TRANSPORTATION ADVISORY BOARD
Of the Metropolitan Council

Notice of a Meeting of the
TECHNICAL ADVISORY COMMITTEE
Wednesday, July 6, 2016
Metropolitan Council
9:00 A.M.

AGENDA

1. **Call to Order**
2. **Approval of Agenda**
3. **Approval of June 1, 2016 Minutes**
4. **TAB Report** – Elaine Koutsoukos
5. **Committee Reports**
   - **Executive Committee** (Steve Albrecht, Chair)
   - **Planning Committee** (Lisa Freese, Chair)
     a. **2016-37 Lake Elmo Airport Long Tern Comprehensive Plan**
   - **Funding and Programming Committee** (Tim Mayasich, Chair)
     a. **2016-38 Brooklyn Center Scope Change**
     b. **2016-39 Brooklyn Center TIP Amendment**
     c. **2016-36 2017 Funding Reallocation**
6. **Special Agenda Items**
   - **I-35W North MnPASS Project** (Jerome Adams, MnDOT)
7. **Agency Reports**
8. **Other Business**
9. **Adjournment**

Click here to print all agenda items at once.

Streamlined Amendments going to TAB this month. Contact Katie White with questions at 651-602-1716.

2016 UPWP Administrative Amendment – Gold Line Station Area Planning

2016 UPWP Administrative Amendment – Highway and A Minor Maintenance & Operations Costs

2016 UPWP Administrative Amendment – TPP Engagement

Minutes of a Meeting of the
TECHNICAL ADVISORY COMMITTEE
Wednesday, June 1, 2016
9:00 A.M.

Members Present: Andrew Witter, Lyndon Robjent, Brian Sorenson, Carla Stueve, Tim Mayasich, Lisa Freese, Jan Lucke, Steve Bot, Elaine Koutsoukos, Mark Filipi, Michael Larson, Adam Harrington, Pat Bursaw, Amanda Smith, Bridget Rief, Kris Riesenberg, Dave Jacobson, John Sheffner, Dave Tomporowski, Danny McCullough, Jean Keely, Steve Albrecht, Paul Oehme, Michael Thompson, Kim Lindquist, Bruce Loney, Jen Hager, Bill Dermody, Paul Kurtz (Excused: Jim Kosluchar, Jack Byers)

1. Call to Order

The meeting was called to order by Steve Albrecht at 9:00 a.m.

2. Approval of Agenda

Pat Bursaw moved and Mark Filipi seconded. No discussion. Motion passed.

3. Approval of May Minutes

Mark Filipi moved and Pat Bursaw seconded. Motion passed.

4. TAB Report

Elaine Koutsoukos reported on the May 18, 2016 TAB meeting.

REPORTS

Agency Reports (MnDOT, MPCA, MAC and Metropolitan Council)

MnDOT: Scott McBride reported that reported there are only a few days left in the comment period for the Minnesota Statewide Multi-Modal Transportation Plan and the Minnesota Statewide Highway Investment Plan. McBride briefed the TAB on the specifics, priorities and investments/funding in the plans.

TAC Report

Steve Albrecht reported on that work is continuing on the Federal Fund Exchange (Defederalization) policy. Discussion will continue at the next TAB meeting. Steve also presented an overview of the 2016-19 Funding Reallocation information that was presented at TAC. Additional 2016 funds were used to pay back Advanced Construction projects. Staff will be developing options for re-allocating additional federal funds to projects in 2017. Additional funds in 2018 and 2019 will be added to the Regional Solicitation that is out right now.

ACTION ITEMS

1. 2016-33: Approved revision of TAB Bylaws. The TAB Bylaws will go to the Council for concurrence.

2. 2016-28: Approved the scope change for Hennepin County CSAH 46 Bridge (Godfrey Bridge), modifying the bridge design.
3. 2016-32: Approved the release of 2020-2021 MnDOT Metro District Highway Safety Improvement Program (HSIP) Solicitation

INFORMATION ITEMS

1. Tour of A Line Bus Rapid Transit – The route travels on Snelling Avenue between Rosedale Transit Station and 46th Street Station (connecting to Hiawatha LRT)

5. Committee Reports

A. Executive Committee (Steve Albrecht, Chair)

Steve Albrecht welcomed David Tomporowski and Kris Riesenberg to the day's meeting.

B. Planning Committee (Lisa Freese, Chair)

The Planning committee met in May with three information items.

2016-34 UPWP Administrative Amendment. Lisa Freese presented this item. There were no questions. Lisa Freese moved and Pat Bursaw seconded. There were no questions. Motion passes.

C. Funding and Programming Committee (Tim Mayasich, Chair)

2016-35 2017-2020 Transportation Improvement Program. Tim Mayasich introduced this item. Joe Barbeau, Mary Gustafson, and Lynne Bly followed with presentations on the contents of the TIP. There were no questions. Tim Mayasich moved the recommended motion and Paul Oehme seconded. Motion passes.

Update on Federal Funds Exchange. The work group is being reconvened to discuss DBE provisions. DBE specialists from the Council and MnDOT will attend the meeting.

6. Special Agenda Items

Principal Arterial Intersection Conversion Study. Steve Peterson, Paul Czech, and Doug Abere presented on the status of the study. There were no questions.

7. Agency Reports

Adam Harrington said that Metro Transit is starting service on the A Line on June 11. Additionally the 30 will begin weekend service and the 10 and 18 will begin 24 hour service.

Mark Filipi announced that there will not be a major reorganization of MTS, except office space will change. Arlene McCarthy's position will post soon for a replacement.

Elaine Koutsoukos said that the Regional Solicitation was released on May 19. Web grants training is underway. Brian Sorenson asked for additional information about the 'unique' project category. Elaine Koutsoukos responded that if your project doesn't fit into one of the ten categories, it should be submitted for consideration.

Steve Albrecht said that the July 6 meeting will fall during a holiday week but will have important action items, so please make sure someone from your department can attend.

8. **Other Business and Adjournment**

There being no other business, the meeting adjourned at 9:49AM.

Prepared by:

Katie White

ACTION TRANSMITTAL – 2016-37

DATE:	June 24, 2016
TO:	Technical Advisory Committee
FROM:	TAC-Planning Committee
PREPARED BY:	Russ Owen, Senior Planner, MTS/Aviation, 602-1724
SUBJECT:	Final Draft Lake Elmo Airport 2035 Long Term Comprehensive Plan Review
REQUESTED ACTION:	State statute requires the MAC to request a determination of conformance of the Final Draft Lake Elmo Airport 2035 Long Term Comprehensive Plan with Council systems and consistency with Council policy.
RECOMMENDED MOTION:	Recommend to TAB that the Final Draft Lake Elmo Airport 2035 LTCP has a multi-city impact as well as conforms to Council systems and is consistent with Council policies.

BACKGROUND AND PURPOSE OF ACTION: Under MS 473.165 and MS 473.611 the Council reviews the individual LTCP's for each airport owned and operated by the Metropolitan Airports Commission (MAC). The Final Draft Lake Elmo Airport 2035 LTCP replaces the 2008 plan and moves the planning horizon to 2035. The MAC has adopted a preferred development alternative for the Lake Elmo Airport that retains its system role as a Minor general aviation facility, which is consistent with the Transportation Policy Plan.

RELATIONSHIP TO REGIONAL POLICY: Under the aviation planning process and TPP policy, airport LTCP's are to be periodically updated. MAC plans are to be consistent with the metropolitan development guide (Thrive MSP 2040) and the metropolitan system plans. LTCP's are used as a basic input to the Council's update of the regional aviation system plan and in reviewing community comprehensive plans.

STAFF ANALYSIS: The Lake Elmo Airport is located primarily in Baytown Township (Attachment 1). A small amount of the airport and the Runway Protection Zone (RPZ) overlay area is in West Lakeland Township and on the west side of Manning Ave. in Lake Elmo. This small section of RPZ overlay is private property which is planned for development in the City of Lake Elmo.

The Lake Elmo Airport is classified as a Minor Airport in the regional aviation system. The airport's primary role in the airport system is to accommodate personal, recreational and some business aviation users within Washington County and the eastern portion of the metropolitan area. The plan states that the airport will continue its current role in the system, and the aircraft that the plan is designed for is not changing. The primary runway (14/32) and the crosswind runway (04/22) at the Lake Elmo Airport are the shortest in the system and some of the shortest in the state in relation to airport classification. The

primary runway length is 2,850 feet and the crosswind runway is 2,497 feet today. Based on FAA guidance of runway length, the primary runway length should be between 3,300 feet and 3,900 feet. MAC has envisioned a longer primary runway at Lake Elmo Airport for years.

Four Alternatives were initially developed for consideration in the LTCP.

- Base Case – Reconstruct existing runways
- Alternative A – Reconstruct existing runways, and extend Crosswind Runway 04/22 to 3,600'
- Alternative B – Reconstruct Crosswind Runway 04/22 to 2,496', relocate Primary Runway 14/32 700 feet to the northeast and extend it to 3,600', construct a new Connector Rd., convert existing Runway 14/32 to a Taxiway and relocate the Service Rd. and 30th St. N.
- Alternative C – Same as Alternative B except relocated Primary Runway is extended to 3,900'.

The original preferred alternative recommended by MAC was Alternative B. However, after multiple community meetings, and opposition, MAC developed and selected Alternative B1 (Attachment 2). Below is a description and a list of advantages / disadvantages of the preferred alternative.

- Alternative B1 – Refined Concept: Reconstruct Crosswind Runway 04/22 to 2,496', relocate Primary Runway 14/32 615 feet to the northeast and extend it to 3,500', construct a new Connector Rd., convert existing Runway 14/32 to a Taxiway and realign 30th St. N around the new RPZ and reconnect to the existing 30th St. N. intersection with Neal Avenue.

Advantages:

- Primary Runway 14/32 is extended to 3,500' consistent with FAA guidelines
- Runway 14/32 RPZ will comply with FAA compatibility criteria
- Runway 14/32 alignment retains optimal wind coverage
- Runway 14/32 can be constructed in new location while existing Runway 14/32 remains in operation prior to conversion to a taxiway, allowing for minimal operations disruptions
- Washington County can proceed with Manning Ave. improvements without delay associated with an RPZ Alternatives Analysis
- Existing airport operational footprint is maintained with no additional property acquisition
- Current Minor Airport classification does not change

Disadvantages:

- Relocation of 30th St. N will alter established traffic flows in the vicinity of the airport
- Existing north side end taxiway must be relocated
- Shifts existing air traffic patterns and noise impacts to the southeast to align with the relocated/lengthened Primary Runway, moving the Runway 32 end closer to an established West Lakeland Township residential neighborhood (from approximately 0.6 miles today to approximately 0.3 miles)
- Requires wetland mitigation

Alternative B1 provides compatible RPZs entirely on airport property for the relocated Runway 14/32. The Base Case and Alternative A do not satisfy this key objective of the LTCP. Alternative B1 also provides a runway length of 3,500 feet, which is the optimal length identified in the Facility Requirements analysis for the long-term demand at Lake Elmo Airport. Once the 3,500 foot length runway is constructed, the primary runway will be fully built-out in terms of RPZ compliance, with no further extensions contemplated during the 20-year planning horizon. This will give the surrounding communities assurance of the airport's future footprint for comprehensive community planning.

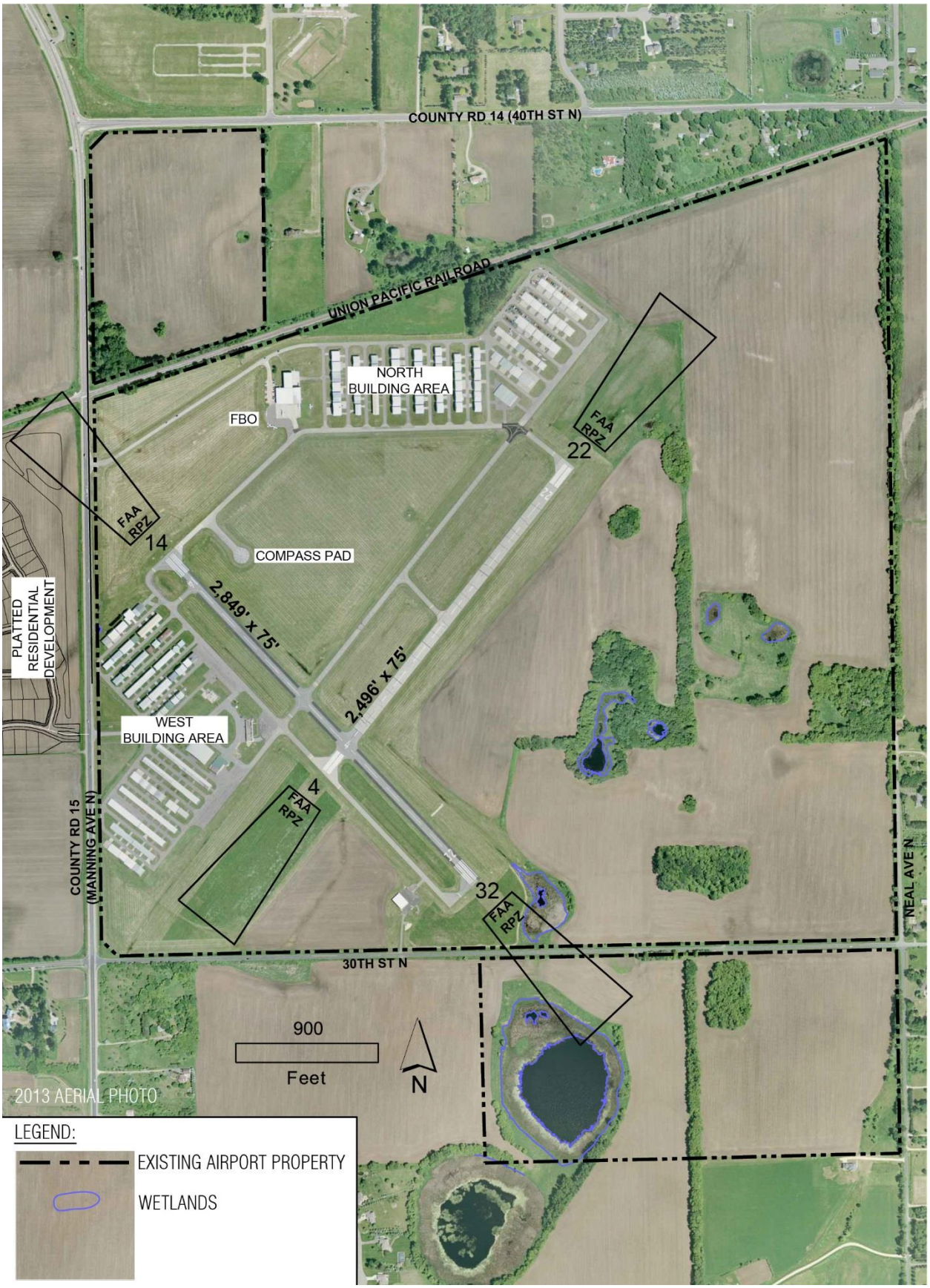
COMMITTEE COMMENTS AND ACTION:

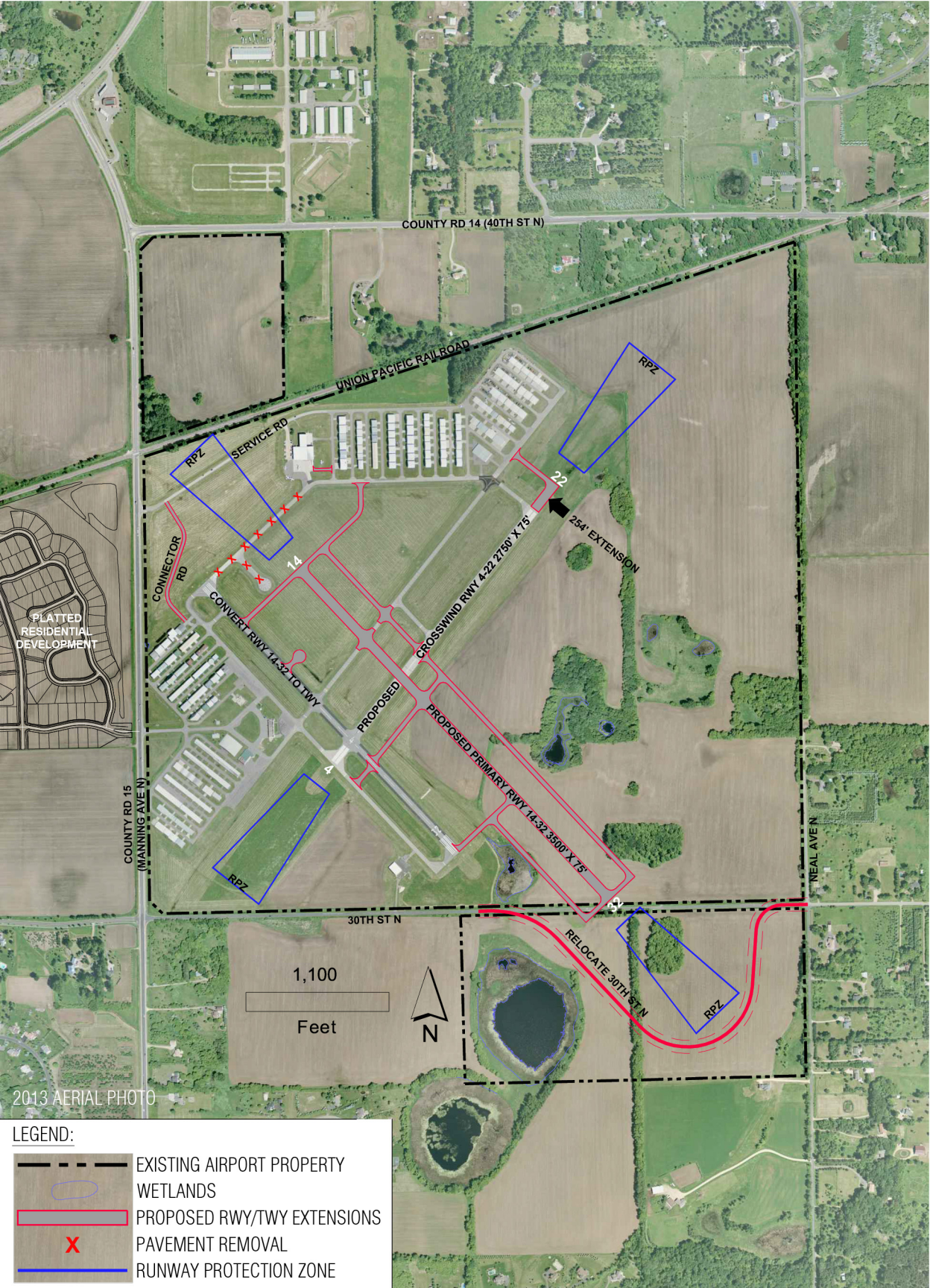
Russ Owen from MTS and Neil Ralston from MAC presented this item. Questions from committee members included looking at different runway alignments, who owns 30th St. N, operation levels at the airport, and expansion of Manning Ave. MAC staff was able to answer these questions. Council staff explained that reviewing the plan from Thrive MSP 2040 and TPP perspectives, and the plan's purpose is to bring runways toward compliance with FAA standards. There will be future elements to provide review and feedback, specifically the environmental process and capital improvement program process. The recommended motion passed.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning	Review & Recommend	June 9, 2016
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Determine	

Figure ES-1: Existing Airport Layout




COUNTY RD 14 (40TH ST N)
UNION PACIFIC RAIL ROAD
RPZ
SERVICE RD
RPZ
22
254' EXTENSION
CONNECTOR RD
14
CONVERT RWY 14-32 TO TWY
CROSSWIND RWY 4-22 2750' X 75'
PLATTED RESIDENTIAL DEVELOPMENT
PROPOSED
PROPOSED PRIMARY RWY 14-32 3500' X 75'
4
COUNTY RD 15 (MANNING AVE N)
RPZ
NEAL AVE N
32
30TH ST N
RELOCATE 30TH ST N
RPZ
1,100
Feet
N
2013 AERIAL PHOTO
LEGEND:
EXISTING AIRPORT PROPERTY
WETLANDS
PROPOSED RWY/TWY EXTENSIONS
X
PAVEMENT REMOVAL
RUNWAY PROTECTION ZONE

White, Katie

From: Vince Anderson <vjanderson@pressenter.com>
Sent: Tuesday, June 28, 2016 12:15 PM
To: White, Katie
Cc: Owen, Russell; Vennewitz, Amy; Melander, Harry
Subject: TAC Review - Lake Elmo Airport LTCP - comments.
Attachments: Met Council - Lake Elmo Airport.docx

Katie: Would you kindly include the attached word document in your packet in preparation for the upcoming TAC meeting and also include a copy of this email with that document? If I am sending this to the wrong person would you please forward it to the correct address with a copy to me
Please confirm receipt of the file, and your ability to successfully open it.

Thank you

Vince Anderson

H 651-436-5184
C 651-270-9066

TAC Members:

Attached please find my comments to TAC in review of the compliance of the Lake Elmo Airport LTCP with the Metropolitan council THRIVE.

I am a resident of West Lakeland who has submitted lengthy comments to MAC on both versions of the LTCP, pointing out inconsistencies and asking questions. Certain key questions remain open. I do understand that the public many not still meaningfully effect changes to that plan so am submitting points to you, the TAC for your consideration.

I (and others) did attend the TAC Planning meeting on June 9th and at that meeting was advised that indeed we could submit written comments to be considered at the next meeting in the process - the TAC meeting on July 6th, and that we would be allowed to speak as members of the public at that meeting. I do intend to make the meeting and if afforded the opportunity will likely want to speak.

Thank you

Vince Anderson

June 28, 2016

This document covers some of the Met Council THRIVE documents and their applicability to the review of the Lake Elmo Long Term Comprehensive Plan (LTCP) update under current review by the Met Council for compliance with THRIVE. MN 173.146.3.8 as documented in the Met Council Transportation plan – Airport section requires planning for developing trends that MAY impact airport development.

I note Lake Elmo is not a transportation airport. There is no real business use at L.E. In MAC's own words 'Lake Elmo is considered a primarily personal, recreational and flight training facility … ' I ask you to keep this in mind in your review of the plan to expand the airport.

In that same document it states the Met Council is to review community plans and public/private projects for compatibility with regional airports and aviation policies. Significant past and current residential development surrounding the Lake Elmo facility is not compatible with larger aircraft. Apparently such required review has not taken place.

That plan acknowledges that public airports in the counties beyond the seven-county region would provide future capacity for growing areas on the edge of the region. In the case of Lake Elmo that would include New Richmond, WI. While New Richmond is outside of the Met Council and MAC's jurisdiction, its location and facilities should be considered when analyzing potential Lake Elmo expansion.

Lake Elmo is bordered by a major Washington County road which is in the planning stages for upgrading. It has a Union Pacific railroad running through the airport. It also has a major collector street running through the airport property which is also the boundary between Baytown and west Lakeland townships, and has residential development surrounding the airport with no bordering commercial development in place or planned.

As provided in the referenced Met Council plan, FAA recommends that planning for improvements begin when an airport is projected to reach 60% of ASV – Annual Service Volume; when an airport's operations reach about 80% of ASV project programming and implementation should be initiated. Lake Elmo is NOT anywhere near that level of operations.

This Met Council plan again shows the MAC data from 2014 which reflects 229 based aircraft. The Lake Elmo LTCP actually listed count is not that number – it is 203. You should note that none of the listed aircraft are of the 10 passenger capacity that MAC continually references and uses in justification for a longer runway.

As listed in the Met Council airport transportation plan, the Lake Elmo airport is overdue for its LTCP – and the readers should be aware of the previous plan when measuring accomplishments against that plan. MAC has not met the previous plan with no explanation as to why the shortcoming. The expansion now deemed immediate and critical was listed as beyond the 20 year planning period only a relatively few years ago.

It has been said that the new plan provides assurance of the airport's future footprint…' This is by both MAC and Met Council. It is NOT believed by the public based on prior planning efforts and 'assurances.'

To my knowledge there has been no JAZB – Joint Airport Zoning Board ever convened. It is significant to note that MAC land acquisition while completed about 50 (**FIFTY!!!!)** years ago has not ever been zoned as 'airport.' Sitting on property 50 years without definite communicated plans and action is wrong!

The MET Council plan does not list requirements for environmental compatibility but liberally sprinkles the word 'should' leaving too much discretion on the part of airport sponsors. In the case of Lake Elmo that is MAC.

'Airports owned by the MAC can be funded by revenues generated at any of the MAC-owned airports. This cross-funding helps airports adequately support the system by funding the facilities they need to perform their mission. However, in recent years, MAC philosophy has shifted toward a more self-sufficient system for the reliever airports. The MAC also has the authority to issue bonds to support the funding of airport projects.' This is taken from the Met Council plan. LE cannot be self-sufficient. It is not a revenue generating airport. There are no local governmental support moneys either.

In the discussion of funding it is said 'funding sources allow the airports in this mature regional airport system to maintain and, when justified, enhance their facilities to serve their customer's needs.' The key words there are 'WHEN JUSTIFIED' and 'NEEDS.' As would be done in the private sector, there appears to be no real statement of need, nor any differentiation of musts and wants. No evidence exists for pent up demand, or any listing of formal requests for the expansion.

Isn't it wrong to invest in facilities without payback to the community? Isn't it likely the ultimate end of the airport is closing it?

In the Lake Elmo discussion of the transportation plan it is noted that MAC / City of Lake Elmo and MNDOT have been working together. I submit this has not been effective working together with residential development taking place which effectively precludes accommodating the primary runway in its current location. In addition, shouldn't Washington County have been

part of that process? The Lake Elmo City Council has made statements that 'MAC has said' which are in conflict with the plan you are reviewing.

Water quality will undoubtedly be impacted by this expansion. Proximity of the new road to a wetland is an intrusion. You should note there are multiple identified wetlands on airport property. The Met Council water resources plan requires good stewardship. In fact, the water sustainability goal is 'To protect, conserve and utilize the region's groundwater and surface water in ways that protect public health, support economical growth and development, maintain habitat and ecosystem health, and provide for recreational opportunities, all of which are essential to our region's quality of life.'

The Surface Water Management Act among other things calls for action to protect and enhance fish and wildlife habitat and water recreational facilities. The proposed expansion does not protect and certainly does not enhance the wildlife habitat.

I do not think the Lake Elmo Long Term Comprehensive Plan does meet compliance or the intent of the Metropolitan Council Thrive Plans.

The failure to accurately report activity levels including based aircraft as well as flights ought to result in a 'let's see what happens' moment for the council. Sport and hobby flying is decreasing – the number of sport pilots is decreasing - there is NO real business demand for the Lake Elmo expansion. The council ought determine that the LTCP does not meet THRIVE, and should support MAC to do minimal required maintenance, and take another look in a few years.

Vince Anderson

1815 Hillside Ct.

Stillwater MN 55082

H 651-436-5184

C 651-270-9066

(West Lakeland)

ACTION TRANSMITTAL No. 2016-38

DATE:	June 23, 2016
TO:	Technical Advisory Committee
FROM:	TAC Funding and Programming Committee
PREPARED BY:	Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT:	Scope Change Request for City of Brooklyn Center Evergreen School Area Trail and Sidewalk System
REQUESTED ACTION:	The City of Brooklyn Center requests a scope change to its TAP-funded Evergreen School Area Trail and Sidewalk System project (SP # 109-591-001) to remove installation of curb-and-gutter from the project.
RECOMMENDED ACTION:	That the Technical Advisory Committee recommend to TAB approval of the requested scope change with no change to federal funding.

BACKGROUND AND PURPOSE OF ACTION: The City of Brooklyn Center was awarded $275,392 in the 2013 Transportation Alternatives Program (TAP) solicitation to enhance the walking environment near Evergreen Park Elementary School. The improvement will add 3,634 feet worth of sidewalk to 70th Avenue North, Camden Avenue North, and 72nd Avenue North, in the vicinity of the school

The City is requesting that curb-and-gutter, which is to be included along Camden Avenue North and 72nd Avenue North (2,784 cumulative feet) be eliminated from the project.

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 request accompanies this request.

STAFF ANALYSIS: Working with the scorers from the Solicitation, Metropolitan Council staff reviewed the original project and scoring. Scorers reported a total of a two-point score reduction; a negligible change that indicates the project would have been funded had it been originally applied for as shown in this scope change application.

The City reports that the estimated cost for curb-and-gutter at the time of application was $27,500. Staff adjusts this number through the following steps:

- X 80% federal proportion ($22,000)
- X 1.04% for inflation adjustment that was added at selection ($22,880)

- Reducing contingencies, removals, and mobilization by 8.31% (the proportionate cost of curb and gutter), adding the 4% inflation adjustment, and reducing by 20% for local cost ($27,649.55)

Assuming the scope change is approved, a federal reduction of $27,650 would reflect the reduction in work.

COMMITTEE COMMENTS AND ACTION: At its June 16, 2016, meeting, the Funding & Programming Committee unanimously recommended approval of the scope change request. No federal funding reduction was recommended due to the small amount of federal funding at stake.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	6-16-2016
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	

May 13, 2016

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

RE: Scope Change Request
Evergreen School Area Trail and Sidewalk System
SP 109-591-001
City of Brooklyn Center

Dear Mr. Mayasich:

The City of Brooklyn Center received SRTS funding in 2014 for the construction of sidewalk/trail system along Camden Avenue, 72nd Avenue and 70th Avenue, and improved crosswalk at the intersection of Camden/70th Avenues identified in the 2013 Safe Routes to School Planning study for the Evergreen School non-bus area (See Exhibit A). The funding is in the 2015-2018 Transportation Improvement Program for the fiscal year 2017 in the amount of $344,240 ($275,392 Federal Funds). The purpose of this letter is to request a scope change for the project.

Specifically, the scope change is the removal of the curb and gutter from the project. The City believes that the curb and gutter installation would be more appropriately constructed with the concurrent and adjacent street and utility improvement project in this area. The cost of the curb and gutter was estimated at $27,500 in 2014 dollars.

We request the Funding and Programming Committee's support and consideration for this scope change. Should you have any questions or require further information, please do not hesitate to contact me. Thank you.

Sincerely,

Michael Albers, P.E.
Project Engineer

Enclosure

CC: Steve Lillehaug, P.E., P.T.O.E., Director of Public Works/City Engineer
Colleen Brown, MnDOT State Aid

Evergreen Park Elementary
Recommended Improvements Map

Install sidewalks on the south side of 70th Ave (left) and the west side of Camden Ave (upper right) to better serve students approaching from the east side of the school.

The location of this marked crossing on 70th Ave does not facilitate the current crossing behaviors of most students. Consider moving crosswalk to match exisitng crossing patterns or institute an education/enforcement program to shift behavior.

- **A** Move crossing guard and crosswalk to where the students are crossing OR institute an enforcement program to encourage them to cross at this location.
- **B** Consider a walking school bus or a Walking Wednesdays program for this location.
- **C** Install a sidewalk to fill gap on 70th Ave.
- **D** Students coming from east of 252 should be encouraged to use the Evergreen Park parking lot and walk in from there.
- **E** Install sidewalk or paved path.
- **F** Install sidewalk.
- **G** Install sidewalk.
- **H** Install sidewalk or paved path.

Potential Projects for School Travel Routes

Evaluate any improvements in coordination with schools

- **I** Add crosswalk on south leg and consider a bumpout in the parking lane on the southwest corner of the intersection.
- **J** Install crosswalks and consider moving crossing guard to this location to accommodate existing traffic patterns.
- **K** Consider additional crosswalks to focus to student travel. Possible locations include: 72nd Ave and Emerson Ave, 72nd Ave and Fremont Ave, and 72nd Ave and Girard Ave.
- **L** Add crosswalk at the southern crossing of Humboldt to connect existing sidewalks.
- **M** Add a crosswalk to the north leg to connect existing sidewalks.
- **N** Install a crosswalk.
- **O** Add crosswalk on the east leg of the intersection.

alta PLANNING + DESIGN · community design group · Minnesota Department of Transportation

Data obtained from MnDOT

Evergreen School Area Trail and Sidewalk System

Proposed Trail/Sidewalk Locations

Public Works - Engineering

May 17, 2016

0 100 200 400 Feet

Federal Transportation Alternatives Program (TAP) Application

INSTRUCTIONS: Complete and return completed application by uploading it to the Metropolitan Council's FTP site. Please go to the solicitation page on the Metropolitan Council's web site for instructions. For questions contact Heidi Schallberg at Heidi.Schallberg@metc.state.mn.us. **Applications must be <u>received</u> by 4:00 PM at the Metropolitan Council FTP site on January 31, 2014.**	Office Use Only

I. GENERAL INFORMATION

1. APPLICANT: City of Brooklyn Center

2. JURISDICTIONAL AGENCY (IF DIFFERENT): same

3. MAILING ADDRESS: 6301 Shingle Creek Parkway

CITY: Brooklyn Center	STATE: MN	ZIP CODE: 55430	4. COUNTY: Hennepin
5. CONTACT PERSON: Steven Lillehaug	TITLE: City Engineer		PHONE NO. (763)569.3340

CONTACT E-MAIL ADDRESS: slillehaug@ci.brooklyn-center.mn.us

II. PROJECT INFORMATION

6. PROJECT NAME: Evergreen School Area Trail and Sidewalk System

7 .BRIEF PROJECT DESCRIPTION for database (Include location, road name, type of improvement, school(s) for SRTS projects, etc. A more complete description must be submitted later in the application):

Construction of Sidewalk/Trail system along Camden Avenue, 72nd Avenue and 70th Avenue, and improved crosswalk at the intersection of Camden/70th Avenues identified in the 2013 Safe Routes to School Planning study for the Evergreen School non-bus area.

8. TAP PROJECT CATEGORY – Check only one project category in which you wish your project to be considered. See page 9 for details.

☐ Bicycle/Pedestrian ☒ Safe Routes to School Infrastructure ☐ Environmental ☐ Historic/Archaeological

☐ Streetscape

9. PROJECT LENGTH (in miles) 0.69 miles

III. PROJECT FUNDING

10. Are you applying for funds from another source(s) to implement this project? Yes☐ No☒

If yes, please identify the source(s):na

11. FEDERAL AMOUNT: $264,800	14. SOURCE OF MATCH FUNDS:City of Brooklyn Center Capital Improvements Fund
12. MATCH AMOUNT: $66,200	15. MATCH % OF PROJECT TOTAL: 20% (Minimum of 20%)
13. PROJECT TOTAL: $331,000	16. PROGRAM YEAR: ☒ 2017 ONLY

PROJECT INFORMATION FORM

(To be used to assign State Project Number after project is selected)

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A. **Do not send this form to the State Aid Office. For project solicitation package only.**

COUNTY, CITY, OR LEAD AGENCY City of Brooklyn Center

FUNCTIONAL CLASS OF ROAD Collector and Local

ROAD SYSTEM MSAS and City Street (TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

NAME OF ROAD Camden Ave., 72nd Ave., and 70th Ave. (Example; 1st ST., MAIN AVE)

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED
55430

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR) May 2017

APPROXIMATE END CONSTRUCTION DATE (MO/YR) October 2017

LOCATION: From: 70th Ave. To: 73rd Ave (Camden Ave.)

From: 270-ft west of Camden Ave. To: TH 252 (70th Ave.)

From: Bryant Ave. To: Camden Ave. (72nd Ave.)

TYPE OF WORK: New sidewalks/trails, sidewalk gap closures, curbs & gutters, pedestrian curb ramps, improved crosswalks

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER,STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

BRIDGE/CULVERT PROJECTS

OLD BRIDGE /CULVERT NO. n/a
NEW BRIDGE/CULVERT NO. n/a
STRUCTURE IS OVER n/a

Project Elements and Estimate of Construction Costs

Fill out the scoping sheet below and provide the cost estimate for each element. You may add additional eligible costs (construction costs) that are not accounted for in the blank spaces at the bottom of the table. Applicants may instead use the more exhaustive checklist of the MnDOT scoping sheet in lieu of this checklist. The total cost should match the total cost reported for the project on the first page of this application. Please use 2013 cost estimates; the TAB may apply an inflation factor to awarded projects.

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES		
Check all that apply	**ITEM**	**COST**
☒	**Mobilization (approx. 5% of total cost)**	**$12,700**
☒	**Removals (approx. 5% of total cost)**	**$12,700**
☐	**Roadway (grading, borrow, etc.)**	**$**
☐	**Roadway (aggregates and paving)**	**$**
☐	**Subgrade Correction (muck)**	**$**
☐	**Storm Sewer**	**$**
☐	**Ponds**	**$**
☐	**Concrete Items (curb & gutter, sidewalks, median barriers)**	**$**
☒	**Pedestrian Curb Ramps (ADA)**	**$4,500**
☒	**Path/Trail Construction**	**$220,000**
☒	**Traffic Control**	**$8,000**
☒	**Striping**	**$5,000**
☒	**Signing**	**$1,500**
☐	**Lighting**	**$**
☒	**Turf - Erosion & Landscaping**	**$23,000**
☐	**Bridge**	**$**
☐	**Retaining Walls**	**$**
☐	**Noise Wall**	**$**
☐	**Traffic Signals**	**$**
☐	**Wetland Mitigation**	**$**
☐	**Other Natural and Cultural Resource Protection**	**$**
☐	**RR Crossing**	**$**
☐		**$**
☐		**$**
☐		**$**
☐		**$**
☐		**$**
☐		**$**
☒	**Contingencies**	**$43,600**
	TOTAL CONSTRUCTION COST	**$331,000**

A. TRANSPORTATION ALTERNATIVES PROJECTS – PROJECT DESCRIPTION

Please provide the following general information about your proposed project.

Describe the opportunity that the proposed project is taking advantage of or the nature of the problem that it aims to address.

The Evergreen Elementary School is located in a residential neighborhood area. The main roads around the east side of the school property (Camden, 70th and 72nd Avenues) exist without sidewalks and/or exist with missing connecting segments. The intersection of Camden and 70th Avenues exists without an improved crosswalk. These issues have caused a perceived risk and unsafe conditions for students, parents and staff that might regularly walk or bike to school

During the 2012-2013 school year, Evergreen School was selected to participate in the Hennepin County's Safe Routes to School Program and the City's Safe Routes to School Planning Study. The ultimate goal of these two elements was/is to increase walking and biking to school and promote healthier living lifestyles. Under these efforts, a Parent Survey, meetings, a walk/school area assessment, walk to school event and school walk route maps were completed. Attached is a two page summary of the results of the walk/school area audit that identifies multiple missing sidewalk segments and identified crossing issues.

The proposed system improvements included in this project take aim at completing these missing segments and sidewalk gap closures, which are missing in such a key and significant area surrounding an elementary school. The proposed sidewalk/trails and crossing improvements will include a separated pathway for pedestrians with boulevards and concrete curb to create a safety buffer between the pedestrian and auto traffic. An identified pedestrian crossing issue of 70th Avenue will also be addressed by providing a designated and well delineated crosswalk. 70th Avenue is a significant feeder to TH 252, with higher levels of traffic and speeds immediately adjacent to the School area.

The proposed pedestrian system improvements will be coordinated with the neighborhood infrastructure (utilities and streets) reconstruction and rehabilitation project that is planned in 2017. The coordination of these two projects creates a unique opportunity to implement pedestrian system improvements that will provide significant benefit to this area, which otherwise might not occur.

Provide a description (no more than one page) of the project. **Include information about how the project is related to surface transportation.** To comply with Federal guidelines for eligibility there are two basic considerations:

- Is the proposed action one of the listed activities in the TAP definition in MAP-21?
- How does the proposed action relate to surface transportation?

The applicant must provide a clear statement describing this linkage. Failure to provide this information will result in the application being disqualified. More information about the relationship to surface transportation is provided in the solicitation instructions.

The proposed Brooklyn Center pedestrian system improvements are standard Safe Routes to School program improvements. These fundamental improvements include: new sidewalk/trail, pedestrian crossing improvements and ADA compliance elements. All proposed improvements

will meet all federal, state and local goals, guidelines and design requirements. All proposed improvements are anticipated to fall with existing City right-of-way. The goals of this project are to improve safety within the immediate walk area of the school, promote a healthier living lifestyle and to encourage and promote transportation modal shift from auto to walking/biking.

B. TRANSPORTATION ALTERNATIVES PROJECTS - QUALIFYING CRITERIA

The applicant must show that the project meets each of the following qualifying criteria to qualify for scoring under the prioritizing criteria. Answer each criterion in a numbered sequence. **Failure to respond to any of the qualifying criteria will result in a recommendation to disqualify your project.**

1. **Qualifying Activities.** The applicant must show that the proposed project falls under at least one of the following list of qualifying activities and must state the specific category(ies) the project qualifies under. The list of qualifying TAP activities provided in 23 U.S.C. 101(a)(29) of MAP-21 is intended to be exclusive, not illustrative. That is, **only** those activities listed therein are eligible as TAP activities.
   a. Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
   b. Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
   c. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
   d. Construction of turnouts, overlooks, and viewing areas.
   e. Community improvement activities, including—
      i. inventory, control, or removal of outdoor advertising;
      ii. historic preservation and rehabilitation of historic transportation facilities;
      iii. vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
      iv. archaeological activities relating to impacts from implementation of a transportation project eligible under this title.
   f. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to—
      i. address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133 (b)(11), 328 (a), and 329; or
      ii. reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
   2. The recreational trails program under section 206 of title 23. *[NOTE: This program is administered through a separate process for the State of Minnesota and is ineligible for funding in this solicitation.]*
   3. The safe routes to school program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU:
      i. Infrastructure-related projects.

ii. Noninfrastructure-related activities. *[NOTE: This activity is currently administered through a separate funding program for the State of Minnesota and is ineligible for funding in this solicitation.]*

iii. Safe Routes to School coordinator. *[NOTE: This activity is currently administered through a separate funding program for the State of Minnesota and is ineligible for funding in this solicitation.]*

4.. Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

One or more of these activities must constitute at least 70% of the project cost. Ancillary activities such as paving a parking lot, constructing buildings or providing restrooms must constitute no more than 30% of the total project cost. Applicants whose project is part of a larger transportation project must provide a construction cost summary demonstrating that at least 70% of the project is eligible for TAP funds.

Identify the number of the eligible activity under which your project should qualify.

RESPONSE: 3 – Safe Routes to School

2. The funded activities must be accessible to the general public or targeted to a broad segment of the general public and must be ADA-compliant.

   RESPONSE: ☒ ***Check the box to affirm project applicant understanding and acceptance of this requirement.***

3. The project must be included in, be part of, or address a transportation problem or need identified in one of the following:

   a) an approved local or county comprehensive plan found to be consistent with Metropolitan Council plans;
   b) an approved statewide or regional plan;
   c) a locally approved capital improvement program;
   d) an officially adopted corridor study (trunk highway studies must be approved by MnDOT and Metropolitan Council); or
   e) an official plan or program of the applicant agency (which could include a Safe Routes to School plan).

   It also must not conflict with the goals and policies in these adopted regional plans; the 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Framework (amended 2006), and the 2030 Regional Parks Policy Plan (amended 2013). The applicant must reference the appropriate comprehensive plan, CIP, approved corridor study document, or other plan or program and provide copies of the applicable pages.
   RESPONSE: The system improvements are included in the City's 2017 Capital Improvement Program, in the City's 2013 Pedestrian and Bicycle Plan and included in the City's 2013 Safe Routes to School Planning study (see attached documents).

4. Typically a transportation project involves mitigation, work in addition to immediate construction activities that is negotiated with permitting agencies and local governments as a condition of obtaining permit approval. Activities that are normally part of the mitigation of a transportation project are not eligible, such as required stormwater mitigation or basic bicycle and pedestrian accommodation on bridges to be constructed or reconstructed.

NOT ELIGIBLE – Work that is required as a condition of obtaining a permit or concurrence for a different transportation project is **not eligible** for enhancement funding. For example, a city may require a highway expansion project to include streetscape enhancements in order to gain municipal consent. Federal permitting and authorizing agencies may include the U.S. Forest Service, U. S. Corps of Engineers, and others. State permitting agencies may include the Minnesota Department of Natural Resources, the Minnesota Pollution Control Agency, and the Minnesota State Historic Preservation Office. Regional agencies may include watershed districts and metropolitan planning organizations. Local agencies may include counties and cities.

RESPONSE (Check the appropriate box):

☐ **Yes, this project involves work that is part of the mitigation of a transportation project. If yes, STOP. Your project will not be eligible under the federal rules for TAP.**

☒ **No, this project does <u>not</u> involve work that is part of the mitigation of a transportation project.**

5. The applicant must assure it will operate and maintain the property and facility of the project for the useful life of the improvement, and not change the use of any right-of-way acquired without prior approval from the Minnesota Department of Transportation and the Federal Highway Administration.

The FHWA requires that states agree to operate and maintain facilities constructed with federal transportation funds for the useful life of the improvement, and not change the use of any right-of-way acquired without prior approval from the FHWA. TAB has determined that this requirement will be applied to the project applicant. FHWA considers most physical constructions and total reconstructions to have a useful design life of 10 years or more, depending on the nature of the project. Bridge constructions and total reconstructions are considered to have useful lives of 50 years. The useful life of the project will be defined in the inter-agency maintenance agreement that must be prepared and signed prior to the project letting.

RESPONSE: ☒ ***Check the box to affirm project applicant understanding and acceptance of this requirement.***

6. Projects must have an assured **local (non-federal funds) match of at least 20%** of the estimated total cost of the proposed project. At the time of application, the applicant must assure the local match will be available when the project is authorized in the requested program year. If the applicant expects any other agency to provide part of the local match, the applicant must include a letter or resolution from the other agency agreeing to financially participate. TAB will not award additional points for providing a match in excess of 20%.

The local match can be provided in the form of cash up front “hard dollars” or a “soft match.” A “soft match” may include donated labor or construction materials if adequate documentation of its equivalent dollar value and availability can be provided. Donated labor must have expertise and experience in the type of labor required for the project and valued at rates consistent with rates ordinarily paid for similar work. Some type of time sheet must support donated labor. Donated materials, e.g., railroad ties, asphalt pavement, or wiring necessary to run a street car, must meet all standards and specifications. Caution in using a “soft match” should be taken to ensure the donated materials or labor during actual construction does not fall below the 20% non-federal match required to be able to receive 100% of the federal funds. Applicants wishing to use a soft match should first contact the Minnesota office of the Federal Highway Administration for more information.

RESPONSE: The City of Brooklyn Center expects to provide a 20% match of hard dollars. This project is currently included in the 2017 Capital Improvements plan and is expected to be funded out of the Capital Improvements Fund (see attached 2017 CIP).

7. Proposed designs for bikeways and for combined bike/pedestrian facilities must meet MnDOT State Aid standards. Exceptions to the State Aid standards may be granted during final design if warranted based on social, economic or environmental alternatives**, not** through this solicitation process. Failure to meet the standards or justify exemptions will result in the loss of federal funds.

RESPONSE: ☒ ***Check the box to affirm project applicant understanding and acceptance of this requirement.***

8. Projects must be coordinated with all affected communities and other levels and units of government. Coordination is defined as written communication from the applicant to all affected communities informing them of the project. The applicant must provide a copy of the written communication as proof of coordination.

RESPONSE: ☒ ***Check the box to affirm project applicant understanding and acceptance of this requirement.***

9. SRTS Projects Only: Safe Routes to School applicants must include a letter from MnDOT Safe Routes to School program staff in support of the project. For more information about meeting this requirement, please contact one of the following MnDOT SRTS program staff members:

Lisa Austin
Lisa.Austin@state.mn.us
651-366-4193

Nicole Campbell
Nicole.M.Campbell@state.mn.us
651-366-4180

Mao Yang
Mao.Yang@state.mn.us
651-366-3827

Safe Routes to School Infrastructure (Qualifying Activity 3a)

1. **Urgency/Significance (200 points).** Discuss how the project proposes or addresses each of the following:
   a. Takes advantage of a time-sensitive opportunity, e.g., a willing landowner, cost savings, affiliation with another project, competing development opportunities.

RESPONSE: A unique and time-sensitive opportunity exists pertaining to creating this new sidewalk/trail system and crosswalk. The neighborhood infrastructure on Camden, 70th and 72nd Avenues (e.g. underground utilities and roadway) is currently planned to be reconstructed and rehabilitated in 2017. Programming these two projects together provides an "economy of scale" project. Without this joint project opportunity, it would be cost prohibitive for the City to pursue the sidewalk/trail and crosswalk project independently.

   b. Addresses a significant opportunity, unmet need or problem as relates to the development of an integrated bicycle or pedestrian transportation network or providing a safe bicycle or pedestrian route in support of students traveling to and from schools that serve grades between K-8.

RESPONSE: The 2013 Safe Routes to School Planning study identified and recommended the proposed sidewalk/trail and crosswalk system improvements based on a field audit and evaluation of the Evergreen School walking area. These improvements will address a longstanding need in providing a safe bicycle and pedestrian route for students traveling to and from the Evergreen School.

2. **Impact (300 points).** Discuss how the project addresses each element below.

   a. Fills gaps, overcomes barriers, connects system segments and/or otherwise seizes on a significant opportunity in pedestrian/bicycle network. **The applicant should provide a map showing the location of the project within the context of an existing and planned bicycle or pedestrian network serving a school with grades between K-8.** If the project is removing a barrier, the applicant should demonstrate the magnitude of the barrier (number of lanes, average daily traffic, posted speed, etc.) and how the proposed project will improve travel across that barrier.

RESPONSE: An Evergreen Park Elementary exhibit has been attached. This exhibit demonstrates missing sidewalk/trail systems that are currently nonexistent between the school and adjacent neighborhoods. The benefits of these improvements are as follows:

- Sidewalks/trails will be vital links to provide a safe means to walk/bike from neighborhood connecting streets up to the school property and entrance.
- It will keep children out of the road during winter months when snow is a barrier
- The 70th/Camden Avenues improved crosswalk will provide a defined crossing area for the many students traveling to/from the school from the high density apartment complexes along the south side of 70th Avenue.

   b. Public involvement process used to include partners and stakeholders (e.g. schools, parents, law enforcement, road authorities, other impacted community members) and build consensus during project development. Describe the process used and the partners involved.

RESPONSE: Significant involvement of all entities and partners during the 2013 SRTS planning grant in the identification and recommendation of these system needs included multiple field audits, surveys and meetings with the Evergreen school and district staff, parents and students, City of Brooklyn Center police department staff, City of Brooklyn Center Public Works and Engineering staff, Parks and Recreation Commissioners and City Councilmembers.

c. Addresses safety concerns. The applicant should describe how the project addresses an identified safety problem.

RESPONSE: The system improvements provide a means for students and parents to separate from the roadway vehicle traffic throughout the year, including winter (City of Brooklyn Center plows all City sidewalks). Additionally, a designated crossing will be provided across 70th Avenue which is a collector roadway with elevated traffic levels and speeds.

3. **Relationship between SRTS Program Elements (100 points)**. Projects will score higher if they consider the 5 Es of the Safe Routes to School program structure (education, enforcement, encouragement, engineering, evaluation).
   a. Describe how the 5 Es of SRTS programs were considered or are incorporated.

RESPONSE: The 5 Es under our SRTS program are continually being addressed and actions implemented under our Evergreen SRTS program. Educational, encouragement and evaluation efforts are ongoing and include/included a walk/bike to school event at the start of the school year in 2013. Walk-area maps/flyers (non-bus) are being produced and will be distributed throughout the school year that include educational and encouragement information. The City Police and Engineering/Public Works departments have been and will continue to be highly involved with all elements pertaining to creating and promoting a safer transportation alternative to school which also promotes healthier living. The City Engineering and Public Works department have also implemented other minor improvements to the roadway infrastructure in and around this school area to ensure a safe corridor. (See Brooklyn Center's Safe Routes to School Planning Study and exhibits)

4. **Relationship to Intermodal/Multimodal Transportation System (100 points)**. Discuss how the project will function as a component and/or enhancement of the transportation system:
   a. How will the bicycle or pedestrian facility benefit the users of the transportation system for the affected school(s)?

RESPONSE: The project provides missing sidewalks/trails and crossings where pedestrians currently walk and bike on the roadway and cross haphazardly along 70th Avenue. The project will also provide a safe means for pedestrians to walk/bike to school, currently which does not exist.

b. How will the project benefit multiple modes of transportation?

RESPONSE: Creating this new system will help shift modes from vehicles to walkers/bikers due to many avoiding the safety issues with the corridors and simply driving their children to the school and dropping them off at the front door.

c. How does the facility serve trips that could otherwise be made by motor vehicles?

RESPONSE: The new system and facilities provides an alternate means of safe travel in a corridor that currently consists of autos and pedestrians sharing the roadway.

5. **Safe Routes to School Program Framework (100 points)**

   Briefly describe how the project meets the purposes of the Safe Routes to School program of:
   a. enabling and encourage all children to walk and bicycle to school;
   b. making bicycling and walking to school a safer and appealing transportation alternative; and
   c. facilitating the planning, developing, and implementation of projects and activates that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

   RESPONSE: The system improvements included in the project are the primary elements identified in the 2013 SRTS planning study. Without these infrastructure improvements, a “safe route” is simply non-existent. This project is imperative in creating a safe route that can be further promoted for safe use, switching of transportation modes, and healthy transportation options.

6. **Maturity of Project Concept (200 points)**
   Projects selected through this solicitation will be programmed for construction in 2017. The region must manage the federal funds in each year of the TIP. Projects are expected to be authorized in their program year in accordance with TAB’s Regional Program Year Policy. Proposed projects that have already completed some of the work are more likely to be ready for funding authorization in the program year.

   Applications involving construction must complete the Project Implementation Schedule. A detailed schedule of events is expected for all phases of the project. Points under this criterion are assigned based on how many steps have been taken toward implementation of the project. These steps reflect a federally-funded project development path.

   (See Attached Schedule)

TOTAL: 1,000 POINTS

Project Implementation Schedule (REQUIRED for ALL applications)

Please check those that apply and fill in anticipated completion dates

1) Project Scope

☒ Stakeholders have been identified
☐ Meetings or contacts with Stakeholders have occurred

2) Layout or Preliminary Plan

☒ Layout or Preliminary Plan started
☐ Layout or Preliminary Plan completed
Anticipated date or date of completion: June 2015

3) Environmental Documentation

☐ EIS ☐ EA ☐ PM
Document Status
- ☒ Document not started
- ☐ Document in progress; environmental impacts identified
- ☐ Document submitted to State Aid for review (date submitted: _____)
- ☐ Document approved (include copy of signed cover sheet)

Anticipated date or date of completion/approval: November 2016

4) Right-of-Way

☒ No right-of-way or easements required
☐ Right-of-way or easements required, parcels not identified
☐ Right-of-way or easements required, parcels identified
☐ Right-of-way or easements required, appraisals made
☐ Right-of-way or easements required, offers made
☐ Right-of-way or easements has/have been acquired
Anticipated date or date of acquisition n/a

5) Railroad Involvement

☒ No railroad involvement on project
☐ Railroad Right-of-Way Agreement required; negotiations not begun
☐ Railroad Right-of-Way Agreement required; negotiations have begun
☐ Railroad Right-of-Way Agreement required; Agreement has been initiated
☐ Railroad Right-of-Way Agreement is executed (include signature page)
Anticipated date or date of executed Agreement n/a

6) Construction Documents/Plan

☒ Construction plans have not been started
☐ Construction plans in progress; at least 30% completion
☐ Construction plans submitted to State Aid for review
☐ Construction plans completed/approved (include signed title sheet)
Anticipated date or date of completion: October 2017

7) Letting

Anticipated Letting Date: May 2017

Evergreen Park Elementary
Recommended Improvements Map

Install sidewalks on the south side of 70th Ave (left) and the west side of Camden Ave (upper right) to better serve students approaching from the east side of the school.

The location of this marked crossing on 70th Ave does not facilitate the current crossing behaviors of most students. Consider moving crosswalk to match exisitng crossing patterns or institute an education/enforcement program to shift behavior.

- **A** Move crossing guard and crosswalk to where the students are crossing OR institute an enforcement program to encourage them to cross at this location.
- **B** Consider a walking school bus or a Walking Wednesdays program for this location.
- **C** Install a sidewalk to fill gap on 70th Ave.
- **D** Students coming from east of 252 should be encouraged to use the Evergreen Park parking lot and walk in from there.
- **E** Install sidewalk or paved path.
- **F** Install sidewalk.
- **G** Install sidewalk.
- **H** Install sidewalk or paved path.

Potential Projects for School Travel Routes

Evaluate any improvements in coordination with schools

- **I** Add crosswalk on south leg and consider a bumpout in the parking lane on the southwest corner of the intersection.
- **J** Install crosswalks and consider moving crossing guard to this location to accommodate existing traffic patterns.
- **K** Consider additional crosswalks to focus to student travel. Possible locations include: 72nd Ave and Emerson Ave, 72nd Ave and Fremont Ave, and 72nd Ave and Girard Ave.
- **L** Add crosswalk at the southern crossing of Humboldt to connect existing sidewalks.
- **M** Add a crosswalk to the north leg to connect existing sidewalks.
- **N** Install a crosswalk.
- **O** Add crosswalk on the east leg of the intersection.

alta PLANNING + DESIGN

community design group

MINNESOTA DEPARTMENT OF TRANSPORTATION

Data obtained from MnDOT

BROOKLYN CENTER SAFE ROUTES TO SCHOOL PLANNING ASSISTANCE

SUMMARY MEMORANDUM

JUNE 2013

Prepared for the:

City of Brooklyn Center - Department of Public Works & Engineering

alta PLANNING + DESIGN

community design group

MINNESOTA DEPARTMENT OF TRANSPORTATION

ABOUT THIS DOCUMENT

This document provides an overview of the recommendations and materials developed for the City of Brooklyn Center as part of the MnDOT Safe Routes to School (SRTS) Planning Assistance Project. This SRTS planning process in Brooklyn Center is led by the City Engineer/Public Works in an effort to establish a consistent and comprehensive approach for all schools in the community. The planning process was focused on identifying key infrastructure issues in the City right- of-way for the following Brooklyn Center schools:

- Brooklyn Center High School,
- Earle Brown Elementary,
- Evergreen Elementary,
- Fair Oaks Elementary,
- Garden City Elementary,
- Northport Elementary,
- Odyssey Academy,
- Palmer Lake Elementary, and
- St. Alphonsus Elementary School.

Students crossing at a marked crosswalk on of school parent entrance on 59th at Earle Brown Elementary.

The first section of this memorandum provides a summary overview of the process used to develop site recommendations. Specific recommendations for each school are described and illustrated in the following attachments:

- Recommended Improvements Project List
- Recommended Improvement Map
- School Signing Plan

Attachments are organized by school site. During the process of working with school stakeholders the project team identified key actions that the city can take to build on infrastructure recommendations. The second section of the memorandum provides a summary of recommended programs and actions to support Safe Routes in Brooklyn Center.

A crossing guard on 69th Ave N assists two student walkers during dismissal at Evergreen Elementary.

INFRASTRUCTURE ASSESSMENT PROCESS

Engineering measures for SRTS include the design, construction and maintenance of physical infrastructure that can improve the safety and comfort of students that are walking and walking to school. This infrastructure includes signage, stenciling, traffic control devices such as stop signs, bulb-outs, sidewalks, paths, bike lanes, and trails. Effective traffic control can best be obtained through the uniform application of realistic policies, practices, and guidelines developed through properly conducted engineering studies. A final decision to use a particular device at a particular location should be made on the basis of an engineering and/or traffic survey. Of equal importance is the maintenance and monitoring of traffic control devices. Devices should be properly maintained to ensure legibility, visibility, and functionality. The assessment performed as part of this project focused on identifying key barriers to student travel as well as opportunities to alert motorists entering in the school zone.

SITE INFRASTRUCTURE RECOMMENDATIONS

Infrastructure improvement recommendations were developed through a multi-step process. To begin the planning process, City Staff worked to build a SRTS team that included partners such as Hennepin County Human Services and Public Health Department, school site administrators and other stakeholders with an interest in student health and safety. The SRTS team provided the project consultants with information about existing conditions and context at each of the 9 school campuses.

The first formal step in the site assessment process was to conduct a field audit of each of the school sites and their surrounding areas. Audits were conducted in mid-late autumn of 2012, and involved the participation of school staff and other SRTS partners and stakeholders from the Brooklyn Center community. Field audits consisted of observing, documenting and evaluating the existing infrastructure conditions for walking and bicycling in and around school sites.

Observations were made by the consulting team, with the support of stakeholder knowledge regarding existing conditions in and around school sites. Additionally, dismissal and/or arrival times for each school were observed in order to identify areas of conflict or potential conflict. The Safe Routes to School partners also shared the results walking audits completed prior to this project and the written records of these audits were reviewed in combination with field work.

Data collected during field audits was processed into a series of narratives, photo maps, and site maps of existing conditions. These materials were made available to stakeholders via the MnDOT SRTS Basecamp web page and the project Google site.

Based on data collected during the field visits and discussions with City and school staff, draft recommendations to improve travel for students were developed, mapped and submitted to the City of Brooklyn Center. Recommendations were based on best practices for improving conditions for walking and bicycling for students.

These recommendations were then updated based on comments received from city staff after meetings with schools. The draft maps and project narratives were then further developed into final products. Draft and final recommendations were made based on current best practices and the professional judgment and experience of the consulting team.

Student crossing patrols help pedestrians cross near Earle Brown Elementary during dismissal.

Members of the consulting team, school staff, and SRTS stakeholders from Northport Elementary discuss a pedestrian crossing on 53rd Ave N near the school.

It should be noted, that no formal engineering studies were conducted as part of the assessment. Thus additional design review and requisite engineering judgment should be exercised in determining final design solutions. The MNMUTCD (7C.2), encourages the use of crosswalks and signing on school routes in areas where there are likely to be conflicts and/or the need to delineate student travel paths. Specific SRTS projects should reviewed in coordination with schools to determine where it is appropriate to enhance traffic controls.

SCHOOL SIGNING PLANS

In addition to recommendations for on street infrastructure improvements, a series of signage plans were developed for each of the schools participating in the project.

Prior to developing the signing plans, careful review of the Minnesota Manual on Uniform Traffic Control Devices (MnMUTCD) school signing policies was conducted. Field audits were then held to determine the existing placement of school zone signs, school crossing assemblies, and school speed zone signs at all nine of the participating schools. Data from the site audits was then the processed into a GIS map format.

Based on data collected during field audits and MnMUTCD standards, draft signage plans indicating all locations around the school sites that were eligible for school zone signs and crossing assemblies were developed. Following the initial drafts, the signing plans were refined based on technical expertise and planning judgment to include the signs which made the most sense based on existing traffic patterns and known student walk / bike routes.

In addition to the recommendation of school zone signs, school crossing assemblies, and school advance crossing assemblies, school speed zones were considered. However, a further, in-depth evaluation is necessary in order to recommend and successfully implement the creation of new school speed zones. Evaluation would need to consider the following issues for each instance where a school zone is desired:

- Current traffic patterns and projections
- Appropriate hours of speed zone operation
- Pedestrian volumes
- Enforceability

While no new speed zones were specifically recommended as part of this project, suggestions for locations where further studies for speed zone designations are included in the Recommended Project List and corresponding map. Instances where these studies were recommended were based on professional judgment and the review of existing speed zones in Brooklyn Center.

An existing advance school crossing assembly on Unity Ave near Fair Oaks Elementary.

A signage plan developed for Garden City Elementary.

BUILDING A 5 E'S PROGRAM IN BROOKLYN CENTER

A 5 E's program (Education, Encouragement, Engineering, Enforcement, and Evaluation) is an important component of any successful SRTS program. Infrastructure investments based on sound **engineering** are more likely to lead to notable changes when combined with programs for **education**, **encouragement**, **enforcement**, and **evaluation**.

A program that is based on and responds to all 5 E's leads to more successful outcomes by ensuring a comprehensive approach and by involving all potential stakeholders in the community. Investments in infrastructure improvements will lead to greater gains when combined with encouragement and education initiatives, and supported with effective enforcement of traffic laws. Evaluation helps to refine and improve programs based on success rates so that future implementations can be more successful.

The City of Brooklyn's Center's role in a 5 E's program will vary based on capacity and opportunities to establish partnerships for program implementation. SRTS programmatic work in Brooklyn Center has been ongoing for the past two years through the work of Hennepin County Human Services and Public Health Department funded through the Statewide Health Improvement Program (SHIP). The City can work to build on past and ongoing efforts.
The following section describes key potential programs where the City of Brooklyn Center can lead the effort or partner with schools and public health to support SRTS.

EDUCATION AND ENCOURAGEMENT RECOMMENDATIONS

School Safety Campaign

Primary Outcomes	Improved driving safety behavior; improved walking and biking safety behavior; youth empowerment
Recommended Timeframe	Annual or semi-annual; when habits, traffic patterns, or seasons change: upon returning to school in the fall, when the weather gets warmer, when daylight saving time ends
Sample Program	San Jose (CA) Street Smarts Program: http://www.getstreetsmarts.org/ MnDOT Share the Road (broad community focus) http://www.dot.state.mn.us/sharetheroad/

A safety campaign is an effective way to build awareness around students walking and biking to school and to encourage safe driving behavior among older students, parents, neighbors, and passersby. The City can launch this type of campaign to address specific behaviors or hazards in school zones in Brooklyn Center, such as speeding, children crossing streets unexpectedly, and parent drop-off and pick-up behavior.

A school traffic safety campaign can use media to remind drivers to slow down and use caution in school zones.

The campaign should use media—such as street banners, yard signs, billboards, and business window stickers—to remind drivers to slow down and use caution in school zones. Community advertising can be purchased to reach a larger audience, and printed materials can also be distributed at school or community events. Student behavior can also be addressed through on-campus posters, educational assemblies, and other collateral or activities.

Likely partners include the Police Department, local businesses (such as printers or advertising firms), and PTAs, who may be able to contribute funding to such an effort. Students at Brooklyn Center High School have expressed interest in creating a safer environment for cycling and walking. The City could partner with students to develop messages that will resonate with their peers. The most significant costs for a school safety campaign are those needed for printed materials, collateral, and any advertising, though these items can be covered through many grants. Engaging students in the production of materials can reduce costs and empower students, giving them a sense of ownership over the program, but will require supervision and coordination within the individual schools.

Safe Routes to School Maps

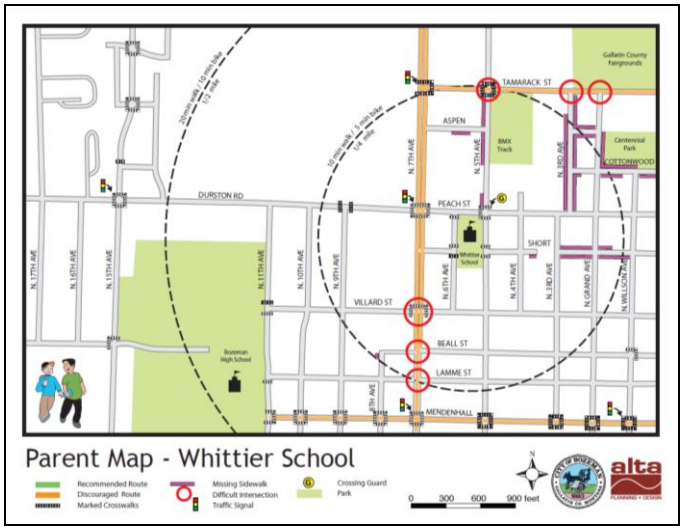
Primary Outcomes	Improved walking and biking safety behavior; increase walking and biking
Recommended Timeframe	Annual; when families are adjusting to new habits: back-to-school time in the fall, following long breaks, as the weather gets warmer; revise and redistribute annually, if possible
Sample Maps	Bozeman (MT) Safe Routes to School Maps: http://www.bozeman.k12.mt.us/schools/safe_routes/

City staff has already worked with a consultant to begin the process of the understanding school routing challenges and opportunities regarding existing infrastructure. These engineering based maps can be the starting point for developing family friendly maps for walking and bicycling to school.

Walk and Bike to School Maps or Suggested Route to School maps help families choose the best route for walking or biking to school. The City can produce maps that show stop signs, signals, crosswalks, sidewalks, bikeways, paths/trails, school entrances, bike parking, and/or crossing guard locations around each school. The City may also choose to show transit routes and stops, school enrollment areas, pick-up/drop-off zones, and important destinations, such as community centers and parks.

The less objective elements to consider include recommended routes to reach school, good walking/biking routes in general, and hazardous locations. During the planning process, City staff offered to work with schools to use their knowledge along with the engineering based school routing maps to determine how to include these elements and determine appropriate routes. During the process of determining routes, it is also a good idea to engage parents in the map making and review, as they will know their school and neighborhood better than anyone.

The City should decide in advance whether the maps will be distributed electronically or in paper form, as this can inform how the map is produced. Consider the graphic quality of the maps to make sure that they are easy to use and engaging for students and parents. Be sure to check with the district regarding any liability concerns or disclaimer language required, and resolve any issues before printing or publishing.



Walk and Bike to School Maps show the safest streets and crossings for getting to school.

Safe Routes to School Maps can support other programs such as a walking school bus or other event. Image courtesy of The Geraldine R. Dodge Foundation

Pedestrian Safety Education in the Classroom

Primary Outcomes	Improved walking safety behavior; youth empowerment
Recommended Timeframe	Annually as a curriculum unit for a particular grade, with review in higher grades
Sample Program	NHTSA Curriculum: http://www.saferoutesinfo.org/program-tools/NHTSA-pedestrian-curriculum

Pedestrian safety education aims to ensure that every child understands basic traffic laws and safety rules. It teaches students basic traffic safety, sign identification, and decision-making tools.

We recommended that the City work with the school district and elementary schools to begin pedestrian safety education in first or second grade, with review for older students. Middle or high school students can also be recruited to assist with in-classroom instruction for first- and second-graders. Likely instructors include law enforcement officers, teachers, or parent volunteers.

The most comprehensive curricula include three parts: in-class lessons, mock street scenarios, and on-street practice. Various existing curricula are available online from a number of sources at no cost, or the City may choose to develop their own curriculum. Many of the curricula available include scripts that are helpful for new instructors who may be unfamiliar with how to present the material.

Also consider making pedestrian safety part of any transportation safety week activities. Add basic pedestrian skills to the curriculum when teaching regular bus safety at the beginning of the year.

MnDOT will include in-classroom pedestrian safety curriculum in the upcoming SRTS curriculum to be released in fall 2013. The curriculum will be free and available via the MnDOT SRTS website http://www.dot.state.mn.us/saferoutes/

Pedestrian safety training teaches students basic traffic safety, sign identification, and decision-making tools.

On-street practice of pedestrian safety skills with second grade students.

Bike Rodeos

Primary Outcomes	Improved biking safety behavior; youth empowerment
Recommended Timeframe	Annually as a curriculum unit for a particular grade, with review in higher grades
Sample Program	NHTSA Cycling Skills Clinic: http://www.nhtsa.gov/Driving+Safety/Bicycles/CyclingSkillsClinic

Bicycle Rodeos are events that offer bicycle skills and safety stations for children–and sometimes parents–to visit (e.g., bicycle safety check; helmet fitting; handling skills such as starting, stopping, and turning; hazard avoidance obstacle course; riding in traffic). Participants rotate through stations to practice and master all skills covered. The bike rodeo may include other educational and fun programmatic elements, such as a group bike ride, safety trivia games, helmet decorating stations, etc.

Bicycle Rodeos are events that offer bicycle skills and safety stations for children - and sometimes parents.

The City may work with Brooklyn Center schools to host bicycles rodeos as standalone events or as part of a larger school or community event, and either during the school day or outside of school. Likely instructors and adult volunteers include law enforcement officers, teachers, parents, or local League Cycling Instructors. High school students may also help with bicycle rodeos by leading participating students through the stations.

Materials likely to be needed include colored tape/chalk, cones/props, signs, and the station curriculum. Organizers will also need to decide whether to provide bicycles and helmets or have students bring their own. Contingencies will need to be set for those unable to operate a bicycle, such as having them walk through the stations or participate in a separate activity during the rodeo.

We understand that the City is already using some curriculum developed for teaching cycling safety at the summer camps. This curriculum could be modified or new curriculum specific to a shorter event could be developed. Many existing curricula exist for free, or the City may choose to develop their own in order to address skills identified as most important for Brooklyn Center students and/or to address the local traffic safety context. The National Highway Traffic Safety Administration's Cycling Skills Clinic is designed for bicyclists ages 10 and up, but generally speaking, bike skills education is most appropriate for students in third grade and above.

Again MnDOT will likely include information to support bicycle safety and bike rodeos in the new curriculum to be released in fall 2013. The curriculum will be free and available via the MnDOT SRTS website http://www.dot.state.mn.us/saferoutes/

In addition, if City Staff/Law Enforcement do not want to run the rodeo, the Bicycle Alliance of Minnesota can run a custom rodeo or provide information about League of American Bicyclist Certified Instructors (LCI's) in the area that can teach both kids and adults how to ride safely. Basic information about courses can be found on their website: https://www.bikemn.org/education/courses/kids_classes/

Walking and Bicycling Promotion in the Community

Primary Outcomes	Increased family and community walking and bicycling
Recommended Timeframe	Ongoing
Sample Program	Portland (OR) Active Transportation Division: http://www.portlandoregon.gov/transportation/59969

In order to make walking and bicycling a safe and normal daily activity at Brooklyn Center schools, the City may want to promote walking and bicycling community wide. A suite of education and encouragement activities can be offered to encourage community residents to walk and bike more and to normalize walking and biking as everyday activities. By increasing the number of people walking and biking—directly through supportive community events and less directly by building active transportation levels in the community over time—the City can increase safety in numbers and help parents of schoolchildren make the decision to walk or bike to school.

Community events and promotion help demonstrate walking and biking as safe, normal daily activities.

Events and activities may include the following:

- Themed neighborhood walks, like garden tours or senior strolls
- Guided bicycle rides, like holiday-themed rides or summer after-work rides for people who work during the day
- Family-friendly bicycling activities, such as Kidical Mass or a family bike festival
- Bicycling or health-related workshops, with topics like "bicycling in winter" or "starting your own walking fitness program"
- An open streets or ciclovía event
- Bike to Work Week or Month
- A media campaign to raise awareness around walking and biking for health and for transportation
- Community blog posts and newspaper articles

The City can work with the Bicycle Alliance of Minnesota, Fire Up Your Feet Minnesota, health organizations or providers, schools, bike shops, and other local groups to plan and promote such events over time.

Another mechanism for engaging partners and building broad community support is the League of American Bicyclists well-respected Bicycle-Friendly Communities (BFC) award program. Communities fill out a detailed application that covers bike-related facilities, plans, education efforts, promotion initiatives, and evaluation work that has been completed by the jurisdiction. The award is designed to recognize progress that has been made, as well as assist communities in identifying priority projects to improve bicycling conditions. The process of developing the application can serve to build support of cycling in Brooklyn Center.

Walk Friendly Communities (WFC) is a newer program that encourages towns and cities across the U.S. to establish or recommit to a high priority for supporting safer walking environments. The WFC program recognizes communities that are working to improve a wide range of conditions related to walking, including safety, mobility, access, and comfort.

Receiving these awards is a media-worthy event, and may give elected officials the opportunity to receive media coverage for the positive work they are doing. Again, while these programs are not specifically related to SRTS, elevating the profile of bicycling and walking in the community will support efforts to encourage families to walk or bike to school.

ENFORCEMENT

Targeted Enforcement in School Zones

The City and participating schools can work with the Police Department to determine the most needed and potentially effective enforcement strategies for each school. Enforcement activities in school zones can address common motorist behaviors, including speeding, failure to yield to pedestrians, parking illegally, and other traffic violations. Depending on resources, enforcement may be staffed (crosswalk stings, speed enforcement) or automated (photo detection, radar trailers, speed feedback signs).

The most important times to conduct targeted school zone enforcement are when habits, traffic patterns, or seasons change and, therefore, motorists are less likely to expect or see student pedestrian and bicycle traffic:

- The first several weeks of school
- When daylight saving time ends, and it gets dark earlier
- Following long breaks from school, such as winter or spring break
- When weather gets warmer, and more students and their families are walking and biking
- When new infrastructure is installed or when existing traffic patterns change due to construction or other changes

EVALUATION

Evaluation is an important component of any Safe Routes to School effort. Not only does evaluation measure a program's reach and impact on a school community, it can also ensure continued funding and provide a path forward for ongoing and future efforts. Evaluation can measure participation and accomplishments, shifts in travel behavior, changes in attitudes toward biking and walking, awareness of the Safe Routes to School program, and/or the effectiveness of processes or programs.

Safe Routes to School evaluation is beneficial in the following ways:

- Lets you know if your efforts are paying off. Evaluation can tell you what's working well, what's not, and how you can improve your program in the future.
- Allows you to share your program's impact with others. Evaluation can demonstrate the value of continuing your program, with school faculty and administration, the district, parents, and elected officials.
- Provides a record of your efforts to serve as institutional memory. The nature of Safe Routes to School teams is that they change over time, as parents and their children move on to other schools and as staff turns over. Recording and evaluating your efforts provides vital information to future teams.
- Tells you if you are reaching your goals. Evaluation can confirm that you are accomplishing or working towards what you set out to do. On the other hand, evaluation efforts can reveal that there is a mismatch in your efforts and your goals or that you need to correct course.
- Encourages continued funding for Safe Routes to School programs. Data collected and shared by local programs can influence decisions at the local, state and national level. In part, today's funding and grant programs exist because of the evaluations of past programs.

At a minimum, encourage schools to participate annually in the standard classroom hand tallies and parent surveys expected in order to be consistent with the national Safe Routes to School program. Additional evaluation of City base programs and efforts can be as simple as recording what you did and when you did it, and counting or estimating the number of students who participated or were reached. Recording your planning efforts and taking photos is also helpful for the legacy of your program. Consider collecting two kinds of information: quantitative data (numbers, such as counts, logs, and survey results) and qualitative data (words/images, such as observations, interviews, and records). Regardless of how elaborate you make your evaluation, it is important to plan ahead for measuring and tracking results.

When you are designing your program, consider how you are going to evaluate it from the beginning, so that you can build in mechanisms for collecting the necessary data. For example, if showing changes in travel behavior over time is important to your effort, you will need to start by collecting baseline data so you know how students are getting to school currently in order to be able to demonstrate any change later.

Below is a series of basic steps to take in designing and executing your program evaluation:

1. Establish your goals and plan the program.
2. Decide what, how, and when to measure.
3. Collect baseline information, if necessary.
4. Conduct the program and monitor progress.
5. Conduct any post-program data collection, if necessary.
6. Interpret your data.
7. Use and share your results.

More resources for evaluation can be found on the National Center for Safe Routes to School's website here: http://guide.saferoutesinfo.org/evaluation/index.cfm.

NEXT STEPS

Integrate Safe Routes with other planning efforts:
The City is currently working on a city wide pedestrian and bicycle master plan. The recommendations compiled as part of the Safe Routes to School assessment can inform that planning effort. Improved walking and cycling access to school will support students and families as well as the broader community.

Build Partnerships:
The City can build on the relationships with schools, district and public health staff by working to partner on programmatic efforts as a complement to any infrastructure improvements. The specific programs recommended in the memorandum are well suited for a City staff to lead the effort with schools as a partner.

Support Campus Improvements:
This analysis emphasized project in the City right-of-way. City staff should participate in any school site assessment conducted by the districts or individual schools.

Collaborate with other jurisdictions:
A number of the Brooklyn Center Schools have walk zones that span several communities. The City should work with adjacent communities to work towards common approaches for improving traffic safety around schools. Partnerships with adjacent jurisdictions could also be beneficial for programmatic efforts. Communities can share resources, lessons learned and provide a consistent message about safety and active living that will support SRTS.

Evergreen Park

Enrollment: 493 Grades: K-5

Project #	Location	Problem/Issue	Solution/Recommendation
A	Midblock crossing on 70th	Even though a crosswalk and crossing guard are located here, many students cross either north or south of to make a more direct path to or from the school.	Move crossing guard and crosswalk to where the students are crossing OR institute an enforcement program to encourage them to cross at this location.
B	Apartment complex at 70th and 252	Many students live here and walk to school.	Consider a walking school bus or a Walking Wednesdays program for this location.
C	Sidewalk gap on 70th	Gap in sidewalk from just west of Camden Ave to 252	Install a sidewalk to fill gap along 70th Ave.
D	Minnesota 252	252 is a divided highway and creates a walking and biking barrier for students on the east side of it.	Students coming from east of 252 should be encouraged to use the Evergreen Park parking lot and walk in from there.
E	Sidewalk gap along 72nd between Bryant and Camden	Lack of sidewalk creates a gap in the system near the school.	Install sidewalk or paved path.
F	Sidewalk gap along Camden between 72nd and 73rd	Lack of sidewalk creates a gap in the system near the school.	Install sidewalk.
G	Sidewalk gap along 73rd between Camden and Humboldt	Gap in sidewalk makes it difficult for students to walk in from neighborhoods north of 73rd and then use the existing sidewalk to get to campus.	Install sidewalk.
H	Lack of sidewalk on Camden between 70th and 72nd	Lack of sidewalk creates a gap in the system near the school.	Install sidewalk or paved path.

Evergreen Park

Enrollment: 493 Grades: K-5

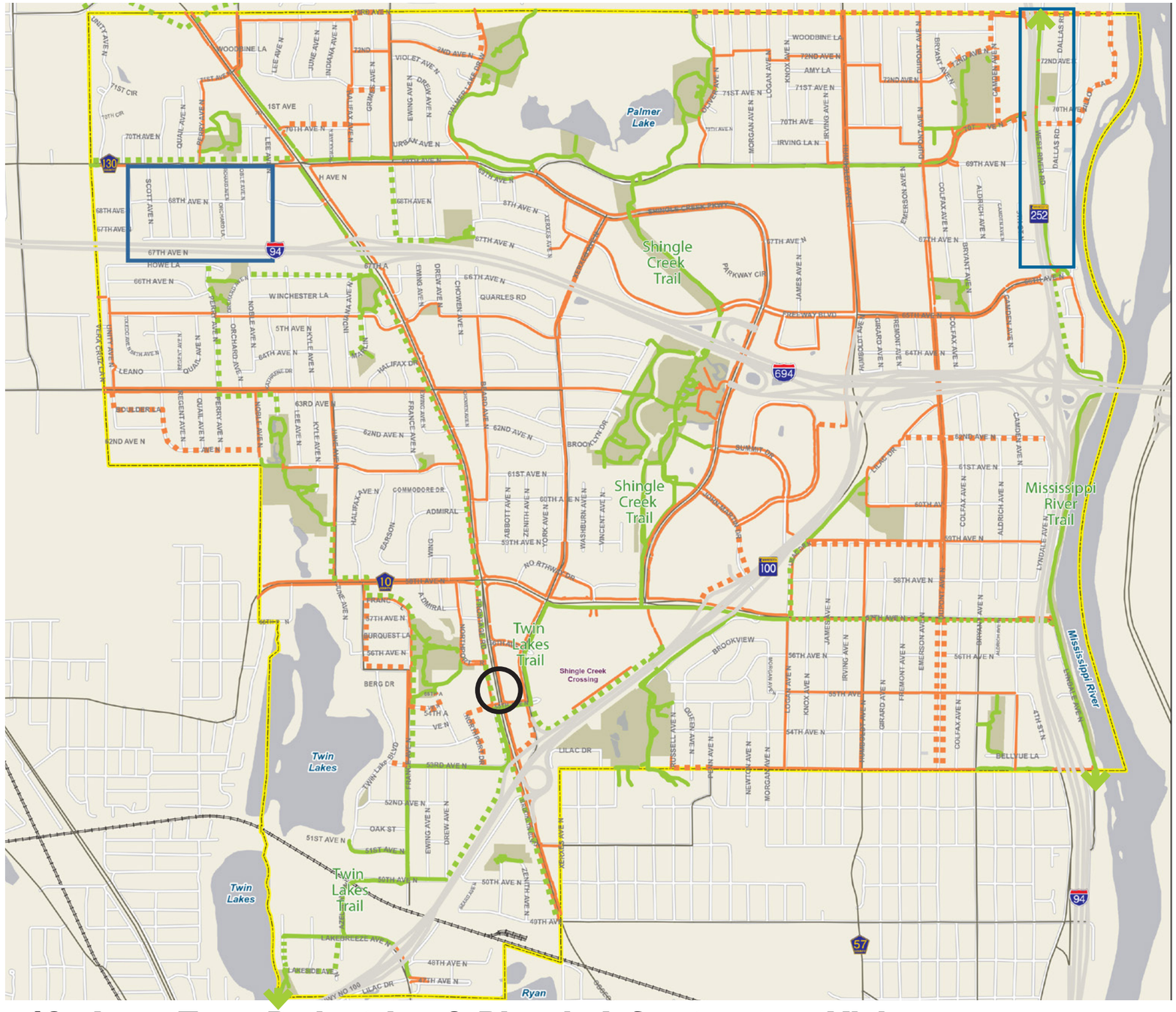
Potential Projects for School Travel Routes - Evaluate any improvements in coordination with schools			
I	N Dupont and 69th	Lack of crosswalk across Dupont connecting the sidewalk to the paved path on the south side of 69th	Add crosswalk on south leg and consider a bumpout in the parking lane on the southwest corner of the intersection.
J	Camden and 70th	Lack of crosswalks on Camden Ave and on 70th Ave	Install crosswalks and consider moving crossing guard to this location to accommodate existing traffic patterns.
K	72nd from Dupont to Humboldt	Key sidewalk segment for SRTS at this school	Consider additional crosswalks to focus to student travel. Possible locations include: 72nd Ave and Emerson Ave N, 72nd Ave N and Fremont Ave, and 72nd Aveand Girard Ave.
L	72nd and Humboldt Ave (south crossing of Humboldt)	Intersection lacks a crosswalk	Add crosswalk at the southern crossing of Humboldt to connect existing sidewalks.
M	Curve at Emerson	Intersection lacks a crosswalk	Add a crosswalk to the north leg to connect existing sidewalks.
N	69th and Colfax Ave	No crosswalk is provided to connect the existing sidewalks.	Install a crosswalk.
O	67th and Dupont	No crosswalks on this high priority corridor	Add crosswalk on the east leg of the intersection.

Brooklyn Center

Pedestrian & Bicycle Plan

City of BROOKLYN CENTER

Hennepin



Legend

- Sidewalks
- Recommended Sidewalk
- Existing Trails
- Recommended Trails
- Potential Grade-Separated Crossing
- Search Area for Potential Grade-Separated Crossing
- Parks
- Railroad Tracks
- City Boundary

N

0 1,250 2,500

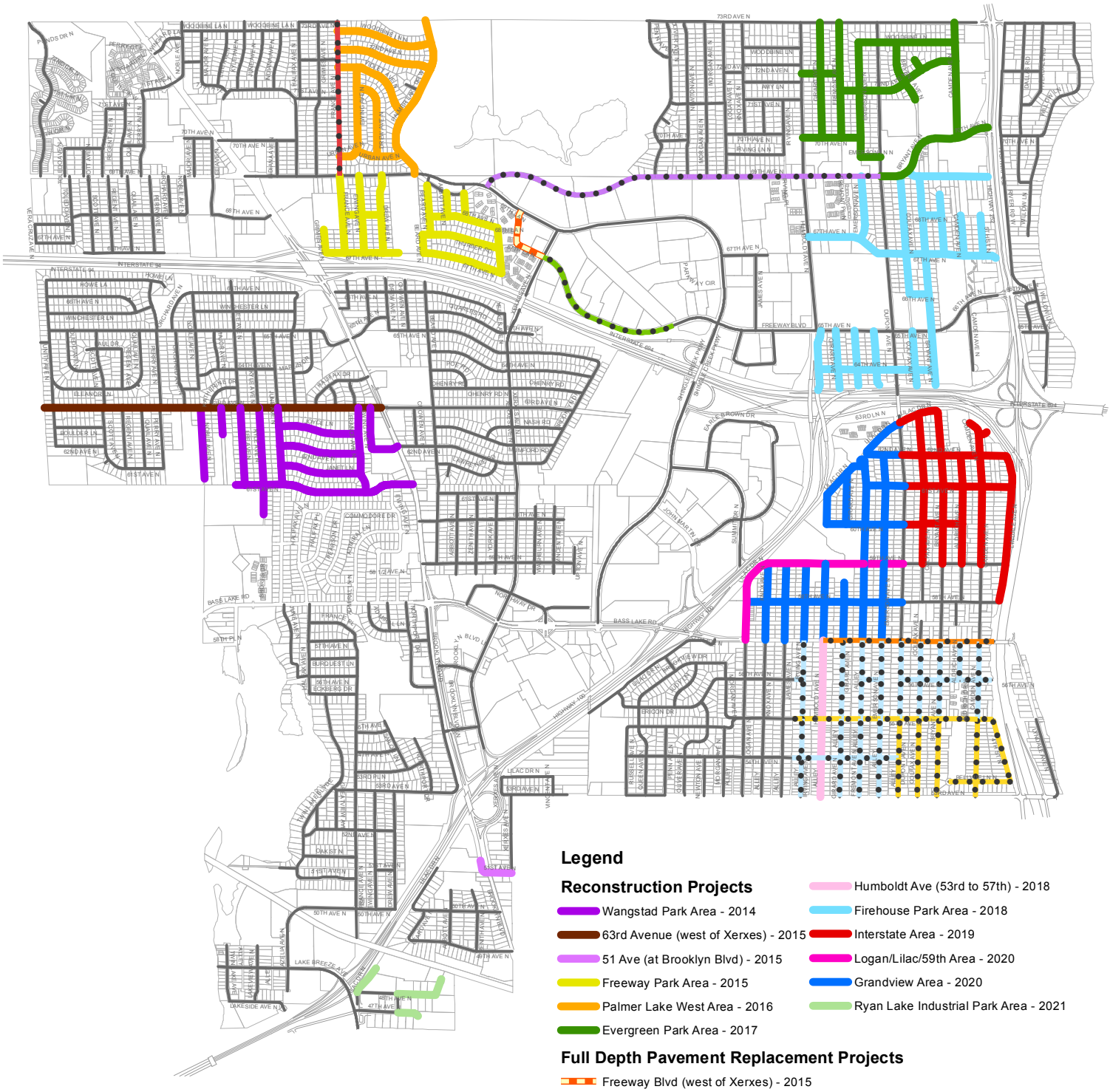
FEET

GRAPHIC SCALE

Figure 16 - Long-Term Pedestrian & Bicycle Infrastructure Vision

CIP PROJECT AREAS

2014 - 2021



Legend

Reconstruction Projects

- Wangstad Park Area - 2014
- 63rd Avenue (west of Xerxes) - 2015
- 51 Ave (at Brooklyn Blvd) - 2015
- Freeway Park Area - 2015
- Palmer Lake West Area - 2016
- Evergreen Park Area - 2017
- Humboldt Ave (53rd to 57th) - 2018
- Firehouse Park Area - 2018
- Interstate Area - 2019
- Logan/Lilac/59th Area - 2020
- Grandview Area - 2020
- Ryan Lake Industrial Park Area - 2021

Full Depth Pavement Replacement Projects

- Freeway Blvd (west of Xerxes) - 2015

Mill and Overlay Projects

- Freeway Blvd (east of Xerxes) - 2016
- 57th Avenue (Humboldt to I-94) - 2016
- 69th Avenue (Shingle Creek Pkwy to Dupont) - 2017
- France Ave (north of 69th) - 2017
- Bellvue Area - 2018
- Southeast Area - 2019
- Completed Construction (78.5 Miles - 75% since 1990)

City of BROOKLYN CENTER

November 2013

Table 2
Capital Improvement Program (2014 - 2028)
FINAL Rev. December 4, 2013

Project	Special Assessments	Street Reconst. Fund	MSA Fund	Storm Drainage Utility	Sanitary Sewer Utility	Water Utility	Street Light Utility	Capital Projects Fund	Other Funding Sources		Total Project Cost
2017											
West River Rd Trail Replacement	$0	$0	$0	$0	$0	$0	$0	$138,000	$0		$138,000
Water Tower No. 2 - Painting	$0	$0	$0	$0	$0	$1,061,000	$0	$0	$0		$1,061,000
Well Motor Speed Controls (VFD) Wells 4, 7, 9 and 10	$0	$0	$0	$0	$0	$320,000	$0	$0	$0		$320,000
Capital Maintenance Building Program 2017	$0	$0	$0	$0	$0	$0	$0	$0	$273,000	(J)	$273,000
69th Ave Mill & Overlay (Shingle Crk Pkwy to Dupont Ave.)	$210,000	$0	$530,000	$0	$10,000	$20,000	$50,000	$0	$0		$820,000
France Avenue Mill and Overlay (north of 69th)	$50,000	$0	$190,000	$0	$10,000	$10,000	$20,000	$0	$0		$280,000
Evergreen Park Trail Replacement	$0	$0	$0	$0	$0	$0	$0	$62,000	$0		$62,000
Evergreen Park Area Improvements	$1,260,000	$1,730,000	$430,000	$1,110,000	$1,470,000	$1,980,000	$120,000	$0	$0		$8,100,000
Brooklyn Boulevard Corridor Projects 7, 8, 9 and 10 - Bass Lk Rd to 65th			$0	$0	$0	$0	$0	$0	$10,890,000	(K)	$10,890,000
Storm Water Ponds 26-005 & 63-006 Rehab	$0	$0	$0	$18,000	$0	$0	$0	$0	$0		$18,000
Lift Station 2 Rehabilitation		$0	$0	$0	$182,000	$0	$0	$0	$0		$182,000
Earle Brown/Opportunity Area Street Light Replacement - nodes		$0	$0	$0	$0	$0	$131,000	$0	$0		$131,000
2017 Subtotal	$1,520,000	$1,730,000	$1,150,000	$1,128,000	$1,672,000	$3,391,000	$321,000	$200,000	$11,163,000		$22,275,000
NOTES: (J) Funding from City's unreserved fund balances.											
(K) Brooklyn Boulevard Corridor Improvement funding estimated at 80% outside source ($8,712,000) and worst case 20% by the City Capital Improvements Fund ($2,178,000)											
2018											
Centennial Park East Trail Replacement	$0	$0	$0	$0	$0	$0	$0	$104,000	$0		$104,000
Water Tower No. 1 Painting	$0	$0	$0	$0	$0	$584,000	$0	$0	$0		$584,000
Capital Maintenance Building Program 2018	$0	$0	$0	$0	$0	$0	$0	$0	$396,000	(L)	$396,000
Brooklyn Boulevard Corridor Projects 4, 5, 6 and 6A - Hwy 100 to Bass Lk Rd			$0	$0	$0	$0	$0	$0	$3,729,000	(M)	$3,729,000
Storm Water Ponds 41-001,43-001,60-002,60-004,62-001, & 64-002 Rehab			$0	$91,000	$0	$0	$0	$0	$0		$91,000
Humboldt Ave N (53rd to 57th) Reconstruction	$310,000	$0	$170,000	$0	$240,000	$210,000	$20,000	$0	$450,000	(N)	$1,400,000
Bellvue Area Mill and Overlay	$240,000	$370,000	$120,000	$470,000	$50,000	$20,000		$0	$0		$1,270,000
Firehouse Park Area Improvements	$1,790,000	$2,200,000	$250,000	$1,310,000	$1,660,000	$1,390,000	$130,000	$0	$0		$8,730,000
2018 Subtotal	$2,340,000	$2,570,000	$540,000	$1,871,000	$1,950,000	$2,204,000	$150,000	$104,000	$4,575,000		$16,304,000
NOTES: (L) Funding from City's unreserved fund balances.											
(M) Brooklyn Boulevard Corridor Improvement funding estimated at 80% outside source ($2,983,200) and worst case 20% by the City Capital Improvements Fund ($745,800)											
(N) Anticiapted Hennepin County funding share - Humboldt Ave is a county road (CR 57).											
2019											
Park Playground Equip Replacement	$0	$0	$0	$0	$0	$0	$0	$215,000	$0		$215,000
Capital Maintenance Building Program 2019	$0	$0	$0	$0	$0	$0	$0	$0	$434,000	(O)	$434,000
Storm Water Ponds 35-003 & 35-004 Rehab	$0	$0	$0	$74,000	$0	$0	$0	$0	$0		$74,000
Southeast Area Mill and Overlay	$1,180,000	$50,000	$30,000	$490,000	$100,000	$30,000	$0	$0	$0		$1,880,000
Lift Station No. 9 Force Main Replacement	$0	$0	$0	$0	$210,000	$0	$0	$0	$0		$210,000
Interstate Area Improvements	$1,200,000	$2,100,000	$0	$1,190,000	$1,330,000	$1,740,000	$90,000	$0	$0		$7,650,000
2019 Subtotal	$2,380,000	$2,150,000	$30,000	$1,754,000	$1,640,000	$1,770,000	$90,000	$215,000	$434,000		$10,463,000
NOTES: (O) Funding from City's unreserved fund balances.											
2020											
Park Playground Equip Replacement	$0	$0	$0	$0	$0	$0	$0	$211,000	$0		$211,000
Capital Maintenance Building Program 2020	$0	$0	$0	$0	$0	$0	$0	$0	$144,000	(P)	$144,000
Storm Water Ponds 12-001, 12-006 & 26-004 Rehab	$0	$0	$0	$50,000	$0	$0	$0	$0	$0		$50,000
Logan/Lilac/59th Avenue Reconstruction	$320,000	$0	$880,000	$0	$10,000	$180,000	$20,000	$0	$0		$1,410,000
Grandview Park Area Improvements	$1,520,000	$2,310,000	$240,000	$1,320,000	$1,300,000	$1,510,000	$150,000	$0	$0		$8,350,000
2020 Subtotal	$1,840,000	$2,310,000	$1,120,000	$1,370,000	$1,310,000	$1,690,000	$170,000	$211,000	$144,000		$10,165,000
NOTES: (P) Funding from City's unreserved fund balances.											
2021											
Park Playground Equip Replacement	$0	$0	$0	$0	$0	$0	$0	$223,000	$0		$223,000
Capital Maintenance Building Program 2021	$0	$0	$0	$0	$0	$0	$0	$0	$71,000	(Q)	$71,000
Lift Station 1 Rehabilitation		$0	$0	$0	$280,000	$0	$0	$0	$0		$280,000
Ryan Lake Industrial Park Area Improvements	$230,000	$320,000	$0	$180,000	$120,000	$270,000	$15,000	$0	$0		$1,135,000
2021 Subtotal	$230,000	$320,000	$0	$180,000	$400,000	$270,000	$15,000	$223,000	$71,000		$1,709,000
NOTES: (Q) Funding from City's unreserved fund balances.											

ACTION TRANSMITTAL No. 2016-39

DATE:	June 23, 2016
TO:	Technical Advisory Committee
FROM:	TAC Funding and Programming Committee
PREPARED BY:	Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT:	2017-2020 TIP Amendment: Brooklyn Center Evergreen School Area Trail and Sidewalk System
REQUESTED ACTION:	The City of Brooklyn Center requests an amendment to change the scope of its Evergreen School Area Trail and Sidewalk System (SP # 109-591-001) to remove curb-and-gutter.
RECOMMENDED MOTION:	That the Technical Advisory Committee recommend to TAB adoption of an amendment into the 2017-2020 TIP to remove curb-and-gutter from the City of Brooklyn Center's Evergreen School Area Trail and Sidewalk System project (SP # 109-591-001).

BACKGROUND AND PURPOSE OF ACTION: This TIP amendment is needed due to a change in scope and project description requested by the City of Brooklyn Park. The project is programmed for state fiscal year 2017. This amendment would remove reference to curb-and-gutter from the project description to reflect the applicant's requested scope change.

Due to the timing of the City's scope change request, this TIP amendment will not be able to be reflected in the final 2017-2020 TIP currently in production. Therefore, this amendment is requested to be approved pending approval of the 2017-2020 TIP. The 2017-2020 TIP is scheduled to be approved by the Metropolitan Council on September 28, after which time it will be provided to MnDOT and then in federal review. Should this amendment be approved by the Metropolitan Council prior to federal approval of the 2017-2020 TIP, it will not be official until after that approval is granted.

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

STAFF ANALYSIS: The TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015. Approval of this TIP amendment must be contingent on the approval of the accompanying scope change and approval of the 2017-2020 TIP by FHWA during the fall of 2016. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis. Public input opportunities for this amendment are provided through the TAB's and Council's regular meetings.

COMMITTEE COMMENTS AND ACTION: At its June 16, 2016, meeting, the Funding & Programming Committee unanimously recommended approval of the TIP Amendment request.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	6-16-2016
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Concurrence	

Please amend the 2017-2020 Transportation Improvement Program (TIP) to modify this project in program year 2017. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

SEQ #	STATE FISCAL YEAR	ATP	DIST	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILES
	2017	M	M	Ped / Bike	109-591-001	Brooklyn Center	~~Evergreen School area trail & sidewalk system, Brooklyn Center. New trail/sidewalks with **curb and gutter** and ped curb ramps along Camden Ave from 73rd Ave to 70th Ave, along 72nd Ave from Bryant Ave to Camden Ave and along 70th Ave from .05 Mi W of Camden~~ Evergreen School area trail & sidewalk system, Brooklyn Center. New trail/sidewalks with ped curb ramps along Camden Ave from 73rd Ave to 70th Ave, along 72nd Ave from Bryant Ave to Camden Ave and along 70th Ave from .05 Mi W of Camden	.71

PROG	TYPE OF WORK	PROP FUNDS	TOTAL $	FHWA $	AC $	FTA $	TH $	OTHER $
EN	Grade and Surface	STPBG (TAP)	$344,240	$275,392				$68,848

PROJECT BACKGROUND:

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

This TIP amendment is required due to a change in scope and project description. This amendment would remove curb-and-gutter from the project. The 2017-2020 TIP is scheduled to be approved by the Metropolitan Council on September 28, after which time it will be provided to MnDOT and then in federal review. Should this amendment be approved by the Metropolitan Council prior to federal approval of the 2017-2020 TIP, it will not be official until after that approval is granted.

2. How is fiscal constraint maintained as required by 23 CFR 450.216 (check all that apply)?

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

The project's cost is decreasing. Both FHWA and the City of Brooklyn Center will incur a reduced cost.

CONSISTENCY WITH MPO LONG RANGE PLAN:
This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015.

AIR QUALITY CONFORMITY:

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

*Exempt Project Category AQ2 (pavement resurfacing and/or rehabilitation)

Evergreen School Area Trail and Sidewalk System

Proposed Trail/Sidewalk Locations

Public Works - Engineering

May 17, 2016

0 100 200 400 Feet

ACTION TRANSMITTAL No. 2016-36

DATE:	June 28, 2016
TO:	Technical Advisory Committee
FROM:	TAC Funding and Programming Committee
PREPARED BY:	Amy Vennewitz, Deputy Director, Finance and Planning (651 602-1508) Elaine Koutsoukos, TAB Coordinator (651-602-1717) Steve Peterson, Planning Analyst (651-602-1819) Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT:	Fiscal Year 2017 Federal Funds Reallocation
REQUESTED ACTION:	Recommend a list of projects to allocate $17.5 million of 2017 funds
RECOMMENDED MOTION:	That the Technical Advisory Committee recommend to TAB: 1. Funding of the Minneapolis Bicycle Coalition project to full federal funding 2. Advancement of the Penn Avenue bus purchase project from 2018 to 2017 3. Funding of the previously unfunded Dakota County CSAH 28 Connector project 4. Distribution of funds to the projects in Option 3, restoring modal balance to the extent possible

BACKGROUND AND PURPOSE OF ACTION: A combination of factors have had a significant positive impact on the amount of federal funding available to the region. These include: 1) the recent passage of the FAST Act with increased funding levels, 2) project withdrawals, 3) projects closing out under-budget, and 4) increased federal funds for Minnesota due to national redistributions. For the 2017, 2018, and 2019 program years, there is a total of $32,726,122 available for reallocation, distributed as follows:

Federal Funds Available for 2017, 2018, and 2019

Year	Amounts
2017	$17,479,761
2018	$8,375,328
2019	$6,871,033
Total	**$32,726,122**

Staff indicated to TAB at its April 20, 2016, meeting that it would bring back options for reallocating these funds consistent with the TAB's Federal Funds Management Process (attached). TAB also requested that staff consider the modal split of these extra funds. In the calculation shown below, staff assigned funding from withdrawn projects, or reductions in federal awards due to scope changes, to the original project mode (i.e., funding from a withdrawn roadway project would be assigned to the roadway mode). New FAST Act funds were assigned to a mode based on the mid-point of TAB's approved modal targets (i.e., 58% for roadways, 27% for transit and TDM, and 15% for bicycle/pedestrian). Combining these two approaches together yields the following modal split targets:

Modal Targets for 2017, 2018, and 2019

Mode	% of Total	2017 Totals	2017, 2018, 2019 Totals
Roadways	67%	$11,724,211	$22,027,133
Transit and TDM	22%	$3,830,680	$7,029,283
Bicycle and Pedestrian	11%	$1,924,870	$3,669,705
Total	**100%**	**$17,479,761**	**$32,726,121**

Given the project funding options available, exactly hitting these targets in 2017 may not be possible. Because the 2017 funds need to be in the final 2017-2020 TIP, TAB must allocate them at its July 20, 2016 meeting. Following selection of funding options for 2017, staff will bring forward options for 2018 and 2019 that are consistent with these overall modal targets. The 2018 and 2019 funds will be allocated as part of the 2016 Regional Solicitation. It is anticipated that TAB will select these projects in January 2017.

STAFF ANALYSIS: Staff has compiled the 2017 funding options described below based on the priorities in TAB's Federal Funds Management Process. In addition, staff worked with MnDOT State-Aid and contacted sponsors of both funded and unfunded projects from the last Regional Solicitation in order to ascertain whether projects would be able to move forward in 2017. The Federal Funds Management Process states that the first priority for use of future-year funds will be inclusion in a future TAB solicitation process if at all possible. This is not possible for 2017 funds, given that project selection will not be until January, 2017. This will work for 2018 and 2019.

As shown below, fully funding the Minneapolis Bicycle Coalition project (submitted in the 2015 Travel Demand Management solicitation), which only received $105,000 of its $239,000 request due to a lack of total funds and its position as the lowest-ranked funded project in the 2015 TDM Solicitation, is a potential first step. One project previously selected for 2018 can be advanced to 2017, thereby freeing up $4,368,620 in 2018 to be allocated in the next Regional Solicitation.

Project Advancement:

Project	Category	Type	Fed Request	2017 $ Remaining	Staff Notes
Initial Funds Available in 2017				**$17,479,761**	
Minneapolis Bicycle Coalition	TDM	Bringing Project to Full Funding	$134,000	$17,345,761	Received partial funding as last project selected in 2015 TDM Solicitation.
Metro Transit Penn Ave Bus Purchase	Transit Expansion	Project Advance	$4,368,620	$12,977,141	Want to advance 2018 project to 2017

Based on the proposed recommendation above, there is $12,977,141 yet to be allocated for 2017. In addition to this step, the following options or combination thereof could be recommended for allocation of the remaining funds:

Option 1: Fund Unselected Projects from a Past Solicitation

Sponsors of the projects listed below have indicated that they can meet all TAB and federal requirements for delivery in the 2017 program year. Staff also recommends that no program year extensions should be allowed if any projects from this option are recommended.

Option 1: Fund Unselected Projects from a Past Solicitation

Project	Category	Fed Request	Staff Notes
Dakota County CSAH 28 Connector	Roadway Expansion	$5,611,760	Previously funded 10 of 23 projects in this category. This is 11th ranked project.
TLC Transportation Leadership for Cities	TDM	$66,696	Previously funded 8 of 11 projects in this category. This is 10th ranked project.
Metro Transit Mobility Ecosystem	TDM	$300,000	Previously funded 8 of 11 projects in this category. This is 11th ranked project.
SouthWest Transit Electric Buses	Transit Expansion	$1,600,000	Previously funded 7 of 12 projects in this category. This is 11th ranked project.

Option 2: Fund Unique Projects

Four requests were made for 2017 funds based on the multiple notifications sent to potential project sponsors of this opportunity. The TAC F&P Chair and MnDOT State Aid staff reviewed unique project requests to determine whether they met the qualifying requirements:

1. Provide a description of the regional benefits of the project
2. Substantiate that the project is federally eligible
3. Describe why the project does not fit into one of the existing 10 application categories
4. Provide a preferred year of funding
5. Supply a federal funding request amount and budget

The request letter for each unique project is attached. The projects are shown in the order in which the project applications were recieved.

Option 2: Fund Unique Projects

Project	Applicant	Federal Request	Staff Notes
Technician Training	MPCA	$40,000	Request was lower than the minimum federal award for any of the 10 applications types
Travel Behavior Inventory	Metropolitan Council	$1,000,000	Meets unique project qualifying requirements
Diesel Retrofit	MPCA	$1,166,633	Part of application is not federally eligible, there is uncertainty on eligibility on other parts. Also, in the past, TAB has not funded privately-owned vehicles
Bike Corridor Slope Restoration	Hennepin County	$1,420,800	Not eligible since the project can apply as part of the Multiuse Trails and Bicycle Facilities category as a gap in the trail system.

Option 3: Pro-rate Remaining Federal Funds Up to the Federally Allowed Maximum

There are several projects that could absorb more federal funds and remain at or above the 20% local match minimum.

Any 2017 funds that remain after programming specific projects can be programmed to these projects. This process is frequently done late in the fiscal year, so that federal money is not sent back to FHWA and redistributed to other states. The following 2017 projects could absorb more federal funds and remain at or above the 20% local match minimum.

Option 3: Prorating Funds to Over-Matched 2017 Projects

Project	Project Number	Mode
Bloomington CSAH 28 Interchange	107-020-067	Roadway
Dakota Co CSAH 42 Reconstruct	019-642-059	Roadway
Hennepin Co CSAH 81	027-681-034	Roadway
Ramsey Co CSAH 65 Intersection	062-665-052	Roadway
Three Rivers Park District Nine Mile Trail West	091-090-084	Multiuse Trails
Dakota Co Trail (TH 110)	019-090-018	Multiuse Trails
Dakota Co Big Rivers Trail	019-090-017	Multiuse Trails
Scott Co West Trail	070-090-002AC	Multiuse Trails
Metro Transit MOA Station	TRS-TCMT-17	Transit
Metro Transit Lake St Station	TRS-TCMT-17A	Transit
Hopkins Park & Ride	TRS-TCMT-17B	Transit

Note that the above list should not necessarily be considered exhaustive. MnDOT will distribute funds based on the budget shown in the Draft 2017-2020 TIP.

RELATIONSHIP TO REGIONAL POLICY: The options provided are consistent with the TAB's adopted Federal Funds Management Process. The use of regional funds for a unique project is consistent with the process adopted by TAB for projects that fall outside of the Regional Solicitation application categories.

COMMITTEE COMMENTS AND ACTION: At its June 16, 2016, meeting, the Funding & Programming Committee recommended programming 2017 funds by:

1. Funding of the Minneapolis Bicycle Coalition project to full federal funding
2. Advancement of the Penn Avenue bus purchase project from 2018 to 2017
3. Funding the Dakota County project from Option 1
4. Not funding any projects shown in Option 2
5. Distributing remaining funds, while adhering to modal targets, to projects in Option 3

With regard to the unique projects from Option 2, the Committee was not in favor of funding any of the four submitted projects. Stated reasons included that the project amount requested was too low to justify federal funding (specifically, the Technician Training project), the presence of ineligible project elements (specifically, the diesel retrofit project), the ability to fund through one of the ten Solicitation categories (specifically, the Bike Corridor Slope Restoration project), and the fact that funding a unique project reduces the amount of funding available for actual construction projects.

The Committee also requested that Highway Safety Improvement Program (HSIP) projects be made available for consideration.

Programming of the remaining $7,384,442 as part of Option 3 would be allocated by mode as shown in the far right column below. Fund balances that are not able to be used by a particular mode will be split evenly between the other two modes.

F&P Recommendation for Option 3, Considering Modal Targets (assumes no HSIP):

Mode	% of Total Target	Target $	Allocated Before Option 3	Remaining for Option 3
Roadways	67%	$8,797,235	$5,611,760	$3,185,475
Transit and TDM	22%	$2,888,644	$134,000	$2,754,644
Bicycle and Pedestrian	11%	$1,444,322	$0	$1,444,322
Total	**100%**	**$13,130,202***	**$5,745,760**	**$7,384,442**

*This does not include the cost of the Metro Transit Penn Ave Bus Purchase, which is a year-shift.

However, as addressed above, the Funding & Programming Committee recommendation also called for consideration of Highway Safety Improvement Program (HSIP) projects that can be advanced or added to 2017.

The option to explore HSIP projects was not provided by staff to the Funding & Programming Committee. The Committee voted to include it for consideration. Two HSIP projects are able to be advanced from FY 2018 to FY 2017. Note that HSIP, while regional and TAB-approved, is administered by MnDOT. Most projects approved for funding by TAB are not HSIP-eligible. It is therefore likely that any 2018 funds made available via this option will have to be spent on projects in the next HSIP solicitation, for which projects will be selected at the same time as the 2016 Regional Solicitation (January 2017).

Option 4: Advance HSIP Projects to Consider

Project	Applicant	Federal Request	Notes
CSAH 27/68 Roundabout	Scott County	$954,000	Due for 2018 payback
US 212 / CSAH 34 Rural Intersection Conflict Warning System	Carver County	$273,618	Able to advance

If one or both of the HSIP projects are advanced into 2017, the "Remaining for Option 3" amount shown in the "F&P Recommendation for Option 3, Considering Modal Targets" table for the roadways mode will be reduced accordingly.

Based on TAB's decision to reallocate these funds, staff will then adjust the 2018-2019 proportions based on over-programming and under-programming by mode in 2017.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	June 16, 2016
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	

Information Item – Addendum to 2016-36

DATE:	June 29, 2016
TO:	Technical Advisory Committee
PREPARED BY:	Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT:	2017 Funding Programming, Updated Options

Since the Funding & Programming Committee meeting, it has come to light that a small piece of the 2017 funding, $763,424, is from two under-budget transit projects. Staff and Metro Transit have determined that this flexible funding can be pushed back to 2018 (or later), further reducing the funds needed to be redistributed in 2017. TAC can consider recommending that this amount be removed from the 2017 amount and deferred into 2018 or 2019 for inclusion in the 2016 Regional Solicitation.

TAB Federal Funds Management Process

Regionally selected projects (i.e. those projects selected by TAB through the regional solicitation process) in the Twin Cities TIP can be advanced or deferred based on TAB policy, project deliverability and funding availability, provided fiscal balance is maintained. The process assumes some projects will be deferred, withdrawn, or advanced. This process establishes policy and priority in assigning alternative uses for federal transportation funds when TAB-selected projects in the TIP are deferred, withdrawn, or advanced. This process also addresses the distribution of the limited amount of federal funds available to the region at the end of the fiscal year, known as "August Redistribution." This process does **not** address how to distribute new federal dollars available through larger, specific programs (i.e., ARRA). TAB will make separate decisions specific to those kinds of programs and timing.

Current Program Year Funds

For funding that is available due to project deferrals or withdrawals, the funds shall be reallocated as shown in the below priority order. When there is insufficient time to go through the TAB committee process, TAB authorizes staff (Minnesota Department of Transportation (MnDOT) Metro District State Aid or Metropolitan Council Grants Department, as appropriate), working with the TAB Coordinator, to reallocate funds to projects that have been selected through the regional solicitation per the below priorities on TAB's behalf.

Reallocation priorities for available funding programmed for the current fiscal year:

1. Regionally selected projects in the same mode slated for advanced construction/advanced construction authority (AC/ACA)[1] payback that have already advanced because sponsors were able to complete them sooner. If more than one project is slated for AC/ACA payback, the projects using the smallest amount of federal funding will be funded first. Partial AC/ACA payback can be paid on a project up to available levels of funds.
2. Projects in the same mode slated for AC/ACA payback that have been moved due to previous deferrals. If more than one project is slated for AC/ACA payback, the projects using the smallest amount of federal funding will be funded first. Partial AC/ACA payback can be paid on a project up to available levels of funds.
3. Regionally selected projects in the same mode that are able to be advanced.
4. Pro-rate remaining federal funds to regional solicitation current program year projects in the same mode in the original program year up to the federally allowed maximum.
5. Select a regionally-selected project(s) from another mode to pay back or advance using steps 1-4 above. Should this action be used, TAB shall consider the amount when addressing modal distribution in programming the next regional solicitation.

Future Program Year Funds

While history shows that most deferrals and withdrawals will be in the current program year, even current year withdrawals can affect future year funding by advancing a project from a future year into the current year. For future-year funds, the TAB Coordinator will work with MnDOT Metro State Aid and/or Metro Transit Grants staff, Metropolitan Council staff and

[1] Note: Advanced construction (AC) is used for Federal Highway Administration-funded projects. Federal Transit Administration-funded projects use advanced construction authority (ACA).

project sponsors to provide a set of options to be considered by the TAC Funding & Programming Committee, TAC, and TAB.

The first priority for use of future-year funds will be to include the funds in a future TAB solicitation process if at all possible. When not possible, TAB should first consider items 1-3 and 5 from the above list. It can also consider other options such as selecting an unfunded project from the most recent regional solicitation[2] that could be delivered within the required timeframe. Other options could include setting up a special solicitation, depending on the amount of funds and time available, or other measures as TAB deems appropriate to address unique opportunities. TAB will consider the established "Guiding Principles" in making its decisions.

[2] Note that projects must be selected prior to December 1 of the program year.

CMAQ 2017 Unique Project Description: *Technician Training to Prevent Excessive Vehicle Emissions Resulting from Illegal Motor Vehicle Modifications*

Sponsoring Agency: Minnesota Pollution Control Agency

Contact: Rocky Sisk
State Program Admin Coordinator
651.757.2173
rocky.sisk@state.mn.us

Problem:
The Minnesota Pollution Control Agency (MPCA) regularly receives complaints or whistleblower calls describing illegal vehicle modifications occurring in MN resulting in high to severe emissions, sometimes visible as dense plumes of black smoke. It is estimated that each long haul diesel truck with emission control modification can produce up to 300 times the amount of oxides of nitrogen (NOx) as a non-modified, properly maintained new truck. With gasoline vehicles, approximately 10% of the vehicles on the road produce nearly 50% of the vehicle emissions. Most major U.S. cities have vehicle emissions testing programs to help locate those vehicles that produce large amounts of emissions. Other communities empower a large number of repair facilities to inspect vehicles to locate the ones with missing, improperly maintained, or bypassed emissions control devices. Minnesota currently has no way to identify, locate, track or suggest repairs to these high emitting vehicles.

Project Summary:
The MPCA will create an educational video and training outreach package to prevent and discourage vehicle emission modifications that defeat vital emission controls in cars and trucks. The goal is to teach automotive and heavy duty diesel technicians (and future technicians) about the air quality and health impacts, as well as the federal laws and financial repercussions, associated with illegal vehicle modifications.

Background:
As a small pilot project, MPCA staff worked with metro area technical colleges to recognize opportunities to help minimize the incidence of illegal modifications on the vehicles that operate in and on the roads of Minnesota. The MPCA, with guidance from the mobile sources technical representatives of the Environmental Protection Agency (EPA) created a comprehensive slide presentation to help educate students as to a variety of repercussions resulting from altering, bypassing or removing a motor vehicles emissions control devices.

After giving this presentation to students and faculty at a technical college and discussing the potential benefits of working with the automotive technician training industry, we realized there is a large need for more comprehensive, professionally developed training information. This information will assist instructors and fleet managers on the merits and ethics of properly working on a vehicle's emissions control components, reducing the incidence of tampering, and eliminating the unnecessary vehicle emissions associated with illegally altering the pollution control components of a motor vehicle, both light duty and heavy duty.

Project:
Hire a multi-media communication company to:

- Hold 2-3 focus groups for
  - automotive technical college students and instructors
  - vehicle repair shop owners and employees
- Create vehicle emissions prevention – training video based on existing MPCA PowerPoint and information learned from the focus groups.
- Make 3,000 copies of the video on a CD or memory stick
- Distribute educational material and training CD's to mailing list of repair shops.
- Distribute educational material and training CD's, as well as pre and post video questionnaire, to area technical colleges
- Develop an additional (unduplicated) mailing list of repair shops and distribute the reminder of videos and training material

Working with college car and truck repair instructors, we will create a training package to help educate technical students throughout Minnesota on environmental, health, economic, legal and social aspects of repairing pollution control components associated with on-road transportation vehicles. We would hire a consultant to develop the curriculum, information, audio and video messaging, and any associated outreach congruent to this initiative. Then we would work with the technical colleges and repair shops in MN to distribute this information comprehensively to insure maximum coverage with minimal disruption to established curriculum and procedures. Other information sharing avenues will be pursued such as YouTube videos with links to a new MPCA web page, narrated slide presentations for statewide distribution, as well as information sharing with vehicle repair associations.

We anticipate the overall cost of this initiative will be $50,000. That money will be used to hire a professional media production agency to develop and distribute the outreach package throughout MN. After the information is distributed, the MPCA will work with technical schools to evaluate student acceptance of the message, and measure student behavior modifications resulting from the education materials. We will continue to promote this initiative and share this information well into the future, so this project will have long lasting positive impacts throughout the region.

Goals:
Reach all new automotive technical students throughout Minnesota and teach them the social, economic and environmental benefits of proper vehicle maintenance along with the consequences and legal repercussions of tampering. It is our belief that minimizing illegal modifications on vehicles repaired in MN, as well as proper repairs to vehicles that have been serviced elsewhere, will result in improved air quality as well as enhance the economic vitality of the automotive repair industry in MN. We need these students to understand that they represent the professional character of the automotive repair industry, (both light duty and heavy duty vehicles) and, as such, have a responsibility to abide by the law. Students will also learn that they need to educate their customers on the benefits of proper maintenance, and the many ramifications of illegal modification to a vehicle's emissions control components.

Regional Benefits:
The successful application of the materials created for this project will result in a variety of regional benefits. First and foremost would be the reduction in vehicle emissions resulting from properly maintained vehicles operating within the state of MN, including the Twin Cities metropolitan area. Additionally, there would be economic, health and social benefits from this project, since educated technicians working at repair shops would be following the laws and making appropriate repairs. Customers would be ultimately educated as to why illegal modifications are not permitted, and health issues such as asthma attacks and upper respiratory problems could be reduced due to the reduction of harmful pollutants. We know that if you bypass or remove certain emissions control components from heavy duty diesel vehicles such as over the road trucks, those vehicles can produce up to 300 times more Oxides of Nitrogen (NOx), and up to 60 times the amount of Particulate Matter (PM) than they were designed to produce. If we can prevent one incident of tampering through this project, it can be equivalent to removing up to 300 new trucks from the roads of MN if you look at NOx.

Unique Project:
This project does not fall under any of the listed application categories on the Metropolitan Council 2016 Regional Solicitation guidance documents. It is our understanding that this project would best be categorized as a "Unique Project" for evaluation purposes for the 2017 FY federal fund distribution cycle.

Federal Funding Eligibility:
This project would be federally eligible to receive CMAQ federal funds under 23 US Code SS149- Congestion Mitigation and Air Quality Improvement Program, which states that the "*project is likely to contribute to a high level of effectiveness in reducing air pollution.*" This program has the ability to dramatically reduce vehicle emissions from on road vehicles, including over the road (OTR), long haul trucks.

Budget:
$40,000 CMAQ federal funds + $10,000 MPCA funds = $50,000 total cost

Approximate Budget Breakdown-

- Contractor to conduct series of focus group meetings $20,000
- Contractor work with MPCA to create and edit 30- minute training videos $24,000
- Contractor to make 3,000 CD copies of training video $3,000
- Contractor to distribute 2,500 CD copies to MN training and repair facilities $3,000

The MPCA would hire a consultant to develop the curriculum, information, audio and video messaging. Once the information has been created, we will work with the contractor to distribute the information throughout the MN technician training industry, both public and private institutions and to repair shops via MPCA's small business unit. Additionally, the MPCA will work with these instructors to insure the information is properly disseminated to students, and make sure there are appropriate resources to answer questions created by the training program.

Funding Year:
We would prefer the 2017 funding cycle, but we are willing to work with future funding cycles if 2017 is not available.

June 6, 2016

Elaine Koutsoukos
Transportation Advisory Board Coordinator
390 North Robert Street
Saint Paul, MN 55101

Dear Ms. Koutsoukos,

The Metropolitan Council requests TAB's support of the Travel Behavior Inventory (TBI) with 2017 funding through the Unique Projects category of the 2016 Regional Solicitation.

The Council has conducted a Travel Behavior Inventory (TBI) every ten years since the 1940s. This data both informs transportation planning directly and is required for our regional travel demand model which forecasts the impacts of highway and transit projects. For example, the model is used extensively in New Starts forecasting and in environmental analysis for roads and transit projects across the region. The model is reviewed by USDOT and EPA, and without an adequate regional model the region would be unable to obtain federal transportation funding for major projects.

In 2015, the Council performed an evaluation of all aspects of the TBI. The evaluation was conducted by a national expert, and done in cooperation with regional partners, including MnDOT, the University of Minnesota, and local governments. The recommendations of the evaluation, presented to TAB in early 2016, are to transition the TBI from a decennial event to a 10-year program, with more frequent and regular surveys and model updates. This will provide more up-to-date data for policymakers and recognize and assimilate rapid changes in travel and transportation needs. It will give the region better and more current data, resulting in projects whose impacts we can better and more meaningfully forecast. The data collection program and regional model are critical tools in making sound and defensible transportation decisions.

The 2017 request is to fund the first two years of the new TBI Program. This will consist of:

1. A 2017/2018 "kick-start" household interview survey. This survey will be larger than the biennial surveys envisioned in the program recommendation in future years in order to provide more immediate data at the start of the program. The survey will be administered to approximately 0.5% of households in the region. Similar to the survey in previous TBIs, it will collect information on all of the travel components: time, mode, purpose, location, of each individual in a household. New to this survey, we will be using current state-of-practice methods of surveys over multiple days collected through smartphones. Each person in a household will be tracked by their smartphone, which will detect when

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they traveled and ask them questions about their travel either at the end of each day or immediately after a trip. This survey continues to be the central activity of the TBI.

2. A data purchase from a third-party vendor to provide information on travel patterns of people traveling into the region from outside, both visitors and regular commuters.

3. A model update to incorporate information from the household survey and the 2016 Transit On-Board survey (underway)

The TBI project is eligible for Surface Transportation Block Grant Program (STBGP) federal funds under 23 USC §133(b)(8): Highway and Transit Research and Development and under 23 USC §133(b)(10): Surface Transportation Planning Programs.

This TBI project is being submitted as a Unique Project given it is not the implementation of a highway, transit, bicycle, pedestrian or TDM project; as such, it does not fit in any of the ten Regional Solicitation application categories and most of the measures would not apply to a data collection and model development project.

Funding is preferred in year 2017 to provide for consultant procurement and pre-survey testing in 2017 followed by the survey work in 2018.

The total project budget for this phase is $2.5 million. This budget includes:

$2.1 million for the 2018 household survey
$200,000 for the external data purchase
$200,000 for the model update

The Council is requesting $1.0 million in 2017 STBGP funds. This will be accompanied by $1.0 million in Council federal planning funds and $500,000 (the 20% local match) from internal Council sources to fully fund the $2.5 million 2017/2018 project.

Future requests for unique project funding will be made for elements of the TBI Program in 2019 and beyond.

Council staff are available to make a presentation to TAB on this request or to respond to any questions.

Sincerely,

Arlene McCarthy

Arlene McCarthy
Director, Metropolitan Transportation Services

Cc: Amy Vennewitz, Mark Filipi, Jonathan Ehrlich

A Clean Diesel Collaboration
Letter of Interest - Unique Projects

Sponsoring Agency: **Minnesota Pollution Control Agency (MPCA)**
Contact: **Mark Sulzbach; 651-757-2770; mark.sulzbach@state.mn.us**
Partner Organization: **Environmental Initiative**
Contact: **Bill Droessler; 651-253-3908; bdroessler@environmental-initiative.org**

1. Project Description and Regional Benefits - The MPCA will co-manage an innovative clean diesel project with the nonprofit, Environmental Initiative. We are requesting $1,166,622.50 in federal funds, which will be matched with $883,422.50, for a total project cost of $2,050,045. The MPCA and Environmental Initiative will partner with Upper River Services (URS), a nonprofit full-service river operator and Eureka Recycling, a nonprofit waste and recycling hauler. Funds will be used to repower older, unregulated heavy-duty diesel engines to new emission standards and replace older diesel vehicles with new vehicles at higher emission tier levels. All proposed activities and technologies are U.S. EPA certified. Equipment to be repowered or upgraded includes one triple-engine towboat, two dock cranes, and two skid loaders owned by URS; all of which operate between the firm's two shipyards located in Ramsey County. The project also allows Eureka to replace five recycling trucks operating in Ramsey County – that would reduce direct exposure of emissions in St. Paul neighborhoods. Because of the new trucks' efficiencies, Eureka will reduce the size of their fleet - also reducing idling time, fuel usage, all of which further reduce citizen exposure to emissions.

Fleet partners were selected given their location within or near to an air toxics assessment area. This region of Minnesota is one of the areas closest to violating federal air quality standards. These fleets also operate near some of Minnesota's most vulnerable populations. The Metropolitan Council, the region's planning organization, identified regionally concentrated areas of poverty in a June 2015 study.[1] These areas include at least 40% of residents living in poverty and at least 50% of residents are people of color (ACP50). Upper River Services operates in the heart of an ACP50 area, which includes a Latino community on the West Side of Saint Paul, the second largest Hmong population in the United States on the East Side of Saint Paul, and vibrant African American communities. Over 60% of residents live in poverty in neighborhoods closest to the project area. These repowers and replacements will directly benefit communities most vulnerable to the adverse impacts of air pollution.

In addition, downtown Saint Paul is home to 74,000 workers and 8,100 residents[2] who are exposed to diesel emissions from waterfront operations, not to mention other users of downtown Saint Paul amenities, including the State Capitol complex, Science Museum, Children's Museum, Xcel Center, Union Depot, CHS Field, and a large number of regional parks. Because of the area's dense population and diverse mix of users and industries, emission reduction projects centered around downtown Saint Paul disproportionately reduce exposure to harmful diesel emissions for a broad variety of communities across the economic spectrum.

This project provides significant, cost effective regional air quality, health, and economic benefits. There is no more effective Congestion Mitigation and Air Quality Improvement (CMAQ) strategy for air quality benefits than diesel emission reduction activities. According to Federal Highway Administration analysis of CMAQ projects, diesel emission reduction work was the most cost-effective strategy at reducing both ozone precursors and fine particulate matter.[3] According to the EPA, each federal dollar invested in clean diesel projects has leveraged as much as $3 from other government agencies, private organizations, industry, and nonprofit organizations, generating between $5 and $21 in public health benefits. Every dollar invested in diesel reductions yields an estimated $13 in health and economic benefits. Both the MPCA and the Environmental Initiative have more than a decade of experience and a proven track-record of working in partnership to voluntarily reduce diesel emissions.[4]

In terms of quantifying the emission benefits, this project's 25-tons in fine particulate matter (PM2.5) emission reductions, would be the equivalent to removing 22,800 average cars from operation.

[1] metrocouncil.org/METC/files/59/59e72e05-559f-4541-9162-7b7bf27fdebf.pdf
[2] https://www.stpaul.gov/DocumentCenter/View6/71868.pdf
[3] https://www.fhwa.dot.gov/environment/air_quality/cmaq/research/safetea-lu_phase_1/safetealu1808.pdf
[4] http://www.environmental-initiative.org/our-work/clean-air/project-green-fleet
https://www.pca.state.mn.us/air/cleaning-diesel-engines-minnesota

2. Federal Eligibility - This project is federally eligible to receive Surface Transportation Block Grant Program or Congestion Mitigation Air Quality federal funds. A similar clean diesel project was funded through this process in 2008 (MPCA/MnDOT Agreement No. 92963), which successfully retrofitted 425 heavy duty city, county and state trucks in the Twin Cities metro area with emission reduction equipment. Clean diesel projects are also supported with these federal funds in other states in U.S. EPA Region 5. EPA Region 5 lauded a similar marine engine repower as "a perfect example of the type of CMAQ public/private partnerships that are allowed and encouraged by both the EPA and Federal Highway Administration and which have been successfully undertaken in several parts of the country." The current federal transportation funding bill requires that 25% of CMAQ funds be used for fine particle (PM2.5) emission reduction projects if the area is designated as nonattainment for PM2.5. The Twin Cities region is now in attainment, but is very close to violating the PM2.5 and ozone standards, which are likely to be tightened in coming years.

3. Project's Unique Element - Per the category definitions, this project's clean diesel activities do not fit into any of the other 10 existing application categories. These clean diesel activities cannot be evaluated against the scoring protocol for any of the application categories, other than air quality.

4. Preferred Year of Funding - We prefer funding in FY2017. But if not funded in this selection process, we would like to remain eligible for funding in later years.

5. Budget and Federal Funding Requested - All of the federal funding requested in this proposal will go toward direct project implementation costs, either for the new equipment or the purchase and installation of the repowered engines. Fleet partner URS is providing a 30% match and Eureka is providing a 50% match, both of which are a higher than required funding match rate. Each partner understands is committed to the listed matching amounts.

The project activities as delineated in the chart below, can be separated. The Transportation Advisory Board could decide to fund all or only select segments or vehicles/equipment included in this clean diesel project.

Activities	**Outputs**	**Outcomes - Lifetime emission reductions**	**Partner Match**	**Federal Request**	**Total**
Repower one towboat	Three 475hp unregulated marine engines repowered to Tier-III standard	*NO_x: 518.682 tons* *$PM_{2.5}$: 22.752 tons* *HC: 8.556 tons* *CO: 166.824 tons*	$150,900 (30% match)	$352,100	$503,000
Repower two heavy-duty cranes	Two 230hp heavy-duty engines repowered to Tier-IV standard	*NO_x: 15.616 tons* *$PM_{2.5}$: .974 tons* *HC: .552 tons* *CO: 2.24 tons*	$36,000 (30% match)	$84,000	$120,000
Replace two skid steer loaders	Two skid steer loaders replaced with Tier-IV standard	*NO_x: 3.748 tons* *$PM_{2.5}$: .864 tons* *HC: .851 tons* *CO: 4.933 tons*	$25,500 (30% match)	$59,500	$85,000
Replace 5 recycling trucks	5 2003 model trucks replaced with 2017 model	*NOx: 13.978 tons* *PM2.5 0.564 tons* *HC: 0.562 tons* *CO: 2.781 tons*	$671,022.50 (50% match)	$671,022.50	$1,342,045
Total	**12 vehicles/engines Replaced/Re-powered**	**Total Lifetime Emissions Reductions** ***NO_x: 552.024*** ***$PM_{2.5}$: 25.154*** ***HC: 10.521*** ***CO: 176.778***	**$883,422.50**	**$1,166,622.50**	**$2,050,045**

Hennepin County
Regional Railroad Authority

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

612-348-9260
Fax: 612-348-1842
www.hennepin.us/hcrra

June 6, 2016

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

Re: Letter of Interest for Metropolitan Council Regional Solicitation – Unique Projects (2017 Funding): Hopkins to Chaska LRT Corridor Slope Restoration

Dear Ms. Koutsoukos:

The Hennepin County Regional Railroad Authority (HCRRA) submits this letter of interest to the Metropolitan Council for the 2017 Funding Opportunities: Unique Projects category under the Regional Solicitation. The Slope Restoration project is to restore 150 linear feet of an embankment 80' high within the City of Chanhassen. Total anticipated construction cost is $1,776,000. HCCRA is requesting a federal transportation grant of $1,420,800, or 80 percent of the total cost of construction. The local project match will come from HCRRA, and may include other partners such as Carver County, Three Rivers Park District and the City of Chanhassen.

The proposed project qualifies as a Unique Project.

- There is a critical timing need for this project to be completed in 2017, which precludes submission of the project as part of the regular 2016 Federal Solicitation for projects to be completed in 2020 and 2021.
- The proposed project is in response to a federally-recognized disaster (Presidential Disaster 4182) that occurred in 2014. Most federal solicitation project proposals are part of a long-range capital improvement plan from the submitting agency and can be deferred if funding is not available. The proposed project is in direct response to a critical need created by a disaster. It has been delayed by inaction on the part of the Federal Emergency Management Agency (FEMA).
- The slope failure has severed the primary artery for non-motorized travel from the southwest sector of the region to the urban core. The Minnesota River Bluffs LRT Regional Trail utilizes the Hopkins-Chaska LRT Corridor and serves over 250,000 visits each year. The only possible detour adds another six miles to trip length, and requires use of bicycle and pedestrian travel on very narrow shoulders along a major county road.
- This is not a regular non-motorized modal project. It does not build new miles of trails, new bridges, or tunnels. It is simply needed to make a highly used arterial route functional again after a natural disaster.

The slope failure is in a ravine area where the trail used the rail corridor as a land bridge. Reconstruction of the slope is the lowest cost solution. To date, HCRRA has spent over $320,000 in engineering and

plan design, and $210,000 on an emergency repair to the culvert at the base of the slope that was compromised as a result of the slope failure.

Beyond being unique, hopefully this is a once in a lifetime project. FEMA has deferred and denied this project for too long, and HCRRA is now seeking alternative federal funding to resolve this issue in a timely fashion.

Thank you for your consideration.

Respectfully,

Kevin Dockry
Director, Hennepin County Community Works

Minnesota Department of Transportation
Metropolitan District
1500 Co. Rd. B2
Roseville, MN 55113

Updated: March 11, 2016

I-35W North Corridor Project – Ready to deliver within 18 months

Construction Cost Estimate:
$208 million
Current Funding:
Total: $129.76 million
$50M Mobility SPP FY 19
$50M Mobility SPP FY 20
$13M Pavement SPP FY 19
$10M Pavement SPP FY 20
$6.76M Bridge SPP FY 20
Funding Needed:
$78.24 million

Project Benefits:

- Reduce congestion and improve safety for both commuters and freight traffic
- Increase person throughput and improve trip duration reliability during peak periods
- Improve travel times for transit and carpools

For more information about the I-35W North Corridor Project contact:
Jerome Adams
Project Manager
jerome.adams@state.mn.us
651-234-7611

Project Website:
http://www.dot.state.mn.us/metro/projects/i35wroseville/index.html

Scope and Location: Roseville to Lino Lakes, Minnesota (12 Miles)

MnDOT is planning future construction of an additional lane in each direction on I-35W between Highway 36 in Roseville and Sunset Ave (CR 53) in Lino Lakes, Minnesota. The Project Length is 12 miles. Based on preliminary engineering completed to date, MnDOT is recommending that these additional lanes operate as MnPASS lanes.

What is the problem?

The I-35W north corridor is a major radial freeway corridor connecting greater Minnesota and the growing north suburban area to downtown Minneapolis. As the region has grown, traffic volumes have increased and a number of segments along the corridor experience significant peak period congestion each day. Congestion is expected to increase by year 2040 as additional growth and development occurs in communities throughout the corridor. Additionally, the pavement and some bridges have reached the end of their service life and are scheduled to be replaced in the near future.

Corridor Vision: What has been done to date?

The North Metro I-35W Corridor Coalition was established as a Joint Powers Agreement (JPA) organization in December, 1996 in response to growing concerns about daily congestion on I-35W north of downtown Minneapolis. Current membership in the Coalition includes the Cities of New Brighton, Mounds View, Circle Pines, Lexington and Blaine along with Anoka County and Ramsey County.

After several years of study on land use and traffic options supported in large part with grants from the McKnight Foundation, requests for Federal funding were submitted with the help of the North Metro I-35W Corridor Coalition, Federal, State, and Local elected officials, resulting in two allocations in Federal Fiscal years 2008 and 2009. The FFY 2009 funds, $882,000, were used to support a Feasibility Study for the potential use of Managed Lanes to address capacity issues, which was completed in 2013. That study evaluated many alternatives. Its conclusion was that adding a lane to this corridor was the most feasible and practical. It also concluded that corridor improvements should be split up into multiple phases:

- First add the lane from Roseville to Lino Lakes, because this area has the greatest congestion and synergy can be achieved with adding the lane and replacing existing aging pavement and bridges,
- Second add the lane from Minneapolis to Roseville, because this will complete the connection of the Minneapolis central business district to the first and second ring suburbs.

In March 2014 and with the help of the North Metro I-35W Corridor Coalition and Federal, State, and Local elected officials, $814,086 in Federal Interstate Maintenance Discretionary (IMD) Funds were procured to fund the

preliminary design for this project. In January 2015, the Minnesota Legislature, with the support MNDOT, the Governor, and local elected officials, provided another $1.1 million in Corridors of Commerce State Bonds to fund the preliminary design from this project.

In October 2014, the Preliminary Design Contract was started for this project. The goal of this Contract is to select a preferred alternative, complete the environmental documentation, produce a detailed cost estimate, which will enable this project to be delivered to construction within 18 months of receiving funding for construction. The major deliverables of this Contract will be complete May 2016.

What is the status of environmental documentation and what is the public and political support for the project?

Federal and state laws require MnDOT to complete an environmental review of the project. Preliminary engineering and the environmental review process began October 2015. MnDOT completed the draft Environmental Assessment (EA) February 2016. It is anticipated that environmental approvals will occur December 2016. That draft EA evaluated alternatives as part of the environmental review process:

- A General Purpose (GP) lane – open to all vehicles at all times.
- A High Occupancy Vehicle (HOV) lane –only transit buses, carpools with 2 or more people, and motorcycles can use the lane.
- A MnPASS lane – open to all vehicles most of the day with restricted use during peak hours. Transit buses, carpools, and motorcycles use the MnPASS lane for free. Single occupant vehicles have the option to use the lane for a fee.

MnDOT has conducted more than half of its public involvement plans, and results to date indicate broad support for the project from both elected officials and the public.

MnDOT fully expects that this process will validate the results of previous studies which demonstrated the greater long-term benefits to commuters and freight of MnPASS lanes. MnDOT will be working with its project partners to further develop the MnPASS vision for the I-35W north corridor, and will be soliciting public input as part of project development.

How are you using technology to maximize the efficiency of the freeway for commuters and freight traffic?

Traffic analysis on this corridor indicates that we can't build our way out of congestion. Adding one lane in each direction is relatively easy to do with minimal impacts to homes, businesses, people, and the environment. However, only adding one lane in each direction does not eliminate congestion over the next 20 years. Adding 2-lanes in each direction would mostly eliminate congestion over the next 20 years, but this causes two major problems:

1. Homes and businesses would need to be bought, environmental impacts are far greater, all of the bridges and interchanges would need to be reconstructed, and the resulting impacts and costs are far too high to be practical. For example, the costs hit $1 billion plus very quickly.
2. Analysis and experience indicate that even those 2 additional lanes will get congested again after 20 years and after that we don't have any other solutions. Adding yet another lane is likely unachievable.

Therefore, MnDOT is proposing to make the added lanes a MNPASS lane. A MNPASS lane is a High-Occupancy-Toll (HOT) lane. The lane is open to all traffic 20 hours of the day. The lane has a restriction on it for the 4 hours during the peak travel time. The lane may be used for free to vehicles carrying 2 or more people, and a vehicle with a single occupant may use it if they pay a fee. This concept maximizes the people moved, while reducing the number of vehicles used, guarantees a reliable trip time every day for those that choose to use the lane, and allows single occupants to take advantage of that reliable trip time for a fee. Another benefit is that the MNPASS lane will allow the other general purpose lanes to operate more freely over a longer period of years as the population continues to build, which will give benefits to other users including freight traffic. As stated before, we can't eliminate the congestion, but we can maximize the efficiency of this freeway using the technology of a MNPASS lane. Please watch this video for more details on MNPASS lanes: https://www.youtube.com/watch?v=yS4DC6cb_6U

Synergy with the I-35W Mississippi River Bridge

The I-35W Mississippi River Bridge in downtown Minneapolis was replaced after the previous bridge tragically collapsed in 2007. The new bridge was constructed both wide enough and with enough structural capacity to receive the traffic from an added lane to the north. The I-35W North Corridor Project will maximize the investment made in the I-35W Mississippi River Bridge.

What are the major project costs?

Add the MNPASS Lane: $103 million
Replace existing aging pavement: $76 million
Construct eight low cost high benefit improvements (such as add auxiliary lanes): $29 million
Total cost for a 12 mile long project: $208 million

Project Schedule (Dependent on funding)

This project is ready to deliver within 18 months depending on receiving additional funding for the project. MNDOT can achieve the following proposed schedule:

- December 2016: Complete environmental process and receive all approvals for the project.
- August 2017: Construction Letting
- September 2017: Construction begins
- November 2022: Construction complete

I-35W North Preliminary Design

Updated: April 7, 2016

We all have a stake in A TO B

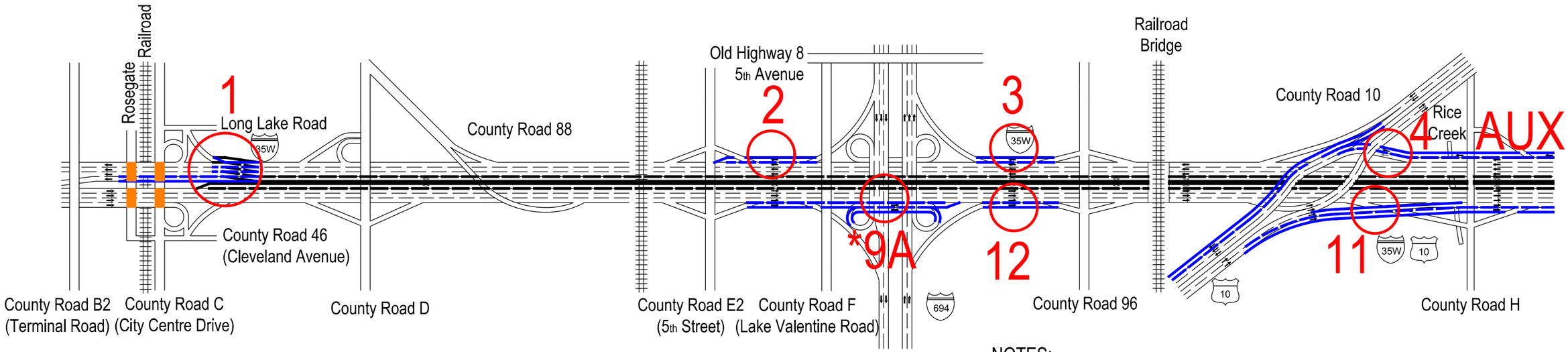
Project Scope

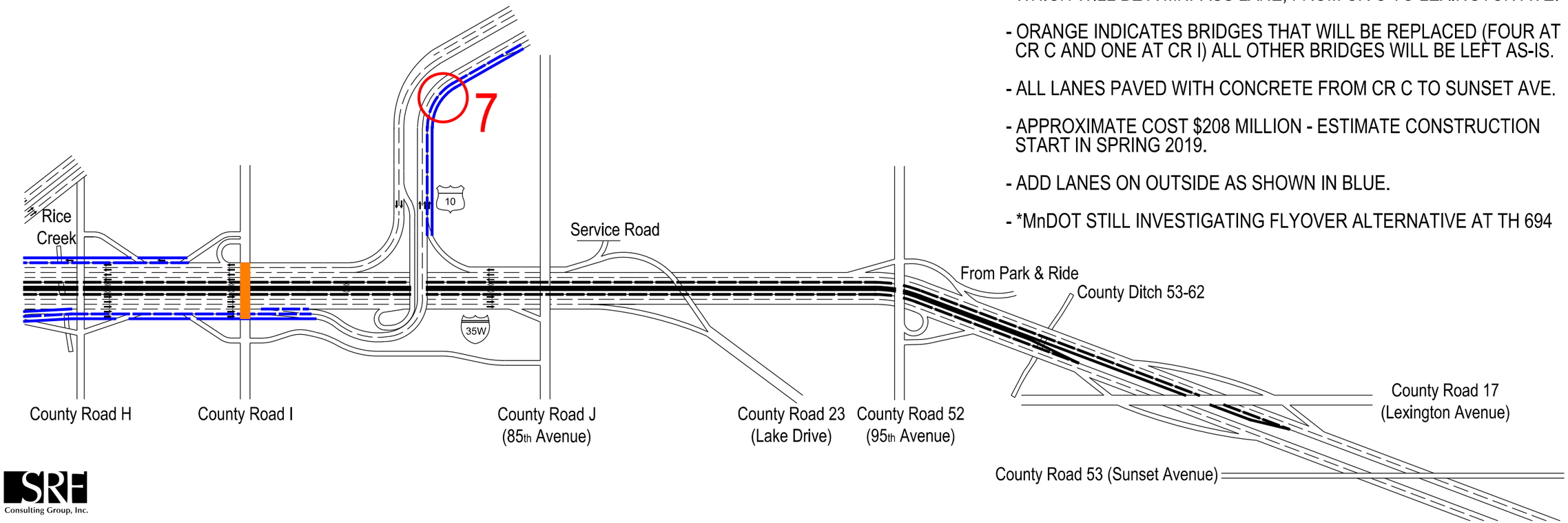
- Hwy 36 to Lexington Ave.
- Add a lane in each direction
- Recommend a MNPASS Lane
- Several spot improvements to roadway included
- Concrete pavement
- Noise walls will be evaluated
- Replace northbound and southbound bridges at CR C (4 bridges), and replace CR I bridge.
- Add continuous lighting from I694 to north junction US 10.

Project Funding & Timing

- Approximate $208 million construction cost
- Current funding:
  - $50M Mobility SPP Funds in FY 19
  - $50M Mobility SPP Funds in FY 20
  - $13M Pavement SPP funds in FY 19
  - $10M Pavement SPP funds in FY 20
  - $6.4M Bridge SPP funds in FY 20
  - Total funds: $129.4M. Note that SPP (State Preservation Program) funds are currently shown as 90% will be Federal funds and 10% will be State funds.
- Start construction Spring 2019 with opportunity to start Spring 2018

I-35W NORTH PROJECT SCOPE





NOTES:

- ADD ONE LANE IN EACH DIRECTION IN THE MIDDLE, WHICH WILL BE A MNPASS LANE, FROM CR C TO LEXINGTON AVE.
- ORANGE INDICATES BRIDGES THAT WILL BE REPLACED (FOUR AT CR C AND ONE AT CR I) ALL OTHER BRIDGES WILL BE LEFT AS-IS.
- ALL LANES PAVED WITH CONCRETE FROM CR C TO SUNSET AVE.
- APPROXIMATE COST $208 MILLION - ESTIMATE CONSTRUCTION START IN SPRING 2019.
- ADD LANES ON OUTSIDE AS SHOWN IN BLUE.
- *MnDOT STILL INVESTIGATING FLYOVER ALTERNATIVE AT TH 694

SRF Consulting Group, Inc.

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Spot Improvements

I-35W southbound

- #1 Lane drop at County Road C
  - Extend four lanes across bridges; tie into existing left add-lane to Cleveland
- #2 Entrance from eastbound I-694
  - Auxiliary lane from EB I-694 entrance to CR E2 exit
- #3 Exit to westbound I-694
  - Auxiliary lane from Hwy 96 to westbound I-694 exit
- #4 Exit to eastbound Hwy 10
  - Expand to two lane exit with option lane and two lane connection to EB Hwy10
  - Expand to two lane exit with option lane and two lane connection to eastbound Hwy 10 and southbound I-35W auxiliary lane from CR I ramp to Hwy 10

Spot Improvements

I-35W Northbound

- #7 Exit to westbound Hwy 10
  - Auxiliary lane on westbound Hwy 10 from I-35W southbound entrance to add-lane near 93rd Lane
- #9 Loop-to-loop weave from eastbound I-694 to westbound I-694
  - #9a Buffer lane through loop-to-loop weave and decelerations lane extending back to entrance from County Road E2
  - #9b Flyover/turbine to replace northeast loop with westbound auxiliary lane to Long Lake Road

Spot Improvements

Hwy 10 westbound (east)

- #11 Connection to I-35W northbound
  - Provide two-lane entrance to I-35W northbound and carry lane to Hwy 10 north interchange

I-694 eastbound

- #12 Exit to I-35W northbound
  - Auxiliary lane along I-35W northbound from I-694 westbound entrance to Hwy 96 exit.

Note that missing #'s were alternatives that were rejected.

Need more information?

- mndot.gov/metro/projects/i35wroseville/
- www.mnpass.org

Questions?

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