

TRANSPORTATION ADVISORY BOARD

Metropolitan Council, 390 Robert Street North, Saint Paul, Minnesota 55101

NOTICE OF A MEETING
of the
FUNDING AND PROGRAMMING COMMITTEE

Thursday, March 17, 2016
1:30 P.M. – Metropolitan Council, Room LLA
390 Robert Street N, Saint Paul, MN

AGENDA

- 1) Call to Order
- 2) Adoption of Agenda
- 3) Approval of the Minutes from the February 18, 2016 meeting*
- 4) TAB Report – Information Item
- 5) Scope Change Request: City of St. Louis Park, Beltline Blvd LRT Station – Action Item 2016-28*
- 6) 2017-2020 TIP Schedule – Action Item 2016-29*
- 7) Defederalization – Information Item
- 8) Other Business
- 9) Adjournment

*Attachments

Please notify the Council at 651-602-1000 or 651-291-0904 (TTY) if you require special accommodations to attend this meeting. Upon request, the Council will provide reasonable accommodations to persons with disabilities.

TRANSPORTATION ADVISORY BOARD
Metropolitan Council
390 N. Robert St., St. Paul, Minnesota 55101-1805

Minutes of a Meeting of the
FUNDING AND PROGRAMMING COMMITTEE
February 18, 2016

MEMBERS PRESENT: Paul Oehme (acting chair), Lynne Bly, Colleen Brown, Anna Flintoft, Jenifer Hager, Craig Jenson, Jim Kosluchar, Elaine Koutsoukos, Bruce Loney, Eriks Ludins, Gina Mitteco, Ryan Peterson, Steve Peterson, Lyndon Robjett, John Sass, Amanda Smith, Carla Stueve, and Joe Barbeau (staff)

OTHERS PRESENT: Carl Ohrn (Metropolitan Council)

1. Call to Order

The meeting was called to order just after 1:30 p.m.

2. Adoption of Agenda

MOTION: Koutsoukos moved to adopt the agenda. Seconded by Steve Peterson. The motion was approved unanimously.

3. Approval of the Minutes from the January 21, 2016 Meeting

MOTION: Ryan Peterson moved to approve the minutes. Seconded by Loney. The motion was approved unanimously.

4. TAB Report – Information Item

Koutsoukos reported on the February 17 TAB meeting. Steve Albrecht reported that TAC approved several functional classification changes. These changes will come before TAB in April, along with previously approved changes, in one action item for approval of the Functional Classification map for use in the Regional Solicitation. Albrecht presented the draft policy and process for Defederalization that the technical committees have prepared. The policy and process will come before TAB for approval in March. TAB acted on the following items:

- 2015-40: Approved Scott County's request to de-federalize the 2018 CSAH 42/TH 13 intersection project, which will be completed with local funds, and move the federal funds to the US 169/TH 41 interchange project. Both projects will be completed as per the scopes in their Regional Solicitation applications.
- 2016-15: Approved two changes to the Regional Bicycle Transportation Network (RBTN) and a RBTN map for use in the 2016 Regional Solicitation.
- 2016-09: Approved the list of projects for funding selected in the Innovative Travel Demand Management solicitation.
- 2016-18: Approved the addition of inflation to the bus purchases for projects selected in the 2014 solicitation. The inflation factor will be the same factor that was applied to other capital projects awarded funds.
- 2016-19 and 2016-20: Approved the City of Minneapolis request for a Scope Change and TIP amendment to its HSIP project to remove project elements that are being completed as part of other projects.
- 2016-17: Approved a streamlined TIP amendment for increased project cost, using local funds, for ADA elements for a Minneapolis HSIP project.
- 2016-21: Approved a streamlined TIP amendment to add a box culvert in the project description for MnDOT's US 169 project.
- 2016-22: Approved a streamlined TIP amendment for increased project costs, using local funds, for Bloomington's Old Cedar Trail project.

5. 2016 Regional Solicitation Public Comment Report – Action Item

Steve Peterson said that four public comments, all from local entities, were provided. He addressed the points one-by-one.

- a. *Tie in projected future growth to address transportation and pedestrian needs.*
- b. *General Rules and Process - Eliminate provision of not funding more than one transit capital project in a transitway corridor.* Different modes can be funded within the same corridor, as was done in funding multiple projects along the Southwest LRT extension in the 2014 Regional Solicitation. Robjent suggested using a 3.5-mile gap, as is done for roadways. Ohrn stated that limiting projects along corridors started with highway applications and was added to transit to avoid funding too many projects in dominant corridors. Jenson added that this provision spreads the benefits, geographically.
- c. *SRTS Qualifying Criteria - Remove provision requiring a Safe Routes to School plan to be eligible for funding.* Koutsoukos said that MnDOT used to have this rule but that it no longer does; MnDOT lets applicants know whether they are eligible.

MOTION A: Robjent moved to recommend elimination of the requirement that Safe Routes to School plans be required for a project to be funded. Seconded by Loney. Motion A was approved unanimously.

- d. *General Qualifying Criteria – Disagree that a project must be consistent with the 2040 Transportation Plan.*
- e. *Transit Expansion application – Tying Thrive MSP 2040 to the Regional Solicitation is not a good idea.*
- f. *Transit Expansion application – Disagree with the scoring guidance for measure 1A for total employment and post-secondary enrollment.*
- g. *Transit Expansion application – Disagree with the scoring guidance for measure 1B for route connections.*
- h. *Transit System Modernization application – list of potential transit improvements, a provider proactive with improvements and amenities would not receive many points.*
- i. *General Comments in qualifying criteria – include supporting plans in addition to a long range plan, for example Emergency Preparedness Plan and/or Asset Management Plan.*
- j. *Equity and Housing Performance, Measure A - Inclusion/emphasis of socio-economic measure; particularly in highway projects.*
- k. *Equity and Housing Performance, Measure B - Inclusion/emphasis of housing scores and inconsistency of scores city-to-city.* Anoka County pointed out that the interchange at I-35 and TH 97 is in Columbus, which has a housing score of 17, but near Forest Lake, which has a housing score of 97. Robjent said that the County makes a good point, particularly given the degree to which the intersection serves Forest Lake. He added that it would be easier if county scores were used. Steve Peterson said that county scores are no long produced. Bly suggested using a buffer of, for example, one mile.

MOTION B: Robjent moved to ask staff to provide a way to equitably distribute housing points for an interchange project located near a municipal border to TAC. Seconded by Bly.

Koutsoukos pointed out that if the interchange happened to be in Forest Lake, a change could reduce the housing score in the County's example. Further discussion included the possibility of staff including bridges and other non-linear projects in its scoring options to TAC.

Motion B was approved unanimously.

1. *Railroad Grade-Separated Projects – Create a separate funding Category for railroad grade separations.*
- m. *Modal Funding Ranges – Reduce the level of bicycle and pedestrian facilities funding.*
- n. *Funding Maximum and Minimum - Multiuse Trails and Bicycle Facilities \$5.5M maximum.*

Koutsoukos said that TAB kept this amount at \$5.5 million because large projects are being applied for, though members acknowledged the possibility that projects could be approved for less than the maximum amount. Robjent expressed disappointment that TAB ignored some recommendations, particularly this one, given how popular trail projects are. Koutsoukos said that TAB had thought that few changes would be recommended.

Steve Peterson said that the FAST Act will change funding levels and he guesses the regional will have \$200 million to award for this two-year period.

Steve Peterson said that in 2014, three projects applied for the maximum amount, which proves that there is demand for large projects. Brown said that some trail projects include visual elements, which are not allowed for roadway projects.

MOTION C: Koutsoukos moved to recommend to TAC the acceptance of the public comments for the 2016 Regional Solicitation for Transportation Projects, reflective of the recommendations to eliminate the Safe Routes to School plan requirement and to provide a way to equitably distribute housing points for an interchange project to TAC. Seconded by Mitteco. Motion C was approved unanimously.

6. 2016 Regional Solicitation Release – Action Item

Steve Peterson said that discussion from the previous item will be included in the recommendation to TAC.

Sass asked whether the solicitation package includes the Highway Safety Improvement Program (HSIP). Koutsoukos said that the HSIP solicitation is approved separately and probably will be brought to the Committee within a few months.

MOTION: Koutsoukos moved to recommend to TAC release of the 2016 Regional Solicitation for Transportation Projects, reflective of the recommendations to eliminate the Safe Routes to School plan requirement and with consideration of a way to equitably distribute housing points for an interchange project. Seconded by Robjent. The motion was approved unanimously.

7. Defederalization Policy and Process – Action Item

Barbeau said that this item was provided to the Committee in the fall as an informational item. TAB expressed two concerns. First, there is concern that the deadline requires very early application. Second, there is concern about the abandonment of Disadvantaged Business Enterprise (DBE) requirements. Brown said that the State has no DBE requirements, though it does have Equal Employment Opportunity (EEO) requirements. She added that defederalization opens a window for locals to use local hiring practices.

Barbeau asked whether federal DBE requirements can be retained while the rest of the defederalization is approved. Brown replied that MnDOT does not prefer that approach as the purpose of defederalization is to get away from federal requirements. She added that while the defederalized project loses its DBE requirements, the project absorbing the federal funding also absorbs the DBE requirement.

On the policy, Ryan Peterson suggested changing “All funds transfers should be one-to-one...” to “All funds transfers shall be one-to-one...” He added that the first sentence is inconsistent with the rest in the following bullet: “Defederalized funds may only be transferred to a project that is eligible to receive those funds. In cases in which the funds are not eligible to the project proposed to receive funds, the Minnesota Department of Transportation (MnDOT) Metro District State Aid office may “flex” funds through the USDOT.” Members suggested eliminating the first sentence.

Ryan Peterson asked why when State Aid funds are to be exchanged for federal aid funds, transfers can only occur county-to-county or city-to-city. Brown replied that county-to-city is not allowed in state law and city-to-county is very difficult.

Ryan Peterson asked what happens to a project that has started but is not finished quite on time. Members replied that all projects are subject to the Scope Change and Program Year Policies.

Steve Peterson suggested adding local hiring practices to the attachments showing federal and State Aid requirements.

Kosluchar asked why 18 months prior to the program year is needed for applications. Brown replied that MnDOT is trying to line up with the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP) for awards and to not process TIP amendments.

Steve Peterson moved to recommend to TAC adoption of the attached Policy and Process to Defederalize TAB-Selected Projects with the change of “should” to “shall” and elimination of “Defederalized funds may only be transferred to a project that is eligible to receive those funds.” Seconded by Loney. The motion was approved unanimously.

8. Other Business
No other business.

9. Adjournment
MOTION: Brown moved to adjourn the meeting. Seconded by Loney. The motion was approved unanimously and the meeting was adjourned.

ACTION TRANSMITTAL No. 2016-28

DATE: March 11, 2015

TO: TAC Funding and Programming Committee

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

SUBJECT: Scope Change Request for City of St. Louis Park-Beltline Boulevard LRT Station Park-and-Ride Structure

REQUESTED ACTION: The City of St. Louis Park requests a scope change of its Beltline Boulevard Transit Station Park-and-Ride Structure (SP# TRS-TCMT-19A) to reduce the number of parking spaces from 541 to 268 and reduce the CMAQ funding from \$7,560,000 to \$6,453,054.

POSSIBLE ACTIONS: The Committee can recommend: granting the scope change as requested; granting the request with an adjustment to the CMAQ funds the applicant will receive; granting the request with specific modifications; or denying the request.

BACKGROUND AND PURPOSE OF ACTION: The City of St. Louis Park received \$7,560,000 in CMAQ funding in the 2014 Regional Solicitation for construction of a 541-space park-and-ride structure at Beltline Boulevard. The total project cost was \$11,147,087, rendering the local match at just over 50%. The project is scheduled for 2019.

The City is requesting a scope change that would alter the project in three ways:

- Reduce the structure from four to two stories.
- Reduce the number of parking spaces provided from 541 to 268.
- Reduce CMAQ funding from \$7,560,000 to \$6,453,054. This results from reducing the total budget from \$11,147,087 to \$8,066,318.

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.

A TIP amendment is not needed because the changes, if approved, will be incorporated into the new 2017-2020 TIP. The project will not be authorized prior to approval of that TIP.

STAFF ANALYSIS: Staff reviewed the submitted scope change request. The project originally scored 739 points and was ranked fourth out of 12 projects that applied in the

Transit Expansion category. Staff review, which included sharing the proposed update with some of the scorers from the 2014 Solicitation, examined whether the updated project would have scored well enough to be funded. The overall score would be reduced to roughly 732, significantly higher than the 632 scored by the next application in the Transit Expansion category. Table 1 shows the scoring changes.

#	Category	Max	Orig	New	Notes
1A	Job / Manu / Edu Connect	33	33	33	Not provided to scorer; would not change
1B	Existing population	33	33	25	Scorer reported slight decrease
1C	Transit Connectivity	34	17	17	Scorer reported no change
2A	CE / Total Rider	105	100	80	Scorer reported decrease
2B	Operating CE	70	70	70	Scorer reported no change
2C	CE/NewRider	175	145	165	Scorer reported slight increase
3A	Socio/Econ	130	78	78	Not provided to scorer; would not change
3B	Housing	70	59	59	Provided to scorer; no change reported
4A	Emissions Reduction	133	14	14	Undercounted last time; score would increase undetermined amount.
4B	CE-Emissions Reduction	67	64	64	Both emissions and cost undercounted last time; score would fluctuate by three points, at most; assumed to remain stagnant.
5A	Multimodal Connection	50	45	45	Not provided to scorer; would not change
5B	Multimodal Facilities	50	50	50	Not provided to scorer; would not change
6	Risk Assessment	50	32	32	Scorer reported no change
TOTAL		1000	739	732	

Scores changed for the following reasons:

- 1B: Reduced transit stations on the green line extension led to reduced population count. An error was also made overestimating population (the employment number was used)
- 2A: The annual ridership was over-counted in the original application; riders not related to the project were counted. The scorer corrected for that, along with the reduced project cost. Cost effectiveness went down, bringing the score down by 20 points.
- 2C: The original application under-counted ridership by not counting the parking spaces. The update corrected for this, counting parking spaces and the development. The scorer did not count the development at all but the inclusion of parking spaces still caused the projection to increase. That, along with the reduced cost rendered a slightly improve cost effectiveness, raising the score by 20 points.

Regarding CMAQ funding, as discussed above, the City is requesting a reduction in CMAQ funds from \$7,560,000 (the original amount, adjusted for inflation) to \$6,453,054. Table 2 shows statistics from the original application and proposed scope change along with proportionate reductions.

TABLE 2: Reductions in Application Amounts

Elements	Original App	Proposed Scope Change	Change
Park-and-ride spaces	541	268	-50.5%
Project cost	\$11,147,087	\$8,066,318	-27.6%
<i>Cost per space</i>	<i>\$20,605</i>	<i>\$30,098</i>	<i>+46.1%</i>
CMAQ funds	\$7,560,000	\$6,453,054	-14.6%
<i>Cost per Space (CMAQ)</i>	<i>\$13,974</i>	<i>\$24,079</i>	<i>+72.3%</i>
Match	\$3,587,087 (32.18%)	\$1,613,264 (20%)	-51.4%

When projects reduce benefits to the region, CMAQ funding sometimes is reduced.

Based on the above table, some options include:

1. Provide the CMAQ award of \$6,453,054, as requested.
2. Maintain a 32.18% match, which would result in a CMAQ award of \$5,470,610.
3. Reduce federal funding based on the proportional reduction in park-and-ride spaces. This would reduce the CMAQ award to \$3,745,065.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	

February 16, 2016

Mr. Timothy Mayasich
Chair, TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

Re: TIP Project Number TRS-TCMT-19A

Dear Mr. Mayasich,

The City of St. Louis Park requests your consideration of this formal scope change request for a park-and-ride facility at the proposed Beltline Blvd light rail station, part of the Southwest LRT (METRO Green Line Extension) project (Attachment A – Project Location). The 2016-2019 Transportation Improvement Program (TIP) currently includes \$7,560,000 of federal funding scheduled in year 2019 for this park-and-ride project. We respectfully request that the Metropolitan Council TAC Funding and Programming Committee consider this scope change request at its March 17th, 2016 meeting.

Project Intent

The City of St. Louis Park requested CMAQ funds to partially fund the construction of a 541-space structured park-and-ride facility adjacent to the planned Beltline Blvd station. The parking ramp would replace a planned surface park-and-ride and free up land for transit-oriented development. The City of St. Louis Park views the proposed parking facility and associated development opportunity as an important part of the city's plans for the LRT station area. As was discussed in the original application, the City of St. Louis Park's Economic Development Authority owns 3 acres of land in the station area and structuring the planned park-and-ride will increase the transit-oriented development potential of the combined 6.5 acres and provide the opportunity to improve the pedestrian and bike infrastructure in the immediate station area, thereby increasing multi-modal access to the station.

Requested Scope Changes

Since the original application, several aspects of the project have changed. Based on the Federal Funding application (Attachment B) and the current scope change policy, the following changes have been identified:

- Change in amount of transit parking provided
- Refinement of ridership projection

Reduction in the amount of transit spaces provided

In the summer of 2015, the Southwest LRT project went through an intensive cost reduction process due to the desire to lower the overall project budget. As part of this process, the parking planned at the Beltline Blvd. Station was reduced from 541 spaces to 268. This reduction was done solely in order to reduce costs. In the original regional solicitation application, a portion of the matching funds were identified to come from the Southwest LRT project. These funds are no longer a part of the project budget. Therefore, the City would like to amend the application to also reduce the transit spaces they will provide to 268, matching what is provided for in the Southwest LRT project.

Ridership

The original application's ridership was based on the projected ridership generated by the development that could happen if the transit parking was structured and not the transit parking itself. Therefore, the reduction in transit parking would not impact the ridership that was reported in the original application. The daily ridership that is generated by a 268 space park-and-ride is expected to be 563 or an annual ridership of 186,353.

The original CMAQ application indicated that the new daily ridership that could be expected by creating the TOD opportunity would be 375 based on the following development estimates:

- 200 residential units
- 15,000 square feet of retail uses
- 160,000 square feet of office uses

Since the time the original application was submitted, the City has worked with consultants to complete a market analysis and concept plan for the proposed development site. Based on the concept plan (Attachment C) the current estimate for the development on the site is:

- 183 residential units
- 8,150 square feet of retail uses
- 80,000 square feet of office

Based on this development program the projected daily ridership increase from the development would be 247 or annual ridership of 81,757. The development program was modeled using ITE daily trip generation rates for each use and applying a 10% regional mode share for transit. The regional transit mode share was developed by the Met Council based on the results of the 2010 Travel Behavior Inventory for households within ¼ mile of a METRO Blue Line station. This model has been accepted by the FTA in other transit projects. The investment in supporting increased development at station areas can increase its payback in the future due to the ability of the mode share to increase over time, thereby increasing ridership. Unlike a park-and-ride that will never to be able to accommodate more riders in the future, the number of people who use transit is expected to increase in the future as the transit system builds out.

Revised Budget

The chart below compares the capital costs between the original CMAQ application and the requested scope change:

	Spaces	Levels	Construction Costs	Transit Contingency	Total Cost	Useful Life	Annualized Cost
Original park-and-ride structure	541	4	\$9,530,797	\$790,580	\$10,321,377	50	\$206,427
Revised park-and-ride structure	268	2	\$7,333,016	\$733,302	\$8,066,318	50	\$161,326

Although the spaces being provided have been reduced, many of the same capital construction costs remain. The proposed two-level parking structure will be built to support an additional two levels in the future requiring the same amount of site preparation work, utility work, elevator core construction, and

support structures as in the originally proposed 4 level parking structure. In addition, the parking structure will include a façade that blends the ramp into the station area.

Based on the reduced capital budget associated with the reduction in transit spaces, the City will be requesting less CMAQ funds than the \$7,000,000 requested in the original application.

Conclusion

The chart below summarizes the changes between the applications:

Application elements	Original Application	Proposed scope change
Transit park-and-ride spaces	541	268
Daily Ridership	375 (development only)	247 (development only) plus 563 from park-and-ride
% increase in Operations and Maintenance costs (dollar amount)	.22% (\$54,100)	.11% (\$26,800)
Capital costs	\$10,321,377	\$8,066,318
CMAQ funds requested	\$7,000,00	\$6,453,054
Local funds, % match	\$3,321,377 , 32%	\$1,613,264, 20%
Local fund sources	SWLRT New Starts funds (15%) and City funds (17%)	City funds (20%)

We look forward to discussing the proposed project and above requested scope changes with you. If you have any additional questions or require additional information, please contact Meg McMonigal at (952) 924-2573 or email at mmcmongial@stlouispark.org.

Sincerely,



Tom Harmening
 City Manager and EDA Executive Director

Attachments:

- Attachment A – Project Location Map
- Attachment B – 2014 Federal Funding Application
- Attachment C – Beltline Station Concept Site Plan and Rendering
- Attachment D – Southwest LRT Project Office Letter of Support

Cc Craig Lamothe, SWLRT Project Director
 Julie Grove, Economic Development Specialist
 Meg J. McMonigal, Principal Planner

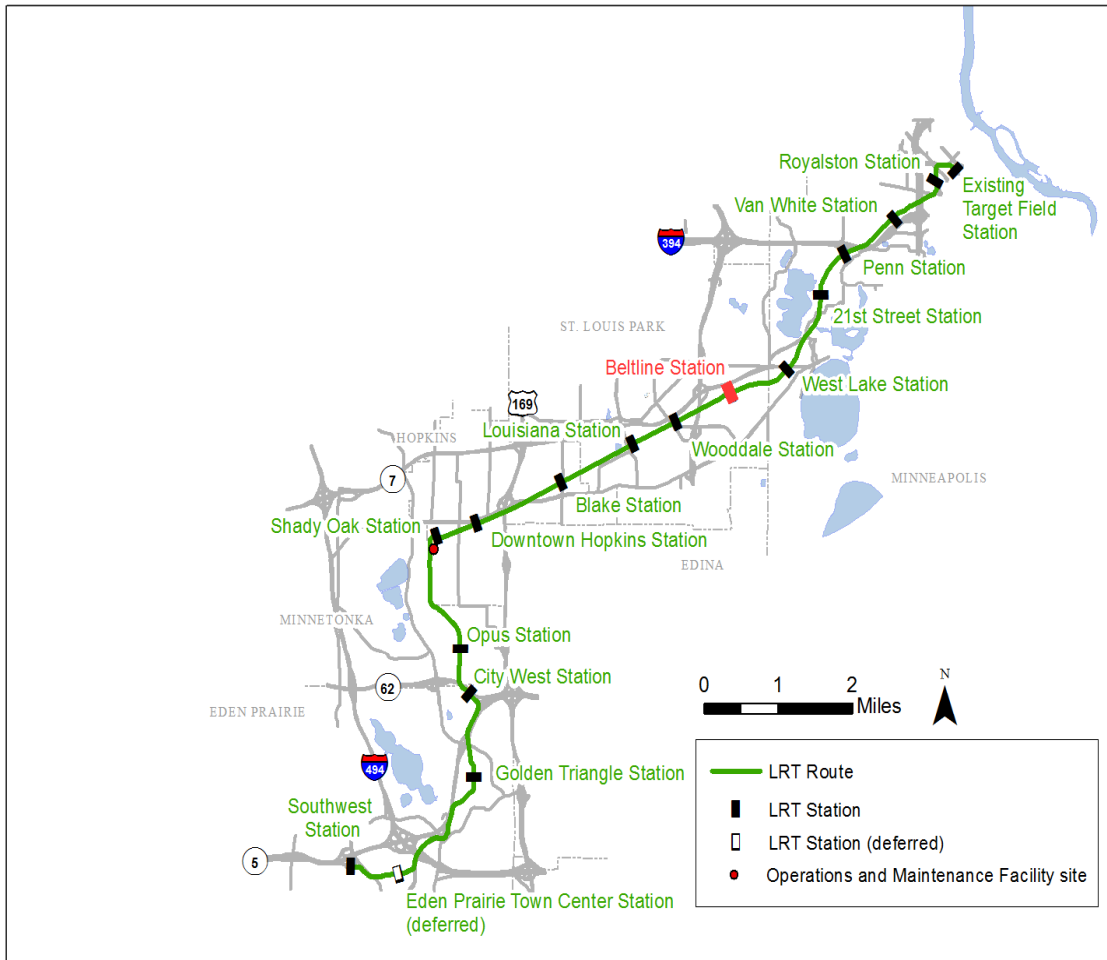
The chart below summarizes the changes between the applications:

Application elements	Original Application (base year 2022)	Proposed scope change (base year 2023)
Transit park-and-ride spaces	541	268
Daily Ridership generated by proposed structured park-and-ride	375 (development only)	247 (development only) plus 563 from park-and-ride
Annual SWLRT ridership	9,300,000	8,200,000
New Annual Ridership	124,125	186,353
Percent increase	1.33%	1%
Annual SWLRT Operations and Maintenance costs (without structured park-and-ride)	\$25,100,000	\$27,500,000
% increase in Operations and Maintenance costs (dollar amount)	.22% (\$54,100)	.10% (\$26,800)
Annual P&R Operating Costs	\$135,250	\$67,000
P&R Capital costs	\$10,321,377	\$8,066,318
Annual P&R Capital Costs	\$206,428	\$161,326
CMAQ funds requested	\$7,000,00	\$6,453,054
Local funds, % match	\$3,321,377 , 32%	\$1,613,264, 20%
Local fund sources	SWLRT New Starts funds (15%) and City funds (17%)	City funds (20%)

Chart revised March 9, 2016

ATTACHMENT A

Project Location Map





Application

01974 - 2014 Transit Expansion - Final Application

02242 - Beltline LRT Station Park & Ride Structure
Regional Solicitation - Transit and TDM Projects

Status: Submitted

Submitted Date: 11/25/2014 3:26 PM

Applicant Information

Primary Contact:

Name:* Ms. Julie Grove
Salutation First Name Middle Name Last Name

Title:* Planning and Economic Development Assistant

Department: Community Development

Email:* jgrove@stlouispark.org

Address:* 5005 Minnetonka Blvd

*** Phone:*** 952-924-2523
City State/Province Postal Code/Zip Phone Ext.

Fax:

What Grant Programs are you most interested in?* Regional Solicitation - Transit and TDM Projects

Authorized Official

Name:* Tom Harmening
Salutation First Name Middle Name Last Name

Title:* City Manager

Department:

Email:* tharmening@stlouispark.org

Address:* 5005 Minnetonka Blvd

***** St. Louis Park Minnesota 55416
City State/Province Postal Code/Zip

Phone:* 952-924-2531
Phone Ext.

Fax:

What Grant Programs are you most interested in?* Regional Solicitation - Transit and TDM Projects

Organization Information

Name:* ST LOUIS PARK, CITY OF

Jurisdictional Agency (if different):

Organization Type: City

Organization Website:

Address:* 5005 MINNETONKA BLVD

***** ST LOUIS PARK Minnesota 55416
City State/Province Postal Code/Zip

County:* Hennepin

Phone:* 612-924-2551
Ext.

Fax:

Project Information

Project Name* Beltline LRT Station Park & Ride Structure

Primary County where the Project is Located* Hennepin

Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Limit 2,800 characters; approximately 400 words)* The City of St. Louis Park seeks a federal grant of \$7 million dollars to fund the construction of a 541 space park-and-ride structure at the new Beltline Station, part of the Southwest LRT (METRO Green Line Extension) project. Currently the Southwest LRT Project includes a 541 space surface park-and-ride on a 7 acre site, of which approximately 3 acres are owned by the city. Converting the surface park-and-ride to structure will free up approximately 4 acres for Transit Oriented Development (TOD)

thereby increasing ridership by approximately 375 rides a day. The City of St. Louis Park, in partnership, with the Southwest LRT Project Office, is pursuing FTA Joint Development (JD) at this station and, if successful, FTA JD funds will contribute 50% of the costs for district parking and prepare the site for redevelopment. If FTA JD does not occur, the city will still be able to develop TOD at this station on its land if the required transit parking is in a structure. Development directly at the station will not only increase ridership but also safety, access and improve the overall transit passenger experience.

The proposed Southwest LRT Project is an approximately 15.8 mile extension of the METRO Green Line which will operate from downtown Minneapolis through the communities of St. Louis Park, Hopkins, Minnetonka, and Eden Prairie, passing in close proximity to Edina.

The proposed alignment includes 17 new stations, approximately 3,800 additional park-and-ride spaces, accommodations for kiss-and-ride, bicycle and pedestrian access, and new or restructured local bus routes connecting stations to nearby residential, commercial and educational destinations. Major activity centers from Eden Prairie to St. Paul, including the Eden Prairie Center regional mall, UnitedHealth Group campuses, the Opus/Golden Triangle employment area, Park Nicollet Methodist Hospital, the Minneapolis Chain of Lakes, downtowns Minneapolis and St. Paul, the University of Minnesota, and the State Capitol area, will be accessible by a one-seat ride. Passengers will be able to connect to the greater METRO system, including METRO Blue Line (Hiawatha LRT), METRO Orange Line (I-35W BRT), Northstar Commuter Rail, METRO Red Line (Cedar Ave BRT) via Blue Line, and the planned METRO Blue Line Extension (Bottineau LRT) as well as future commuter rail, planned Bus Rapid Transit systems and intercity passenger rail line at one or more of the five downtown Minneapolis stations.

Include location, road name/functional class, type of improvement, etc.

Project Length (Miles)* 0.12

Connection to Local Planning:

Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by MnDOT and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses. List the applicable documents and pages.

Connection to Local Planning*

St. Louis Park 2009 Comprehensive Plan
Southwest Corridor Investment Framework (TSAAP)
Beltline Area Framework & Design Guidelines
St. Louis Park Form Based Code
SW Corridor-wide Housing Inventory
SWLRT Housing Gaps Analysis
Beltline Circulation and Access Planning
Business Park Land Use and Zoning District
ULI Development Scenario Workshop - Beltline Station
2009 Station Area Planning - Community Works

Project Funding

Are you applying for funds from another source(s) to implement this project?*

Yes

If yes, please identify the source(s) Sec. 5309 FTA New Starts, Counties Transit Improvement Board, State of Minnesota, Hennepin County Regional Railroad Authority

Federal Amount* \$7,000,000.00

Match Amount* \$3,321,377.00
Minimum of 20% of project total

Project Total* \$10,321,377.00

Match Percentage* 32.18%
Minimum of 20%
Compute the match percentage by dividing the match amount by the project total

Source of Match Funds* Sec. 5309 FTA New Starts, Counties Transit Improvement Board, State of Minnesota, Hennepin County Regional Railroad Authority, City of St. Louis Park

Preferred Program Year

Select one:* 2018

MnDOT State Aid Project Information: Transit and TDM Projects

County, City, or Lead Agency* City of St. Louis Park

Zip Code where Majority of Work is Being Performed* 55416

(Approximate) Begin Construction Date 03/01/2018

(Approximate) End Construction Date 12/31/2018

LOCATION

From: (Intersection or Address)* SE corner of Belt Line Blvd & CSAH 25
Do not include legal description;
Include name of roadway if majority of facility runs adjacent to a single corridor.

To: (Intersection or Address)* SE corner of Belt Line Blvd & CSAH 25

Type of Work Park and Ride Structure
Examples: grading, aggregate base, bituminous base, bituminous surface, sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge, Park & Ride, etc.)

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00

Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$0.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$0.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$9,530,797.00

Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Transit and TDM Contingencies	\$790,580.00
Other Transit and TDM Elements	\$0.00
Totals	\$10,321,377.00

Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$0.00
Totals	\$0.00

Totals

Total Cost	\$10,321,377.00
Construction Cost Total	\$10,321,377.00
Transit Operating Cost Total	\$0.00

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

Check the box to indicate that the project meets this requirement.* Yes

2. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets this requirement.* Yes

3. Applicants must not submit an application for the same project in more than one funding sub-category.

Check the box to indicate that the project meets this requirement.* Yes

4. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Transit expansion applications must be between \$500,000 and \$7,000,000. Transit System Modernization applications must be between \$100,000 and

\$7,000,000.

Check the box to indicate that the project meets this requirement.* Yes

5. The project must comply with the Americans with Disabilities Act.

Check the box to indicate that the project meets this requirement.* Yes

6. The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement.* Yes

7. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

Check the box to indicate that the project meets this requirement.* Yes

8. The project must represent a permanent improvement with independent utility. The term "independent utility" means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

Check the box to indicate that the project meets this requirement.* Yes

9. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets this requirement.* Yes

10. The project applicant must send written notification regarding the proposed project to all affected communities and other levels and units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement.* Yes

Requirements - Transit and TDM Projects

Transit and TDM Projects Only

1. The project must exclude costs for studies, preliminary engineering, design, or construction engineering (except if the project does not involve construction such as signal re-timing). Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding unless included as part of a larger project, which is otherwise eligible. Right-of-way costs are not eligible as a stand-alone proposal, but are eligible when included in a proposal to build or expand transit hubs, transit terminals, park-and-ride facilities, or park-and-pool lots).

Check the box to indicate that the project meets this requirement. Yes

For Transit Expansion Projects Only

2. The project must provide a new or expanded transit facility or service (includes peak, off-peak, express, limited stop service on an existing route, or dial-a-ride).

Check the box to indicate that the project meets this requirement. Yes

3. The applicant must have the capital and operating funds necessary to implement the entire project and commit to continuing the service or facility project beyond the initial funding period.

Check the box to indicate that the project meets this requirement. Yes

4. The project is not eligible for either capital or operating funds if the corresponding capital or operating costs have been funded in a previous solicitation. A previously selected project is not eligible unless it has been withdrawn or sunset prior to the deadline for proposals in this solicitation.

Check the box to indicate that the project meets this requirement. Yes

Other Attachments

File Name	Description	File Size
Affordable Rental Housing 2 miles of SWLRT Corridor.pdf (1.1 MB)	Map 3B-Project Location to Disadvantaged Populations, Affordable Housing within 2 Miles of Southwest LRT Corridor	1.1 MB
Beltline Concept Siteplan-Masterplan 2014.pdf (1.4 MB)	Map 1C-Project Description, Beltline Concept Siteplan	1.4 MB
Beltline LRT Station Area Improvements Opening Day.pdf (2.0 MB)	Map 4 - Bicycle and Pedestrian Connections & Improvements, Beltline Station Opening Day Station Area Improvements	2.0 MB
Beltline Park & Ride Regional Job and Activity Ctrs.pdf (831 KB)	Map 2C - Project Location Relative to Jobs, Regional Job and Activity Centers	831 KB
Beltline Station Affordable Housing.pdf (381 KB)	Map 3A- Project Location to Disadvantage Populations, Beltline Station Affordable Rental Housing within 1/2 mile	381 KB
Green Line LRT Extension Propose Route.pdf (916 KB)	Map 1A-Project Description, Green Line Extension Proposed Route	916 KB
Major employment areas served by SWLRT.pdf (274 KB)	Map 2B-Project Location Relative to Jobs, Major Employment Areas Served by Southwest LRT Green Line Extension	274 KB
SLP letter_of_support112414.pdf (381 KB)	Coordination: Letter of Support from Metro Transit for St. Louis Park application	381 KB
SLP resolution of support.pdf (292 KB)	Coordination: St. Louis Park Resolution of support.	292 KB
SWLRT Existing & Future Jobs map.pdf (152 KB)	Map 2A-Project Location Relative to Jobs, Southwest LRT Green Line Extension Existing and Future Jobs	152 KB
transit mgmt plan signed 112414.pdf (304 KB)	Other: Transit Parking Management Plan	304 KB
Twin Cities Future Transit Map 2030.pdf (132 KB)	Map 1B- Project Description, Greater Twin Cities Metro Transit System Network 2030	132 KB

Measure A: Project Location Relative to Jobs, Manufacturing, and Education

Select all that apply:

Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway) Yes

station) of a Job Concentration

Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of a Manufacturing/Distribution Location Yes

Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of an Educational Institution Yes

Project provides a direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of an existing local activity center identified in an adopted county or city plan Yes

City or County Plan Reference

Note: Transitways offer travel time advantages for transit vehicles, improve transit service reliability, and increase the convenience and attractiveness of transit service. Transitways are defined in the 2030 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the 2030 Transportation Policy Plan.

Response (Limit 700 characters; approximately 100 words) The park-and-ride facility will serve the Beltline Station on the LRT Green Line Extension as identified in the 2030 Transportation Policy Plan. Riders will have direct access to several key regional employment centers, health care, education facilities and residential neighborhoods located between St. Paul/Minneapolis to Eden Prairie from the Green Line and Bus Route 17. This employment-rich corridor has more than 199,000 jobs and is projected to grow by 83,000 jobs by 2030. It will directly connect major activity centers including downtown Minneapolis, Methodist Hospital in St. Louis Park, and Opus/Golden Triangle employment area in Minnetonka and Eden Prairie.

Upload Map* Beltline Park & Ride Regional Economy P&R 110614.pdf

Measure B: Project Location Relative to Population

Completed by Metropolitan Council Staff

Existing Population (Integer Only) 165,338

Upload Map* Beltline Park & Ride Population 110614.pdf

Measure C: Transit Ridership

Existing transit routes directly connected to the project*	17
Planned Transitways directly connect to the project (mode and alignment determined and identified in the 2030 TPP)*	Southwest LRT (METRO Green Line Extension)
Upload Map*	Beltline Park & Ride Transit Connections 110414.pdf

Response

Met Council Staff Data Entry Only

Route Ridership	0
Transitway Ridership	0

Measure A: Total Annual Project Cost per Rider

Total Annual Operating Cost*	\$135,250.00
Total Annual Capital Cost of Project*	\$206,428.00
Total Annual Project Cost	\$341,678.00
Cost Effectiveness	\$0.31

Service Type, Methodology, and Annual Ridership

Service Type	Transitways
Annual Ridership (Integer Only)*	1114322
Urban and Suburban Local Routes Peer Route Selection (Limit 1,400 characters; approximately 200 words)	New ridership would be generated by TOD that can only happen when land is freed up for development by converting a planned surface park-and-ride to a structure. The amount and type of development that could be accommodated on the site has been under study by the city and has been conservatively estimated at 200 residential units, 15,000 sq. ft. of commercial, and 160,000 sq. ft. of office. The development program was modeled using ITE daily trip generation rates for each use and then applies the regional mode share for transit. The regional transit mode share of 10% was developed by the Met Council based on the results of the 2010 Travel Behavior Inventory for households within ¼ mile of a METRO Blue Line station. This model has been used for FTA Joint Development projects in other regions and has been accepted by the FTA.

Measure B: Total Annual Project Operating Cost per New Rider

New Annual Operating Cost*	\$54,100.00
Cost Effectiveness	\$0.44

Service Type, Methodology, and New Annual Ridership

Service Type	Transitways
New Annual Ridership (Integer Only)*	124125
Urban and Suburban Local Routes Peer Route Selection (Limit 1,400 characters; approximately 200 words)	

Measure C: Total Annual Project Cost per New Rider

Total Annual Operating Cost	\$135,250.00
Total Annual Capital Cost of Project	\$206,428.00
Total Annual Project Costs	\$341,678.00
Cost Effectiveness	\$2.75

Service Type, Methodology, and New Annual Ridership

Service Type	Transitways
New Annual Ridership (Integer Only)*	124125
Urban and Suburban Local Routes Peer Route Selection (Limit 1,400 characters; approximately 200 words)	If the addition of a structured park-and-ride at the Beltline Station is considered in relationship to the entire SWLRT project, the increase in the O&M costs for a structure vs. a surface park-and-ride would be a 0.2 % increase in costs. However, the additional ridership would constitute a 1.3% increase in ridership.

Measure A: Project Location and Impact to Disadvantaged Populations

Select One:

Project's service directly connects to Racially Concentrated Area of Poverty

Project's service directly connects to Concentrated Area of Poverty

Project's service directly connects to census tracts that are above the regional average for population in poverty or population of color Yes

Project's service directly connects to a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly

Response (Limit 1,400 characters; approximately 200 words)

The Green Line Extension project and the Beltline Station park-and-ride facility greatly improve access to jobs, health care, and education and training opportunities for racially concentrated areas of poverty. Access along the Green Line from downtown St. Paul through the University of Minnesota and downtown Minneapolis to Eden Prairie provides a major increase in employment opportunities (199,000 now plus a projected additional 83,000 jobs by 2030) for people living along the line. SWLRT provides access to employment clusters including Opus, the Golden Triangle, both downtowns, the University of Minnesota, as well as several major employers including Park-Nicollet/Methodist Hospital, Cargill and Supervalu. There will be significantly better access to a variety of employment opportunities for people of varying ages and abilities.

Over 1,640 rental units are within ½ mile of this station, some are rent restricted and the remaining are naturally occurring affordable at 60% AMI (see map). The City of St. Louis Park has also embarked on creating an inclusionary housing requirement for certain new developments, which will bring additional affordable housing to the Beltline Station Area. A formal policy is expected to be adopted in early 2015. With the exception of Minneapolis, St. Louis Park will be the first community along the line to adopt such a policy.

Upload Map*

Beltline Park & Ride Socio Economic 110614.pdf

Measure B: Affordable Housing

City/Township	Number of Stops in City/Township
St. Louis Park	3.0
Hopkins	2.5

Minnetonka	1.5
Eden Prairie	5.0
Minneapolis	5.0
	17.00

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Number of Stops in City/Township	Total Number of Stops	Score	Number of Stops/Total Number of Stops	Housing Score Multiplied by Segment percent
Item Deleted	0	17.0	0	0	0
		17.00	0.00	0.00	0.00

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Number of Stops in City	17.0
Total Housing Score	0

Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)*	375
Distance from Terminal to Terminal (Miles)*	15.8
VMT Reduction	5925.0
CO Reduced	14160.75
NOx Reduced	948.0
CO2e Reduced	2172105.0
PM2.5 Reduced	29.625
VOCs Reduced	177.75
Total Emissions Reduced	2187421.0

Measure B: Total Project Cost per Daily KG of Emissions Reduced

This measure will calculate the cost effectiveness of the project as it relates to emissions reduction.

- $\text{Cost Effectiveness} = \text{Total annual project cost} / \text{kilograms of emissions reduced per day}$

The total annual project cost is calculated by adding the annualized capital cost and the annual operating costs for the third year of service. The applicant **must** complete the forms listed below in order to calculate the Cost Effectiveness, save, and submit this form.

- 2A - Usage: Cost Effectiveness (Total Ridership)
- 4A - Emissions Reduction: Total Emissions Reduced

Are the forms listed above complete?*	Yes
Total Project Cost	\$341,678.00
Total Emissions Reduced	2187421.0
Cost Effectiveness	\$0.16

Measure A: Bicycle and Pedestrian Connections

Response (Limit 1,400 characters; approximately 200 words)*

The park-and-ride will be located on Beltline Boulevard, the primary north-south connector between Excelsior and Minnetonka Boulevards. The Cedar Lake Regional Trail, a busy commuter and recreational trail (nearly 567,400 riders in 2012), parallels the LRT alignment and provides access to the station and park-and-ride. It is the centerpiece of a local multi-use trail system connecting parks, open space, neighborhood amenities as well as local destinations and employment centers. A trail along the east side of Beltline Boulevard connects Bass Lake Preserve, Wolfe Park, the City's Rec Center and the mixed-use Excelsior & Grand TOD located south of the station. The trail system also connects areas to the north with a pedestrian/bike bridge over CSAH 25 just west of the park-and-ride.

Due to large block sizes and industrial land uses in the area, few sidewalks are present in the immediate station area. Addressing these deficiencies is the City's 10-year sidewalk/trail plan- Connect the Park!- which provides additional sidewalk, trail and bike lanes, including construction of a trail and bikeway on Beltline Blvd. By opening day new bike and pedestrian improvements will be built to facilitate movement around the station area.

Measure B: Roadway, Bicycle, and Pedestrian Improvements

Response (Limit 1,400 characters; approximately 200 words)*

The park-and-ride facility is located at an identifiable gateway in the Beltline LRT station area. This area is very auto-oriented currently, with a limited roadway network making it challenging for pedestrians to move about in the station area. St. Louis Park developed the Beltline Area Design Guidelines and Circulation Study to guide redevelopment and infrastructure improvements in anticipation of Southwest LRT. The Southwest Corridor Investment Framework plans also call for a range of improvements to create a robust pedestrian and bicycling environment in the station area. The city plans to redesign and convert Beltline Boulevard into a Complete Street with design elements such as sidewalk bump-outs, on-street bike lanes, and sidewalk and streetscape enhancements to accommodate all modes of travel; and is working on changing CSAH 25 to a more urban boulevard with new trails and sidewalks. Countdown timers and improved crossings are

planned, as well as bike parking/ lockers at the park-and-ride facility at the station platform. Additional north-south street connections at Lynn Ave and Monterey Ave are being designed to provide smaller blocks with sidewalks and trails. These roadways will frame the transit-oriented development and structured park-and-ride to provide a much safer and more organized environment for pedestrians and bicyclists.

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application, only Park-and-Ride and other construction projects require completion of the Risk Assessment below. Check the box below if the project does not require the Risk Assessment fields, and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment

1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred	Yes 100%
Stakeholders have been identified	40%
Stakeholders have not been identified or contacted	0%

2) Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed	Yes 100%
Layout or Preliminary Plan started	50%
Layout or Preliminary Plan has not been started	0%
Anticipated date or date of completion	05/26/2010

3) Environmental Documentation (10 Percent of Points)

EIS	Yes
EA	
PM	

Document Status:

Document approved (include copy of signed cover sheet)	100%
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**Document submitted to
State Aid for review**

75%

**Document in progress;
environmental impacts
identified**Yes
50%**Document not started**

0%

**Anticipated date or date of
completion/approval**

10/16/2015

4) Review of Section 106 Historic Resources (15 Percent of Points)**No known potential for
archaeological resources,
no historic resources known
to be eligible for/listed on
the National Register of
Historic Places located in
the project area, and project
is not located on an
identified historic bridge**Yes
100%**Historic/archeological
review under way;
determination of "no historic
properties affected" or "no
adverse effect" anticipated**

80%

**Historic/archaeological
review under way;
determination of "adverse
effect" anticipated**

40%

**Unknown impacts to
historic/archaeological
resources**

0%

**Anticipated date or date of
completion of
historic/archeological
review:**

10/16/2015

**Project is located on an
identified historic bridge****5) Review of Section 4f/6f Resources (15 Percent of Points)***(4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)***No Section 4f/6f resources
located in the project area**Yes
100%**Project is an independent
bikeway/walkway project
covered by the
bikeway/walkway Negative
Declaration statement; letter
of support received**

100%

**Section 4f resources present
within the project area, but
no known adverse effects**

80%

Adverse effects (land conversion) to Section 4f/6f resources likely 30%

Unknown impacts to Section 4f/6f resources in the project area 0%

6) Right-of-Way (15 Percent of Points)

Right-of-way or easements not required 100%

Right-of-way or easements has/have been acquired 100%

Right-of-way or easements required, offers made 75%

Right-of-way or easements required, appraisals made 50%

Right-of-way or easements required, parcels identified Yes
25%

Right-of-way or easements required, parcels not identified 0%

Right-of-way or easements identification has not been completed 0%

Anticipated date or date of acquisition 07/01/2016

7) Railroad Involvement (25 Percent of Points)

No railroad involvement on project 100%

Railroad Right-of-Way Agreement is executed (include signature page) 100%

Railroad Right-of-Way Agreement required; Agreement has been initiated 60%

Railroad Right-of-Way Agreement required; negotiations have begun Yes
40%

Railroad Right-of-Way Agreement required; negotiations not begun 0%

Anticipated date or date of executed Agreement 10/16/2015

8) Construction Documents/Plan (10 Percent of Points)

Construction plans completed/approved (include signed title sheet) 100%

Construction plans submitted to State Aid for review	75%
Construction plans in progress; at least 30% completion	Yes 50%
Construction plans have not been started	0%
Anticipated date or date of completion	03/18/2016
9) Letting	
Anticipated Letting Date	03/19/2016

VIEW FROM PEDESTRIAN BRIDGE OVER CSAH 25

6-LEVEL MIXED USE BUILDING (STRUCTURE 1):
FIRST FLOOR RETAIL, RESIDENTIAL UNITS, INTEGRATED PARKING

4-LEVEL OFFICE BUILDING

SKYWAY CONNECTION FROM PARKING
RAMP TO OFFICE BUILDING

4-LEVEL PARKING RAMP WITH TWO-LEVEL ARCADE ALONG BELTLINE
BLVD FACADE; ONE LEVEL OF RAMP PARTIALLY BELOW GRADE

ACCESS BRIDGE TO PARKING RAMP FROM
PEDESTRIAN/BICYCLE CONNECTION



February 16, 2016

Mr. Tom Harmening
City Manager and EDA Executive Director, City of St. Louis Park
5005 Minnetonka Blvd.
Saint Louis Park, MN 55416

Re: TIP Project Number TRS-TCMT-19A

Dear Mr. Harmening

The Southwest LRT Project Office is supportive of the City of St. Louis Park's scope change request to the Transportation Advisory Board related to the conversion of a planned surface park-and-ride facility to a structured park-and-ride facility at the proposed Beltline Blvd. light rail station, part of the Southwest LRT (METRO Green Line Extension) project.

We understand that there are two changes being proposed as part of the scope change request:

- Change in the amount of transit parking provided
- Refinement of ridership projection

We are very supportive of the City's goals related to encouraging high quality Transit-Oriented Development (TOD) at the station areas. Having transit facilities, such as park-and-rides, co-located with other uses benefits transit in a number of ways. Structured parking facilities use land more efficiently thereby encouraging increased density, which has a positive impact on ridership. In addition, studies have shown that having a mix of uses within a station area also increases ridership. Finally, the transit customer is benefited by having the park-and-ride located in a high activity area with improved pedestrian and bicycle infrastructure.

We are also supportive of the proposed reduction in transit spaces at the Beltline Station. As part of our process to reduce the overall Southwest LRT budget we reduced the amount of park-and-ride spaces to be included at the Beltline Station from 541 to 268. The City's request to build a structured park-and-ride that accommodates all the transit parking planned for this station is reasonable. We have worked with the City to provide cost estimates based on the design work that has been completed to produce our 90% design plans.

Given the benefits to the City of St. Louis Park and the Southwest LRT Project, we support the construction of a structured park-and-ride at the Beltline Blvd station area.

Sincerely,



Craig A. Lamothe, AICP
Project Director, Southwest LRT

ACTION TRANSMITTAL No. 2016-29

DATE: February 29, 2016
TO: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: 2017-2020 TIP Development Schedule
REQUESTED ACTION: Recommend the adoption of the development schedule for the 2017-2020 Transportation Improvement Program (TIP).
RECOMMENDED MOTION: That the TAC Funding & Programming Committee recommend adoption of the proposed schedule for the 2017-2020 Transportation Improvement Program (TIP).

BACKGROUND AND PURPOSE OF ACTION: Federal regulations require that a Transportation Improvement Program (TIP) be developed at least every four years. The Metropolitan Council revises its TIP every year in conjunction with the Minnesota Department of Transportation's State Transportation Improvement Program (STIP). The attached schedule includes the major dates in the development process for the 2017-2020 TIP.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be partially funded with federal funds must be in an approved TIP.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council	Information	

DRAFT 2017-2020 TIP/STIP ADOPTION SCHEDULE
All dates are in 2016

DATE	ITEM	ORGANIZATION	ACTION/TOPIC
March 17	TIP Schedule/Public input process	TAC – F&PC	<input type="checkbox"/> Review and accept TIP adoption schedule
April 6	TIP Schedule/Public input process	TAC	<input type="checkbox"/> TAC reviews TIP schedule, recommends to TAB
April 20	TIP Schedule/Public input process	TAB	<input type="checkbox"/> Reviews and adopts TIP schedule and public input process
May 12	Draft 2017-2020 TIP	MC Staff	<input type="checkbox"/> Email to TAC F&PC
May 19	Draft 2017-2020 TIP	TAC – F&PC	<input type="checkbox"/> MnDOT summary of elements and changes <input type="checkbox"/> Recommend to TAC
June 1	Draft 2017-2020 TIP	TAC	<input type="checkbox"/> Recommends to TAB for purpose of public comment period
June 15	Draft 2017-2020 TIP	TAB	<input type="checkbox"/> Adopts Draft TIP <input type="checkbox"/> MPCA letter of comment for air quality conformity included <input type="checkbox"/> Public comment period starts by 6/20
Aug 3	45 – day public comment period ends		
Aug 10	Prepare Public Comment Report Draft TIP revised to address public comment	MC and TAB staff prepares	<input type="checkbox"/> Email to TAB
August 17	Public Comment Report and Final TIP	TAB	<input type="checkbox"/> Adopts Public Comment Report and Final TIP and forwards to MC.
September 12	Final TIP	MC Transportation Committee	<input type="checkbox"/> Review and recommends to MC
September 28	Final TIP	Met Council	<input type="checkbox"/> Adopts, forwards to MnDOT & WisDOT w/ TIP checklist
September-October	Regional TIP is incorporated into State TIPs	MnDOT Central Office + WisDOT	<input type="checkbox"/> Forwarded to federal agencies
September-November	Conformity Determination by Federal Agencies	FHWA/FTA/EPA	<input type="checkbox"/> Reviews and Recommends Approval
November	STIP Approved	FHWA	<input type="checkbox"/> Approve STIP

Information Item

DATE: March 11, 2016
TO: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: Defederalization

One day prior to Funding & Programming recommending approval of 2016-25, a policy and process for defederalization, TAB members had asked questions about the impact of the loss of Disadvantaged Business Enterprise (DBE) requirements along with other Federal Requirements. . TAC voted to send the item back to the Funding & Programming Committee for further consideration to be sure that questions are answered regarding the impact of lost federal requirements.

Some information has been ascertained related to DBE and Environmental Review at this point. It is summarized below.

DISADVANTAGED BUSINESS ENTERPRISE

Any federally-funded project is subject to DBE goal-setting. The DBE goal for a project is based on the total project cost. Therefore, the goal is the same whether it has \$1 or \$10 million of federal funds. This means that the transfer of federal funds from Project A to Project B leaves Project A with no requirement while Project B's goals remain unchanged. There is no State requirement. MnDOT State Aid has a DBE program (Targeted Group Business (TGB) Program) for MnDOT-sponsored projects, but this does not apply to City and County sponsors. There is no requirement for sponsors related to DBE or similar programs once a project has been defederalized.

Some local agencies have programs. Staff is still gathering information from other agencies. The following agencies have provided information:

- Hennepin County: The County has a Small Business Enterprise program. Affirmative Action requirements go into effect for contracts over \$100,000; includes goals that are similar to DBE goals. No local hiring preference. However, the County and MnDOT have submitted a joint application to pilot local hiring on three upcoming transportation construction projects that are federally funded.
- Burnsville: No such program and no local hiring preference.
- Chanhassen: No such program and no local hiring preference.
- Maplewood: The City does not have a DBE goal or program. It has a prevailing wage ordinance for all road projects (including local-only). No local hiring preference.

While some cities do have local practices and policies, many do not.

ENVIRONMENTAL REVIEW

Federal projects undergo extensive environmental review and are subject to time and money expenditures by local sponsors. Some federal review points, such as Americans

with Disabilities Act accommodations are to be adhered to regardless of whether there is a presence of federal funds. That is not the case with all elements. The below elements are shown on the attached checklist under “Environmental Document Preparation/Review; there are no federal and state requirements for non-federal projects:

- Public involvement: Most agencies likely have local outreach practices
- Cultural Resources
- Threatened / Endangered Species
- Noise
- Section 4(f) and 6(f) review.
 - 4 (f): FHWA and other DOT agencies cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless the following conditions apply:
 - There is no feasible and prudent avoidance alternative to the use of land; and the action includes all possible planning to minimize harm to the property resulting from such use, or
 - The Administration determines that the use of the property will have a *de minimis* impact
 - 6 (f): Requires that the conversion of lands or facilities acquired with Land and Water Conservation Act funds be coordinated with the Department of Interior. Usually replacement in kind is required.
- Environmental Justice. Federal Review to ensure that no person, on the ground of race, color, or national origin, is excluded from participation in, denied the benefits of, or subjected to discrimination and, if needed, to take action to address this.

Maplewood reported that it addresses public involvement and noise through “an extensive outreach and public process (neighborhood meetings, open houses, public hearings, newsletters) on all issues including noise, traffic concerns, etc.” It addresses cultural resources through its Heritage Preservation Commission, which reviews historical related sites and make comments for mitigation or documentation. It addresses 4 (f) through its Parks Commission, which reviews projects related to park impacts.

Chanhasen reported that it has no local programs. Burnsville reported that on one federal project it had to specify when construction could occur because of an eagle nesting habitat. This may not have happened with a non-federal project.

POLICY AND PROCESS TO DEFEDERALIZE TAB-SELECTED PROJECTS

OVERVIEW

Projects selected through the TAB Regional Solicitation and HSIP processes are awarded federal funds and are therefore subject to federal requirements that can cost an agency considerable time and money. When conditions are right, an agency may consider “defederalizing” a project. Defederalization entails transferring federal funds from one project (“defederalized project”) to another project already subject to federal requirements (“receiving project”), allowing the former project to proceed without adherence to some federal requirements.

POLICY

Project Sponsors:

- Project sponsors must voluntarily agree to participate in the defederalization of a project, be it their own or another sponsor’s.
- One sponsor may defederalize one or more of its projects by shifting federal funds to one or more of its other projects.
- One sponsor may defederalize one or more of its projects by working with other sponsor(s) to absorb federal funds in exchange for local funding.
- TAB will not recognize agreements for “future consideration” (i.e., TAB will not enforce an agreement for one sponsor to “return the favor” to another sponsor at a future time).
- All sponsors involved with a defederalization request must provide a resolution agreeing to be responsible for the project, the project’s timing, and the risks.

Funding:

- All federally funded projects must maintain the federally required minimum local match (usually 20%, but 10% for Highway Safety Improvement Program).
- All funds transfers shall be one-to-one in terms of funding amount. A sponsor may not “purchase” defederalization by exchanging federal funds for a lesser amount of local funding.
- All transferred funds must be eligible to be used on the project they are proposed to fund.
- In cases in which the funds are not eligible to the project proposed to receive funds, the Minnesota Department of Transportation (MnDOT) Metro District State Aid office may “flex” funds through the USDOT.
- If federal funds are transferred to a project with an earlier program year, the sponsor must advance construct (AC) the project and be reimbursed in the year to which the funds are assigned in the TIP. A TIP amendment is required to reflect the use of AC.
- Federal funds cannot be transferred to a future year, as this would put a burden on TAB to redistribute funds.
- If State Aid funds are to be exchanged for federal aid funds, transfers can only occur county-to-county or city-to-city.

Defederalized Projects:

- Defederalized projects must be completed with all elements, and in the time frame, shown in the original application for funding. MnDOT Metro District State Aid or Metropolitan Council Transit Grants, depending on the project, will continue to monitor all TAB-selected projects to assure that they are completed consistent with policy.

- Defederalized projects are subject to TAB's Scope Change Consultation and Evaluation processes. Project sponsors must consult with MnDOT Metro District State Aid or Metropolitan Council Transit Grants, depending on the project, in order to seek permission to deviate from the approved scope.
- Defederalized projects are subject to TAB's Program Year Policy.
- Should a TAB-selected project be withdrawn or otherwise unable to be completed, the project sponsor must return its federal funding to the region. If the federal funding has already been committed to a local project, the sponsor must provide local funds to TAB. This will be reflected in the resolution provided by the sponsor.

PROCESS

1. Applicant submits a project defederalization request. Requests must be made by December 31 of the state fiscal year prior to the program year associated with the earliest-programmed project involved in the transfer. For example, defederalization of a project programmed in fiscal year 2018 must be requested by December 31, 2016.
2. Applicant provides a proposal to Metropolitan Council and MnDOT Metro State Aid. The proposal must include the following:
 - Description and funding table showing proposed defederalized project(s) and receiving project(s) will absorb the federal funds. Amount and source of funds must be shown as well.
 - Resolution(s) from the governing board of any agencies involved with the defederalization. The resolution must include:
 - Identification of any proposed defederalized project(s) and receiving project(s). Amounts must be included
 - Source(s) of non-federal funds.
 - Commitment to authorizing all TAB-selected projects in the program year identified in the TIP.
 - Acknowledgement that all TAB-selected projects will comply with all MnDOT State Aid or Metropolitan Council Transit Grants project requirements.
 - Acknowledgement that all TAB-selected projects will be completed with the scope and timing proposed in the original application and that MnDOT State Aid and/or Metropolitan Council Transit Grants will monitor the project to assure that this happens.
 - Acknowledgement that all TAB-selected projects are subject to TAB's scope change policy.
 - Guarantee that should they fail to deliver part or all of the TAB-funded projects, federal funding will be turned back to the region for distribution to other regional projects.
 - Acknowledgment of any project advancement and advanced construction that needs to occur.
 - Guarantee that the project will be delivered using the local State Aid process or Metropolitan Council Transit Grants process.

TASK	STATE AID FUNDING	FEDERAL AID FUNDING
Project in the STIP (State Transportation Improvement Program)		X
PPMS (MnDOT Scheduling Software)		X
Project of Divisional Interest (PODI) - if applicable - required full FHWA oversight/approvals of environmental, construction plans and construction		X
Kickoff Meeting (project sponsor & State Aid)		X
Advance Construct (AC) Agreement if applicable		X
DCP Agency Agreement		X
Environmental Impacts	X (State Process)	X (Federal Process)
Environmental Document Preparation/Review (Environmental Assessment or Project Memorandum)	(1)	X
- Public Involvement	(1)	X
- Cultural Resources/SHPO		X
- Threatened and Endangered Species		X
- Noise Analysis		X
- 4 (f)/6 (f)		X
- Environmental Justice		X
Delegated Contract Process (DCP)		X
Construction Plans	X	X
- Design complies with State Aid Rules	X	X
- ADA Compliance	(1)	X
- Traffic Control Plan	(1)	X
- Erosion Control Plan	(1)	X
- State Aid Force Account for work by local forces	X	
- Federal Aid Force Account for work by local forces - requires review/approval and federal funding authorization by FHWA prior to the work being done.		X
Right of Way Acquisition	(1)	X
Right of Way Review/Certificate		X
Utility Relocation Certificate		X
Disadvantaged Business Enterprise (DBE)/On the Job Training (OJT) Goals/Determination		X
Equal Employment Opportunity (EEO)	X	X
Local Hiring Preferences allowed	X	
Specifications/Proposal Preparation	X	X
Specifications Review		X
- Federal documents included		X
- Federal Wage Rates		X
- State Wage Rates	X	X
- Schedule of Materials Control	X	X
- Buy America		X

TASK	STATE AID FUNDING	FEDERAL AID FUNDING
Proprietary Items	X	
- Proprietary Items not allowed unless a Public Interest Statement is provided/approved		X
Required Permits (DNR, COE, NPDES, etc.)		X
Federal Authorization of funding by FHWA		X
Advertisement for Bid		
- Add language Review/Approval (required federal language)		X
- Local agency publishes advertisement	X	X
Bid Opening	X	X
- Project Sponsor consults with State Aid to set bid opening date (must follow federal requirements)		X
- DBE Review/Clearance from Office of Civil Rights		X
- Bid Abstract Review		X
- Bid Justification Review/Approval if bids +/- 10% of Engineers Estimate		X
Project Award	X	X
- Project Award Concurrence		X
POST- AWARD		
Payment Requests submitted	X	X
- 95% of bid paid following contract award and required documentation	X	
- Federal funds are reimbursed up to the participation level as costs are incurred.		X
Independent Assurance Testing		X
DBE/OJT Monitoring		X
Supplemental Agreement (SA) and Change Order (CO) Submittals/Review/Approval	X	X
Materials Exception Summary Review/Approval by MnDOT Materials		X
Final Inspection	X	X

(1) Project sponsor follows local process. Not reviewed by State Aid or FHWA.