

TRANSPORTATION ADVISORY BOARD

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

NOTICE OF A MEETING
of the
FUNDING AND PROGRAMMING COMMITTEE

Thursday, August 18, 2016
1:30 P.M. – Metropolitan Council, Room LLA
390 Robert Street N, Saint Paul, MN

AGENDA

- 1) Call to Order
- 2) Adoption of Agenda
- 3) Approval of the Minutes from the July 21, 2016 meeting*
- 4) TAB Report – Information Item
- 5) City of Minneapolis Safe Routes to School Scope Change Request – Action Item 2016-47*
- 6) TIP Amendment; Minneapolis Scope Change Request – Action Item 2016-48*
- 7) 2016 Regional Solicitation Qualifying Review – Action Item 2016-46*
- 8) Other Business
- 9) Adjournment

*Attachments

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

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

Minutes of a Meeting of the
FUNDING AND PROGRAMMING COMMITTEE
July 21, 2016

MEMBERS PRESENT: Tim Mayasich (chair, Ramsey County), Lynne Bly (MnDOT), Colleen Brown (MnDOT Metro State Aid), Anna Flintoft (Metro Transit), Jenifer Hager (Minneapolis), Craig Jenson (Scott County), Jane Kansier (MVTA), Elaine Koutsoukos (TAB), Lyssa Leitner (Washington County), Paul Oehme (Chanhassen), Ryan Peterson (Burnsville), Steve Peterson (Metropolitan Council), John Sass (Dakota County), Amanda Smith (MPCA), Carla Stueve (Hennepin County), Michael Thompson (Maplewood), Anne Weber (St. Paul), and Joe Barbeau (staff)

OTHERS PRESENT: Jacob Rezac (Dakota County)

1. Call to Order

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

2. Adoption of Agenda

MOTION: Kansier moved to adopt the agenda. Seconded by Bly. The motion was approved unanimously.

3. Approval of the Minutes from the June 16, 2016 Meeting

MOTION: Thompson moved to approve the minutes. Seconded by Oehme. The motion was approved unanimously.

4. TAB Report – Information Item

Koutsoukos reported on the July 20, 2016, TAB meeting. At the TAB meeting, she reported that 149 applications were submitted for the 2016 Regional Solicitation: 21 for Roadway Expansion, 35 for Roadway Modernization, four for Roadway System Management, nine for Bridge, 39 for Multiuse Trails, eight for Pedestrian Facilities, four for Safe Routes to Schools, 10 for Transit Expansion, 13 for Transit Modernization, and six for Travel Demand Management. TAB approved the following action items:

- Streamlined administrative amendment to the 2016 UPWP
- Lake Elmo Airport Long-Term Comprehensive Plan
- Scope change and TIP amendment for Brooklyn Center
- Allocation of \$17.5 million in 2017 funds:
 - Fully fund Minneapolis Bicycle Coalition project
 - Advance Penn Avenue bus purchase project from 2018 to 2017
 - Fund Dakota County CSAH 28 connector project
 - Fund City of Champlain US 169 reconstruction
 - Reallocate remaining funds to four bikeway projects with the ability to accept additional federal funds

5. Dakota County US Hwy 52 & CSAH 42 Interchange Scope Change Request – Action Item 2016-41

Barbeau said that Dakota County was awarded \$7.28 million in the 2014 Regional Solicitation's Roadway Expansion category to reconstruct the interchange at US 52 and CSAH 42 in Rosemount. The project will reconstruct the interchange, replace two bridges on US 52, expand CSAH 42 from a two-lane to a four-lane roadway, and provide left turn lanes on CSAH 42. The County is requesting an extension of the eastern terminus by 0.2 miles. This extension would accommodate construction of a left-turn lane into the existing golf course parking lot and tapering of the four-lane roadway to the existing two-lane section beyond that entrance. The project's increased cost led to a score reduction from 595 to 566, which is still higher than the

540 points awarded to the lowest-scoring project in the category. The proposal does not reduce the project's benefit so no federal funding should be removed.

MOTION: Koutsoukos moved to recommend approval of the request. Seconded by Oehme. The motion was approved unanimously.

6. TIP Amendment; Dakota County Scope Change Request – Action Item 2016-42

Barbeau said that the scope change recommended for approval in the previous item requires a TIP amendment. Because the project is regionally significant, the amendment is subject to a 21-day public review period. Because the amendment will be approved after the final TIP is prepared, it should be approved pending approval of the TIP in the fall.

MOTION: Thompson moved to recommend that the proposed amendment to the 2017-2020 TIP to adjust project cost and description of the Dakota County US 52 / CSAH 42 interchange project be released for a public comment period. Seconded by Oehme. The motion was approved unanimously.

7. Other Business

Barbeau reported that the scoring committees for the 2016 Regional Solicitation have been formed and scorers will be contacted soon.

Mayasich reported that Andrew Witter will be leaving for a position in Sherburne County. He is currently slated to be chair of the Bridges scoring committee. Steve Peterson said that while part of Sherburne County is within the urbanized area, its federal funding comes through MnDOT District Three. Ryan Peterson suggested that being out of the region could lead to impartiality. Mayasich said he prefers someone from in the region serve as chair. Leitner suggested that a scorer from the Bridge category could fill the role. Hager volunteered to chair the Committee.

Steve Peterson said that qualifying review of the applications is underway. Staff will inform applications that may not qualify. They will have a chance to appeal at next month's meeting.

8. Adjournment

The meeting was adjourned.

ACTION TRANSMITTAL No. 2016-47

DATE: August 10, 2016

TO: TAC Funding and Programming Committee

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

SUBJECT: Scope Change Request for City of Minneapolis Andersen School Pedestrian Crossings & Bikeway Project

REQUESTED ACTION: The City of Minneapolis requests a scope change to its Andersen School Pedestrian Crossings & Bikeway Safe Routes to School project (SP # 141-591-010) to change the location of proposed curb extension and ramps, change the protected bikeway facility to a bicycle boulevard, and remove the overhead stop installation at the hospital entry.

POSSIBLE ACTIONS: The Committee can recommend approval or denial of the request. If it recommends approval, the Committee can recommend full federal funding or a reduction in federal funds.

BACKGROUND AND PURPOSE OF ACTION: The City of Minneapolis was awarded \$603,200 in the Safe Routes to School category in the 2013 Transportation Alternatives Program (TAP) Regional Solicitation to add curb extensions and pedestrian ramps, an on-street bicycle lane, and an overhead stop sign. More specifically, the project will include the following elements:

1. Curb extensions on East 26th Street at 10th, 11th, and 12th Avenues South.
2. Pavement markings along East 26th Street between 10th and 12th Avenues South.
3. A two-way protected on-street bike lane following:
 - a. 12th Avenue South from East 26th Street to East 28th Street.
 - b. East 18th Street from 12th Avenue South to 11th Avenue South.
 - c. 11th Avenue South from East 28th Street to the Midtown Greenway trailhead.
4. Stop sign visibility treatment, via overhead mount and signage, at the entrance to the hospital on 10th Avenue South.

The City is requesting the following changes to the above:

1. Movement of the curb extension from the intersection of East 26th Street and 10th Avenue South to the intersection of East 28th Street and 11th Avenue South. The City reports that this will roughly be cost-neutral.
2. No change.
3. Changing the 11th and 12th Street portions of the bicycle facility from a protected bikeway to a bicycle boulevard. The City reports that this will result in a \$10,000 cost reduction.
4. Changing the overhead stop installation at the hospital entrance to installation of durable crosswalks. The City reports that this will result in a \$6,500 cost reduction.

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 and will be needed if the project cost changes.

STAFF ANALYSIS: Working with the scorers from the Regional Solicitation, Metropolitan Council staff reviewed the original project and scoring. The project originally scored 710 points, 51 points higher than the top-scoring un-funded project. It scored 12 points higher than the lowest-scoring Safe Routes to School project, which was funded.

Scorers reported no change in the scoring, as most categories were not specific to the elements being changed. However, other factors to consider include:

- The request would cause students, grades K to 8, to bike with traffic on 11th and 12th Avenues South. The scorer from MnDOT’s Safe Routes to School (SRTS) program reported that such facilities are allowed, though are not commonly funded through HSIP.
- The proposed scope change does not meet MnDOT State Aid standards. The applicant has applied for an exception.
- Regarding local plans cited in the original application:
 - The Andersen SRTS Map (http://emss.mpls.k12.mn.us/uploads/andersenfinal_2.pdf) shows stop signs planned for the hospital entry drive and appears to show off-road bicycle access on 12th and 11th Avenues South.
 - The City’s Bicycle Master Plan shows 11th Avenue South as planned for a bike trail, though it does not specifically address 12th Avenue South.

The City reports an estimated cost reduction of \$16,500. Staff adjusts this number through the following steps:

- X 80% federal proportion (\$13,200)
- X 1.04% for inflation adjustment that was added at selection (\$13,728)
- Reducing contingencies, traffic control, and mobilization by 3% (the proportionate of what is being removed), adding the 4% inflation adjustment, and reducing by 20% for local cost (\$18,261.53)

Assuming the scope change is approved, a federal reduction of roughly \$18,260 would reflect the reduction in work.

ROUTING

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

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

RE: SP 141-591-010 – Andersen School Pedestrian Crossings & Bikeway – Scope Change Request

Introduction

The City of Minneapolis submitted a successful proposal for Safe Routes to School improvements at Andersen School during the January 2014 solicitation for federal Transportation Alternatives Program funds through Metropolitan Council. The 2016-2019 Statewide Transportation Improvement Program (STIP) has allocated \$603,200 of federal funds to the project with a total project construction cost of \$754,000 in the state fiscal year 2017. The City is requesting the following project changes in order to better address the needs and deficiencies expressed on the original application. These changes will address unforeseen circumstances in project coordination and school dismissal operations, while mitigating adverse impacts to the community. City staff believes the purpose and goals of the project will remain consistent with the original application.

Original Project Description, Purpose, and Need

The original proposal focused on barriers to walking and biking near Andersen School in South Minneapolis. Andersen is the largest K-8 school in the city and the school campus is adjoined to a large city park. The site is framed by arterial streets to the north and south, creating walking and biking barriers for students and park users. 28th St E represents a barrier for users between the Midtown Greenway and Andersen School and Stewart Park.

The original proposal addressed the following needs and deficiencies (these are lettered to correspond with the additional sections below, and also with the attached project map):

- A. Long crossing distances, poor sight lines, infrequent crossing gaps, and high travel speeds along 26th St E and 28th St E.
- B. One-way bikeway connection along 28th St E with multiple high-volume, high-speed vehicle travel lanes.
- C. Poor sightlines at a 10th Ave S intersection adjacent to the school and a major hospital entrance.

Requested Changes and Justification

- A. **10th Ave S & 26th St E – Change the location of proposed curb extension and ramps; Install durable crosswalks at the original location.** The curb extension and ADA ramps will be addressed prior to the project with a City signal replacement in 2016. The City requests to reallocate these funds by adding a curb extension at 28th St E and 11th Ave S to the project. This proposed location will address a difficult crossing at 28th St E, an area that was identified in the application as one of the primary barriers for walking and biking.
- B. **11th Ave S & 12th Ave S – Change bikeway facility from a protected bikeway to a bicycle boulevard.** Several factors have necessitated a change in the type of bikeway along these local streets.
 - 1. An on-street protected bikeway would significantly impact the existing operation and curb side uses of the residential streets, complicating parking and access within the neighborhood.
 - 2. Bicycle boulevards are an appropriate treatment for these low volume residential streets, whereas a protected bikeway is more suitable for higher volume collectors and arterials. Minneapolis has successfully installed approximately 19 miles of bicycle boulevards on similar streets to link schools, parks, libraries and trails. This design meets the original purpose and need of the project.
- C. **10th Ave S at hospital entry drive – Change overhead stop installation to install durable crosswalks only.** Sightline issues at this location have been resolved through other recent signage improvements. Durable crosswalks are proposed at this intersection to better delineate the crossing.

Project Description

No modifications to the original project description are anticipated as the bicycle trail and pedestrian crossings will remain within the project and the project alignment and length will remain unaltered.

Funding

- A: Costs associated with the proposed curb extension and ramps at 28th St E and 11th Ave S are comparable to items originally proposed at 26th St E and 10th Ave S
- B: The bikeway segments along local residential streets were originally estimated at \$15,000, while the cost of the proposed bicycle boulevard facility is expected to be approximately \$5,000.
- C: The proposed crosswalk markings are estimated to be \$3,500 which is less than the originally proposed items.

Andersen School : SP-141-591-010**Original Cost Estimate**

Item	Description / Design Element	Location	Prelim Cost (\$)
A	Curb Extension and Pedestrian Ramps	26th St E at 10th Ave S	\$ 68,000
B	On-Street Bike Lane	11th Ave S (28th St E - 29th St E) 12th Ave S (26th St E - 28th St E)	\$ 15,000
C	Overhead Stop Sign	10th Ave S at hospital entry drive	\$ 10,000
	All Other Construction Items	various (per application)	\$ 639,032
Original Estimated Construction Total in Application			\$ 732,032.00
Total Estimated Construction in STIP			\$ 754,000.00

Andersen School : SP-141-591-010**Revised Cost Estimate**

Item	Description / Design Element	Location	Prelim Cost (\$)
A	Curb Extension and Pedestrian Ramps	28th St E at 11th Ave S	\$ 68,000
B	Bicycle Bouevard Markings	11th Ave S (28th St E - 29th St E) 12th Ave S (26th St E - 28th St E)	\$ 5,000
C	Durable Crosswalks	10th Ave S at hospital entry drive	\$ 3,500
	All Other Construction Items	various (per application)	\$ 639,032
Revised Estimated Construction Total			\$ 715,532

The proposed changes are necessary in order to deliver key components of the project, and are the most viable alternative for project delivery. We believe that these changes continue to address the purpose and need as identified in the original application. If you have any questions, please contact me at 612-673-3625 or by email: Jenifer.Hager@minneapolismn.gov

Sincerely,



Jenifer Hager | Director Transportation Planning & Programming

City of Minneapolis – Public Works | 309 2nd Ave S – Rm 300 Minneapolis MN 55401
612-673-3625 | Jenifer.Hager@minneapolismn.gov

Cc: Nathan Koster, Manager Transportation Planning & Programming
Matthew Dyrdaahl, Bicycle & Pedestrian Coordinator
Forrest Hardy, Associate Transportation Planner

Attachments: (1) 2014 TAP Application Project Map
(2) Proposed Project Changes

Improvement Areas Map

Anderson School Safe Routes Attachment



Aerial photo: Google

Project Scope

(all work within existing r.o.w.)

Potential Project Improvements

AREA OF FOCUS 1

- Bumpouts on 26th St
- Traffic calming border along 26th St
- Protected bike lane on 12th Ave
- Increase stop sign visibility at 10th Ave and hospital garage exit

AREA OF FOCUS 2

- Protected bike lane on 12th Ave
- Off-street bike & ped trail along 28th St
- Protected bike lane on 11th Ave connecting to Greenway Trailhead

Improvement Area 1 Detail

Anderson School Safe Routes
Attachment

AREA OF FOCUS 1

Pedestrian Bumpouts



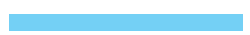
Aerial photo: Google



Stop sign visibility treatment, overhead mount and signage



Traffic Calming Pavement Markings





Protected on-street bike lane (2-way)

Improvement Area 2 Detail

Anderson School Safe Routes Attachment

AREA OF FOCUS 4

-  Protected on-street bike lane (2-way)
-  Off-street bike & ped trail (2-way)



Aerial photo: Google

 High Visibility Trail Conflict Markings







Andersen School Pedestrian Crossings & Bikeway

SP 141-591-010

Scope Change Request

**ATTACHMENT 2
PROPOSED PROJECT CHANGES**

Map Key

-  Off-street Trail Connection (2-way bikeway and separated sidewalk)
-  Bicycle Boulevard Markings
-  Curb Extension (from application to remain)
-  Curb Extension (newly proposed)
-  Durable Crosswalks
-  Durable Pavement Marking

Requested changes:

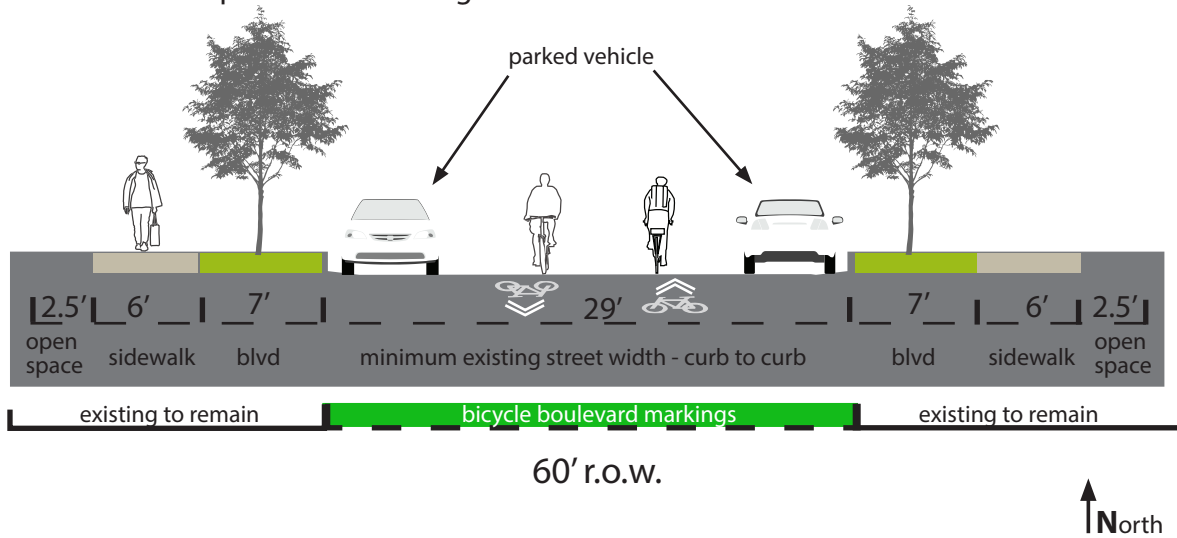
- A 10th Ave S & 26th St E** – Change the location of proposed curb extension and ramps; Install durable crosswalks at the original location
- B 11th Ave S & 12th Ave S** – Change bikeway facility from a protected bikeway to a bicycle boulevard
- C 10th Ave S at hospital entry drive** – Change overhead stop installation to install durable crosswalks only



Aerial photo: Google

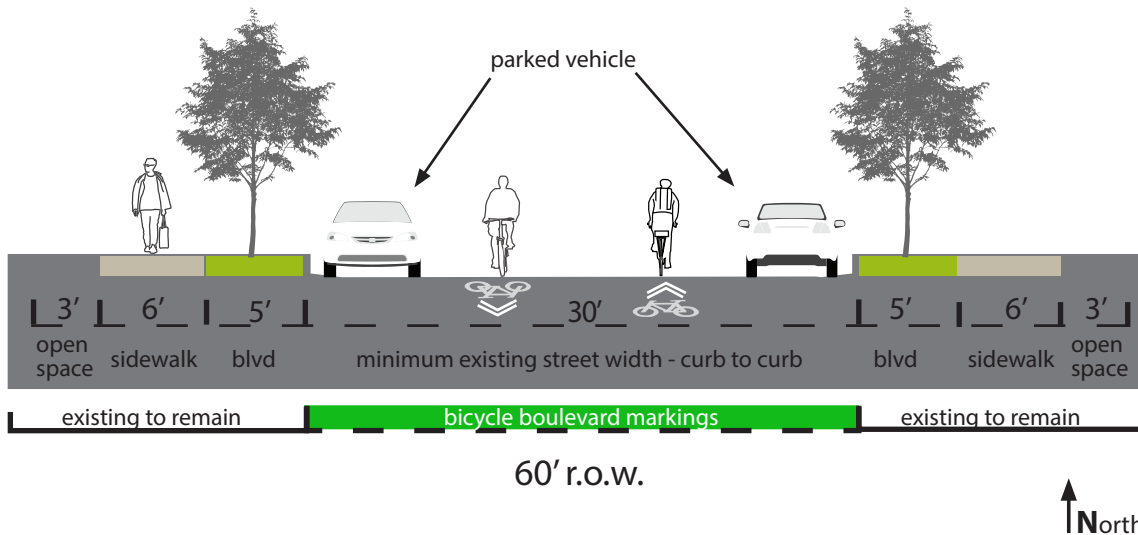
Section: 11th Ave S (28th St E - 29th St E)

- Dimensions unchanged from existing
- Bike boulevard segment designated on local residential street
- Vehicle volumes approx. 750 ADT (2016)
- 85th percentile vehicle speeds approx. 26 mph (2016)
- Shared lane pavement markings



Section: 12th Ave S (26th St E - 28th St E)

- Dimensions unchanged from existing
- Bike boulevard segment designated on local residential street
- Vehicle volumes approx. 1200 ADT (2016)
- 85th percentile vehicle speeds approx. 22 mph (2016)
- Shared lane pavement markings



ACTION TRANSMITTAL No. 2016-48

DATE: August 10, 2016

TO: TAC Funding and Programming Committee

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

SUBJECT: 2017-2020 TIP Amendment: Andersen School Pedestrian Crossings & Bikeway Project

REQUESTED ACTION: The City of Minneapolis requests an amendment to the 2017-2020 TIP to change the cost of its Andersen School Pedestrian Crossings & Bikeway Project (SP # 141-591-010) to reflect a reduced project scope.

RECOMMENDED MOTION: That TAC F&P recommend to TAC adoption of an amendment into the 2017-2020 TIP to change the cost of the City of Minneapolis's Andersen School Pedestrian Crossings & Bikeway Project (SP # 141-591-010).

BACKGROUND AND PURPOSE OF ACTION: This TIP amendment is needed due to a change in scope. The project is programmed for state fiscal year 2017. This amendment would reduce the cost of the City's Safe Routes to School project to reflect a change from an on-street bicycle lane to bicycle boulevard markings and removal of an overhead stop sign in favor of durable crosswalks.

Due to the timing of the City's scope change request, this accompanying 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, 2016, after which time it will be provided to MnDOT and then begin 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.

The analysis has resulted in a conformity determination that the projects included in the 2017-2020 TIP meet all relevant regional emissions analysis and budget tests. The 2017-2020 TIP will conform to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality. Public input opportunities for this amendment are provided through the TAB's and Council's regular meetings.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	
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	A T P	D I S T	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	M I L E S
	2017	M	M	Ped / Bike	141-591-010	Minneapolis	Andersen School crossing & Trail, Minneapolis, 26th St from 10th Ave to 12th Ave, 28th St from 10th Ave to 12th Ave, 12th Ave S from 26th to 28th St, 11th Ave S from 28th to 29th St, and 10th Ave S from 26th to 28th St- Intersection/Crosswalk Improvements	.37

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
EN	GRSU – Grade and surface	STPBG (TAP)	\$754,000 \$731,175	\$603,200 \$584,940				\$150,800 \$146,235

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 a scope change leading to a reduction in cost. The amendment would reflect a change from an on-street bicycle lane to bicycle boulevard markings and removal of an overhead stop sign in favor of durable crosswalks. 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 cost is decreasing.

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)

*AQ-2: Bicycle and Pedestrian Facilities.

ACTION TRANSMITTAL No. 2016-46

DATE: August 10, 2016
TO: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
Steve Peterson, Manager of Highway Programs and Process
(651-602-1819)
SUBJECT: 2016 Regional Solicitation Qualifying Review
RECOMMENDED MOTION: Recommendations shown below for each of seven proposals.

BACKGROUND AND PURPOSE OF ACTION: Metropolitan Council staff reviewed the qualifying criteria and policy consistency for all projects submitted in the 2016 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 qualifying review decision ends with TAC Funding and Programming and does not continue on to TAC.

STAFF ANALYSIS: The following applications have potential qualifying review issues:

ROADWAY SYSTEM MANAGEMENT

1. Hennepin County: ATMS (5218)

Qualifying Issue: The applicant bundled four different projects together that are located in various parts of Hennepin County. Given the total project cost (\$2.2M; \$1.76M federal), each appears to be able to meet the minimum federal request (\$250,000), rendering bundling not allowable. However, based on conversations with the applicant, the proposed project is filling in gaps in the fiber optic cable system that all tie back to one central traffic management center in Medina. Based on this information, whether this is bundling of multiple projects is open to interpretation.

Options:

- Disqualify the project.
- Allow the project to compete. As stated in the Regional Solicitation materials, “for eligible bundled projects, when scoring of multiple locations, an average will be used for geographically-based measures.” The information needed to input an average of the four corridors was attached to the original application and could easily be incorporated for measure 1B (Connection to Total Jobs and Manufacturing/ Distribution Jobs). For measure 3A (Connection to Disadvantaged Populations and Project Benefits), the scorer could use the information supplied in the application to derive an average score for the four corridors.

Recommendation: Allow the project to compete with changes being made to an average score for measures 1B and 3A. Given the nature of the traffic management center, this could be interpreted as compliant. Further, treating this as one project is a more efficient use of public funds than would be with four separate projects. Therefore, the applicant should be allowed to be scored and compete against other projects for funding.

ROADWAY BRIDGE REHABILITATION AND REPLACEMENT

2. Anoka County: CSAH 22 Bridge Replacement (5249)

Qualifying Issue: The sufficiency rating of 62.2 for the project is higher than the maximum sufficiency rating allowed for a bridge replacement to be funded through the Regional Solicitation (50).

Anoka County has withdrawn its application.

3. Washington County: CSAH 5 Bridge (5407)

Qualifying Issue: The request for \$940,240, federal, is below the \$1 million minimum request in the bridge category. It should be noted that the minimum federal request is less than \$1 million in seven of the other application categories.

Options:

- Disqualify the project.
- Allow the project to compete with a federal request of \$940,240.

Recommendation: Disqualify the project. The project as submitted is not large enough to fit the TAB-established cost range.

TRANSIT MODERNIZATION

4. Metro Transit: Heywood Bus Garage (5323)

Qualifying Issue: The application requested \$67.2 million from the Solicitation. The maximum federal request is \$7 million.

Options:

- Disqualify the project.
- Allow the project to compete with a federal request of \$7 million.

Recommendation: Provided the applicant is willing, and shows it is able, to provide the increased local match, allow the project to compete with a federal request of \$7 million. The project is otherwise eligible as submitted.

5. Metro Transit: Blue Line LRT Enhancement (5442)

Qualifying Issue: The application requested \$33,837,120 from the Solicitation. The maximum federal request is \$7 million.

Options:

- Disqualify the project.
- Allow the project to compete with a federal request of \$7 million.

Recommendation: Provided the applicant is willing, and shows it is able, to provide the increased local match, allow the project to compete with a federal request of \$7 million. The project is otherwise eligible as submitted.

PEDESTRIAN FACILITIES

6. Metro Transit: LRT Station Upgrades (5437)

Qualifying Issue: The project should have been submitted in the Transit Modernization category. The Introduction section of the Regional Solicitation states that if an applicant submits a projects in the incorrect category, the application may be disqualified. The application currently lacks much of the information that would enable it to be scored in a new application category in a different mode.

Options:

- Disqualify the project.
- Allow the project to move to Transit Modernization and the applicant to provide information to missing replies.
- Allow the application to remain in the Pedestrian category.

Recommendation: Consider disqualifying the application or allowing the project sponsor to provide missing information that would enable it to compete in the Transit Modernization category. Given the nature of this project, allowing it to compete in the Pedestrian category is not recommended.

SAFE ROUTES TO SCHOOL

7. Carver County: US 212 Safety Improvements (5195)

Qualifying Issue: The application requested \$1,225,360 in federal funds from the Solicitation. The maximum federal request is \$1 million.

Options:

- Disqualify the project.
- Allow the project to compete with a federal request of \$1 million.

Recommendation: Provided the applicant is willing, and shows it is able, to provide the increased local match, allow the project to compete with a federal request of \$1 million. The project is otherwise eligible as submitted.

RELATIONSHIP TO REGIONAL POLICY: TAB develops and issues a Regional Solicitation for federal funding.

ROADWAY SYSTEM MANAGEMENT

Hennepin County

Advanced Transportation Management System (ATMS) on CSAH 1, CSAH 3, CSAH 5, and CSAH 9

Qualifying Issue: The applicant bundled four different projects together that are located in various parts of Hennepin County. Given the total project cost, each appears to be able to meet the minimum federal request, rendering bundling not allowable.

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William Goins
Freight

Ethan Fawley
Non-motorized

August 5, 2016

Carla Stueve
Transportation Engineer
1600 Prairie Drive
Medina, MN 55340

RE: Roadway System Management, 05218 Hennepin County Signal Retiming

Ms. Stueve:

Thank you for submitting the above referenced project for funding through the 2016 regional solicitation. This is to notify you that staff had a concern about responses to the qualifying criteria for the above referenced Roadway System Management 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 \$250,000 for Roadway System Management projects. The federal amount requested was \$1,760,000 so meeting the project minimum for the four projects does not appear to be an issue. In addition, Roadway System Management projects can include project elements along a continuous route or a defined geographic area such as a downtown area. However, the location of the four projects is too spread out across the region to be considered one application.

Staff is providing this comment to you and to the TAC Funding and Programming Committee. On Thursday, August 18, 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 2016 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 Thursday, August 11, 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 August 12, 2016.

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

As part of its continued effort to implement Advanced Traffic Management System (ATMS) strategies, Hennepin County plans to install communications infrastructure along many of its critical north-south/east-west arterials. The proposed multi-corridor project will aid the utilization of ATMS tools such as adaptive traffic signal control systems, which rely on high-capacity data connections. The geographic extent of the project is defined by the following corridors:

1. On County State Aid Highway (CSAH) 9, from Old Rockford Road to CSAH 81 ("A" Minor Augmenter)
2. On CSAH 5, from US-169 to CSAH 17 ("A" Minor Reliever/Augmenter)
3. On CSAH 3, from CSAH 101 to CSAH 17 ("A" Minor Reliever/Augmenter/Expander)
4. On CSAH 1, from US-169 to Interstate (I) 494 ("A" Minor Expander/Reliever)

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

Installing communications infrastructure along these key regional transportation corridors will aid transportation and information management strategies identified in the County's Intelligent Information Management Plan (IIMP), completed in late 2014. This investment in efficient and powerful communications infrastructure will allow the County to more effectively monitor and control the real-time/adaptive signal control systems and network coordination, minimizing travel delay and air pollution emissions, while improving safety and reliability for all transportation users of the system.

Hennepin County is the state's most populous

county with nearly 1.2 million residents, and hosts over 875,000 employees at nearly 40,000 physical business establishments (U.S. Census 2015 American Community Survey 5-Year Estimates; 2014 County Business Patterns). This critical infrastructure investment will improve multimodal coordination and integration of the existing transportation network, facilitate greater mobility, reduce intersection crash rates, and contribute to a healthy environment. In summary, with the proposed improvements the four corridors identified in this project will:

- Allow for better connections to 40,500 manufacturing/distribution jobs
- Improve the movement of freight, linking multiple manufacturing and distribution centers
- Provide improved mobility and access to jobs for disadvantaged populations, including for areas of concentrated poverty and people of color

- Reduce vehicle delay and improve air quality
- Reduce the number of crashes
- Benefit transit operations with improved travel time reliability

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

TIP Description Guidance (will be used in TIP if the project is selected for funding)

ON CSAH 1, FROM US 169 TO I-494 AND ON CSAH 3 FROM CSAH 101 TO CSAH 17 AND ON CSAH 5 FROM US 169 TO CSAH 17 AND ON CSAH 9 FROM OLD ROCKFORD RD TO CSAH 81

Project Length (Miles)

29.93

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

\$1,760,000.00

Match Amount

\$440,000.00

Minimum of 20% of project total

Project Total \$2,200,000.00

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

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one: 2020

For TDM projects, select 2018 or 2019. For Roadway, Transit, or Trail/Pedestrian projects, select 2020 or 2021.

Additional Program Years: 2018, 2019

Select all years that are feasible if funding in an earlier year becomes available.

Project Information: Roadway Projects

County, City, or Lead Agency Hennepin County

Functional Class of Road "A" Minor Arterials

Road System CSAH

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

Road/Route No. 1359

i.e., 53 for CSAH 53

Name of Road OLD SHAKOPEE RD/98TH ST; EXCELSIOR BLVD; MINNETONKA BLVD; ROCKFORD RD/42nd AVE N

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed 55343

(Approximate) Begin Construction Date 07/01/2020

(Approximate) End Construction Date 09/30/2021

TERMINI:(Termini listed must be within 0.3 miles of any work)

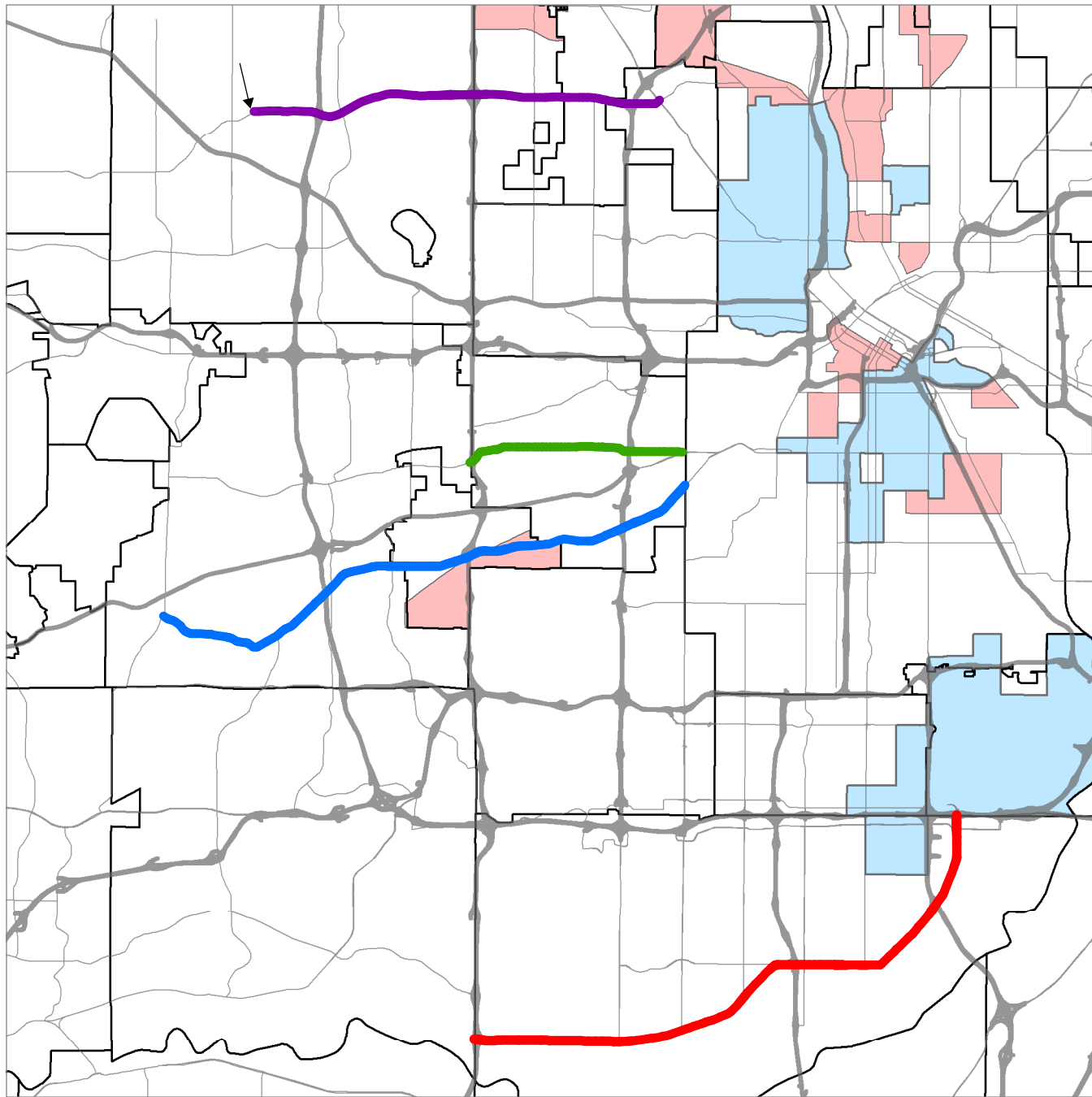
From: On CSAH 1 from US-169; on CSAH 3 from CSAH 101; on
(Intersection or Address) CSAH 5 from US-169; on CSAH 9 from Old Rockford R

To: On CSAH 1 to I-494; on CSAH 3 to CSAH 17; on CSAH 5 to
(Intersection or Address) CSAH 17; on CSAH 9 to CSAH 81

DO NOT INCLUDE LEGAL DESCRIPTION

Or At



Primary Types of Work COMMUNICATIONS INFRASTRUCTURE







Project Overview Map: Socio-Economic Conditions

2016 Regional Solicitation Grant Application
Roadway System Management,
Hennepin County



Poverty

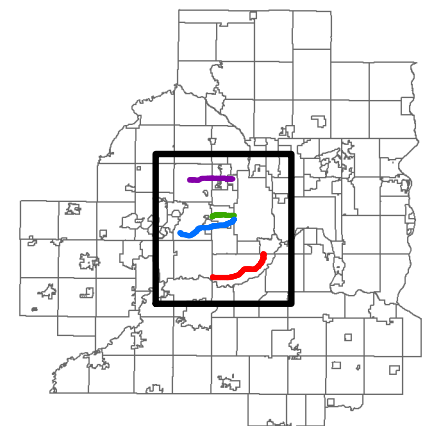
-  Area of Concentrated Poverty
> 50% residents of color
-  Area of Concentrated Poverty

Project Corridors

-  CSAH 9: Old Rockford Rd to CSAH 81
-  CSAH 5: US-169 to CSAH 17
-  CSAH 3: CSAH 101 to CSAH 17
-  CSAH 1: US-169 to I-494

Functional Class

-  Principal Arterial
-  "A" Minor Arterial





Hennepin County

Public Works

Transportation Department

1600 Prairie Drive
Medina, Minnesota 55340

612-596-0300, Phone
612-321-3410, Fax
www.hennepin.us

August 11, 2016

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

Re: Roadway System Management, 05218 Hennepin County Advanced Transportation System Management (ATMS)

Dear TAC Funding and Programming Committee:

This memorandum provides Hennepin County's response to the Metropolitan Council's concerns for the above referenced project submitted for funding through the 2016 Regional Solicitation. The project includes a singular Advanced Traffic Management System (ATMS), leveraging communications infrastructure improvements. This system is being implemented on four key corridors where communication gaps currently exist, and which will provide the greatest benefit to reduce traffic congestion and emissions while improving safety. The communications along these corridors will connect back to one location, the Traffic Management Center (TMC) at the Hennepin County Transportation facility for implementation of the ATMS by providing a dynamic traffic signal timing system.

Hennepin County is aware of the Regional Solicitation qualifying criteria and bundling requirements for the Roadway System Management category. The following statement is included within the Introduction of the Regional Solicitation:

*"Bundling of independent projects that can each meet the project minimum **and are not related to one another as described above is not allowed.**"*

As depicted in the attached map, Hennepin County's arterial system is substantial, it connects and supports many of the region's key Principal Arterials. The County is confident that although the proposed arterials (CSAH 1, CSAH 3, CSAH 5, and CSAH 9) do not intersect geographically with one another, they are part of one connected ATMS system. These corridors were strategically selected as part of this system to ensure connectivity to the county's existing high-speed fiber optic network, and its TMC based in Medina, to effectively facilitate ATMS implementation. This project will fill gaps in the county's arterial ATMS system and improve the infrastructure necessary to implement more adaptive traffic operations to benefit users of our network and the roadways they support.

Sincerely,

Carla Stueve, PE, PTOE
Division Manager – Transportation Planning
Hennepin County Transportation Department

ROADWAY BRIDGE REHABILITATION AND REPLACEMENT

Anoka County

CSAH 22 Bridge Replacement

Qualifying Issue: The sufficiency rating of 62.2 for the project is higher than the maximum sufficiency rating allowed for a bridge replacement to be funded through the Regional Solicitation (50).

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Freight

Ethan Fawley
Non-motorized

August 5, 2016

Jack Forslund
Multimodal Planning Manager
Anoka County Transportation Division
1440 Bunker Lake Boulevard
Andover, MN 55304

RE: Bridge, 05249 Anoka County CSAH 22 Bridge Replacement

Mr. Forslund:

Thank you for submitting the above referenced project for funding through the 2016 regional solicitation. This is to notify you that staff had a concern about responses to the qualifying criteria for the above referenced Bridge project. The qualifying issue is:

As described in the "Qualifying Criteria, #6, The bridge must have a sufficiency rating less than 80 for rehabilitation projects and less than 50 for replacement projects. The bridge sufficiency rating entered in the application is 62.2, which is not less than 50 for replacement projects.

Staff is providing this comment to you and to the TAC Funding and Programming Committee. On Thursday, August 18, 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 2016 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 Thursday, August 11, 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 August 12, 2016.

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

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

This project will replace the CSAH 22 (Viking Blvd) bridge over the Rum River

Roadways Including Multimodal Elements

1. All roadway and bridge projects must be identified as a Principal Arterial (Non-Freeway facilities only) or A-Minor Arterial as shown on the latest TAB approved roadway functional classification map.

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

Roadway Expansion and Reconstruction/Modernization projects only:

2. The project must be designed to meet 10-ton load limit standards.

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

Bridge Rehabilitation/Replacement projects only:

3. Projects requiring a grade-separated crossing of a Principal Arterial freeway must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using MnDOT's Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.

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

4. The bridge must carry vehicular traffic. Bridges can carry traffic from multiple modes. However, bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities application categories. Rail-only bridges are ineligible for funding.

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

5. The length of the bridge must equal or exceed 20 feet.

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

6. The bridge must have a sufficiency rating less than 80 for rehabilitation projects and less than 50 for replacement projects. Additionally, the bridge must also be classified as structurally deficient or functionally obsolete.

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

Measure A: Bridge Condition

Bridge Sufficiency Rating

62.2

Measure B: Project Improvements

Load Posted (Check box if the bridge is load-posted):

Yes

ROADWAY BRIDGE REHABILITATION AND REPLACEMENT

Washington County

CSAH 5 Bridge

Qualifying Issue: The request for \$940,240, federal, is below the \$1 million minimum request in the bridge category. It should be noted that the minimum federal request is less than \$1 million in seven of the other application categories.

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Transit

William Goins
Freight

Ethan Fawley
Non-motorized

August 5, 2016

Sara Allen
Washington County Regional Railroad Authority
11660 Myeron Road North
Stillwater, MN 55082

RE: Bridge, 05407 CSAH 5 Bridge over Brown's Creek and Brown's Creek State Trail

Ms. Allen:

Thank you for submitting the above referenced project for funding through the 2016 regional solicitation. This is to notify you that staff had a concern about responses to the qualifying criteria for the above referenced Bridge project. The qualifying issue is:

As described in the "Qualifying Criteria, #7, The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. Funding amounts by application category are listed below.

Bridges Rehabilitation/ Replacement: \$1,000,000 to \$7,000,000

The federal requested amount in the application is \$940,240, which is less than the \$1,000,000 minimum.

Staff is providing this comment to you and to the TAC Funding and Programming Committee. On Thursday, August 18, 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 2016 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 Thursday, August 11, 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 August 12, 2016.

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

The project will rehabilitate and modernize the CSAH 5/Stonebridge Trail bridge (82501) over Brown's Creek and Brown's Creek State Trail in Stillwater. CSAH 5 is an A-Minor Arterial Expander, and the rehabilitation is needed to improve the condition of the bridge. The bridge is classified as functionally obsolete with a sufficiency rating of 78; however portions of spalling concrete have begun falling from the bridge since the last sufficiency rating.

The project will replace the bridge deck, upgrade the bridge railings, repaint the existing steel beams and bearings, and maintain one lane of traffic in each direction. The rehabilitation will also include constructing a 12-foot wide extension on the east side of the bridge to replace the existing five-foot walkway with a shared-use trail separated from motor vehicle traffic by a 32 inch-high by 18-inch-wide railing.

The project includes building connections between the bridge trail, the existing CSAH 5 multi-modal trail south of the bridge, and the existing sidewalk north of the bridge (both of which are on the east side of CSAH 5). This project preserves existing infrastructure and modernizes it by meeting current traffic standards and establishing multi-modal connectivity across an existing critical gap in the area's walking and biking network. CSAH 5 and the Gateway State Trail, including the Brown's Creek section, are some of the most popular bicycle routes in the county and the state. The project adds value to the existing CSAH 5 facilities and to the a planned connection between the CSAH 5 trail and the Brown's Creek State Trail.

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

August 10, 2016

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

Dear Ms. Koutsoukos,

Thank you for the opportunity to respond to the identified concern about the Washington County Regional Solicitation application for the CSAH 5 Bridge over Brown's Creek and Brown's Creek Trail. As noted in your letter, the application requests \$940,240 in federal funding, which is \$59,760 short of the minimum Federal funding amount required to compete in the bridge application category. We apologize for failing to meet the minimum funding requirement of \$1,000,000 and feel the gap amount is not significant in the overall cost of the project. Therefore, we respectfully request that our application continue to be evaluated and allowed to compete in the process.

As noted in the application, the project will rehabilitate and modernize the CSAH 5/Stonebridge Trail bridge, which is functionally obsolete with a sufficiency rating of 78. However, since the last classification, portions of spalling concrete have begun to fall from the bridge, landing on the Brown's Creek Trail, a heavily-used multi-use trail in Washington County. The project will replace the bridge deck, update the bridge railings, and repaint the existing steel beams and bearings. The rehabilitation will also include constructing a 12-foot wide extension on the east side of the bridge to replace the existing five-foot walkway with a shared-use trail separated from motor vehicle traffic by a railing. This project preserves existing infrastructure and modernizes it by meeting current traffic standards and establishing multi-modal connectivity across an existing critical gap in the area's walking and biking network.

Washington County prepared an efficient budget for the improvements described above that leverages the existing infrastructure to minimize cost. Since these improvements are being made to a bridge structure, the bridge category is the most important appropriate category for submittal. The approach taken in the proposed project provides great benefit to Washington County residents and region, while avoiding the cost of a full bridge replacement. Thank you for considering our request and this important investment.

Sincerely,



Jan Lucke
Planning Manager
Washington County Public Works

TRANSIT MODERNIZATION

Metro Transit

Heywood Bus Garage

Qualifying Issue: The application requested \$67.2 million from the Solicitation. The maximum federal request is \$7 million.

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Freight
Ethan Fawley
Non-motorized

August 5, 2016

Robert Rimstad
Metro Transit Engineering & Facilities
560 6th Avenue North
Minneapolis, MN 55411

RE: Transit System Modernization, 05323 Metro Transit Heywood 2 Bus Garage
Minneapolis

Mr. Rimstad:

Thank you for submitting the above referenced project for funding through the 2016 regional solicitation. This is to notify you that staff had a concern about responses to the qualifying criteria for the above referenced Bridge project. The qualifying issue is:

As described in the "Qualifying Criteria, #7, The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. Funding amounts by application category are listed below.

Transit System Modernization: \$100,000 to \$7,000,000

The federal requested amount in the application is \$67,200,000, which is more than the \$7,000,000 maximum. In order to be eligible to be scored, the applicant must affirm that they are able to provide the increased local match.

Staff is providing this comment to you and to the TAC Funding and Programming Committee. On Thursday, August 18, 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 2016 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 Thursday, August 11, 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 August 12, 2016.

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

The purpose of Heywood II Bus Garage Construction is to provide additional bus storage, operations and support functions, and maintenance space to support Metro Transit's continued growth in ridership demand and upcoming service expansion identified in the 2015-2030 Service Improvement Plan (SIP) including the C Line, D Line, Orange Line, and other routes that improve bus service to areas of Racially Concentrated Poverty in the Minneapolis-St. Paul region. Metro Transit cannot add any additional peak (rush) hour bus service in the region without additional bus storage. The 5 operating garages have an extra 86 buses operating out of them. This leads to wasted time moving buses around the garages that could have been used to maintain the buses.

Application Methodology: This application is being submitted with 6 major service routes mapped as well as the assumption of a similar service model to the existing Heywood Garage. Currently, the Heywood bus garage runs 49 service routes provided in this application and Metro Transit intends to run similar service routes from this new bus garage as well as some of the new routes and services provided from the S.I.P. Once this garage is completed, bus routes served by the other 5 operating garages will be shifted to minimize non-revenue bus movements and to relieve overcrowding.

Funding: The Heywood bus garage need was identified in long range plans as early as 2000 and major funding requests have been made in multiple bonding bills, including the 2016 legislative session. Metro Transit is now applying for multiple grant opportunities and looking at deferring other fleet and capital improvements in order to piece together a full funding package. Metro Transit and the Metropolitan Council are committed to providing a 20 percent local match via Regional Transit Capital bonds. The local share of funding will be made available for this project should a grant be awarded.

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



August 11, 2016

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

RE: Transit System Modernization, 05323 Metro Transit Heywood 2 Bus Garage
Minneapolis

Dear Ms. Koutsoukos;

Metro Transit affirms that \$7,000,000 is the amount requested in the 05323 Metro Transit Heywood 2 Bus Garage Minneapolis application. Metro Transit also affirms that we will be able to provide the increased match to assemble all funding for the \$84,000,000 construction of the bus garage.

The table below details the remaining \$75,250,000 contribution needed on the project, which will be a mixture other federal, local, and/or state bond funding.

Total Construction Project Elements = \$ 84, 000,000.00

Sources	Federal (80%)	Local RTC (20%)	Sum
Regional Solicitation (05323)	\$7,000,000	\$1,750,000	\$8,750,000
Metropolitan Council contribution	\$60,200,000	\$15,050,000	\$75,250,000
Total	\$67,200,000	\$16,800,000.00	\$84,000,000

We look forward to developing the project. Please contact me with any questions or clarifications.

Sincerely,

Brian J. Lamb
General Manager

CC: Adam Harrington, Director of Service Development
Mary Gustafson, Manager of Grants

TRANSIT MODERNIZATION

Metro Transit

Blue Line LRT Enhancement

Qualifying Issue: The application requested \$33,837,120 from the Solicitation. The maximum federal request is \$7 million.

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Ethan Fawley
Non-motorized

August 5, 2016

Bassam Al-Mohamadi
Metro Transit Engineering & Facilities
560 6th Avenue North
Minneapolis, MN 55411

RE: Transit System Modernization, 05442 LRT Blue Line Enhancement

Mr. Al-Mohamadi:

Thank you for submitting the above referenced project for funding through the 2016 regional solicitation. This is to notify you that staff had a concern about responses to the qualifying criteria for the above referenced Bridge project. The qualifying issue is:

As described in the "Qualifying Criteria, #7, The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. Funding amounts by application category are listed below.

Transit System Modernization: \$100,000 to \$7,000,000

The federal requested amount in the application is \$33,837,120, which is more than the \$7,000,000 maximum. In order to be eligible to be scored, the applicant must affirm that they are able to provide the increased local match.

Staff is providing this comment to you and to the TAC Funding and Programming Committee. On Thursday, August 18, 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 2016 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 Thursday, August 11, 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 August 12, 2016.

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

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

Metro Transit requests \$7 Million from the Regional Solicitation for Transportation Projects to assist in funding the Light Rail Transit (LRT) \$42.3 Million Blue Line Enhancement project. The LRT Blue Line was operationalized in 2004. It connects Minneapolis through 19 platform stations with high demand light rail stops such as Mall of America and Minneapolis-St. Paul International Airport, as well as linking St. Paul through the LRT Green Line and BRT A-Line. Ridership for the Blue Line in 2015 was 10.5 Million rides or approximately 12% of Metro Transit ridership.

The goal of this enhancement project is to upgrade the current LRT Blue Line from a manual operation to an automated system. This project will replace and/or upgrade track cross-overs and automate all signaling to ensure safety and reliability of the LRT Blue Line. New track cross-overs provide greater operational flexibility to the LRT system; they are bi-directional, allowing trains to travel between tracks in opposite directions. Signaling upgrades permit Metro Transit's Rail Control Center (RCC) to manage the LRT system more efficiently; tracking the train's path, switching the train's direction (bi-directional), providing a single track option for trains during maintenance and emergencies. These upgraded measures will enhance LRT safety by preventing collisions. Another benefit of the LRT Blue Line Enhancement Project will be Metro Transit's ability to maintain existing operating service to customers while maintaining and upgrading signal and track systems. Currently, maintenance and repairs have been costly to Metro Transit due to shut down costs and reduced reliability for LRT customers.

The LRT Blue Line Enhancement project was reviewed and approved by Metropolitan Council in fall 2015 after a track inspection assessment completed in spring 2014 highlighted the need for track replacement and signal upgrades. There are three location sections in the Blue Line Enhancement project:

- 1) Downtown Minneapolis track replacement: this section is to be funded through federal and regional transit capital projects.
- 2) I-35W to Fort Snelling track and signal upgrades: Metro Transit will identify funding sources to complete capital improvement projects.
- 3) Hubert H. Humphrey Terminal to Mall of America track and signal upgrades: Metro Transit is to identify funding sources to complete improvements in this section.



August 11, 2016

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

RE: Transit System Modernization, 05442 LRT Blue Line Enhancement

Dear Ms. Koutsoukos;

Metro Transit affirms that \$7,000,000 is the amount requested in the 05442 LRT Blue Line Enhancement grant application. Metro Transit also affirms that we will be able to provide the increased match to assemble all funding for the \$42,296,400 construction of the improvements.

The table below details the remaining \$33,546,400 contribution needed on the project, which will be a mixture other federal, local, and/or state bond funding.

Total Construction Project Elements = \$ 42,296,400.00

Sources	Federal (80%)	Local RTC (20%)	Sum
Regional Solicitation (05442)	\$7,000,000	\$1,750,000	\$8,750,000
Metropolitan Council contribution	\$26,837,120	\$6,709,280	\$33,546,400
Total	\$33,837,120	\$8,459,280	\$42,296,400

We look forward to developing the project. Please contact me with any questions or clarifications.

Sincerely,

Brian J. Lamb
General Manager

CC: Adam Harrington, Director of Service Development
Mary Gustafson, Manager of Grants

A service of the Metropolitan Council

PEDESTRIAN FACILITIES

Metro Transit

LRT Station Upgrades

Qualifying Issue: The project should have been submitted in the Transit Modernization category. The application currently lacks much of the information that would enable it to be scored in a new application category in a different mode.

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of the Metropolitan Council of the Twin Cities

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Non-motorized

August 5, 2016

Bassam Al-Mohamadi
Metro Transit Engineering & Facilities
560 6th Avenue North
Minneapolis, MN 55411

RE: Pedestrian Facilities, 05437 LRT Platforms ADA Improvements

Mr. Al-Mohamadi:

Thank you for submitting the above referenced project for funding through the 2016 regional solicitation. This is to notify you that staff had a concern about responses to the qualifying criteria for the above referenced Bridge project. The qualifying issue is:

A Pedestrian Facilities project is a project that primarily benefits pedestrians as opposed to multiple types of non-motorized users. A Transit System Modernization project is a transit project that makes existing transit more attractive to existing and future riders by offering faster travel times between destinations, improving the customer experience, or reducing operating costs for the transit provider. Staff has determined that the project is a transit project and should have been submitted under the Transit System Modernization category.

In the Introduction of the Regional Solicitation, it states "If an applicant submits a project in the incorrect application category, the application may be disqualified.

Staff is providing this comment to you and to the TAC Funding and Programming Committee. On Thursday, August 18, 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 2016 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 Thursday, August 11, 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 August 12, 2016.

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

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

Metro Transit is seeking financial support of \$1 Million to fund its ADA Platform Improvements project on all METRO Blue Line and Green Line platforms and stations. This project will install between-car barriers at train stations and ADA warning tactile mats in front of each vehicle entrance to help people who are blind or visually impaired locate the light rail vehicle doors and prevent them from falling off the platform. The project intends to start as soon as funding becomes available due to the high importance of its nature.

Ambient noise and inconsistencies in vehicle door location can make it challenging for passengers who are blind or visually impaired to locate the vehicle entrance. The light rail vehicle doors do not always open at each station and if they do, they may not be audible. Currently, passengers must ask people nearby for assistance or rely on using a cane to trail the vehicle in search of an opening. This can be problematic as the user may mistake the gap between light vehicle cars as an open door and fall off the platform, which has previously happened.

As the American with Disability Act (49 C.F.R. § 38.85) states, "where vehicles operate in a high-platform, level-boarding mode, devices or systems shall be provided to prevent, deter or warn individuals from inadvertently stepping off the platform between cars. Appropriate devices include, but are not limited to, pantograph gates, chains, motion detectors or other suitable devices." The Federal Transit Administration (FTA) recommends the implementation of between car barriers as stated in the 09/15/2015 memorandum (Attached). The proposed flexible bollards as between-car barriers and door indicators have been proven very effective and suitable device for this purpose in transit agencies in San Diego, CA, Los Angeles, CA, St. Louis, MO and many other locations.

Implementing between-car barriers and ADA warning tactile door mats in all platforms will ensure consistency and increased safety among all METRO light rail stops. Therefore, this project intends to encourage more ADA persons to use the light rail service for their daily commute and ensure safety among all riders.



August 11, 2016

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

RE: Pedestrian Facilities, 05437 LRT Platforms ADA Improvements

Dear Ms. Koutsoukos:

Thank you for your notification regarding the LRT Platform ADA Improvement Regional Solicitation grant application.

We understand the concern raised by TAB staff. This project could shift to the Transit System Modernization category. However, for the following reasons, we respectfully request continuing to consider this project under the Pedestrian Facilities category.

- The definition of the Pedestrian Facilities category is summarized as “a project that primarily benefits pedestrians.” This project does indeed benefit pedestrians more than any other types of non-motorized users. Since most transit riders are pedestrians during the first and last mile of their trip, these ADA improvements will benefit pedestrians and ensure their safety as they board and depart light rail trains.
- The attached document, titled “Pedestrian Facilities (Sidewalks, Streetscaping, and ADA),” states that all projects must relate to surface transportation and that a facility may serve a transportation purpose. The METRO Blue and Green Line platforms fit these criteria as both transit and pedestrian facilities. Furthermore, the document states that Americans with Disabilities Act (ADA) improvements shall be under the Pedestrian Facilities category, because these improvements relate more to pedestrians with disabilities than transit systems.

We appreciate the consideration of our application based on these reasons.

Sincerely,

A handwritten signature in blue ink, appearing to read 'B. Lamb'.

Brian J. Lamb
General Manager

CC: Adam Harrington, Director of Service Development
Mary Gustafson, Manager of Grants

A service of the Metropolitan Council

SAFE ROUTES TO SCHOOL

Carver County

US 212 Safety Improvements

Qualifying Issue: The application requested \$1,225,360 from the Solicitation. The maximum federal request is \$1 million.

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of the Metropolitan Council of the Twin Cities

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Ethan Fawley
Non-motorized

August 5, 2016

Darin Mielke
Carver County Public Works
11360 Highway 212, Suite 1
Cologne, MN 55322

RE: Safe Routes to School, 05195 Norwood Young America US212 Safety Improvement Project

Mr. Mielke:

Thank you for submitting the above referenced project for funding through the 2016 regional solicitation. This is to notify you that staff had a concern about responses to the qualifying criteria for the above referenced Bridge project. The qualifying issue is:

As described in the "Qualifying Criteria, #7, The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. Funding amounts by application category are listed below.

Safe Routes to School: \$150,000 to \$1,000,000

The federal requested amount in the application is \$1,225,360, which is more than the \$1,000,000 maximum. In order to be eligible to be scored, the applicant must affirm that they are able to provide the increased local match.

Staff is providing this comment to you and to the TAC Funding and Programming Committee. On Thursday, August 18, 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 2016 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 Thursday, August 11, 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 August 12, 2016.

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

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

The City of Norwood Young America (NYA) is a growing semi-rural small community located on the fringe of the Twin Cities Metropolitan Area in Carver County. The city is divided by Trunk Highway (TH) 212 (principal arterial) a four-lane divided rural expressway running east-west with a posted speed limit of 50 miles per hour (mph). The city's public schools, Central High School (9-12), Central Middle School (6-8) and Central Elementary School (K-5) are located north of TH 212 between Reform Street and Morse Street. TH 212 divides the residential areas resulting in a large portion of the student population having to cross TH 212 to access the schools. The most direct route across TH 212 is an existing crosswalk at the unsignalized intersection of Morse Street. This crossing has many challenges including:

- A long crossing distance (260 feet) due to the skew of the intersection and the four-lane divided roadway.
- High-speed conflicting traffic volumes, much of which is traveling above the posted speed limit and comprised of a large percentage of heavy commercial vehicles.
- Distracted drivers not yielding to pedestrians in the marked crosswalk.

These conditions make TH 212 an unsafe environment for students, which is demonstrated by the low volume of students walking/biking to school.

The Norwood Young America (NYA) US212 Safety Improvement Project will provide a safer more direct route to the city's schools through the construction of a pedestrian box culvert under TH 212 and an off-street trail (See Figure 1). This project will integrate all of the SRTS 5 Es and will fill a gap in the city's existing trail network. The project will also meet State Aid Standards, the Americans with Disabilities Act (ADA), and the MnDOT Bikeway Facility Design Manual and will provide a non-motorized transportation option to the residents of the adjacent neighborhoods.

The project need was identified as part of the TH 212 Access Management, Safety and Phasing Plan (2016) and as a priority project for the Southwest Corridor Transportation Coalition (SWCTC). The project will also coincide with MnDOT's programmed mill and overlay project in 2020. As part of these planning initiatives, public and stakeholder involvement meetings were held to better understand the key issues and concerns in NYA. From those meetings, it was clear that there are safety concerns for students walking and biking to school. As part of this application, the city plans to complete parent surveys and additional public input opportunities in the fall.



Carver County Public Works

11360 Highway 212
Suite 1
Cologne, MN 55322-8016
Phone (952) 466-5200 Fax (952) 466-5223

Administration
Operations
Program Delivery
Parks

August 10, 2016

Elaine Koutsoukos
TAB Coordinator
METROPOLITAN COUNCIL - TRANSPORTATION ADVISORY BOARD
390 North Robert Street
Saint Paul, MN 55101

SUBJECT: SAFE ROUTES TO SCHOOL (SRTS) - 05195 NORWOOD YOUNG AMERICA US 212 SAFETY IMPROVEMENT PROJECT

Ms. Koutsoukos,

Carver County received your letter dated August 5, 2016 regarding the Norwood Young America US 212 Safety Improvement Project. Based on this letter, we understand clarification is needed for "Qualifying Criteria #7, which states a maximum federal amount request for a SRTS project is \$1,000,000.

Carver County and the City of Norwood Young America recognize the Qualifying Criteria #7. In that respect the project cost splits were incorrectly shown in the application. The requested amount for application #05195 is for \$1,000,000 of federal funds. The total project cost is \$1,531,700. The local match is \$531,700, which equates to a 35 percent match. The local match will be provided by the local jurisdiction (i.e., Norwood Young America).

Please accept this revision to the application. If you have any more questions, please contact me at 952.466.5222 or via email dmielke@co.carver.mn.us.

Sincerely,

CARVER COUNTY PUBLIC WORKS

Darin Mielke
Assistant Public Works Director, Deputy County Engineer

dnm/lb

cc: Steve Helget, Norwood Young America City Administrator
Lyndon Robjent, Carver County