Project Development 80.02 Engineering		247 264		247 264				27
80.02 Engineering 80.03 Project Management for Design and Construction		363		264				29- 40-
80.04 Construction Administration & Management		99		99				110
80.05 Professional Liability and other Non-Construction Insurance				0				0
80.06 Legal; Permits; Review Fees by other agencies, cities, etc.		4		4				5
80.07 Surveys, Testing, Investigation, Inspection		10		10				11
80.08 Start up		10	055	10				11
btotal (10 - 80)	0.00	3,442	855	4,297			91%	4,82
UNALLOCATED CONTINGENCY ototal (10 - 90)	0.00			430 4,727			9% 100%	47
FINANCE CHARGES	0.00			4,727			0%	5,2:
al Project Cost (10 - 100)	0.00			4,727			100%	5,29
cated Contingency as % of Base Yr Dollars w/o Contingency				24.85%				.,
Illocated Contingency as % of Base Yr Dollars w/o Contingency al Contingency as % of Base Yr Dollars w/o Contingency				12.49% 37.34%				
llocated Contingency as % of Base Yr Dollars w/o Contingency								#DI\

Metropolitan Council						-	Foday's Date	8/28/1
Blake Road Trail Tunnel - Southwest LRT Minneapolis, MN							Base Year \$	2014
						Yr of Revenue Ops		2020
	Ourretitu	Basa Vara	Base Year	Dees Vees	Dece Veen	Base Year	Base Year	
	Quantity	Base Year Dollars w/o Contingency (X000)	Dollars Allocated Contingency (X000)	Base Year Dollars TOTAL (X000)	Base Year Dollars Unit Cost (X000)	Dollars Percentage of Construction Cost	Dollars Percentage of Total Project Cost	YOE Do Total (X000
0 GUIDEWAY & TRACK ELEMENTS (route miles)	0.00	0	0	0		0%	0%	0
10.01 Guideway: At-grade exclusive right-of-way 10.02 Guideway: At-grade semi-exclusive (allows cross-traffic)			0	0				#DIV/0 #DIV/0
10.02 Guideway: At-grade semi-exclusive (allows closs-trainc)			0	0				#DIV/
10.04 Guideway: Aerial structure			0	0				#DIV/
10.05 Guideway: Built-up fill			0	0				#DIV/
10.06 Guideway: Underground cut & cover			0	0				#DIV/ #DIV/
10.07 Guideway: Underground tunnel 10.08 Guideway: Retained cut or fill			0	0				#DIV
10.09 Track: Direct fixation			0	0				#DIV/
10.10 Track: Embedded			0	0				#DIV/
10.11 Track: Ballasted			0	0				#DIV/
10.12 Track: Special (switches, turnouts)10.13 Track: Vibration and noise dampening			0	0				#DIV/ #DIV/
STATIONS, STOPS, TERMINALS, INTERMODAL (number)	0	0	0	0		0%	0%	0
20.01 At-grade station, stop, shelter, mall, terminal, platform			0	0				#DIV
20.02 Aerial station, stop, shelter, mall, terminal, platform			0	0				#DIV
20.03 Underground station, stop, shelter, mall, terminal, platform 20.04 Other stations, landings, terminals: Intermodal, ferry, trolley, etc.			0	0				#DIV #DIV
20.04 Other stations, landings, terminals. Intermodal, terry, trolley, etc. 20.05 Joint development	-		0	0				#DIV
20.06 Automobile parking multi-story structure			0	0				#DIV
20.07 Elevators, escalators			0	0				#DIV
SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	0.00	0	0	0		0%	0%	0
30.01 Administration Building: Office, sales, storage, revenue counting 30.02 Light Maintenance Facility			0	0				#DIV #DIV
30.03 Heavy Maintenance Facility			0	0				#DIV
30.04 Storage or Maintenance of Way Building			0	0				#DIV
30.05 Yard and Yard Track			0	0				#DIV
40.01 Demolition, Clearing, Earthwork	0.00	2,456	860 0	3,316 0		100%	70%	3,7 3
40.01 Demontori, cleaning, Earthwork 40.02 Site Utilities, Utility Relocation		217	76	293				32
40.03 Haz. mat'l, contam'd soil removal/mitigation, ground water treatments			0	0				0
40.04 Environmental mitigation, e.g. wetlands, historic/archeologic, parks		1.071	0 655	0				0 2,84
40.05 Site structures including retaining walls, sound walls 40.06 Pedestrian / bike access and accommodation, landscaping		1,871 87	30	2,526 117				2,84
40.07 Automobile, bus, van accessways including roads, parking lots			0	0				0
40.08 Temporary Facilities and other indirect costs during construction) SYSTEMS	0.00	282	99 0	380 0		0%	0%	428
50.01 Train control and signals			0	0				#DIV
50.02 Traffic signals and crossing protection			0	0				#DIV
50.03 Traction power supply: substations 50.04 Traction power distribution: catenary and third rail			0	0				#DIV #DIV
50.04 Traction power distribution. Catenary and third rain			0	0				#DIV
50.06 Fare collection system and equipment			0	0				#DIV
50.07 Central Control			0	0				#DIV
onstruction Subtotal (10 - 50)	0.00	2,456	860	3,316		100%	70%	3,73
60.01 Purchase or lease of real estate	0.00	0	0	0			0%	0 #DIV
60.02 Relocation of existing households and businesses			0	0				#DIV #DIV
VEHICLES (number)	0	0	0	0			0%	0
70.01 Light Rail 70.02 Heavy Rail			0	0				#DIV #DIV
70.02 Heavy Rail 70.03 Commuter Rail		-	0	0				#DIV #DIV
70.04 Bus		1	0	0				#DIV
70.05 Other			0	0				#DIV
70.06 Non-revenue vehicles			0	0				#DIV
70.07 Spare parts PROFESSIONAL SERVICES (applies to Cats. 10-50)	0.00	1,003	0	0		30%	21%	#DIV 1,1*
80.01 Project Development	0.00	249	Ť	249		50%	2170	27
80.02 Engineering		265		265				29
80.03 Project Management for Design and Construction		365		365				40
80.04 Construction Administration & Management 80.05 Professional Liability and other Non-Construction Insurance		99		99 0				11 ⁻ 0
80.06 Legal; Permits; Review Fees by other agencies, cities, etc.		4		4				5
80.07 Surveys, Testing, Investigation, Inspection		10		10				11
80.08 Start up		10		10				11
btotal (10 - 80)	0.00	3,459	860	4,319			91%	4,84
UNALLOCATED CONTINGENCY Ibtotal (10 - 90)	0.00			432 4,751			9% 100%	47 5,32
0 FINANCE CHARGES	0.00			4,751			0%	
otal Project Cost (10 - 100)	0.00			4,751			100%	5,32
ocated Contingency as % of Base Yr Dollars w/o Contingency iallocated Contingency as % of Base Yr Dollars w/o Contingency tal Contingency as % of Base Yr Dollars w/o Contingency				24.85% 12.49% 37.34%				
allocated Contingency as % of Subtotal (10 - 80))E Construction Cost per Mile (X000) DE Total Project Cost per Mile Not Including Vehicles (X000))E Total Project Cost per Mile (X000)				10.00%				#DI\ #DI\ #DI\

Southwest LRT Regional Trail Crossings Proposed Budget

Specific Bicycle and Pedestrian Elements

Cost Estimate		Funding Sources				
Construction project elements/cost estimates ¹	Cost	FTA New Starts - Federal Funds	STP Grant - Federal Funds	Local match (Hennepin County and other local partners' funds)		
Path/trail construction	\$5,840,000	\$2,687,700	\$2,217,000	\$935,700		
Sidewalk construction		\$0	\$0	\$0		
On-street bicycle facility construction		\$0	\$0	\$0		
Right-of-way		\$0	\$0	\$0		
Pedestrian curb ramps (ADA)		\$0	\$0	\$0		
Crossing Aids (e.g., APS, HAWK)		\$0	\$0	\$0		
Pedestrian-scale lighting	\$50,000	\$23,000	\$19,000	\$8,000		
Streetscaping		\$0	\$0	\$0		
Wayfinding	\$10,000	\$4,600	\$4,000	\$1,600		
Bicycle and pedestrian contingencies (allocated and unallocated per FTA New Starts cost estimating protocol)	\$3,352,000	\$1,542,700	\$1,272,000	\$537,100		
Other bicycle and pedestrian elements ²	\$525,000	\$241,600	\$199,000	\$84,100		
Professional services costs (design, construction						
administration, surveying, staking, etc.)	\$2,593,000	\$1,685,500	-	\$907,600		
Total	\$12,370,000	\$6,185,000	\$3,711,000	\$2,474,000		
		\$12,370,000				

Notes:

1. All costs are in year of expenditure (YOE) dollars. FTA New Starts requires use of the

Standard Cost Categories (SCC) workbook for cost estimates which prorates costs over the

years during which construction is planned to occur.

2. YOE costs for stairs at each trail crossing location.

Proposed Budget - Eligible	and Ineligible for STP Grant	:
Eligible for STP (non-professional services)		\$6,425,000
Contingency (eligible for STP)	Allocated	\$2,248,000
	Unallocated	\$850,000
Ineligible for STP (professional services)		\$2,593,000
Contingency (ineligible for STP)	Unallocated	\$254,000
Total		\$12,370,000

THREE RIVERS PARK DISTRICT

RESOLUTION NO. 14-24

A RESOLUTION IN SUPPORT OF PARTIAL FUNDING OF THE DESIGN AND CONSTRUCTION OF GRADE-SEPARATED CROSSINGS OF THE CEDAR LAKE LRT REGIONAL TRAIL AT BELTLINE BOULEVARD, WOODDALE AVENUE AND BLAKE ROAD.

WHEREAS, Three Rivers Park District is a political subdivision of the State of Minnesota and authorized by statute to acquire, establish, operate, and maintain regional trail systems, and

WHEREAS, Three Rivers Park District constructed and operates the Cedar Lake LRT Regional Trail within the Cities of Hopkins and St. Louis Park; and

WHEREAS, The Cedar Lake LRT Regional Trail is wholly within a transportation corridor owned by Hennepin County's Regional Railroad Authority; and

WHEREAS, The Southwest Light Rail Transit (SWLRT) project will be located in the existing regional trail corridor, resulting in removal and reinstallation of the regional trail within the Cities of Hopkins and St. Louis Park; and

WHEREAS, The SWLRT will create significant trail crossing safety issues of the existing at-grade trail crossings of Blake Road, Wooddale Avenue and Beltline Boulevard; and

WHEREAS, The SWLRT Project Office (SPO) recognized the safety concerns and identified alternative grade-separated trail crossing safety solutions for each road crossing; and

WHEREAS, The SPO and Metropolitan Council classify the grade-separated trail crossings as a "Locally Requested Capital Improvement" project (LRCI) that requires funding from outside the base budget of the SWLRT project; and

WHEREAS, Hennepin County formally submitted the three grade-separated trail crossings to the SPO as a Trail Crossing LRCI package in order for the associated design and construction to occur as part of the SWLRT project; and

WHEREAS, The SPO has estimated final design costs for the Trail Crossings LRCI to be no greater than \$648,000 and construction costs to be no greater than \$7,187,057; and

WHEREAS, A funding commitment for the design of the Trail Crossing LRCI is required from Hennepin County by the end of December 2014 for the trail crossings LRCI to proceed in conjunction with the SWLRT project; and

WHEREAS, Hennepin County has applied for a federal transportation grant to cover eighty percent, up to \$5,500,000, of the Trail Crossings LRIC construction costs requiring a local twenty percent match up to \$1,687,057; and

WHEREAS, Three Rivers and Hennepin County have discussed the idea that each agency would share equally the funding responsibilities for design and for construction of the three trail crossings; and

WHEREAS, Hennepin County and Three Rivers recognize that additional local match funding sources for construction may help reduce each agencies' share of funding in equal amounts; and

NOW, THEREFORE, BE IT RESOLVED, that Three Rivers Park District shall provide funding of up to one-half of the total design costs for the grade-separated trail connections at Blake, Wooddale and Beltline, not to exceed \$324,000, to be reimbursed to Hennepin County as costs are incurred; and

FURTHER BE IT RESOLVED, that Three Rivers Park District shall provide funding of up to one-half of the local match for construction of the grade-separated crossings at Blake, Wooddale and Beltline, not to exceed \$843,529, to be reimbursed to Hennepin County as costs are incurred.

The Park District Board of Commissioners adopted this resolution on the <u>18th</u> day of <u>December</u>, 2014, by a vote of <u>6</u> Ayes and <u>1</u> Nays.

THREE RIVERS PARK DISTRICT,

ohn Gunyou, Board Chair

By: Doe R. Coulson

Boe R. Carlson, Superintendent and Secretary to the Board

STATE OF MINNESOTA) ss. COUNTY OF HENNEPIN

)

)

	The foregoing	instrument wa	s acknowledged	before me	this8th	day of
_	December	, 2014	, by <u>John G</u>	unyou , Boar	d Chair, and	Boe R.

<u>Carlson</u>, Superintendent and Secretary to the Board, of Three Rivers Park District, a public corporation and political subdivision under the laws of Minnesota.

NOTARIAL STAMP

KIMBERLY S. LYNCH Notary Public-Minnesota My Commission Expires Jan 31, 2015

Ø Signature of Notary Public
 Notary Public Hennepin County, Minnesota.
 My commission expires: January 31, 2015.

CITY OF HOPKINS HENNEPIN COUNTY, MINNESOTA

RESOLUTION 2015-057

RESOLUTION COMMITTING FUNDING SUPPORT FOR A STAIRWAY PORTION OF THE BLAKE ROAD REGIONAL TRAIL UNDERPASS – A SWLRT PROJECT LOCALLY REQUESTED CAPITAL INVESTMENT

WHEREAS, Hennepin County has applied for and received a federal STP grant for the construction of grade-separated regional trail crossings as locally requested capital investments within the SWLRT project (the "Project"); and

WHEREAS, the County is relying on the Park District and Cities to meet the local match requirements of the STP grant; and

WHEREAS, final decisions regarding the Project scope will not be made until environmental processes are completed.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF HOPKINS, MINNESOTA AS FOLLOWS:

- 1. The City of Hopkins (the "City") commits to funding a portion of the cost to construct a stairway on the west side of the Blake Road trail underpass, as part of the Project, at an amount not to exceed \$30,000; and
- 2. The City's commitment of funds is subject to each of the following conditions:
- a) Each of the governmental entities providing matching funds for the Project, including the City, has approved the then-applicable physical design components of the latest preliminary design plans for its jurisdiction, to the extent required by Minnesota Statutes section 473.3994;
- b) The ongoing environmental review proceeds without concluding, until completion of that review, that any specific scope elements will be included in the Project;
- c) The completion of any necessary state and federal environmental review and findings and publication of the Record of Decision in the Federal Register;
- d) The Blake Road Regional Trail Underpass is identified, following completion of environmental review, as part of the Project;
- e) The Metropolitan Council demonstrates commitments, subject to the review and approval of the City, for the capital costs of the Project of at least \$165 million, cumulatively, from the State of Minnesota and/or the Metropolitan Council;
- f) The Metropolitan Council demonstrates commitment, subject to the review and approval of the City, of federal funds recognizing the value to the Project of the

local funding by the County and any other local entities participating in costsharing for the Blake Road Regional Trail Underpass;

- g) The Federal Transit Administration has approved and executed a full funding grant agreement for not less than 50 percent of the capital costs of the Project;
- h) The funds may be used only for federally-eligible, New Starts activities;
- The final terms and conditions of the county funding for the Blake Road Regional i) Trail Underpass will be addressed in subsequent Council resolutions and in one or more cooperative funding agreements or similar agreements, which terms are subject to the review and approval of the City.

Adopted by the City Council of the City of Hopkins, Minnesota, this 18th day of August, 2015.

Eugene J. Maxwell, Mayor By____

ATTEST:

Amy Domeier, City Clerk



Hennepin County Public Works

Community Works

701 Fourth Avenue South, Suite 400 Minneapolis, Minnesota 55415-1843

October 16, 2015

James Hovland Chair, Transportation Advisory Board 390 North Robert Street St. Paul, MN 55101

Dear Mr. Hovland,

As indicated in your July 22, 2015 grant award letter, Hennepin County was awarded 2018 Surface Transportation Program (STP) funding for the Cedar Lake LRT Regional Trail Crossings project (Project # 027-090-024). The project includes extension of a Cedar Lake LRT Regional trail bridge over Beltline Boulevard, and tunnels for the trail beneath Wooddale Avenue and Blake Road adjacent to the Southwest light rail transit (Southwest LRT) project.

The County, along with project partners Three Rivers Park District and the cities of St. Louis Park and Hopkins, have coordinated with Metropolitan Council's Southwest Project Office to incorporate the trail crossings into the base Southwest LRT project. Advantages of combining with the larger project include leveraging Federal Transit Administration New Starts funds, and eliminating the need to carry forward separate designs as bid alternates.

As Metropolitan Council is the project sponsor for the Southwest LRT project, Metropolitan Council will serve as sponsor for the trail crossings as well once incorporated base LRT project. Hennepin County requests to transfer the FHWA STP funds from the regional solicitation grant from the County to the Metropolitan Council as the agency that will ultimately administer the funds. The County has been working with TAB staff to facilitate the scope change to the grant and TIP amendment processes.

If you have any questions regarding the trail crossings project or the current request, you may contact me at <u>john.doan@hennepin.us</u> or 612-543-1468.

Sincerely,

John Doan Hennepin County, Community Works

cc: Elisa Bottos, MnDOT Federal Aid Engineer Elaine Koutsoukos, TAB Coordinator Kim Zlimen, Hennepin County Colleen Brown, MnDOT Federal Aid Program Manager Mary Gustafson, Metro Transit Grants Manager Craig Lamothe, Project Director, Metro Transit

612-348-9260, Phone 612-348-9710, Fax www.hennepin.us



Hennepin County Public Works

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