

ACTION TRANSMITTAL No. 2015-09

DATE: January 2, 2015
TO: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
Elaine Koutsoukos, TAB Coordinator (651-602-1717)
SUBJECT: 2014 Regional Solicitation Qualifying Review
RECOMMENDED MOTION: Recommendations shown below for each of six proposals.

BACKGROUND AND PURPOSE OF ACTION: Metropolitan Council staff reviewed the qualifying criteria and policy consistency for all projects submitted in the 2014 Regional Solicitation. The following pages include letters sent to the contact person for each of the applications that had qualifying issues, along with maps and project information. The Funding and Programming Committee will vote on whether to disqualify those applications that do not meet the requirements of the Qualifying Criteria and General Policies.

The applications in question are:

ROADWAY EXPANSION

1. City of St. Paul: Prince Street Extension to Kittson/Trout Brook Roadway Expansion (02112)

Qualifying Issue: Roadway expansion projects must be located on a non-Freeway Principal Arterial or "A" Minor Arterial functionally-classified roadway, consistent with the map adopted by TAB on August 20, 2014.

Area of Concern:

- ✓ Regional Solicitation Criteria
- ✓ USDOT Requirements

The roadways included in the application are not "A" Minors or non-Freeway Principals.

Recommendation: Disqualification of the project.

ROADWAY SYSTEM MANAGEMENT

2. Minnesota Department of Transportation: Regional Signal Optimization (02303)

Qualifying Issue: Because the measures in the application are based on geographic orientation, the project cannot be scored because the Regional Significance, Equity, and Housing measures are based on geography. Further, the sample project in the

application is also submitted as another application, rendering the application unable to be fairly compared to other projects.

Area of Concern:

- ✓ Regional Solicitation Criteria
- USDOT Requirements

As part of the adopted Regional Solicitation, “TAB will consider unique federally eligible projects that may not fit one of the 10 evaluation sub-categories on their merits, if they are submitted”.

Recommendation: Disqualification of the project and recommendation to applicant to request that TAB consider the application as a unique federally eligible project.

TRANSIT EXPANSION

3. Metro Transit: Routes 30 & 32 Improved Crosstown Service (02232)

Qualifying Issue: Two separate projects can only be bundled together in order to meet the project minimum, which is \$500,000 for Transit Expansion projects.

Area of Concern:

- ✓ Regional Solicitation Criteria
- USDOT Requirements

The federal amount requested was \$4,915,826, so meeting the project minimum was not an issue for each of the two combined projects.

Recommendation: Disqualify the project.

MULTIUSE TRAILS AND BICYCLE FACILITIES

4. Minnesota Valley National Wildlife Refuge : Enhancement to the Old Cedar Avenue Bridge Parking Lot, Bluff Trail Head and Boardwalk Areas (02099)

Qualifying Issue: Moving Ahead for Progress in the 21st Century (MAP-21) requires all projects relate to surface transportation.

Area of Concern:

- Regional Solicitation Criteria
- ✓ USDOT Requirements

Staff believes the proposed addition of a 0.5 mile loop trail, fishing platform, wildlife observation platform, signage kiosks, wetland boardwalk and improving access for the physically challenged visitors do not serve a surface transportation need.

On January 5, 2015, Federal Highway Administration concurred with staff.

Recommendation: Disqualify the project.

5. City of West St. Paul: West St. Paul River to River Greenway, Robert Street Overpass and Connections (02131)

Qualifying Issue: The City of West St. Paul was awarded \$7,280,000 in STP-UG funds (adjusted for inflation) in the 2009 regional solicitation for the reconstruction of Robert Street from Mendota Road to Annapolis Street to include center median, access closures, grade-separated trail crossing, and other elements. The City of West St. Paul requested a scope change for its Robert Street Improvements project. The proposed Changes would increase the total project cost by over 58 percent from \$10,383,000 to \$16,470,000 (the federal funding amount would not increase) and remove the grade-separated bike/pedestrian crossing from the scope, which increased in cost from \$300,000 to a range of \$2.3 to \$3.8 million.

Area of Concern:

- ✓ Regional Solicitation Criteria
- USDOT Requirements

Given that TAB granted West St. Paul a scope change to remove the grade-separated bike/pedestrian crossing with the understanding bicycles and pedestrians would be safely accommodated as they crossed the Robert Street corridor, this application if it were to be funded, would have the region and the federal government paying for the same facility twice.

Recommendation: Disqualify the project.

SAFE ROUTES TO SCHOOL

6. City of Minneapolis: Minneapolis High School Transit Improvements (02224)

Qualifying Issue: Two separate projects can only be bundled together in order to meet the project minimum, which is \$125,000 for Safe Routes to School projects.

Area of Concern:

- ✓ Regional Solicitation Criteria
- USDOT Requirements

The federal amount requested was \$492,340 so meeting the project minimum was not an issue for the three combined projects.

Recommendation: Disqualify the project.

ROADWAY EXPANSION

City of St. Paul

**Prince Street Extension to Kittson/Trout Brook Roadway
Expansion**

Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

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Gary Hanson
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Hugo City Council
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Mayor of Maplewood
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Minneapolis City Council
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St. Paul City Council

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John Gunyou - B
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Kenya McKnight - D
Anani d'Almeida - E
Bill Hargis - F
Margaret Donahoe - G
Karl Droning - H

Agency Representatives

Adam Duininck
Metropolitan Council
Scott McBride
Minnesota DOT
Carl Crimmins
M.A.C.
David Thornton
M.P.C.A.

Modal Representatives

Robert Lilligren
Transit
David Van Hattum
Transit
William Goins
Freight
Ethan Fawley
Non-motorized

December 24, 2014

Mark Finken
Engineering Tech. Supervisor
City of St. Paul Public Works
1500 City Hall Annex
25 West Fourth Street
St. Paul, MN 55102-1660

RE: 02112 Prince Street Extension to Kittson/Trout Brook Roadway Expansion

Mr. Finken:

Thank you for submitting the above referenced projects for funding through the 2014 regional solicitation. This is to notify you that staff had a concern about the qualifying criteria for the above referenced Roadway Expansion Project. The qualifying issue is:

The TAB has decided roadway project must be located on a non-Freeway Principal Arterial or "A" Minor Arterial functionally-classified roadway, consistent with the map adopted by TAB on August 20, 2014.

The Council's functional classification records do not show any of the streets proposed for improvements to be "A" Minors or non-Freeway Principals including Prince, Willius, Lafayette, Kittson, Trout Brook, or 4th Street in this area.

Staff is providing this comment to you and to the TAC Funding and Programming Committee. On Thursday, January 15, at 1:30 PM, the TAC Funding & Programming Committee will meet to discuss the staff review of the qualifying criteria for all projects submitted in the 2014 regional solicitation and vote to either qualify or disqualify each project in question. Staff will present comments to the committee and you are invited to attend and answer questions or provide clarification to support the eligibility of your application. We ask that you do not make a lengthy presentation about your project. If you can provide information in response to the qualifying criteria by Wednesday, January 7, it will be forwarded to the committee. Otherwise, you may attend the meeting and present it to the committee. A meeting agenda will be sent to you on January 8, 2015.

If you wish to discuss this, please contact me at 651-602-1717 or elaine.koutsoukos@metc.state.mn.us.

Sincerely,



Elaine Koutsoukos
TAB Coordinator



Application

01967 - 2014 Roadway Expansion

02112 - Prince Street Extension to Kittson / Trout Brook

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted
Submitted Date: 12/01/2014 3:33 PM

Primary Contact

Name:* Mark Thomas Finken
Salutation First Name Middle Name Last Name

Title: Engineering Tech Supervisor

Department: City of St. Paul / Public Works

Email: mark.finken@ci.stpaul.mn.us

Address: 1500 City Hall Annex
25 West Fourth Street

***** St. Paul Minnesota 55102-1660
City State/Province Postal Code/Zip

Phone:* 651-266-6165
Phone Ext.

Fax:

What Grant Programs are you most interested in? Regional Solicitation - Roadways Including Multimodal Elements

Organization Information

Name: ST PAUL, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

DEPT OF PUBLIC WORKS-CITY HALL ANNEX
25 W 4TH ST #1500

*

ST PAUL

Minnesota

55101

City

State/Province

Postal Code/Zip

County:

Ramsey

Phone:*

651-266-9700

Ext.

Fax:

PeopleSoft Vendor Number

0000003222A22

Project Information

Project Name

Prince Street Extension to Kittson / Trout Brook

Primary County where the Project is Located

Ramsey

Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Limit 2,800 characters; approximately 400 words)

Extension of Prince Street to connect to Kittson / Troutbrook. Including a bridge over 4th Street. This is the second phase of a multiple phase plan to connect the Lowertown portion of downtown St. Paul to University Avenue. This phase will complete the connections to 7th Street and TH 52. This will allow better access the Lowertown (CHS Field) Ballpark. There will also be an offroad Bike / Ped Trail connecting Downtown to the Vento and Gateway Trails.

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

Project Length (Miles)

0.42

Connection to Local Planning:

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

Project Funding

Are you applying for funds from another source(s) to implement this project?	No
If yes, please identify the source(s)	
Federal Amount	\$3,119,278.00
Match Amount	\$779,820.00
<i>Minimum of 20% of project total</i>	
Project Total	\$3,899,098.00
Match Percentage	20.0%
<i>Minimum of 20%</i>	
<i>Compute the match percentage by dividing the match amount by the project total</i>	
Source of Match Funds	City of St. Paul
Preferred Program Year	
Select one:	2018

MnDOT State Aid Project Information: Roadway Projects

County, City, or Lead Agency	City of St. Paul
Functional Class of Road	Principal Arterial
Road System	City Street
<i>TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET</i>	
Name of Road	Prince Street and Kittson Street / Trout Brook
<i>Example; 1st ST., MAIN AVE</i>	
Zip Code where Majority of Work is Being Performed	55102
(Approximate) Begin Construction Date	03/01/2018
(Approximate) End Construction Date	11/30/2018
LOCATION	
From:	
(Intersection or Address)	Prince and Willius
<i>Do not include legal description; Include name of roadway if majority of facility runs adjacent to a single corridor.</i>	

To:
(Intersection or Address)

Kittson and Seventh Street

Type of Work

Grading, Aggregate Base, Bituminous Base, Bituminous Surface, Concrete Pavement, Bridge, Signals, Lighting, Bike / Ped Path, Landscaping

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

Old Bridge/Culvert?

Yes

New Bridge/Culvert?

Yes

Structure is Over/Under
(Bridge or culvert name):

Over Fourth Street

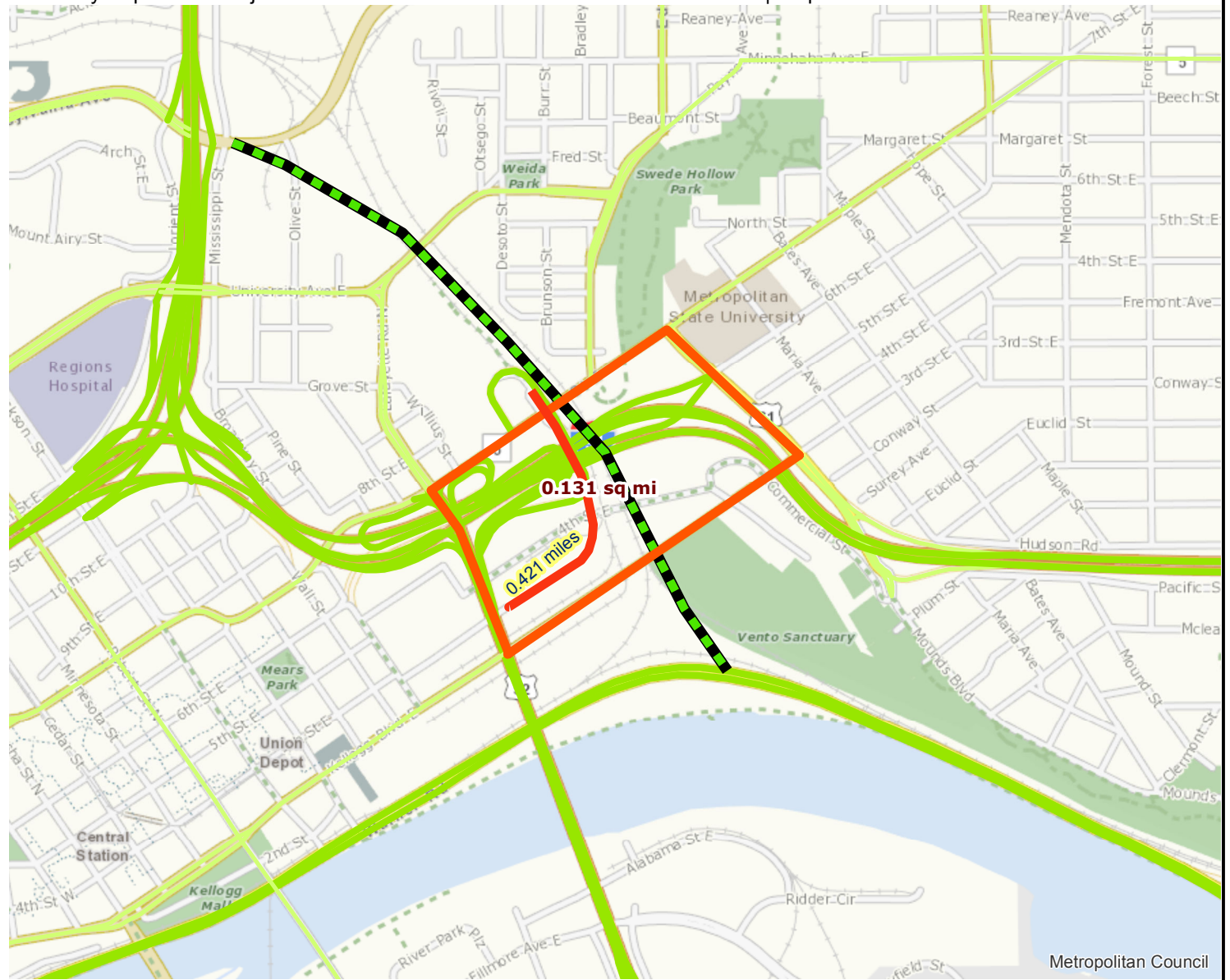
Roadway Area Definition

Roadway Expansion Project: Prince Street extension to Kittson / Trout Brook | Map ID: 1417443657081

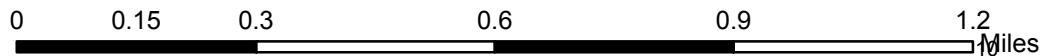
Results

Project Length: 0.421 miles

Project Area: 0.131 sq mi



- Project
- Project Area
- Principal Arterials
- A Minor Arterials
- Principal Arterials Planned
- A Minor Arterials Planned



Created: 12/1/2014
LandscapeRSA1



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<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



ROADWAY SYSTEM MANAGEMENT
Minnesota Department of Transportation
Regional Signal Optimization

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Dick Swanson
Blaine City Council
Gary Hanson
Eagan City Council
James Hovland
Mayor of Edina
Becky Petryk
Hugo City Council
Nora Slawik
Mayor of Maplewood
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Newport City Council
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Russ Stark
St. Paul City Council

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Gerry Butcher - A
John Guryou - B
Jennifer Janovy - C
Kenya McKnight - D
Anani d'Almeida - E
Bill Hargis - F
Margaret Donahoe - G
Karl Drotning - H

Agency Representatives

Adam Duinick
Metropolitan Council
Scott McBride
Minnesota DOT
Carl Crimmins
M.A.C.
David Thornton
M.P.C.A.

Modal Representatives

Robert Lilligren
Transit
David Van Hattum
Transit
William Goins
Freight
Ethan Fawley
Non-motorized

December 24, 2014

Michael Fairbanks
Principle Engineer
MnDOT Metro Traffic
1500 West County B-2
Roseville, MN 55113

RE: Roadway System Management, 02303 Regional Signal Optimization CMAQ

Mr. Fairbanks:

Thank you for submitting the above referenced project for funding through the 2014 regional solicitation. This is to notify you that staff had a concern about responses to the qualifying criteria for the above referenced Bicycle Pedestrian project. The qualifying issue is:

Because the measures in the application are based on geographic orientation of the project, we are unable to score the application due to the Regional Significance, Equity, and Housing measures are based on geography. The sample project in the application is also submitted as another application. Your application cannot be fairly compared to other projects.

As part of the adopted Regional Solicitation, "TAB will consider unique federally eligible projects that may not fit one of the 10 evaluation sub-categories on their merits, if they are submitted". Based on the merits of this project, I recommend that this project be forwarded to TAB to be considered as unique federally eligible project.

Staff is providing this comment to you and to the TAC Funding and Programming Committee. On Thursday, January 15, at 1:30 PM, the TAC Funding & Programming Committee will meet to discuss the staff review of the qualifying criteria for all projects submitted in the 2014 regional solicitation and vote to either qualify or disqualify each project in question. Staff will present comments to the committee and you are invited to attend and answer questions or provide clarification to support the eligibility of your application. We ask that you do not make a lengthy presentation about your project. If you can provide information in response to the qualifying criteria by Wednesday, January 7, it will be forwarded to the committee. Otherwise, you may attend the meeting and present it to the committee. A meeting agenda will be sent to you on January 8, 2015.

If you wish to discuss this, please contact me at 651-602-1717 or elaine.koutsoukos@metc.state.mn.us.

Sincerely,



Elaine Koutsoukos
TAB Coordinator



Application

01969 - 2014 Roadway System Management

02303 - Regional Signal Optimization CMAQ

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted

Submitted Date: 11/26/2014 11:31 AM

Primary Contact

Name:* Michael Joseph Fairbanks
Salutation First Name Middle Name Last Name

Title: Principal Engineer

Department: MnDOT Metro Traffic

Email: mike.fairbanks@state.mn.us

Address: 1500 West County B-2

***** Roseville Minnesota 55113
City State/Province Postal Code/Zip

Phone:* 651-234-7819
Phone Ext.

Fax: 651-234-7850

What Grant Programs are you most interested in? Regional Solicitation - Roadways Including Multimodal Elements

Organization Information

Name: STATE OF MN

Jurisdictional Agency (if different):

Organization Type:

State Government

Organization Website:

Address:

MN DOT

MS725

1500 W COUNTY RD B2 #250

*

ROSEVILLE

Minnesota

55113

City

State/Province

Postal Code/Zip

County:

Ramsey

Phone:*

651-366-3452

Ext.

Fax:

PeopleSoft Vendor Number

0000024577A36

Project Information

Project Name

Regional Signal Optimization CMAQ

Primary County where the Project is Located

Multiple

Jurisdictional Agency (If Different than the Applicant):

This project will optimize the timing of traffic signals on arterials in the seven county metropolitan area. MnDOT will facilitate the project by hiring qualified consultants to collect the necessary data, develop new timing plan, implement the plans with the assistance of the local agency and then develop a before/after study documenting the benefits. The local agency will be required to fund the twenty percent match of each project. This funds will be used to signal optimization and not for the upgrade of equipment.

MnDOT is submitting the application for the region and will be using the TH 47 CMAQ application as a representative arterial for the solicitation.

Brief Project Description (Limit 2,800 characters; approximately 400 words)

Regional Roadway classifications include:

Major Collector

Minor Collector

A-Minor Augmentor

A-Minor Reliever

A-Minor Expander

A-Minor Connector

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

Project Length (Miles)

7.0

Connection to Local Planning:

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

2030 Transportation Policy Plan (amended 2013)

Connection to Local Planning

Statewide Multimodal Transportation Plan

Project Funding

Are you applying for funds from another source(s) to implement this project? No

If yes, please identify the source(s)

Federal Amount \$2,000,000.00

Match Amount \$500,000.00

Minimum of 20% of project total

Project Total \$2,500,000.00

Match Percentage 20.0%

Minimum of 20%
Compute the match percentage by dividing the match amount by the project total

Source of Match Funds (Local Funds)

Preferred Program Year

Select one: 2018

MnDOT State Aid Project Information: Roadway Projects

County, City, or Lead Agency MnDOT

Major Collector

Minor Collector

A-Minor Augmentor

Functional Class of Road A-Minor Reliever

A-Minor Expander

A-Minor Connector

Road System TH, CSAH, MSAS, Co. Rd, City Street

TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET

Name of Road Multiple

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed 55113

(Approximate) Begin Construction Date 07/03/2017

(Approximate) End Construction Date 06/29/2018

LOCATION

From:
(Intersection or Address)

Various Locations

*Do not include legal description;
Include name of roadway if majority of facility
runs adjacent to a single corridor.*

To:
(Intersection or Address)

Various Locations

Type of Work

*Examples: grading, aggregate base, bituminous base, bituminous surface,
sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge,
Park & Ride, etc.)*

Old Bridge/Culvert?

New Bridge/Culvert?

Structure is Over/Under
(Bridge or culvert name):

Roadway Area Definition



Roadway System Management Project: TH 47 CMAQ | Map ID: 1414522910510

Results

Project Length: 7.036 miles

Project Area: 8.105 sq mi



-  Project
-  Project Area



Created: 10/28/2014
LandscapeRSA1



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TRANSIT EXPANSION

Metro Transit

Routes 30 & 32 Improved Crosstown Service

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Kerya McKnight - D
Anani d'Almeida - E
Bill Hargis - F
Margaret Donahoe - G
Karl Drotning - H

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Scott McBride
Minnesota DOT

Carl Crimmins
M.A.C.

David Thornton
M.P.C.A.

Modal Representatives

Robert Lilligren
Transit

David Van Hattum
Transit

William Goins
Freight

Ethan Fawley
Non-motorized

December 24, 2014

Michael Mechtenberg
Senior Planner
Metro Transit
560 Sixth Avenue N.
Minneapolis, MN 55411

RE: Transit Expansion, 02232 Routes 30 & 32 Improved Crosstown Service

Mr. Mechtenberg:

Thank you for submitting the above referenced project for funding through the 2014 regional solicitation. This is to notify you that staff had a concern about responses to the qualifying criteria for the above referenced Bicycle Pedestrian project. The qualifying issue is:

As described in the "Introduction to the Regional Solicitation," two separate projects can only be bundled together in order to meet the project minimum, which is \$500,000 for Transit Expansion projects. The federal amount requested was \$4,915,826, so meeting the project minimum was not an issue for each of the two combined projects.

Staff is providing this comment to you and to the TAC Funding and Programming Committee. On Thursday, January 15, at 1:30 PM, the TAC Funding & Programming Committee will meet to discuss the staff review of the qualifying criteria for all projects submitted in the 2014 regional solicitation and vote to either qualify or disqualify each project in question. Staff will present comments to the committee and you are invited to attend and answer questions or provide clarification to support the eligibility of your application. We ask that you do not make a lengthy presentation about your project. If you can provide information in response to the qualifying criteria by Wednesday, January 7, it will be forwarded to the committee. Otherwise, you may attend the meeting and present it to the committee. A meeting agenda will be sent to you on January 8, 2015.

If you wish to discuss this, please contact me at 651-602-1717 or elaine.koutsoukos@metc.state.mn.us.

Sincerely,



Elaine Koutsoukos
TAB Coordinator



Application

01974 - 2014 Transit Expansion

02232 - Routes 30 & 32 improved crosstown service

Regional Solicitation - Transit and TDM Projects

Status: Submitted

Submitted Date: 12/01/2014 2:10 PM

Primary Contact

Name:* Michael Mechtenberg
Salutation First Name Middle Name Last Name

Title: Senior Planner

Department:

Email: michael.mechtenberg@metrotransit.org

Address: 560 Sixth Ave N

***:** Minneapolis Minnesota 55411
City State/Province Postal Code/Zip

Phone:* 612-349-7793
Phone Ext.

Fax:

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

Organization Information

Name: Metro Transit

Jurisdictional Agency (if different):

Organization Type: Metropolitan Council
Organization Website:
Address: 600 7th Street North

* Minneapolis Minnesota 55406
City State/Province Postal Code/Zip
County: Outside MN
Phone:* 651-602-1000
Ext.
Fax:
PeopleSoft Vendor Number METROTRANSIT

Project Information

Project Name Routes 30 & 32 crosstown service improvement
Primary County where the Project is Located Hennepin, Ramsey
Jurisdictional Agency (If Different than the Applicant):

Improved service on two separate but related east-west crosstown routes, Routes 30 & 32. Both currently provide weekday service between north and northeast Minneapolis, Robbinsdale and Roseville (see below for full description). Beginning in December 2014 Route 32 will also provide Saturday service.

The enhancement is for new all-day (8 a.m. to 9 p.m.) 30-minute service on Saturday and Sunday service for Route 30, and on Sunday for Route 32. Additionally, it would increase the weekday frequency of Route 32 from every 30 minutes (today) to every 20 minutes, as well as increase the span of service later in the evening. These changes require two extra buses for Route 32. All Route 30 improvements are off-peak, so no additional buses are needed.

Brief Project Description (Limit 2,800 characters; approximately 400 words)

Route 30 operates between north Minneapolis and St. Pauls St. Anthony Park neighborhood. Traveling east, buses run from Golden Valley Road and Xerxes Avenue and along West Broadway Avenue. After crossing the Mississippi River and Central Avenue, the route travels through the Beltrami neighborhood and loops around the north side of The Quarry Shopping Center, one of the largest retail areas in Minneapolis. Buses continue east through an industrial area and serve several large employers, including Honeywell and UPS. In St. Paul, buses run on Larpenteur Avenue, Eustis Street and Highway 280 to University Avenue. On the eastern end, the route connects with the METRO Green Line's Westgate Station and ends at the intersection of University Avenue and Berry Street.

Route 32, about one mile to the north, operates between Robbinsdale Transit Center and Rosedale

Transit Center via Lowry Avenue. Traveling east, buses depart Robbinsdale along West Broadway, France, Oakdale and Lowry avenues. It serves north Minneapolis, then after crossing the Mississippi River it continues along Lowry Avenue through northeast Minneapolis. Route 32 travels on Kedzie Terrace, New Brighton Blvd, 29th Avenue NE, Walnut Street and Terminal Road, where it serves several large employers, including Old Dutch Foods and FedEx. It finally reaches the Rosedale Mall off of County Road B2, where it connects riders with both retail employment and other transit services.

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

Project Length (Miles) 19.6

Connection to Local Planning:

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

ACCESS Minneapolis Citywide Transportation Action Plan, page 46.

Connection to Local Planning

http://www.minneapolismn.gov/www/groups/public/@publicworks/documents/webcontent/convert_279031.pdf

Project Funding

Are you applying for funds from another source(s) to implement this project? No

If yes, please identify the source(s)

Federal Amount \$4,915,826.00

Match Amount \$1,228,957.00

Minimum of 20% of project total

Project Total \$6,144,783.00

Match Percentage 20.0%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds Metropolitan Council Regional Transit Capital, Motor Vehicle Sales Tax revenues or other eligible non-federal funds

Preferred Program Year

Select one: 2018

MnDOT State Aid Project Information: Transit and TDM Projects

County, City, or Lead Agency NA
Zip Code where Majority of Work is Being Performed 0
(Approximate) Begin Construction Date 12/31/2014
(Approximate) End Construction Date 01/01/2015

LOCATION

From: NA
(Intersection or Address)

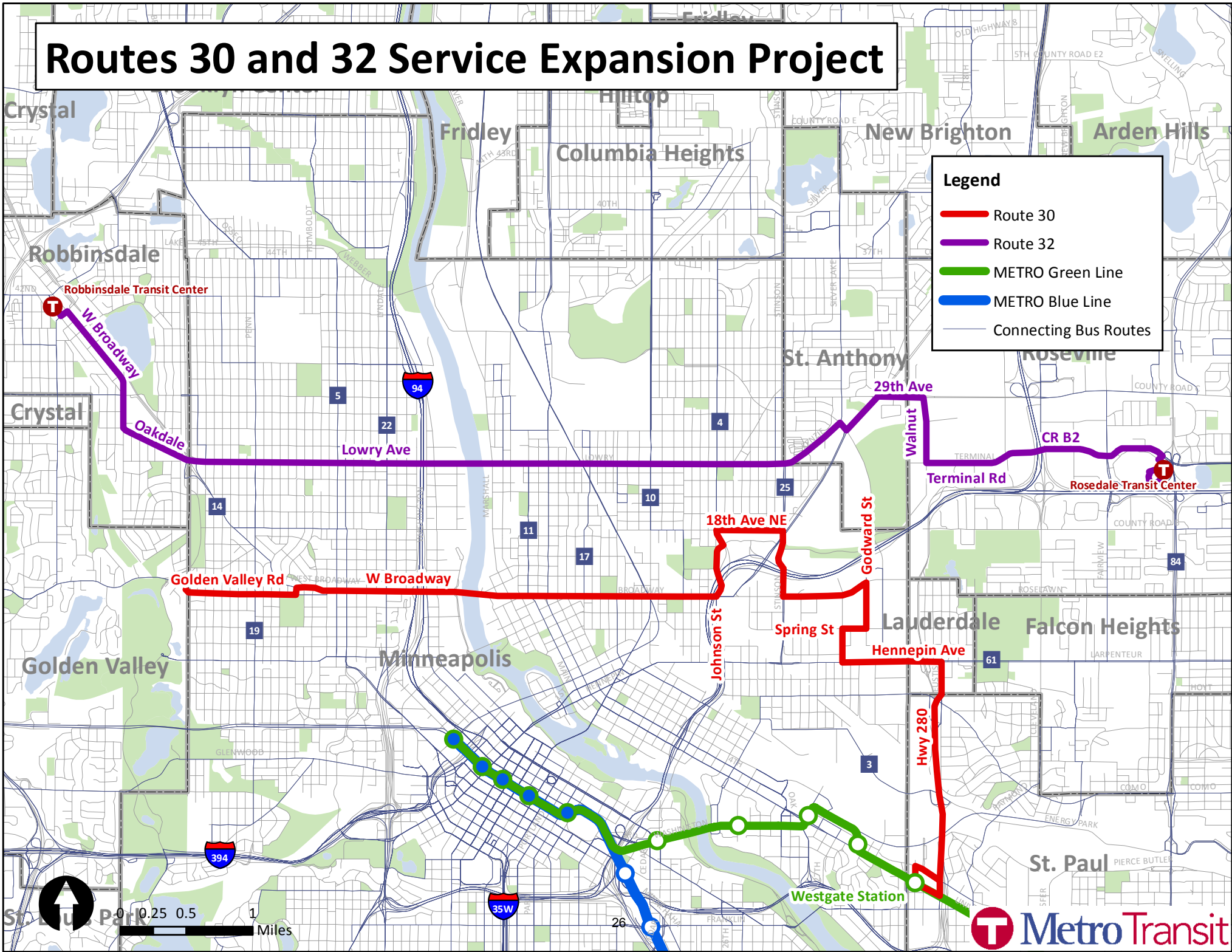
*Do not include legal description;
Include name of roadway if majority of facility
runs adjacent to a single corridor.*

To: NA
(Intersection or Address)

Type of Work

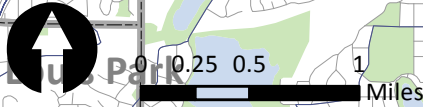
*Examples: grading, aggregate base, bituminous base, bituminous surface,
sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge,
Park & Ride, etc.)*

Routes 30 and 32 Service Expansion Project



Legend

- Route 30
- Route 32
- METRO Green Line
- METRO Blue Line
- Connecting Bus Routes



MULTIUSE TRAILS AND BICYCLE FACILITIES

Minnesota Valley National Wildlife Refuge

Enhancement to the Old Cedar Avenue Bridge Parking Lot, Bluff Trail Head and Boardwalk Areas

Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

Bill Hargis
Chair

County Commissioners

Matt Look
Anoka County
Randy Maluchnik
Carver County
Paul Krause
Dakota County

Jan Callison
Hennepin County

Mary Jo McGuire
Ramsey County

Jon Ulrich
Scott County

Fran Miron
Washington County

Municipal Officials

Mary Hamann-Roland
Mayor of Apple Valley

Dick Swanson
Blaine City Council

Gary Hanson
Eagan City Council

James Hovland
Mayor of Edina

Becky Petryk
Hugo City Council

Nora Slawik
Mayor of Maplewood

Kevin Reich
Minneapolis City Council

Steven Gallagher
Newport City Council

Sue Sanger
St. Louis Park City Council

Russ Stark
St. Paul City Council

Citizen Members - Precinct

Gerry Butcher - A
John Guryou - B
Jennifer Janovy - C
Kenya McKnight - D
Anani d'Almeida - E
Bill Hargis - F
Margaret Donahoe - G
Karl Drotning - H

Agency Representatives

Adam Duinick
Metropolitan Council

Scott McBride
Minnesota DOT

Carl Crimmins
M.A.C.

David Thornton
M.P.C.A.

Modal Representatives

Robert Lilligren
Transit

David Van Hattum
Transit

William Goins
Freight

Ethan Fawley
Non-motorized

December 24, 2014

Tim Bodeen
Refuge Manager
Minnesota Valley National Wildlife Refuge
3815 American Blvd. East
Bloomington, MN 55425

RE: Trails and Bicycle Facilities, 02099 Enhancement to the Old Cedar Avenue Bridge Parking Lot, Bluff Trail Head and Boardwalk Areas

Mr. Bodeen:

Thank you for submitting the above referenced project for funding through the 2014 regional solicitation. This is to notify you that staff had a concern about responses to the qualifying criteria for the above referenced Bicycle Pedestrian project. The qualifying issue is:

Federal Moving Ahead for Progress in the 21st Century (MAP-21) funds requires all projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

Staff believe the proposed addition of a 0.5 mile loop trail, fishing platform, wildlife observation platform, signage kiosks, wetland boardwalk and improving access for the physically challenged visitors does not meet this requirement.

Staff is providing this comment to you and to the TAC Funding and Programming Committee. On Thursday, January 15, at 1:30 PM, the TAC Funding & Programming Committee will meet to discuss the staff review of the qualifying criteria for all projects submitted in the 2014 regional solicitation and vote to either qualify or disqualify each project in question. Staff will present comments to the committee and you are invited to attend and answer questions or provide clarification to support the eligibility of your application. We ask that you do not make a lengthy presentation about your project. If you can provide information in response to the qualifying criteria by Wednesday, January 7, it will be forwarded to the committee. Otherwise, you may attend the meeting and present it to the committee. A meeting agenda will be sent to you on January 8, 2015.

If you wish to discuss this, please contact me at 651-602-1717 or elaine.koutsoukos@metc.state.mn.us.

Sincerely,



Elaine Koutsoukos
TAB Coordinator



Application

01971 - 2014 Multiuse Trails and Bicycle Facilities

02099 - Enhancement of the Old Cedar Avenue Bridge Parking Lot, Bluff Trail Head, and Boardwalk Areas

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 11/26/2014 9:27 AM

Primary Contact

Name:* Tim Wayne Bodeen
Salutation First Name Middle Name Last Name

Title: Refuge Manager

Department: Minnesota Valley National Wildlife Refuge

Email: tim_bodeen@fws.gov

Address: 3815 American Boulevard East

* Bloomington Minnesota 55425
City State/Province Postal Code/Zip

Phone:* 952-858-0701
Phone Ext.

Fax:

What Grant Programs are you most interested in? Regional Solicitation - Bicycle and Pedestrian Facilities

Organization Information

Name: US Fish and Wildlife Service

Jurisdictional Agency (if different):

Organization Type: US Government Department

Organization Website: http://www.fws.gov/refuge/minnesota_valley/

Address: Minnesota Valley National Wildlife Refuge
3815 American Boulevard East

* **City:** Bloomington **State/Province:** Minnesota **Postal Code/Zip:** 55425

County: Hennepin

Phone:* 952-858-0701 **Ext.:**

Fax:

PeopleSoft Vendor Number

Project Information

Project Name Enhancement of the Old Cedar Avenue Bridge Area

Primary County where the Project is Located Hennepin

Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Limit 2,800 characters; approximately 400 words) Enhance the area adjacent to Old Cedar Avenue Bridge parking lot by adding a 0.5 mile loop trail, fishing platform, wildlife observation platform, signage kiosks, wetland boardwalk, and improving access for physically challenged visitors.

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

Project Length (Miles) 0.5

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

Connection to Local Planning

This project directly correlates to City of Bloomington's Alternative Transportation Plan, Minnesota River Valley Master Plan, and Old Cedar Avenue Bridge Restoration Plan. The Old Cedar Bridge area is part of a regional trail network that connects the Intercity Trail with the Minnesota Valley State Trail. This area is also discussed in the U.S Fish and Wildlife Service's Minnesota Valley National Wildlife Refuge Comprehensive Conservation Plan, Long Range Transportation Plan and Five Year plan.

Project Funding

Are you applying for funds from another source(s) to implement this project?	Yes
If yes, please identify the source(s)	USFWS Federal Lands Transportation Funds
Federal Amount	\$450,000.00
Match Amount	\$140,000.00
<i>Minimum of 20% of project total</i>	
Project Total	\$590,000.00
Match Percentage	23.73%
<i>Minimum of 20%</i> <i>Compute the match percentage by dividing the match amount by the project total</i>	
Source of Match Funds	USFWS Federal Lands Transportation Funds
Preferred Program Year	
Select one:	2018

Project Information

County, City, or Lead Agency	U.S. Fish and Wildlife Service
Zip Code where Majority of Work is Being Performed	55425
(Approximate) Begin Construction Date	07/01/2015
(Approximate) End Construction Date	10/03/2016

LOCATION

From: (Intersection or Address)	Old Cedar Avenue Terminus at Long Meadow Lake, Bloomington
--	--

*Do not include legal description;
Include name of roadway if majority of facility runs adjacent to a single corridor.*

To:
(Intersection or Address)

Old Cedar Avenue Terminus at Long Meadow Lake,
Bloomington

Type of Work

excavating, grading, sidewalk, boardwalk, ped ramps,
ped/bicycle paths,

*Examples: grading, aggregate base, bituminous base, bituminous surface,
sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge,
Park & Ride, etc.)*

BRIDGE/CULVERT PROJECTS
(If Applicable)

Old Bridge/Culvert?

Yes

New Bridge/Culvert?

Yes

Structure is Over/Under
(Bridge or culvert name):

Orchard Springs and Kidder Marsh

RBTN Evaluation and Major Barriers

Results

Project IN TIER 1 Bicycle Transport Corridor.



- Project
- Principal Arterials
- RBTN Tier 1
- Minor Arterials
- RBTN Tier 2



MULTIUSE TRAILS AND BICYCLE FACILITIES

City of West St. Paul

**West St. Paul River to River Greenway, Robert Street Overpass
and Connections**

Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

Bill Hargis
Chair

County Commissioners

Matt Look
Anoka County

Randy Maluchnik
Carver County

Paul Krause
Dakota County

Jan Callison
Hennepin County

Mary Jo McGuire
Ramsey County

Jon Ulrich
Scott County

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Washington County

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Mayor of Apple Valley

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Blaine City Council

Gary Hanson
Eagan City Council

James Hovland
Mayor of Edina

Becky Petryk
Hugo City Council

Nora Slawik
Mayor of Maplewood

Kevin Reich
Minneapolis City Council

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Sue Sanger
St. Louis Park City Council

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St. Paul City Council

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Gery Butcher - A

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M.A.C.

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M.P.C.A.

Modal Representatives

Robert Lilligren
Transit

David Van Hattum
Transit

William Goins
Freight

Ethan Fawley
Non-motorized

December 24, 2014

Benjamin Boike

Assistant County Development Director/City Planner

1616 Humboldt Ave.

West St. Paul, MN 55118

RE: Trails and Bicycle Facilities 02131, West. St. Paul River to River Greenway, Robert Street Overpass and Connections

Mr. Boike:

Thank you for submitting the above referenced project for funding through the 2014 regional solicitation. This is to notify you that staff had a concern about the qualifying criteria for the above referenced Trail and Bicycle project. The qualifying issue is:

The City has previously received Federal STP funds through the 2009 Regional Solicitation to accommodate bicycles and pedestrians on the River to River Regional Greenway. The City of West St. Paul was awarded \$7,280,000 in STP-UG funds (adjusted for inflation) in the 2009 regional solicitation for the reconstruction of Robert Street from Mendota Road to Annapolis Street to include center median, access closures, grade-separated trail crossing, and other elements.

The City of West St. Paul requested a scope change for its Robert Street Improvements project (SP# 173-101-007). The proposed Changes would increase the total project cost by over 58 percent from \$10,383,000 to \$16,470,000 (the federal funding amount would not increase) and remove the grade-separated bike/pedestrian crossing from the scope, which increased in cost from \$300,000 to a range of \$2.3 to \$3.8 million.

The following excerpts are taken from the November 2, 2014, letter from the city signed by Matt Saum, PE, City Engineer/Public Works & Park Director requesting the scope change and removal of the grade-separated bike/pedestrian crossing.

Currently the North Urban Regional Trail (NURT) crosses at grade at the Wentworth Ave. intersection. In lieu of the grade-separated crossing, the revised project scope will improve the pedestrian facilities at this intersection, including accessible pedestrian signals with countdown timers, ADA compliant roadway crossings that include reconstructed pedestrian ramps with detectable warning plates, improved signal timing and the construction of a center median which serves as a refuge for pedestrians crossing the highway. These improvements will facilitate safer pedestrian crossings of the Robert Street corridor, along the existing NURT alignment.

Dec. 24, 2014
Benjamin Boike
Page 2

The following is the project description in the application:

The Robert Street Overpass of the River to River Regional Greenway will eliminate an important gap in the local and regional non-motorized transportation system. The project is located along Robert Street, a 5-lane state trunk highway that functions as a minor arterial. With ADTs of 25,000 and an antiquated roadway design, the highway has long been identified as one of the highest accident prone highways in the state. The City has recently received federal and state funding to complete a transformation of the highway from an automobile-oriented corridor into a sustainable, mixed-use corridor that can support all modes of transportation, including future arterial BRT. A key component of the improvement project is the construction of the Robert Street Bridge to support pedestrians, bicyclists, and transit in the corridor.

Given the TAB granted West St. Paul a scope change to remove the grade-separated bike/pedestrian crossing with the understanding bicycles and pedestrians would be safely accommodated as they crossed the Robert Street corridor, this application if it were to be funded, would have the region and the federal government paying for the same facility twice.

Staff is providing this comment to you and to the TAC Funding and Programming Committee. On Thursday, January 15, at 1:30 PM, the TAC Funding & Programming Committee will meet to discuss the staff review of the qualifying criteria for all projects submitted in the 2014 regional solicitation and vote to either qualify or disqualify each project in question. Staff will present comments to the committee and you are invited to attend and answer questions or provide clarification to support the eligibility of your application. We ask that you do not make a lengthy presentation about your project. If you can provide information in response to the qualifying criteria by Wednesday, January 7, it will be forwarded to the committee. Otherwise, you may attend the meeting and present it to the committee. A meeting agenda will be sent to you on January 8, 2015.

If you wish to discuss this, please contact me at 651-602-1717 or elaine.koutsoukos@metc.state.mn.us.

Sincerely,



Elaine Koutsoukos
TAB Coordinator

January 7, 2015

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

Re: Trail & Bicycle Facilities Application - West St. Paul River to River Greenway, Robert St. Overpass & Connections

Dear Ms. Koutsoukos:

The City of West St. Paul requests the Transportation Advisory Board reconsider Staff's determination of qualification for our Application #2131, West St. Paul River to River Greenway, Robert Street Overpass and Connections, for a Multiuse Trail and Bikeway grant through the Regional Solicitation.

It is our understanding based on your letter from December 24, 2014, that there is a concern the project proposed in our grant application has already received regional and federal funding as part of a 2009 Federal STP-UG grant for the reconstruction of Robert Street from Mendota Road to Annapolis Street. The City of West St. Paul disputes that conclusion and offers a number of points for consideration.

As you noted in your letter, a scope change to the 2009 Federal STP-UG grant was requested in November of 2012. Part of the scope change included the removal of the proposed grade-separated bike/pedestrian crossing from the 2009 Federal STP-UG grant. The request for removal was made due to significant cost increases in the grade-separated crossing project element and the recognition that the construction of a grade separated crossing would be premature as future regional trail alignments were not planned to connect in the vicinity.

As part of the scope change approval, the 2009 Federal STP-UG grant amount was reduced to reflect the removal of the grade-separated crossing. The Funding and Programming Committee Minutes from November 15, 2012 specifically state that in approving the scope change, the federal funding amount should be reduced by \$300,000 based on the original cost estimate for that project element. Thus, the City of West St. Paul has not received regional or federal funding for a grade-separated crossing and the current grant application does not seek to receive funds twice for the same facility.

While the grade-separated crossing was requested to be eliminated from the Robert Street Improvement project, the City never intended the scope change to preclude any future grade-separated crossing of Robert Street. In its November 2, 2012 letter, the City notes that "The modified scope and revised design for the Robert Street Improvements project continues to

respond to the transportation needs identified, while modifying a project element where the benefit remain consistent with its original intent and rescheduling the construction of a transportation improvement until the supporting connections to fit into the larger regional trail system can be implemented.” The City further notes that none of the discussions or documentation for the scope change stipulates that a future pedestrian bridge would be ineligible for federal funding.

Over the three years since the scope change request significant effort has been exerted by the City, Dakota County, and its partners in planning, engineering, and fundraising for a grade-separated crossing that can have local and regional benefits. Through these planning and engineering efforts, it has been determined that the proposed grade-separated crossing between Wentworth and Thompson Avenues is the preferred route for the River to River Regional Greenway. In addition, the City has secured the needed right-of-way for the proposed bridge on the west side of Robert, \$2 million in state bonding money, and funding from Dakota County to support the regional trail connections. Our 2014 Regional Solicitation application will leverage these funds.

The City of West St. Paul believes that the West St Paul River to River Greenway Robert Street Overpass and Connections application is a separate, but complementary project to the current Robert Street Improvements Project funded by the 2009 Federal STP-UG grant. The project will address regional trail needs by providing not only the grade-separated crossing but also the needed trail connections to the River to River Greenway. The project will also offer additional safety and mobility benefits for the Robert Street Corridor as it will eliminate the need for pedestrian and bicycle crossings.

Thank you for the opportunity to respond to the concerns about our project’s eligibility. Unfortunately, I will not be able to attend the upcoming TAC Funding and Programming Committee meeting on January 15th, however, West St. Paul City Engineer Matt Saam will be present on behalf of the City at the meeting to provide additional information or answer questions as needed.

If you have any questions or clarifications before that time, please do not hesitate to get into contact with me. I can be reached at 651-552-4134 or by e-mail at bboike@wspmn.gov.

Sincerely,

CITY OF WEST ST. PAUL



Benjamin Boike
Assistant Community Development Director/City Planner

C: Matt Saam, City Engineer/Public Works & Parks Director
John Mertens, Dakota County Senior Planner



Application

01971 - 2014 Multiuse Trails and Bicycle Facilities

02131 - West St. Paul River to River Greenway Robert Street Overpass & Connections

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 12/01/2014 3:59 PM

Primary Contact

Name:* Benjamin Arthur Boike
Salutation First Name Middle Name Last Name

Title: Assistant Community Development Director/City Planner

Department: Community Development

Email: bboike@wspmn.gov

Address: 1616 Humboldt Ave

***** West St. Paul Minnesota 55118
City State/Province Postal Code/Zip

Phone:* 651-552-4134
Phone Ext.

Fax:

What Grant Programs are you most interested in? Regional Solicitation - Bicycle and Pedestrian Facilities

Organization Information

Name: WEST ST PAUL, CITY OF

Jurisdictional Agency (if different):

Organization Type: City
Organization Website:
Address: 1616 Humboldt Ave

* West St Paul Minnesota 55118
City State/Province Postal Code/Zip
County: Ramsey
Phone:* 651-111-2000
Ext.
Fax:
PeopleSoft Vendor Number 0000002999A1

Project Information

Project Name West St. Paul River to River Greenway Robert Street Overpass
Primary County where the Project is Located Dakota
Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Limit 2,800 characters; approximately 400 words)

The Robert Street Overpass of the River to River Regional Greenway will eliminate an important gap in the local and regional non-motorized transportation system. The project is located along Robert Street, a 5-lane state trunk highway that functions as a minor arterial. With ADTs of 25,000 and an antiquated roadway design, the highway has long been identified as one of the highest accident prone highways in the state. The City has recently received federal and state funding to complete a transformation of the highway from an automobile-oriented corridor into a sustainable, mixed-use corridor that can support all modes of transportation, including future arterial BRT. A key component of the improvement project is the construction of the Robert Street Bridge to support pedestrians, bicyclists, and transit in the corridor.

The Grade Separated Trail Crossing Feasibility Study recommended the location for the bridge as it would connect to the 8-mile River to River Regional Greenway, which is proposed to have 34,000 users once complete. In addition, the bridge is near the proposed mixed-use, pedestrian-oriented redevelopment area intended to be West St. Pauls new town center. Nearby communities destinations that will benefit from improved connections include the Wentworth Library, YMCA, City Hall, Sport Dome, Sports Complex, Thompson County Park, and local parks. In addition, the selected alignment has sufficient right-of-way to accommodate a transit stop immediately under the overpass.

The City has been planning for the transformation of the Robert Street Corridor since it adopted the Robert Street Renaissance Plan in 2001. The City has secured federal and state funding for the 2.4 mile Robert Street Improvement Project. Improvements are slated to be completed over the next three years to improve the corridors infrastructure, safety, and aesthetics. In addition to

roadway and sidewalk improvements, the project will include landscaping and streetscape elements to improve the corridors character.

In addition to improved sidewalk connections, the Pedestrian Feasibility Study completed as part of this project identified the Robert Street Bridge as a high priority project to supporting pedestrian, bicyclist, and transit use in the area. The bridge is being carefully designed with gradual slopes and no landings so it can accommodate comfortably both pedestrians and bicyclists. This project is a high priority for the City as it would be most efficient and effective to plan for and construction the Robert Street Overpass in concert with other Robert Street Corridor improvement projects. In addition, the City has already secured \$2 million in state bonding money to support the bridge project so this application is only for the remaining funding gap.

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

Project Length (Miles)

0.6

Connection to Local Planning:

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

- City of West St. Paul Comprehensive Plan (2010) pages 59-60; 79-80

- City of West St. Paul Pedestrian and Bicycle Master Plan (2011) pages 22, 26, 27, 28

- Robert Street Improvements Grade Separated Trail Crossing Feasibility Study

- Robert Street Improvements Pedestrian Connectivity Study (2011) pages 2 and 3

- Dakota County Comprehensive Plan general policies applying to this corridor on pages 3.1.12, 3.4.3, 3.4.3, 3.4.14, 4.1.12, 4.2.14, and 4.3.14

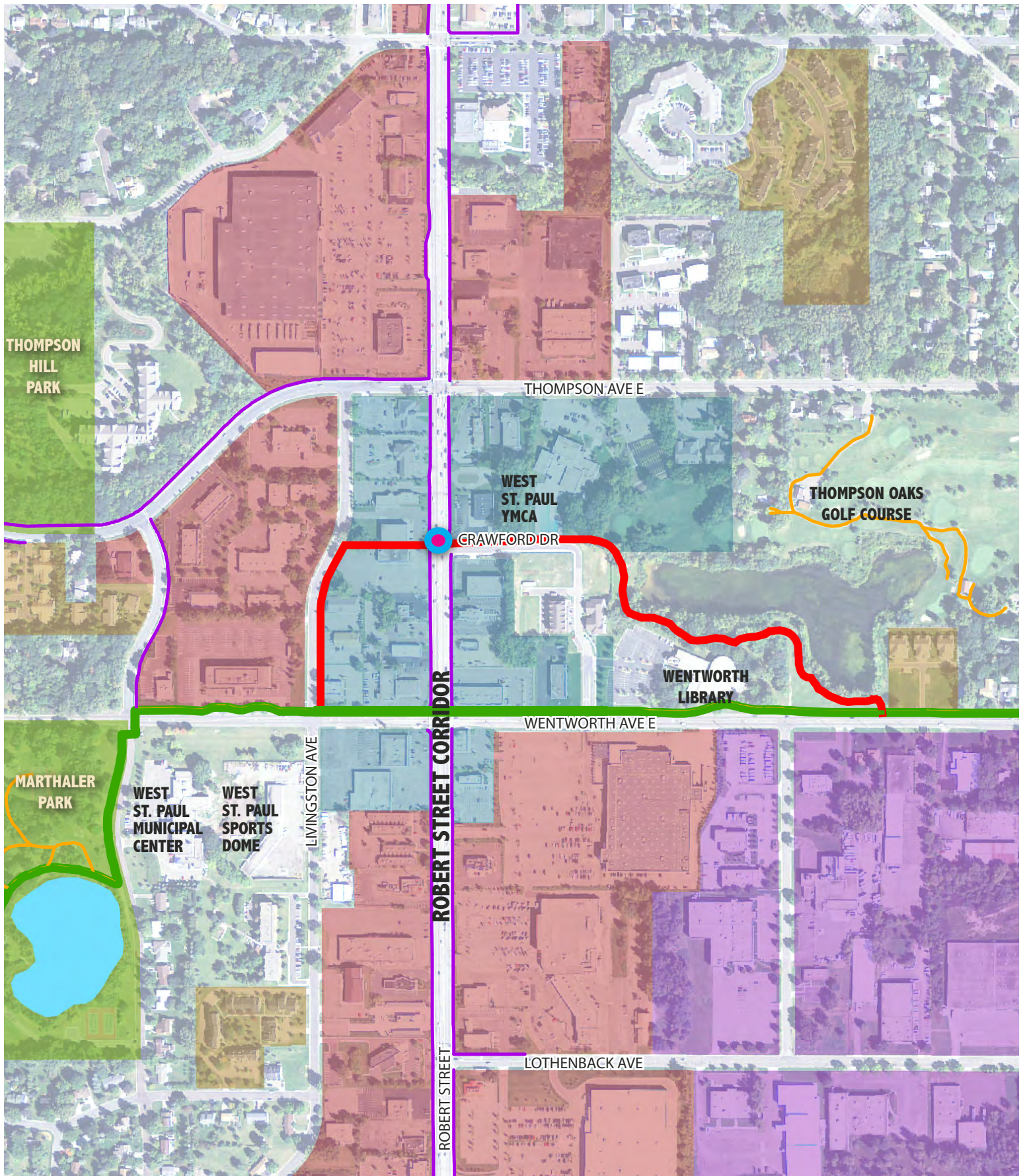
Connection to Local Planning

Project Funding

Are you applying for funds from another source(s) to implement this project?	No
If yes, please identify the source(s)	
Federal Amount	\$2,240,000.00
Match Amount	\$560,000.00
<i>Minimum of 20% of project total</i>	
Project Total	\$2,800,000.00
Match Percentage	20.0%
<i>Minimum of 20%</i>	
<i>Compute the match percentage by dividing the match amount by the project total</i>	
Source of Match Funds	Dakota County
Preferred Program Year	
Select one:	2018

Project Information

County, City, or Lead Agency	City of West St. Paul
Zip Code where Majority of Work is Being Performed	55118
(Approximate) Begin Construction Date	05/01/2018
(Approximate) End Construction Date	10/01/2018
LOCATION	
From: (Intersection or Address)	Wentworth Avenue at Livingston Avenue
<i>Do not include legal description; Include name of roadway if majority of facility runs adjacent to a single corridor.</i>	
To: (Intersection or Address)	Wentworth Avenue at approximately Marthaler Lane
Type of Work	Grade, Agg Base, Bit Base, Bit Surf, Bridge, Ped Ramps, Lighting, Retaining Wall, Wayfinding, Signage
<i>Examples: grading, aggregate base, bituminous base, bituminous surface, sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge, Park & Ride, etc.)</i>	
BRIDGE/CULVERT PROJECTS (If Applicable)	
Old Bridge/Culvert?	No
New Bridge/Culvert?	Yes
Structure is Over/Under (Bridge or culvert name):	Over Robert Street



RIVER TO RIVER GREENWAY - ROBERT STREET BRIDGE PROJECT SUMMARY

- Proposed Trail
- Existing River to River Greenway
- Existing Local Trail
- Existing Sidewalk
- Proposed Bridge
- Commercial
- Industrial-Employment
- Mixed Use
- Multi-family Residential 44
- City Park

SAFE ROUTES TO SCHOOL

City of Minneapolis

Minneapolis High School Transit Improvements

Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

Bill Hargis
Chair

County Commissioners

Matt Look
Anoka County

Randy Maluchnik
Carver County

Paul Krause
Dakota County

Jan Callison
Hennepin County

Mary Jo McGuire
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Jon Ulrich
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Mayor of Edina

Becky Petryk
Hugo City Council

Nora Slawik
Mayor of Maplewood

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Sue Sanger
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M.A.C.

David Thornton
M.P.C.A.

Modal Representatives

Robert Lilligren
Transit

David Van Hattum
Transit

William Goins
Freight

Ethan Fawley
Non-motorized

December 24, 2014

Forrest Hardy
Associate Transportation Planner
Minneapolis Public Works - Traffic
1901 East 26th Street
Minneapolis, MN 55404

RE: Safe Routes to School, 02224 Minneapolis High School Transit Improvements

Mr. Hardy:

Thank you for submitting the above referenced project for funding through the 2014 regional solicitation. This is to notify you that staff had a concern about responses to the qualifying criteria for the above referenced Transit Expansion project. The qualifying issue is:

As described in the "Introduction to the Regional Solicitation," separate projects can only be bundled together in order to meet the project minimum, which is \$125,000 for Safe Route to School projects. The federal amount requested was \$492,340 so meeting the project minimum was not an issue for the three combined projects.

Staff is providing this comment to you and to the TAC Funding and Programming Committee. On Thursday, January 15, at 1:30 PM, the TAC Funding & Programming Committee will meet to discuss the staff review of the qualifying criteria for all projects submitted in the 2014 regional solicitation and vote to either qualify or disqualify each project in question. Staff will present comments to the committee and you are invited to attend and answer questions or provide clarification to support the eligibility of your application. We ask that you do not make a lengthy presentation about your project. If you can provide information in response to the qualifying criteria by Wednesday, January 7, it will be forwarded to the committee. Otherwise, you may attend the meeting and present it to the committee. A meeting agenda will be sent to you on January 8, 2015.

If you wish to discuss this, please contact me at 651-602-1717 or elaine.koutsoukos@metc.state.mn.us.

Sincerely,



Elaine Koutsoukos
TAB Coordinator



**Department of
Public Works**
Steven A. Kotke, P.E.
City Engineer
Director

350 South 5th Street - Room 203
Minneapolis MN 55415

Office 612 673-3000
Fax 612 673-3565
TTY 612 673-2157

Jan 7, 2014

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

Ms. Koutsoukos:

Thank you for the opportunity to submit an application for these important Safe Routes to School improvements. We reviewed the items expressed in your letter, and would like to offer some additional considerations to support the eligibility of our application.

The project contained in our application is unusual because it benefits students in their active commute to school, as in a Safe Routes project, though the primary mode of transportation is transit. As described in our application, the student transit pass program is the type of innovative policy that may help bring alternative transportation use to a much broader audience. It helps promote independence among students by offering them greater access to after-school job opportunities and off-campus activities. However, this program also necessitates systemwide infrastructure improvements beginning with the 3 high-priority locations included in our application.

Systemwide improvements are eligible for bundling as noted in the "Introduction to the Regional Solicitation" document, though as you stated in your letter, this can be done only to meet the project minimum (\$125,000 for Safe Routes). Our interpretation of the introductory document was that if this minimum was met, systemwide improvements could be bundled together as long as the combined project total fell within the specified dollar range for Safe Routes. Given the interpretation in your letter, the maximum dollar amount for bundled projects becomes approximately \$250,000 rather than the \$1,000,000 specified for other Safe Routes projects. Could your staff provide clarification as to why systemwide improvements and other bundled projects are not eligible within the same dollar range as other Safe Routes projects?

We urge you to reconsider the eligibility of this project as described above. However, if there is no circumventing this matter then we ask you to consider the improvements at Henry High as a stand-alone project. I have isolated the cost estimate for these improvements and have attached this document. These improvements alone meet the project minimum.

Thank you for your consideration.

Sincerely,

Forrest Hardy
Associate Transportation Planner
Minneapolis Public Works



Minneapolis High School Transit Improvements - Cost Estimate

Location	Item	Qty	Unit Cost	Cost
Southwest High	Curb Extns per corner (x2 utilities)	2	\$ 30,000	\$ 60,000
	Curb Extns per corner (no utilities)	0		\$ -
	Overhead Ped Beacon	1	\$ 50,000	\$ 50,000
	Durable Crosswalks per intrsctn	1	\$ 7,500	\$ 7,500
	Additional Ped Curb Ramps	2	\$ 5,000	\$ 10,000
Subtotal				\$ 127,500
	Signing			\$ 10,000
	Removals 5%			\$ 6,375
	Mobilization 5%			\$ 6,375
	Contingency 15%			\$ 22,538
TOTAL				\$ 172,788

Minneapolis High School Transit Improvements - Cost Estimate

Location	Item	Qty	Unit Cost	Cost
Roosevelt High	Curb Extns per corner (utilities)	0		\$ -
	Curb Extns per corner (no utilities)	4	\$ 13,000	\$ 52,000
	Overhead Ped Beacon	1	\$ 50,000	\$ 50,000
	Durable Crosswalks per intrsctn	1	\$ 7,500	\$ 7,500
	Additional Ped Curb Ramps	2	\$ 5,000	\$ 10,000
	Subtotal			\$ 119,500
	Signing			\$ 10,000
	Removals 5%			\$ 5,975
	Mobilization 5%			\$ 5,975
	Contingency 15%			\$ 21,218
TOTAL				\$ 162,668

Minneapolis High School Transit Improvements - Cost Estimate

Location	Item	Qty	Unit Cost	Cost
Henry High	Curb Extns per corner (utilities)	2	\$ 25,000	\$ 50,000
	Curb Extns per corner (no utilities)	2	\$ 13,000	\$ 26,000
	Overhead Ped Beacon	1	\$ 50,000	\$ 50,000
	Durable Crosswalks per intrsctn	1	\$ 7,500	\$ 7,500
Subtotal				\$ 133,500
Signing				\$ 10,000
Removals 5%				\$ 6,675
Mobilization 5%				\$ 6,675
Contingency 15%				\$ 23,528
TOTAL				\$ 180,378



Application

01973 - 2014 Safe Routes to School Infrastructure

02224 - Minneapolis High School Transit Improvements

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 12/02/2014 11:51 AM

Primary Contact

Name:* Mr. Forrest Neil Hardy
Salutation First Name Middle Name Last Name

Title: Associate Transportation Planner

Department: Minneapolis Public Works - Traffic

Email: forrest.hardy@minneapolismn.gov

Address: Minneapolis Public Works, Traffic - 2nd Floor
1901 East 26th Street 55404

***** Minneapolis Minnesota 55404
City State/Province Postal Code/Zip

Phone:* 612-673-5951
Phone Ext.

Fax:

What Grant Programs are you most interested in? Regional Solicitation - Bicycle and Pedestrian Facilities

Organization Information

Name: MINNEAPOLIS,CITY OF

Jurisdictional Agency (if different):

Organization Type: City
Organization Website: <http://www.ci.minneapolis.mn.us/>
Address: DEPT OF PUBLIC WORKS
309 2ND AVE S #300

* MINNEAPOLIS Minnesota 55401
City State/Province Postal Code/Zip
County: Hennepin
Phone:* 612-673-3884
Ext.
Fax:
PeopleSoft Vendor Number 0000020971A2

Project Information

Project Name Minneapolis High School Transit Improvements
Primary County where the Project is Located Hennepin
Jurisdictional Agency (If Different than the Applicant): 44th Ave North is managed by Hennepin County

Transportation of high school students in Minneapolis is unique in that the majority of students arrive by standard Metro Transit busses. Most high school students receive free or reduced fares through the Student Go-To Pass program, a joint effort of Metro Transit and Minneapolis Public Schools (MPS). This program began as a pilot in 2011 and expanded to the 8 major MPS high schools over the following two years. It has been very successful and has become a great benefit to students. It gives them greater flexibility to participate in extra-curricular activities, job opportunities, and off-campus classes. It also promotes a greater level of independence and helps assimilate students into the daily life of the adult world.

Brief Project Description (Limit 2,800 characters; approximately 400 words)

Transit use is by far the second greatest method of commuting for adult workers within the City of Minneapolis, at 13.9% versus 6.4% walking and 4.1% bicycling (US Census 2012 ACS). All of these trips begin and end with walking, biking or use of an assisted device. The Student Go-To Pass program sets these commuting patterns in a student's formative years, so that they may continue to make alternative transportation choices well into their adulthood. In this way, it offers a link between childhood Safe Routes programming and promoting alternative transportation choices among adults.

The improvements in this application will increase the safety of school crossings for students walking, biking or taking transit at three high-risk locations. Each of these is similar in that they are student crossings on comparatively high-volume roadways. These also contain transit stops directly serving a high school. The primary safety issue arises during morning arrival. Busses unload one to two dozen students at these locations several times each morning. As the first students begin to cross the

roadway, the bus continues to unload students. The bus blocks the sightlines of approaching motorists who then have no adequate warning of the crossing students. Many students are distracted in the large group as there is a natural tendency to follow the leader. These issues were first identified by school staff, parents or City Council representatives. Each of these was investigated by staff within Public Works and it was determined that each required substantial investment in order to fully address.

The proposed improvements are similar for each location in that they bring greater awareness to crossing pedestrians through a pedestrian warning beacon. Each location would also receive curb extensions to shorten pedestrian crossing distances, help improve sight lines, and to eliminate adverse vehicle movements. These will also allow receiving ramps to be constructed at Henry High, which add an ADA accessible crossing where few exist along 44th Ave N.

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

Project Length (Miles) 0.19

Connection to Local Planning:

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

Connection to Local Planning

Minneapolis Walking Routes for Youth Map (proximate crossing locations identified);
 Minneapolis Bicycle Master Plan (47th Street West Bikeway); Minneapolis Safe Routes Strategic Plan (general Safe Routes 5E items district-wide)

Project Funding

Are you applying for funds from another source(s) to implement this project? No

If yes, please identify the source(s)

Federal Amount \$393,872.00

Match Amount	\$98,468.00
<i>Minimum of 20% of project total</i>	
Project Total	\$492,340.00
Match Percentage	20.0%
<i>Minimum of 20%</i>	
<i>Compute the match percentage by dividing the match amount by the project total</i>	
Source of Match Funds	City of Minneapolis local funds
Preferred Program Year	
Select one:	2018

Project Information

County, City, or Lead Agency	City of Minneapolis, Public Works
Zip Code where Majority of Work is Being Performed	55412
(Approximate) Begin Construction Date	06/10/2018
(Approximate) End Construction Date	09/01/2018

LOCATION

From:
(Intersection or Address) Logan Ave N / E 41st St / W 48th St

*Do not include legal description;
Include name of roadway if majority of facility
runs adjacent to a single corridor.*

To:
(Intersection or Address) Newtown Ave N / E 40th St / W 46th St

Type of Work concrete, ped ramps, signal work, striping, signing

*Examples: grading, aggregate base, bituminous base, bituminous surface,
sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge,
Park & Ride, etc.)*

BRIDGE/CULVERT PROJECTS

(If Applicable)

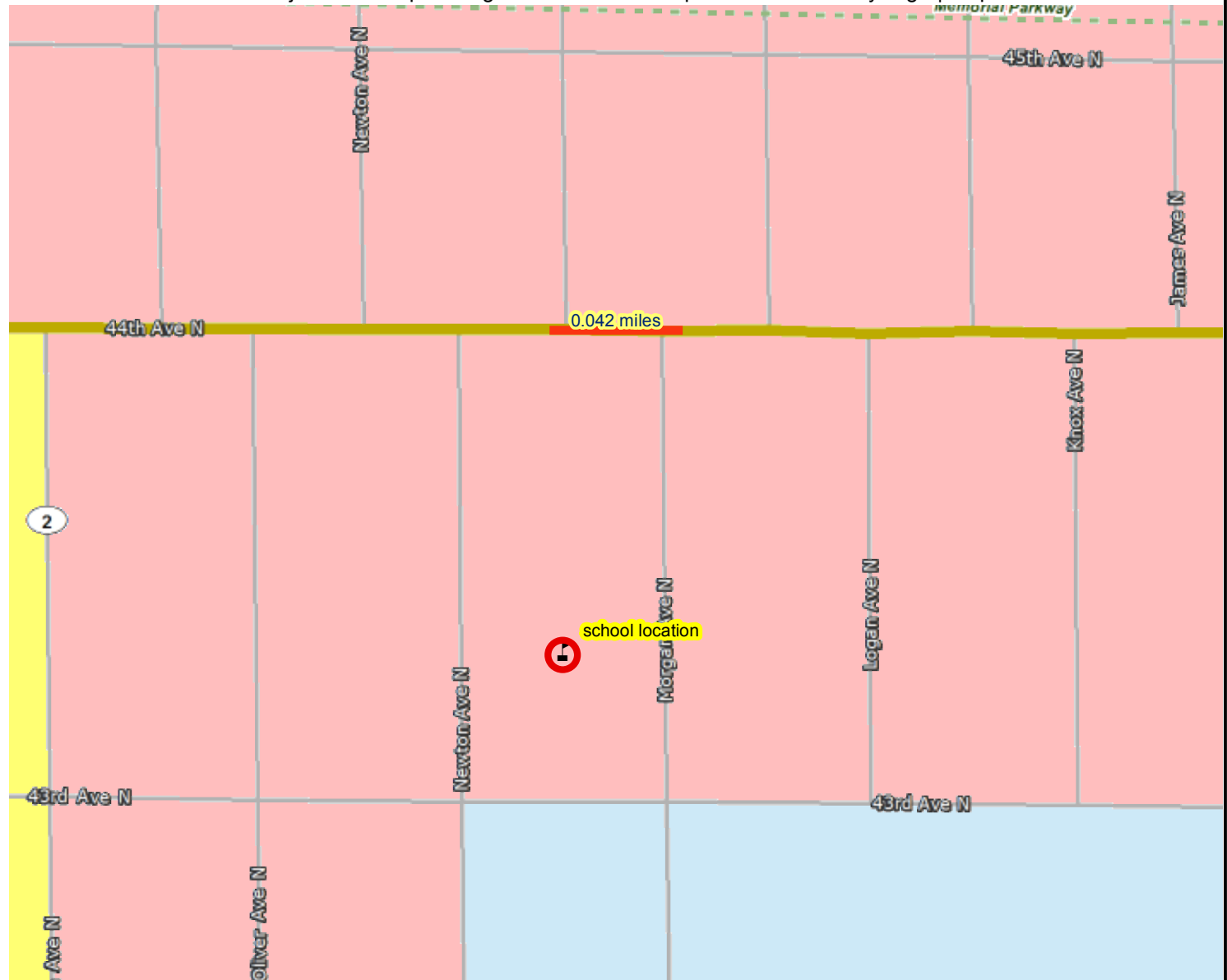
Old Bridge/Culvert?







New Bridge/Culvert?

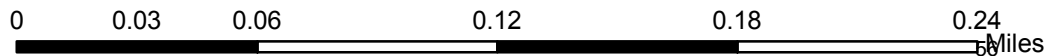
Structure is Over/Under
(Bridge or culvert name):

Results

Project IN a concentrated area of poverty.



-  Project Points
-  Project
-  Racially concentrated area of poverty
-  Concentrated area of poverty
-  Above reg'l avg conc of race/poverty
-  School



Created: 11/17/2014
LandscapeRSA2









For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

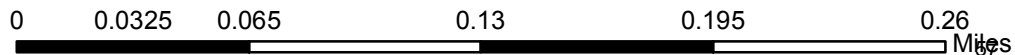


Results

Project IN area of above average concentration of race or poverty.



-  Project Points
-  Project
-  Racially concentrated area of poverty
-  Concentrated area of poverty
-  Above reg'l avg conc of race/poverty
-  School



Created: 11/24/2014
LandscapeRSA2









For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Results

Project **NOT IN** any area of concentrated poverty.



-  Project Points
-  Racially concentrated area of poverty
-  Above reg'l avg conc of race/poverty
-  Project
-  Concentrated area of poverty
-  School

