

ACTION TRANSMITTAL No. 2015-44

DATE: October 8, 2015

TO: 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.

POSSIBLE ACTIONS: The committee can recommend: granting the scope change as requested; granting the request with an adjustment to the federal funds the applicant will receive; granting the request with specific modifications; or denying the 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.
- Addition of stairs to the crossings. 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 Start:	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	Regional Solicitation	Local Match
Estimated construction cost	\$9,777,000	\$6,185,000	\$3,711,000	\$2,474,000
Percentage of total project cost		63.3%	38.0%	25.3%
Percent of local match to New Starts			60.0%	40.0%

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 cost		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	Cost Effectiveness of Usage	200	183	167	Scored by staff/scorer. Cost increase reduces score.
3A	Equity	50	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
TOTAL		1000	899	883	

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	
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,

A handwritten signature in black ink that reads "Kimberly Zlimen". The signature is written in a cursive, flowing style.

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 [funding scenario as approved](#) 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:

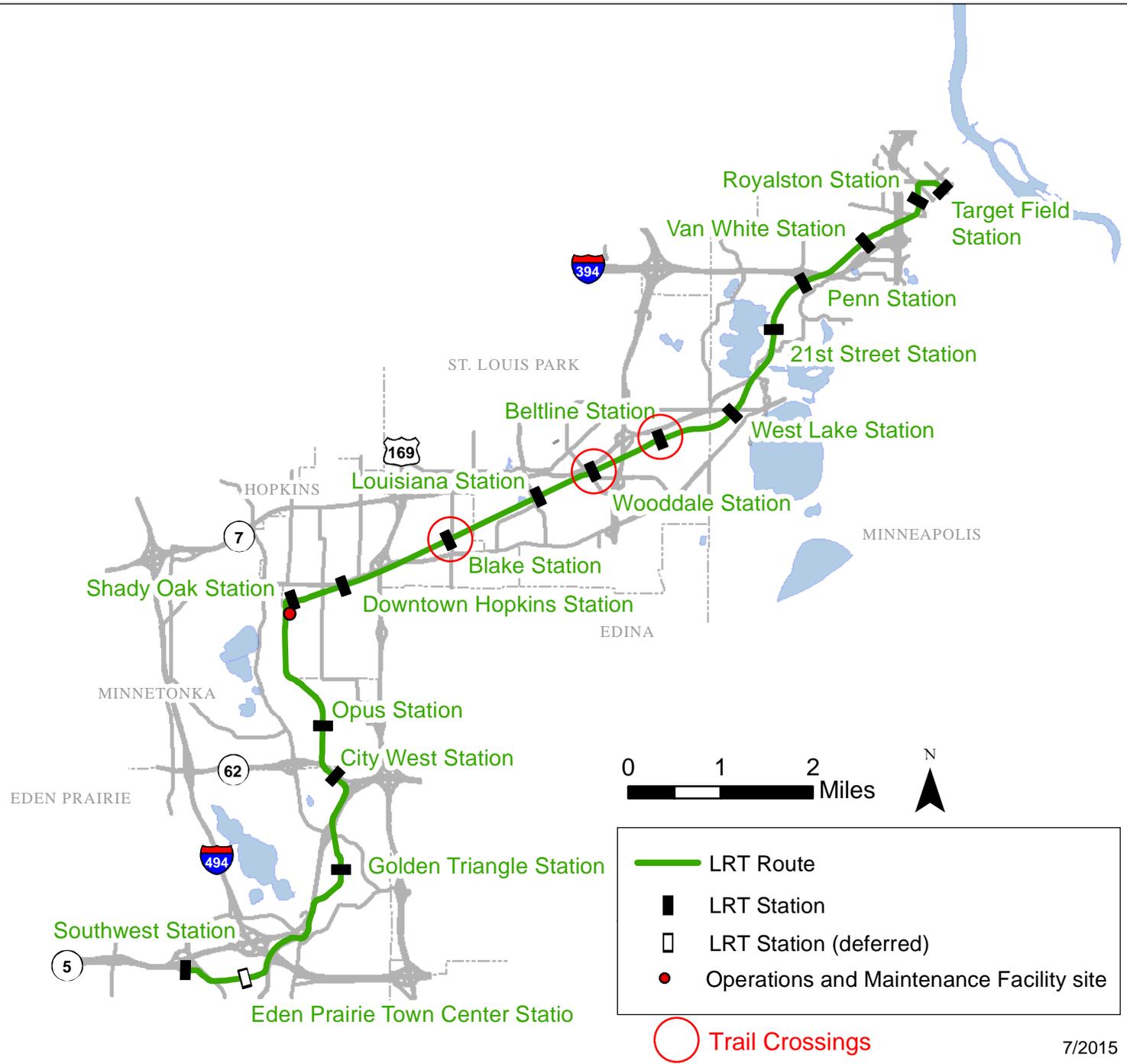
	Total Project Cost	FTA New Starts – Federal Amount	Regional Solicitation Grant	Local Match (Hennepin County and other local partners' funds)
Estimated construction costs	\$12,370,000	\$6,185,000	\$3,711,000	\$2,474,000
Percentage of total project cost	-	50%	30%	20%
Percentage of local match to FTA New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

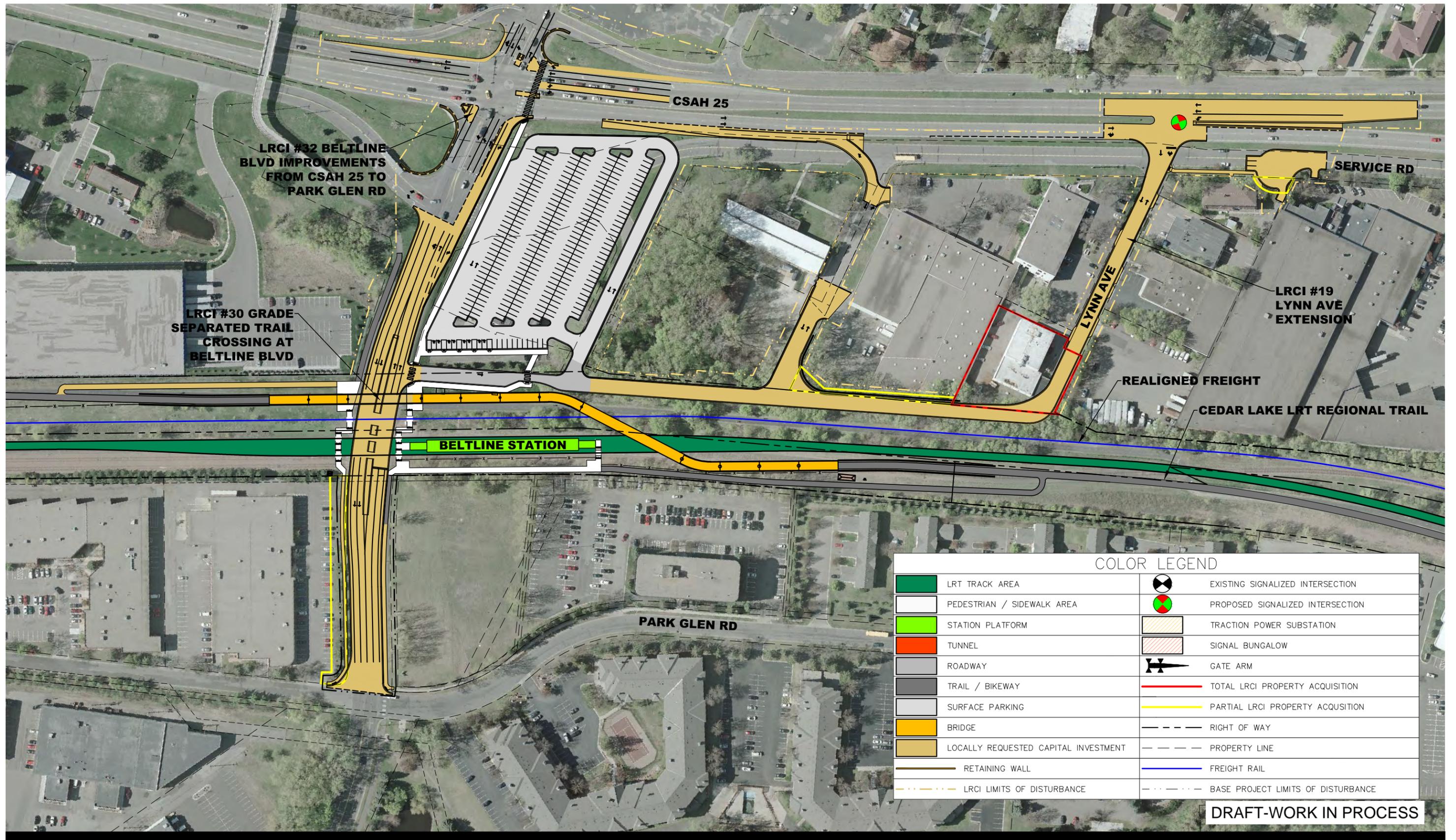
The Southwest Project Office (SPO) has confirmed that Regional Solicitation and New Starts funds can be used to match each other. There are other projects that have used CMAQ and STP funds as local match to federal CIP (New Starts) dollars. See one example here:

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 (http://www.fta.dot.gov/documents/Final_CIG_interim_policy_guidance_August_2015.docx), 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.

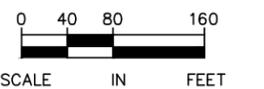
Per FTA's current New Starts reporting instructions, total federal funding for the project (New Starts plus other federal sources) may not exceed 80 percent (http://www.fta.dot.gov/documents/FY_17_NS_Reporting_Instructions_final_August_2015.doc). As such, the numbers in the table above have been revised to show a local match of at least 20% of the total project cost.



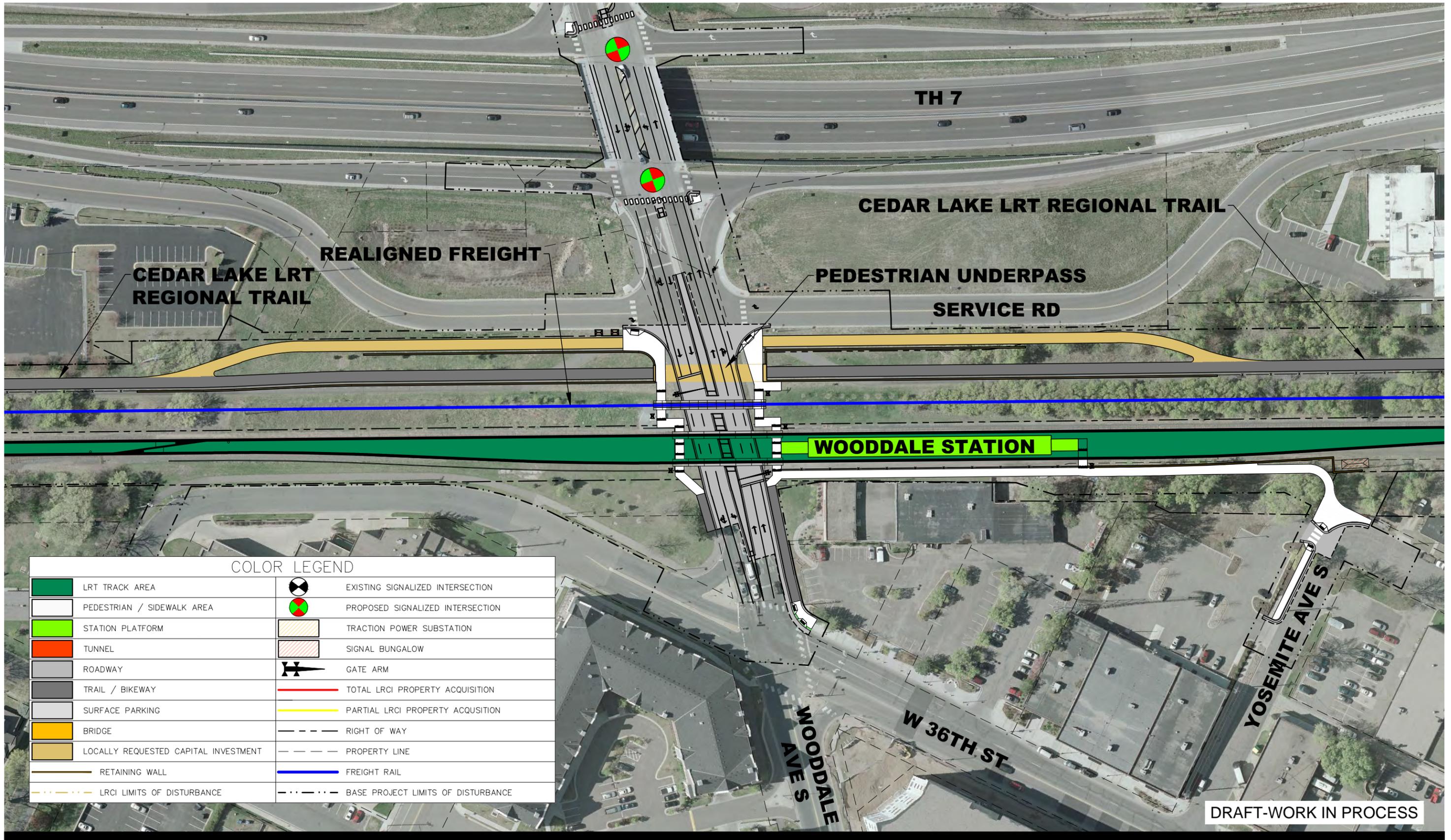


LOCALLY REQUESTED CAPITAL INVESTMENT

LRCI #19, 30, & 32 ST. LOUIS PARK - BELTLINE STATION AREA IMPROVEMENTS



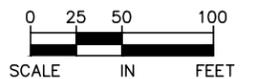
07/15/2015



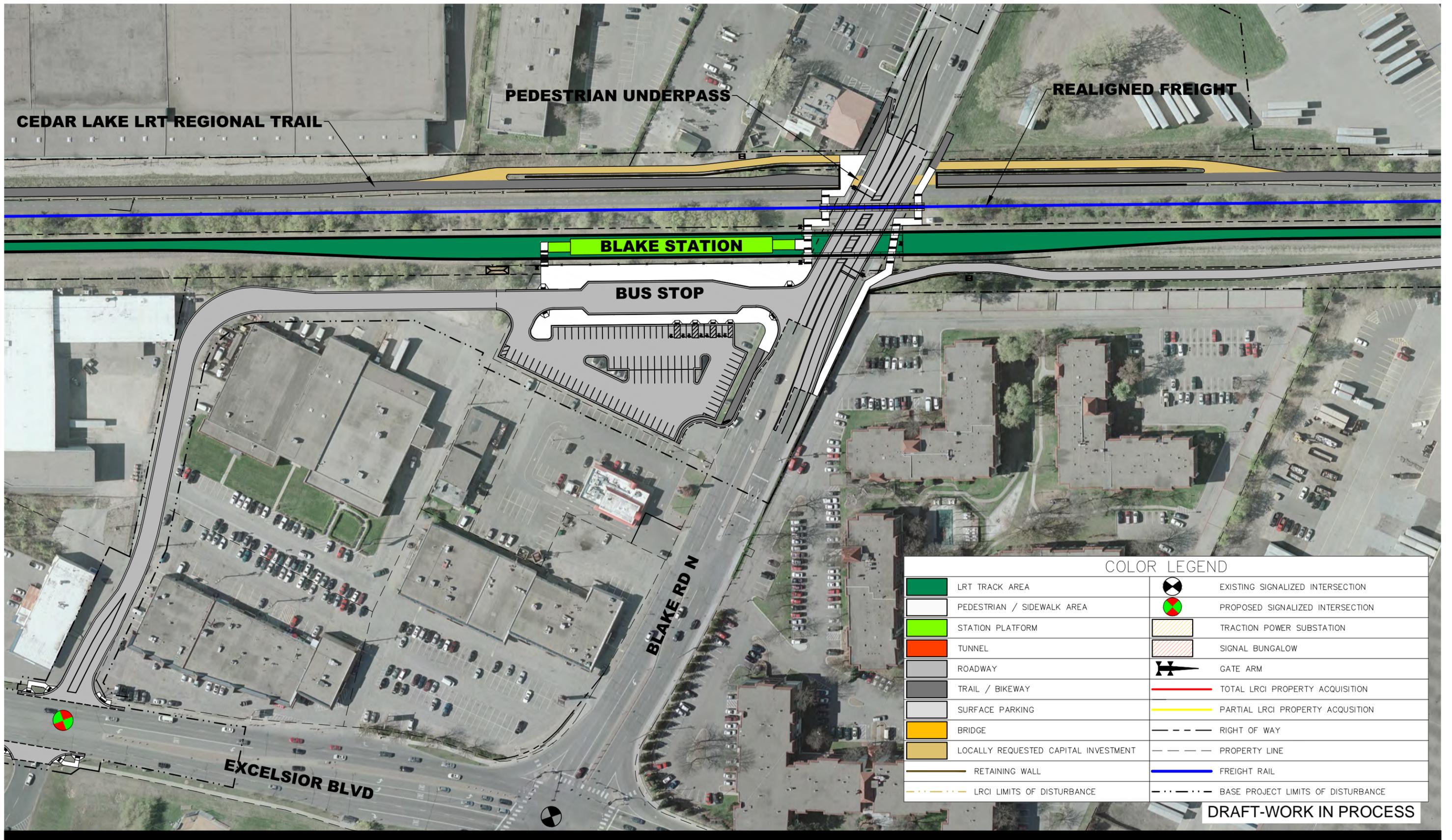
LOCALLY REQUESTED CAPITAL INVESTMENT

LRCI #29 - GRADE SEPARATED TRAIL CROSSING AT WOODDALE AVENUE

4-12

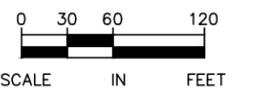


07/15/2015

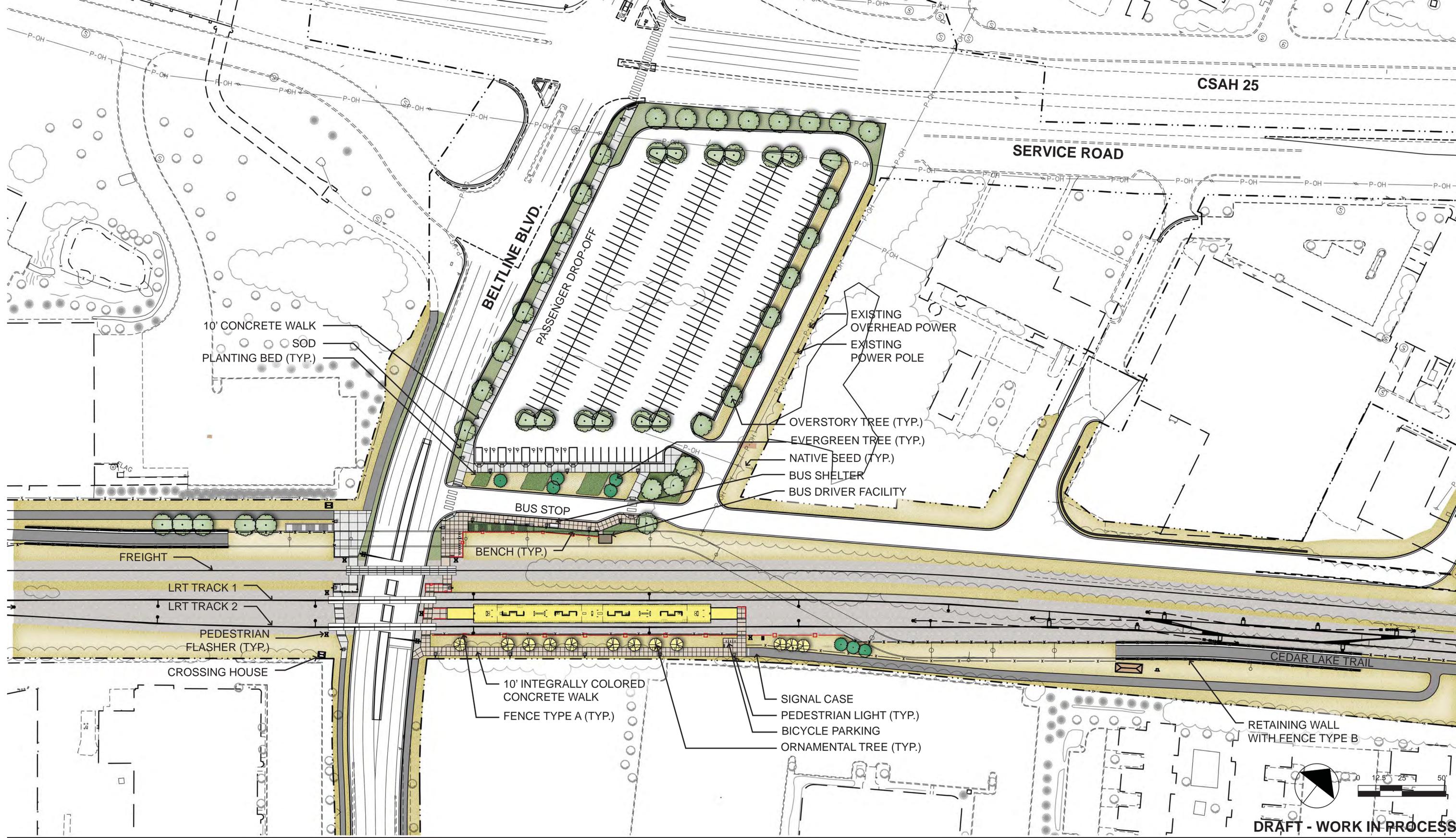


LOCALLY REQUESTED CAPITAL INVESTMENT

LRCI #28 - GRADE SEPARATED TRAIL CROSSING AT BLAKE ROAD



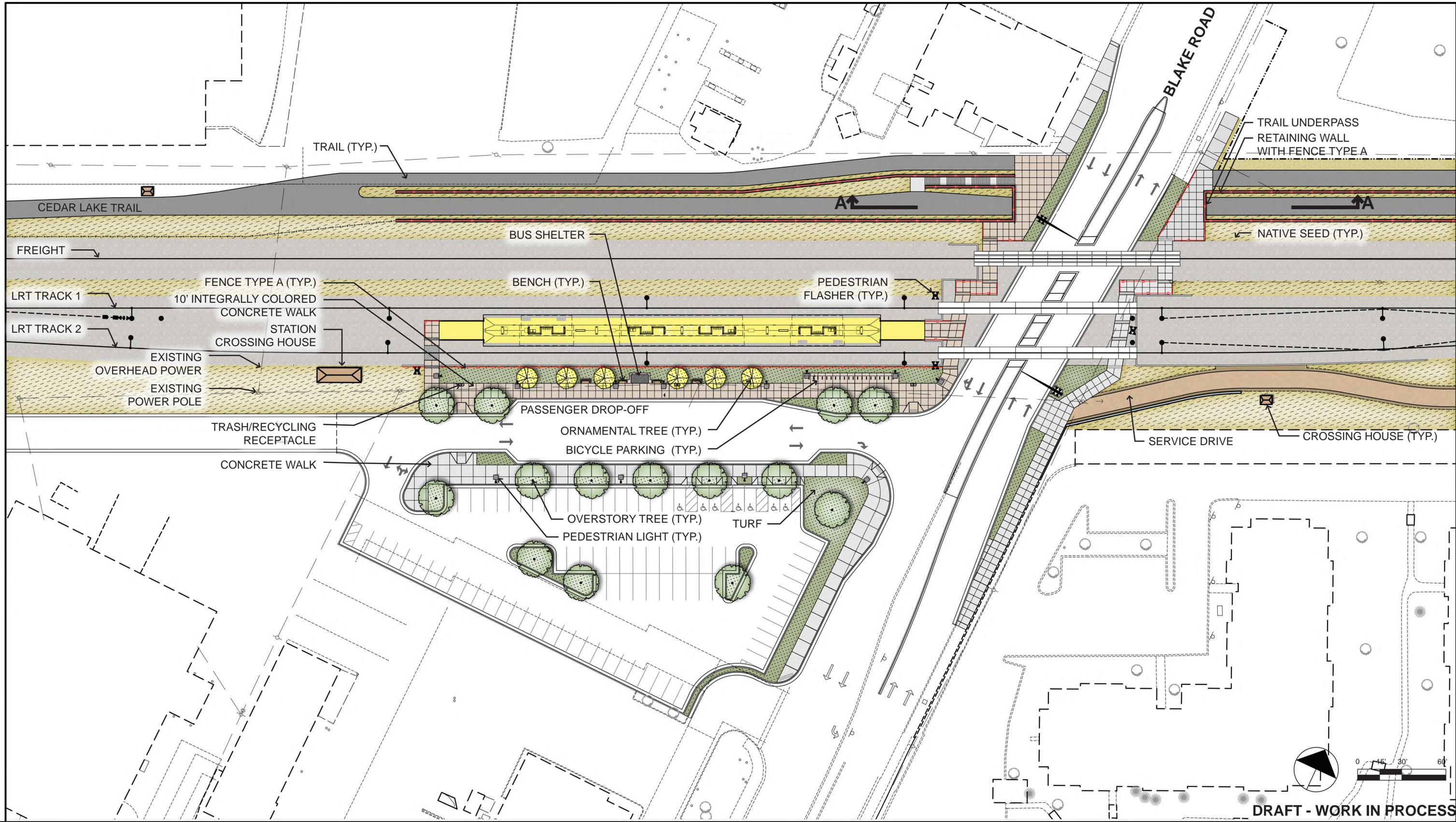
07/15/2015



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

July 21, 2015





DRAFT - WORK IN PROCESS

BLAKE STATION SITE - LRCI
CONCEPT PLAN

July 31, 2015



MAIN WORKSHEET - BUILD ALTERNATIVE

(Rev.16, June, 2014)

Metropolitan Council

Today's Date **8/28/15**

Beltline Blvd trail bridge extension - Southwest LRT Minneapolis, MN

Yr of Base Year \$ 2014

Yr of Revenue 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 Dollars Total (X000)
10 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/0!
10.02 Guideway: At-grade semi-exclusive (allows cross-traffic)			0	0				#DIV/0!
10.03 Guideway: At-grade in mixed traffic			0	0				#DIV/0!
10.04 Guideway: Aerial structure			0	0				#DIV/0!
10.05 Guideway: Built-up fill			0	0				#DIV/0!
10.06 Guideway: Underground cut & cover			0	0				#DIV/0!
10.07 Guideway: Underground tunnel			0	0				#DIV/0!
10.08 Guideway: Retained cut or fill			0	0				#DIV/0!
10.09 Track: Direct fixation			0	0				#DIV/0!
10.10 Track: Embedded			0	0				#DIV/0!
10.11 Track: Ballasted			0	0				#DIV/0!
10.12 Track: Special (switches, turnouts)			0	0				#DIV/0!
10.13 Track: Vibration and noise dampening			0	0				#DIV/0!
20 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/0!
20.02 Aerial station, stop, shelter, mall, terminal, platform			0	0				#DIV/0!
20.03 Underground station, stop, shelter, mall, terminal, platform			0	0				#DIV/0!
20.04 Other stations, landings, terminals: Intermodal, ferry, trolley, etc.			0	0				#DIV/0!
20.05 Joint development			0	0				#DIV/0!
20.06 Automobile parking multi-story structure			0	0				#DIV/0!
20.07 Elevators, escalators			0	0				#DIV/0!
30 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/0!
30.02 Light Maintenance Facility			0	0				#DIV/0!
30.03 Heavy Maintenance Facility			0	0				#DIV/0!
30.04 Storage or Maintenance of Way Building			0	0				#DIV/0!
30.05 Yard and Yard Track			0	0				#DIV/0!
40 SITEWORK & SPECIAL CONDITIONS	0.00	809	283	1,092		100%	70%	1,229
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			0	0				0
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				776
40.06 Pedestrian / bike access and accommodation, landscaping		298	104	403				453
40.07 Automobile, bus, van accessways including roads, parking lots			0	0				0
40.08 Temporary Facilities and other indirect costs during construction			0	0				0
50 SYSTEMS	0.00	0	0	0		0%	0%	0
50.01 Train control and signals			0	0				#DIV/0!
50.02 Traffic signals and crossing protection			0	0				#DIV/0!
50.03 Traction power supply: substations			0	0				#DIV/0!
50.04 Traction power distribution: catenary and third rail			0	0				#DIV/0!
50.05 Communications			0	0				#DIV/0!
50.06 Fare collection system and equipment			0	0				#DIV/0!
50.07 Central Control			0	0				#DIV/0!
Construction Subtotal (10 - 50)	0.00	809	283	1,092		100%	70%	1,229
60 ROW, LAND, EXISTING IMPROVEMENTS	0.00	0	0	0			0%	0
60.01 Purchase or lease of real estate			0	0				#DIV/0!
60.02 Relocation of existing households and businesses			0	0				#DIV/0!
70 VEHICLES (number)	0	0	0	0			0%	0
70.01 Light Rail			0	0				#DIV/0!
70.02 Heavy Rail			0	0				#DIV/0!
70.03 Commuter Rail			0	0				#DIV/0!
70.04 Bus			0	0				#DIV/0!
70.05 Other			0	0				#DIV/0!
70.06 Non-revenue vehicles			0	0				#DIV/0!
70.07 Spare parts			0	0				#DIV/0!
80 PROFESSIONAL SERVICES (applies to Cats. 10-50)	0.00	330	0	330		30%	21%	367
80.01 Project Development		82		82				91
80.02 Engineering		87		87				97
80.03 Project Management for Design and Construction		120		120				134
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.		1		1				2
80.07 Surveys, Testing, Investigation, Inspection		3		3				4
80.08 Start up		3		3				4
Subtotal (10 - 80)	0.00	1,139	283	1,422			91%	1,596
90 UNALLOCATED CONTINGENCY				142			9%	156
Subtotal (10 - 90)	0.00			1,564			100%	1,752
100 FINANCE CHARGES				0			0%	0
Total Project Cost (10 - 100)	0.00			1,564			100%	1,752
Allocated Contingency as % of Base Yr Dollars w/o Contingency				24.85%				
Unallocated Contingency as % of Base Yr Dollars w/o Contingency				12.49%				
Total Contingency as % of Base Yr Dollars w/o Contingency				37.34%				
Unallocated Contingency as % of Subtotal (10 - 80)				10.00%				
YOE Construction Cost per Mile (X000)								#DIV/0!
YOE Total Project Cost per Mile Not Including Vehicles (X000)								#DIV/0!
YOE Total Project Cost per Mile (X000)								#DIV/0!

MAIN WORKSHEET - BUILD ALTERNATIVE

(Rev.16, June, 2014)

Metropolitan Council
Wooddale Ave Trail Tunnel - Southwest LRT Minneapolis, MN

Today's Date **8/28/15**
Yr of Base Year \$ 2014
Yr of Revenue 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 Dollars Total (X000)
10 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/0!
10.02 Guideway: At-grade semi-exclusive (allows cross-traffic)			0	0				#DIV/0!
10.03 Guideway: At-grade in mixed traffic			0	0				#DIV/0!
10.04 Guideway: Aerial structure			0	0				#DIV/0!
10.05 Guideway: Built-up fill			0	0				#DIV/0!
10.06 Guideway: Underground cut & cover			0	0				#DIV/0!
10.07 Guideway: Underground tunnel			0	0				#DIV/0!
10.08 Guideway: Retained cut or fill			0	0				#DIV/0!
10.09 Track: Direct fixation			0	0				#DIV/0!
10.10 Track: Embedded			0	0				#DIV/0!
10.11 Track: Ballasted			0	0				#DIV/0!
10.12 Track: Special (switches, turnouts)			0	0				#DIV/0!
10.13 Track: Vibration and noise dampening			0	0				#DIV/0!
20 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/0!
20.02 Aerial station, stop, shelter, mall, terminal, platform			0	0				#DIV/0!
20.03 Underground station, stop, shelter, mall, terminal, platform			0	0				#DIV/0!
20.04 Other stations, landings, terminals: Intermodal, ferry, trolley, etc.			0	0				#DIV/0!
20.05 Joint development			0	0				#DIV/0!
20.06 Automobile parking multi-story structure			0	0				#DIV/0!
20.07 Elevators, escalators			0	0				#DIV/0!
30 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/0!
30.02 Light Maintenance Facility			0	0				#DIV/0!
30.03 Heavy Maintenance Facility			0	0				#DIV/0!
30.04 Storage or Maintenance of Way Building			0	0				#DIV/0!
30.05 Yard and Yard Track			0	0				#DIV/0!
40 SITEWORK & SPECIAL CONDITIONS	0.00	2,444	855	3,300		100%	70%	3,712
40.01 Demolition, Clearing, Earthwork			0	0				0
40.02 Site Utilities, Utility Relocation		213	74	287				323
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			0	0				0
40.05 Site structures including retaining walls, sound walls		2,111	739	2,850				3,206
40.06 Pedestrian / bike access and accommodation, landscaping		121	42	163				183
40.07 Automobile, bus, van accessways including roads, parking lots			0	0				0
40.08 Temporary Facilities and other indirect costs during construction			0	0				0
50 SYSTEMS	0.00	0	0	0		0%	0%	0
50.01 Train control and signals			0	0				#DIV/0!
50.02 Traffic signals and crossing protection			0	0				#DIV/0!
50.03 Traction power supply: substations			0	0				#DIV/0!
50.04 Traction power distribution: catenary and third rail			0	0				#DIV/0!
50.05 Communications			0	0				#DIV/0!
50.06 Fare collection system and equipment			0	0				#DIV/0!
50.07 Central Control			0	0				#DIV/0!
Construction Subtotal (10 - 50)	0.00	2,444	855	3,300		100%	70%	3,712
60 ROW, LAND, EXISTING IMPROVEMENTS	0.00	0	0	0			0%	0
60.01 Purchase or lease of real estate			0	0				#DIV/0!
60.02 Relocation of existing households and businesses			0	0				#DIV/0!
70 VEHICLES (number)	0	0	0	0			0%	0
70.01 Light Rail			0	0				#DIV/0!
70.02 Heavy Rail			0	0				#DIV/0!
70.03 Commuter Rail			0	0				#DIV/0!
70.04 Bus			0	0				#DIV/0!
70.05 Other			0	0				#DIV/0!
70.06 Non-revenue vehicles			0	0				#DIV/0!
70.07 Spare parts			0	0				#DIV/0!
80 PROFESSIONAL SERVICES (applies to Cats. 10-50)	0.00	998	0	998		30%	21%	1,110
80.01 Project Development		247		247				275
80.02 Engineering		264		264				294
80.03 Project Management for Design and Construction		363		363				404
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		10				11
Subtotal (10 - 80)	0.00	3,442	855	4,297			91%	4,822
90 UNALLOCATED CONTINGENCY				430			9%	473
Subtotal (10 - 90)	0.00			4,727			100%	5,295
100 FINANCE CHARGES				0			0%	0
Total Project Cost (10 - 100)	0.00			4,727			100%	5,295
Allocated Contingency as % of Base Yr Dollars w/o Contingency				24.85%				
Unallocated Contingency as % of Base Yr Dollars w/o Contingency				12.49%				
Total Contingency as % of Base Yr Dollars w/o Contingency				37.34%				
Unallocated Contingency as % of Subtotal (10 - 80)				10.00%				
YOE Construction Cost per Mile (X000)								#DIV/0!
YOE Total Project Cost per Mile Not Including Vehicles (X000)								#DIV/0!
YOE Total Project Cost per Mile (X000)								#DIV/0!

MAIN WORKSHEET - BUILD ALTERNATIVE

(Rev.16, June, 2014)

Metropolitan Council
Blake Road Trail Tunnel - Southwest LRT Minneapolis, MN

Today's Date **8/28/15**

Yr of Base Year \$ 2014

Yr of Revenue 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 Dollars Total (X000)
10 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/0!
10.02 Guideway: At-grade semi-exclusive (allows cross-traffic)			0	0				#DIV/0!
10.03 Guideway: At-grade in mixed traffic			0	0				#DIV/0!
10.04 Guideway: Aerial structure			0	0				#DIV/0!
10.05 Guideway: Built-up fill			0	0				#DIV/0!
10.06 Guideway: Underground cut & cover			0	0				#DIV/0!
10.07 Guideway: Underground tunnel			0	0				#DIV/0!
10.08 Guideway: Retained cut or fill			0	0				#DIV/0!
10.09 Track: Direct fixation			0	0				#DIV/0!
10.10 Track: Embedded			0	0				#DIV/0!
10.11 Track: Ballasted			0	0				#DIV/0!
10.12 Track: Special (switches, turnouts)			0	0				#DIV/0!
10.13 Track: Vibration and noise dampening			0	0				#DIV/0!
20 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/0!
20.02 Aerial station, stop, shelter, mall, terminal, platform			0	0				#DIV/0!
20.03 Underground station, stop, shelter, mall, terminal, platform			0	0				#DIV/0!
20.04 Other stations, landings, terminals: Intermodal, ferry, trolley, etc.			0	0				#DIV/0!
20.05 Joint development			0	0				#DIV/0!
20.06 Automobile parking multi-story structure			0	0				#DIV/0!
20.07 Elevators, escalators			0	0				#DIV/0!
30 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/0!
30.02 Light Maintenance Facility			0	0				#DIV/0!
30.03 Heavy Maintenance Facility			0	0				#DIV/0!
30.04 Storage or Maintenance of Way Building			0	0				#DIV/0!
30.05 Yard and Yard Track			0	0				#DIV/0!
40 SITEWORK & SPECIAL CONDITIONS	0.00	2,456	860	3,316		100%	70%	3,731
40.01 Demolition, Clearing, Earthwork			0	0				0
40.02 Site Utilities, Utility Relocation		217	76	293				329
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			0	0				0
40.05 Site structures including retaining walls, sound walls		1,871	655	2,526				2,842
40.06 Pedestrian / bike access and accommodation, landscaping		87	30	117				132
40.07 Automobile, bus, van accessways including roads, parking lots			0	0				0
40.08 Temporary Facilities and other indirect costs during construction		282	99	380				428
50 SYSTEMS	0.00	0	0	0		0%	0%	0
50.01 Train control and signals			0	0				#DIV/0!
50.02 Traffic signals and crossing protection			0	0				#DIV/0!
50.03 Traction power supply: substations			0	0				#DIV/0!
50.04 Traction power distribution: catenary and third rail			0	0				#DIV/0!
50.05 Communications			0	0				#DIV/0!
50.06 Fare collection system and equipment			0	0				#DIV/0!
50.07 Central Control			0	0				#DIV/0!
Construction Subtotal (10 - 50)	0.00	2,456	860	3,316		100%	70%	3,731
60 ROW, LAND, EXISTING IMPROVEMENTS	0.00	0	0	0			0%	0
60.01 Purchase or lease of real estate			0	0				#DIV/0!
60.02 Relocation of existing households and businesses			0	0				#DIV/0!
70 VEHICLES (number)	0	0	0	0			0%	0
70.01 Light Rail			0	0				#DIV/0!
70.02 Heavy Rail			0	0				#DIV/0!
70.03 Commuter Rail			0	0				#DIV/0!
70.04 Bus			0	0				#DIV/0!
70.05 Other			0	0				#DIV/0!
70.06 Non-revenue vehicles			0	0				#DIV/0!
70.07 Spare parts			0	0				#DIV/0!
80 PROFESSIONAL SERVICES (applies to Cats. 10-50)	0.00	1,003	0	1,003		30%	21%	1,116
80.01 Project Development		249		249				277
80.02 Engineering		265		265				295
80.03 Project Management for Design and Construction		365		365				406
80.04 Construction Administration & Management		99		99				111
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		10				11
Subtotal (10 - 80)	0.00	3,459	860	4,319			91%	4,846
90 UNALLOCATED CONTINGENCY				432			9%	475
Subtotal (10 - 90)	0.00			4,751			100%	5,321
100 FINANCE CHARGES				0			0%	0
Total Project Cost (10 - 100)	0.00			4,751			100%	5,321
Allocated Contingency as % of Base Yr Dollars w/o Contingency				24.85%				
Unallocated Contingency as % of Base Yr Dollars w/o Contingency				12.49%				
Total Contingency as % of Base Yr Dollars w/o Contingency				37.34%				
Unallocated Contingency as % of Subtotal (10 - 80)				10.00%				
YOE Construction Cost per Mile (X000)								#DIV/0!
YOE Total Project Cost per Mile Not Including Vehicles (X000)								#DIV/0!
YOE Total Project Cost per Mile (X000)								#DIV/0!

**Southwest LRT Regional Trail Crossings
Proposed Budget**

Specific Bicycle and Pedestrian Elements

Cost Estimate		Funding Sources		
Construction project elements/cost estimates¹	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
<i>Professional services costs (design, construction administration, surveying, staking, etc.)</i>	\$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 LRCI 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 18th day of December, 2014, by a vote of 6 Ayes and 1 Nays.

THREE RIVERS PARK DISTRICT,

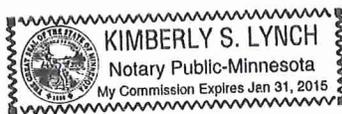
By: *John Gunyou*
John Gunyou, Board Chair

By: *Boe R. Carlson*
Boe R. Carlson, Superintendent
and Secretary to the Board

STATE OF MINNESOTA)
) ss.
COUNTY OF HENNEPIN)

The foregoing instrument was acknowledged before me this 18th day of December, 2014, by John Gunyou, Board Chair, and Boe R. Carlson, 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
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 cost-sharing 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;
- i) The final terms and conditions of the county funding for the Blake Road Regional 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.

By 
Eugene J. Maxwell, Mayor

ATTEST:


Amy Domeier, City Clerk