

Federal Transportation Alternatives Program (TAP) Application

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

I. GENERAL INFORMATION

1. APPLICANT: Minneapolis Public Works			
2. JURISDICTIONAL AGENCY (IF DIFFERENT):			
3. MAILING ADDRESS: 300 Border Avenue			
CITY: Minneapolis	STATE: MN	ZIP CODE: 55405	4. COUNTY: Hennepin
5. CONTACT PERSON: Forrest Hardy	TITLE: Safe Routes Planner		PHONE NO. (612) 221-8255
CONTACT E-MAIL ADDRESS: Forrest.Hardy@MinneapolisMN.gov			

II. PROJECT INFORMATION

6. PROJECT NAME: Andersen School Crossing Improvements and Bike Trail
<p>7. BRIEF PROJECT DESCRIPTION for database (Include location, road name, type of improvement, school(s) for SRTS projects, etc. A more complete description must be submitted later in the application):</p> <p>This project involves pedestrian and bicycle improvements at Andersen School in South Minneapolis. The pedestrian crossing upgrades are necessary due to the high volume one-way pair of streets that lie adjacent to the school, and half a block to its south. Both streets are four travel lanes wide during peak hours, and together they create an unavoidable physical barrier in the Phillips Neighborhood. Many children walk to Andersen despite the unsafe crossing conditions. The project proposes bumpouts along 26th Street to increase pedestrian visibility and shorten crossing distances. This would also allow for a decorative pavement marking in the no parking "dead zone" adjacent to Stewart Park. This would visually narrow the roadway to drivers and call to attention the park and school.</p> <p>Andersen also lies one block from the Midtown Greenway, which was recently voted the "best urban bikeway" in America by USA today. Unfortunately 28th makes this access difficult for the Andersen bike events, and for use of the school's bike fleet. The project proposes an on-street trail on 12th and 11th, and a robust off-street trail on 28th in order to make the jog between the two. This would give Andersen students convenient access to the Greenway for recreation or for travel to school.</p>
<p>8. TAP PROJECT CATEGORY – Check only one project category in which you wish your project to be considered. See page 9 for details.</p> <p> <input type="checkbox"/> Bicycle/Pedestrian <input checked="" type="checkbox"/> Safe Routes to School Infrastructure <input type="checkbox"/> Environmental <input type="checkbox"/> Historic/Archaeological <input type="checkbox"/> Streetscape </p>
9. PROJECT LENGTH (in miles) 0.25

III. PROJECT FUNDING

10. Are you applying for funds from another source(s) to implement this project? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
If yes, please identify the source(s):	
11. FEDERAL AMOUNT: \$580,000	14. SOURCE OF MATCH FUNDS: City of Minneapolis
12. MATCH AMOUNT: \$152,032	15. MATCH % OF PROJECT TOTAL: 20.7%

	(Minimum of 20%)
13. PROJECT TOTAL: \$732,032	16. PROGRAM YEAR: <input checked="" type="checkbox"/> 2017 ONLY

PROJECT INFORMATION FORM

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

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

COUNTY, CITY, OR LEAD AGENCY

City of Minneapolis Public Works _____

FUNCTIONAL CLASS OF ROAD ____ Minor Arterial & Local Street _____

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

NAME OF ROAD ____ 26th Street East, 28th Street East, 11th Ave South, 12th Ave South
(Example; 1st ST., MAIN AVE)

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED

____ 55407 _____

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR) 05/17

APPROXIMATE END CONSTRUCTION DATE (MO/YR) 09/17

LOCATION: From: ____ 26th Street from 10th Ave to 12th Ave; 28th Street fro 10th Ave to 12th Ave; 12th Ave S from 26th – 28th St; 11th Ave South from 28th to 29th St; 10th Ave S from 26th to 28th St

To: ____ (see above)

(DO NOT INCLUDE LEGAL DESCRIPTION)

TYPE OF WORK : storm sewer, concrete items (curb & gutter, sidewalks, median barriers), pedestrian curb ramps (ADA), path/trail construction, striping, signing, turf – erosion & landscaping,

Bike Path; Pedestrian Ramps and Curb Extensions; Durable Pavement Markings; Signage

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

<input type="checkbox"/>		\$
X	Contingencies	\$110,080
	TOTAL CONSTRUCTION COST	\$732,032

List of Required Attachments

Unless indicated otherwise, all applications must include the following:

1. A map of the project limits. If it is an on-road project, highlight the segment of road on a city or county roadway map. If it is a trail project, highlight the segment of trail to be constructed on a map that includes trails, bikeways or roadways. Applicants may include more than one map if the project impacts both a roadway and trail system.
2. An aerial photograph or photographs that show(s) the location of the project as it is today **OR** a plan view of the existing roadway or trail.
3. Local match documentation: If the applicant expects any other agency to provide part of the local match, the applicant must include a letter or resolution from the other agency agreeing to financially participate.
4. Proof of coordination: Projects must be coordinated with all affected communities and other levels and units of government. Coordination is defined as written communication from the applicant to all affected communities informing them of the project. The applicant must provide a copy of the written communication as proof of coordination.
5. Project Implementation Schedule (at the end of this application)
6. **For bicycle and pedestrian projects only, including Safe Routes to School projects:** A concept drawing of the proposed improvements that shows any bicycle, pedestrian and transit components upon completion of the project.
7. **For Safe Routes to School projects only:** Applicants must include a letter from MnDOT Safe Routes to School program staff certifying the project meets Safe Routes to School requirements.

A. TRANSPORTATION ALTERNATIVES PROJECTS – PROJECT DESCRIPTION

Please provide the following general information about your proposed project.

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

This project aims to improve the pedestrian and bicycle travel conditions in the vicinity of Andersen United School, which lies in the Phillips neighborhood of South Minneapolis. Anderson School is isolated from the surrounding community by several arterial roadways. Most prominent at the school campus is the one-way pair of 26th and 28th Street. The former borders the Anderson campus to the north and the latter lies a half block to the south (see map, Attachment 1). The configuration of these streets, and the poor driving behavior it encourages, make it difficult for children to safely walk or bike to school. This is true even for Andersen students living within a block walk from their school. Tragically, a four-year-old boy, Jose Parra Hernandez, was struck and killed by an automobile on 26th Street in 2012. This incident occurred adjacent to the Anderson campus and the bustling Stewart Park. It also reinvigorated a demand for safety improvements on the one-way pair from within the Phillips Community.

There are many opportunities at Anderson School for increasing the number of student walkers and bikers, despite its proximity to high-volume roadways. Anderson ranks second in the city for the number of students living within ½ mile from school. Its Safe Routes programming efforts are among the best in the city thanks to a dedicated faculty and strong parent support. It is located within two blocks from one of the nation's premier urban trails, the Midtown Greenway. Powderhorn Park lies several more blocks to the south, which is a major South Minneapolis gathering spot for recreation and festivities of every type. Finally, a 2017 construction time frame for the proposed project would coincide well with a related project on the Minneapolis Capital Improvement Program.

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

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

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

This project involves pedestrian and bicycle improvements at Andersen School in South Minneapolis. The enhanced pedestrian crossings will serve students and faculty walking to and from Andersen School. These improvements will also aid community members walking to Stewart Park, which is located on the Anderson School Campus. Abbott Northwestern Hospital employees, patients and visitors will also receive benefit from these pedestrian improvements as the hospital lies on the adjacent block to the west of the project area.

This bicycle improvements proposed in this project will serve to improve the connection between the Midtown Greenway bicycle and pedestrian trail, and the Andersen School Campus/Stewart Park. This will aid students biking to school from other neighborhoods along the Greenway. It will also serve the Midtown Phillips neighborhood by providing a more comfortable way to access the Greenway for recreational purposes. Further, it will also provide a more comfortable connection to Stewart Park, which hosts popular soccer matches and other

sporting events, for residents living in other neighborhoods accessible to the Greenway. Finally it will aid the bicycling groups that are organized from within Andersen School with greater access to the Greenway for recreational purposes.

B. TRANSPORTATION ALTERNATIVES PROJECTS - QUALIFYING CRITERIA

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

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

- ii. Noninfrastructure-related activities. *[NOTE: This activity is currently administered through a separate funding program for the State of Minnesota and is ineligible for funding in this solicitation.]*
- iii. Safe Routes to School coordinator. *[NOTE: This activity is currently administered through a separate funding program for the State of Minnesota and is ineligible for funding in this solicitation.]*
- 4.. Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

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

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

RESPONSE: 1b

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

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

- 3. The project must be included in, be part of, or address a transportation problem or need identified in one of the following:
 - a) an approved local or county comprehensive plan found to be consistent with Metropolitan Council plans;
 - b) an approved statewide or regional plan;
 - c) a locally approved capital improvement program;
 - d) an officially adopted corridor study (trunk highway studies must be approved by MnDOT and Metropolitan Council); or
 - e) an official plan or program of the applicant agency (which could include a Safe Routes to School plan).

It also must not conflict with the goals and policies in these adopted regional plans; the 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Framework (amended 2006), and the 2030 Regional Parks Policy Plan (amended 2013). The applicant must reference the appropriate comprehensive plan, CIP, approved corridor study document, or other plan or program and provide copies of the applicable pages.

RESPONSE: e) This project stems from the work of several planning efforts. The Anderson School Travel plan produced by Minneapolis Public Schools is a guide to improve Safe Routes programming at Anderson. Infrastructure serves an integral relationship with these efforts in the school travel plan. The specific improvements that are proposed in this application stem from an 11th Ave Trail concept that was originally envisioned by SRF Consulting Group and produced in a plan to Hennepin County. The 11th Ave Trail is also indicated on Minneapolis' Bicycle Master Plan and the newly created Safe Routes Map. Both of these city planning efforts involved an extensive amount of engagement with the community in order to determine the most appropriate and worthwhile routes. This planning effort is reflected in this project application.

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

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

RESPONSE (Check the appropriate box):

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

No, this project does not involve work that is part of the mitigation of a transportation project.

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

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

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

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

The local match can be provided in the form of cash up front “hard dollars” or a “soft match.” A “soft match” may include donated labor or construction materials if adequate documentation of its equivalent dollar value and availability can be provided. Donated labor must have expertise and experience in the type of labor required for the project and valued at rates consistent with rates ordinarily paid for similar work. Some type of time sheet must support donated labor. Donated materials, e.g., railroad ties, asphalt pavement, or wiring necessary to run a street car, must meet all standards and specifications. Caution in using a “soft match” should be taken to ensure the donated materials or labor during actual

construction does not fall below the 20% non-federal match required to be able to receive 100% of the federal funds. Applicants wishing to use a soft match should first contact the Minnesota office of the Federal Highway Administration for more information.

RESPONSE: The requested amount of Federal funds for the Anderson School Safe Routes Project totals \$580,000. The City of Minneapolis has committed to providing a 20% local match of \$152,032 for a total project cost of \$732,032. Documentation of the assured local match can be found in a resolution adopted by the Minneapolis City Council. The Transportation and Public Works Committee adopted the resolution on January 14, 2014 and the full Minneapolis City Council adopted this action on January 23, 2014. The Transportation and Public Works Committee meeting minutes, Full City Council meeting minutes, and the adopted resolution can be found in the Attachments.

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

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

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

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

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

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

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

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

TAP PROJECTS – PROJECT CATEGORIES

Categories: All applications must be submitted in one of five categories. Applicants must submit their project under the proper category as outlined below. If prospective applicants are uncertain which category most appropriately includes their project, they should contact Council staff. The MAP-21 Transportation Alternatives Program Qualifying Activities fall under these five categories as follows:

Bicycle and Pedestrian Facilities

- QA 1a Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation
- QA 1b Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs
- QA 1c Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users

Safe Routes to School Infrastructure

- QA 3a Safe Routes to School infrastructure-related projects

Historic and Archaeological

- QA 1e.ii Community improvement activities, including historic preservation and rehabilitation of historic transportation facilities
- QA 1e.iv Community improvement activities, including archaeological activities relating to impact from implementation of a transportation project eligible under this program

Scenic and Environmental

- QA 1d Construction of turnouts, overlooks, and viewing areas
- QA 1e.i Community improvement activities, including inventory, control, or removal of outdoor advertising
- QA 1e.iii Community improvement activities, including vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control
- QA 1f Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - i. address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133 (b)(11), 328 (a), and 329; or
 - ii. reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats

Streetscape/Pedestrian Enhancements

- QA 1b Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs
- QA 1e Community improvement activities (could include streetscaping and corridor landscaping)

C. TAP PROJECTS - PRIORITIZING CRITERIA

Each qualified project will be scored under common category criteria within its TAP project group: urgency; impact; relationship between TAP categories (or, for Safe Routes to School, the relationship between the 5Es of the SRTS program); relationship to intermodal/multimodal transportation; and implementation of the Development Framework. This will allow projects to be scored under these criteria relatively equally across the different categories while addressing the particular attributes of the project type. An explanation of each of the common category criteria and reasons for their inclusion follows:

1. Urgency/Significance. This criterion measures how critical or time-sensitive the problem is that is being addressed by a regionally significant project. Examples might include seizing a timely opportunity to preserve a scarce or endangered resource or addressing a critical need.
2. Impact. This criterion quantifies the benefit from the project, without specifically relating it to how the larger public will benefit.
3. Relationship between Categories. This criterion is being presented under the assumption that the region recognizes that there is a value in having projects that provide more than one of the eligible TAP activities. Examples might include the reconstruction of a bicycle/pedestrian trail leading to a historic transportation structure. *For Safe Routes to School projects*, this section addresses the 5 Es of the program structure (education, enforcement, encouragement, engineering, evaluation).
4. Relationship to Intermodal/Multimodal Transportation System. This criterion measures how the proposed project clearly and credibly relates to the surface transportation system. Surface transportation is defined to include all modes of travel with the exception of aviation and military transportation. Federal TAP guidance states that proximity to a transportation facility alone is not sufficient to establish a relationship.
5. Development Framework. This criterion measures how the proposed project relates to the goals for land use development, resource protection and transportation described in the 2030 Regional Development Framework and 2030 Transportation Policy Plan.
6. Maturity of Project Concept. This criterion measures the number of steps already taken in project development. These steps are outlined in the checklist in the required Project Implementation Schedule.

Safe Routes to School Infrastructure (Qualifying Activity 3a)

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

RESPONSE:

The two high-volume, one-way roadways that border Andersen School, 26th street and 28th street, are scheduled for resurfacing and bicycle improvements within the Minneapolis CIP in 2014 and 2015. These new bike facilities will necessitate reducing the number of automobile through lanes, which is warranted based on the amount of traffic volume along both streets. This CIP project offers the potential to completely reshape the corridor, which currently bisects the Phillips Community of South Minneapolis and inhibits safe student crossings to Andersen School. In 2012, Minneapolis saw similar success with lane reduction and bicycle facility upgrades on Park and Portland Avenues, a project that was managed by Hennepin County.

The CIP project will begin to address these issues by traffic calming the corridor. As we have seen in our bicycle safety report, streets with bike facilities are generally safer for all modes of transportation. This grant project will aim to extend the effect of the improved corridor, by creating a North-South connection through the heart of the Phillips Community and linking Andersen School with the Midtown Greenway and Powderhorn Park.

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

RESPONSE:

Andersen School has the (highest) student density within ½ mile of its campus for all Minneapolis schools. However, this type of transportation is inhibited by the high-volume one-way pair of streets, which border the school to the North and the South. The school also resides 2 blocks from the Midtown Greenway, a grade separated trail on a former railway corridor that is a shining example of bike and pedestrian infrastructure nationwide. There is currently trail access to the Greenway on 10th and 11th Avenues, though 28th Street severs this connection from the Andersen Campus. Crossing improvements and a trail-like facility on one of these streets would encourage students to bike to and from Andersen along the Greenway. This connection would also provide a safer path to the Greenway for Andersen bicycle education classes.

Additionally, Powderhorn Park, which lies ½ mile to the south of Andersen School, is the largest park in this portion of the city and hosts many community events and afterschool education and recreation opportunities. These connections are denoted on the Minneapolis Bicycle Masterplan as the 11th Avenue Trail and 10th Avenue Bikeway. A 2007 plan produced by SRF

Consulting Group for Hennepin County explored the 11th Avenue Trail connection to Powderhorn Park in depth. This route is also indicated on the City's Safe Routes to School Map. The area of this map surround Andersen can be found in the Attachments.

2. **Impact (300 points).** Discuss how the project addresses each element below.
- a. Fills gaps, overcomes barriers, connects system segments and/or otherwise seizes on a significant opportunity in pedestrian/bicycle network. **The applicant should provide a map showing the location of the project within the context of an existing and planned bicycle or pedestrian network serving a school with grades between K-8.** If the project is removing a barrier, the applicant should demonstrate the magnitude of the barrier (number of lanes, average daily traffic, posted speed, etc.) and how the proposed project will improve travel across that barrier.

RESPONSE:

Andersen School sits in between two one-way arterial streets in south Minneapolis, 26th street and 28th street. Both streets have rush hour parking restrictions that make them three travel lanes wide during off-peak hours, and four travel lanes wide during peak hours. The ADT of 26th Street is 14,199 observed three short-blocks west of the school, whereas the ADT of 28th Street is 9,739 observed two short-blocks east of the school. Two hospital campuses lie adjacent to Andersen School to the west. Also the Midtown Exchange Building which houses the Allina Health Corporate Office is two blocks south of the school on 10th Avenue. These land uses create a considerable amount of traffic along 10th Avenue, which flanks Andersen's western edge. The ADT on 10th Ave is 4,249 though much of this volume is seen during short durations such as shift changes. All of these factors inhibit safe walking and biking conditions immediately surrounding Andersen School, and sever its access to the Midtown Greenway.

This project proposes crossing improvements on 26th street and 28th street, which will directly serve students walking or biking to Andersen School and Stewart Park. These would include primarily bumpouts and pavement markings. Bumpouts will allow greater visibility of pedestrians, and shorten the crossing distance of 26th Street. Currently this distance is 42 feet. Also, traffic calming pavement markings will visually narrow the road width on 26th, which should help slow traffic.

28th Street would receive a grade separated bike trail in order to allow bike access from the Andersen campus to the Midtown Greenway. There is no signalization at 11th Ave and 28th Street, therefore this jog from 12th Ave to 11th is necessary on 28th Street. Additionally, a less intensive on-street bike trail would adjoin this facility on 12th Ave to the north and 11th Ave to the south. This trail would provide convenient access to one of the nations best urban bike trails for Andersen students and the Phillips Community.

- b. Public involvement process used to include partners and stakeholders (e.g. schools, parents, law enforcement, road authorities, other impacted community

members) and build consensus during project development. Describe the process used and the partners involved.

RESPONSE:

Public involvement was done primarily through the school and its Parents United group. Andersen parents are predominately Spanish speaking and many live below the poverty line. 98% of students at Andersen are eligible for free and reduced lunch, which is another indicator of poverty in this community. These are voices within the city which are not always heard, and are also among the most disinvested groups when it comes to traffic safety surrounding schools.

Initial contact was also made with the Mid-Phillips neighborhood organization. If the project is awarded, this will allow ample time to engage local businesses such as those within the Midtown Exchange Building. We also reached out to Lieutenant Veliz of the Minneapolis Police Department. He oversees the School Resource Officers for the district and he is supportive of this project. City Council Member Alondra Cano has verbally expressed her support for the project as well.

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

RESPONSE:

The traffic safety problem along 26th ave 28th Streets is apparent to everyone living within the Phillips neighborhood. Our parent surveys at Andersen School this is a problem that has been lived with for some time. The most telling example of the problem is the 4-year old boy who was struck and killed by a car on 26th street in front of the Andersen School Campus. This incident happened in September of 2012. Crash data indicate that other pedestrian incidents have taken place near the school in recent years.

This project addresses these issues by narrowing the visual width of the roadway adjacent to Andersen School and Stewart Park. This south lane is currently signed as “no parking” which makes for a broad roadway with few reasons to take precautions. The project would place bumpouts along this stretch of 26th Street, and would provide a traffic calming pavement marking to indicate the presence of the school and park to drivers.

The bike trail improvement on 28th should also have some positive effect on slowing traffic. Our office observed in our Bicycle Safety Report that the presence of a bike facility reduce traffic crashes for all travel modes once established.

Sight lines are another issue that are a detriment to pedestrian safety. Bumpouts will improve these along 26th Street. The project also includes an overhead mastarm for the stop sign west of Anderson School on 10th Ave. This is obscured during arrival/dismissal times by special education busses, resulting in drivers who fail stop.

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

RESPONSE:

The infrastructure improvements proposed in this application will serve the many Safe Routes programming efforts that are already happening at Andersen School. Andersen holds bicycling classes as part of their community education program, and it also has its

very own bike fleet for students in need. This project would provide easier access to the Midtown Greenway for this class through an on-street and off-street linking trail.

Dr. Brooks-Golden is an Assistant Principal and has been involved in walk and bike efforts for a long time, especially making Andersen safe for arrival and dismissal and, with Melody Johnson, organized walk and bike to school days at Andersen. She even brought in the Vikings Cheerleaders one year to encourage students to form the healthy habits of walking and biking. Also, the golden bicycle and the golden shoe awards given to classrooms with the most walkers and bikers each fall and spring walk/bike day. At Andersen, all faculty are required to oversee arrival and dismissal, and some assist with school patrol efforts. The pedestrian and traffic calming improvements in this projects would aid in all of these efforts at Andersen.

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

RESPONSE:

This project will give transportation users near Andersen School more options than they currently have today. Parent surveys take at the school suggest that many children do not walk because of a fear of traffic safety. Improving these conditions will serve to diversify the transportation network around Andersen and within the Phillips neighborhood. These improvements may also relieve congestion around the school at arrival and dismissal times, due to the fact that more children will be encouraged to walk rather than take the bus or family vehicle.

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

RESPONSE:

This project involves many improvements that serve a multifunctional purpose. For example, a bumpout may primarily benefit pedestrians by making them more visible and shortening the crossing distance of a roadway. However, it also benefits bicycle crossings of the major roadway by giving the minor street more physical presence. Bumpouts and other traffic calming devices such as speed bumps or enhanced bike lanes can also benefit automobile traffic by reducing crashes at intersections. Furthermore, transit users benefit from these improvements as well, as they are ultimately pedestrians during the first and last leg of their trip. Nearby bus lines will also be served by this project, as they produce substantial pedestrian traffic around the Midtown Exchange building and the hospital campus.

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

RESPONSE:

Despite Andersen's high student density many students living within a walkable distance are bussed to school. This is because multiple high-volume roadways confine the MPS designated "walk zone" for the school. The improvements in the proposed

project will be an incentive to redefine the walk zone, as bumpouts and traffic calming devices will improve the crossing conditions near the school. One MPS estimate stated that X less busses could be used at Andersen if improvements were made to extend the walk zone. An overabundance of busses inhibits sight lines and is one of the most concerning safety factors immediately around Andersen School as we found in our latest School Safety Review. Therefore, reducing the number of busses used to serve Andersen will further improve walking and biking conditions immediately around the school. This may in turn have a compounding effect by encouraging more students to walk and bike to that school.

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

Briefly describe how the project meets the purposes of the Safe Routes to School program of:

- a. enabling and encourage all children to walk and bicycle to school;
- b. making bicycling and walking to school a safer and appealing transportation alternative; and
- c. facilitating the planning, developing, and implementation of projects and activates that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

RESPONSE:

There are many students currently walking to Anderson. Our student tally surveys indicate this is estimated at 20% of students (see attachments). However, our parent perception survey indicate that the pedestrian crossings on 26th and 28th Street influence their choice to bus or drive their child the short distance to school. The pedestrian improvements in this application will make steps towards addressing these issues, by increasing the visibility of student walkers and narrowing the width of the crossings. The project proposes a traffic calming pavement marking along 26th which will also aim at encourage more parents to let their students walk, or to walk alongside them. The bicycle trail along 28th Street will also have a traffic calming effect and will aid any students biking from the south, or from any neighborhood streets along the Midtown Greenway. Conceivably a child may live close to another Greenway entrance, but is discouraged from biking due to the poor crossing of 28th a half block from their school. This improvement would eliminate that barrier and let that child take that trip by bike.

The project also will enhance the Safe Routes programming efforts happening at Andersen School. The bike trail will allow the bike education classes to have convenient and safe access to the Greenway, from which they can access many new areas of the city to explore. The school bike fleet is typically used in this way for children who do not have the means to purchase a bicycle. The pedestrian improvement in this project will encourage more organized activities such as “walking school busses”. There were several attempts to start such a program at Andersen, as other Minneapolis Schools have had success with these.

6. Maturity of Project Concept (200 points)

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

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

TOTAL: 1,000 POINTS

Project Implementation Schedule (REQUIRED for ALL applications)

Please check those that apply and fill in anticipated completion dates

1) Project Scope

Stakeholders have been identified

Meetings or contacts with Stakeholders have occurred

2) Layout or Preliminary Plan

Layout or Preliminary Plan started

Layout or Preliminary Plan completed

Anticipated date or date of completion: _____

3) Environmental Documentation

EIS EA PM

Document Status

Document not started

Document in progress; environmental impacts identified

Document submitted to State Aid for review (date submitted: _____)

Document approved (include copy of signed cover sheet)

Anticipated date or date of completion/approval: _____

4) Right-of-Way

No right-of-way or easements required

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

Right-of-way or easements required, parcels identified

Right-of-way or easements required, appraisals made

Right-of-way or easements required, offers made

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

Anticipated date or date of acquisition _____

5) Railroad Involvement

No railroad involvement on project

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

Railroad Right-of-Way Agreement required; negotiations have begun

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

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

Anticipated date or date of executed Agreement _____

6) Construction Documents/Plan

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

7) Letting

Anticipated Letting Date: January 2017

City of Minneapolis Public Works

Safe Routes to School Improvements at Andersen United School

January 31, 2014



2017 TAP Funding Program Application Metropolitan Council



Project Context

Aerial photo: Google



Minneapolis

Aerial photo: Google



Project Scope

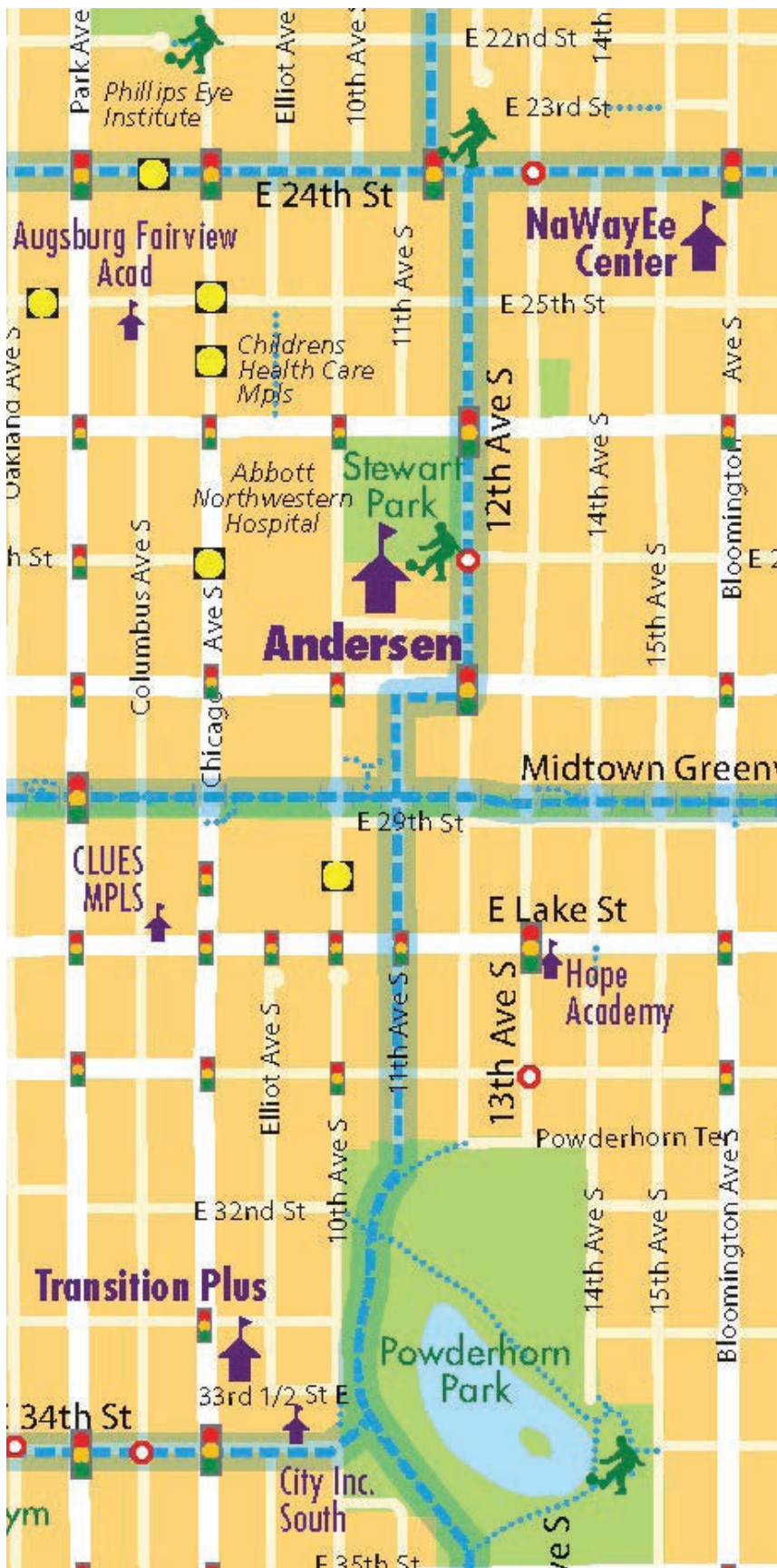
(all work within existing r.o.w.)

Destinations

Busy Streets

One-way traffic 

Safe Routes Map



Improvement Areas Map



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

Project Scope

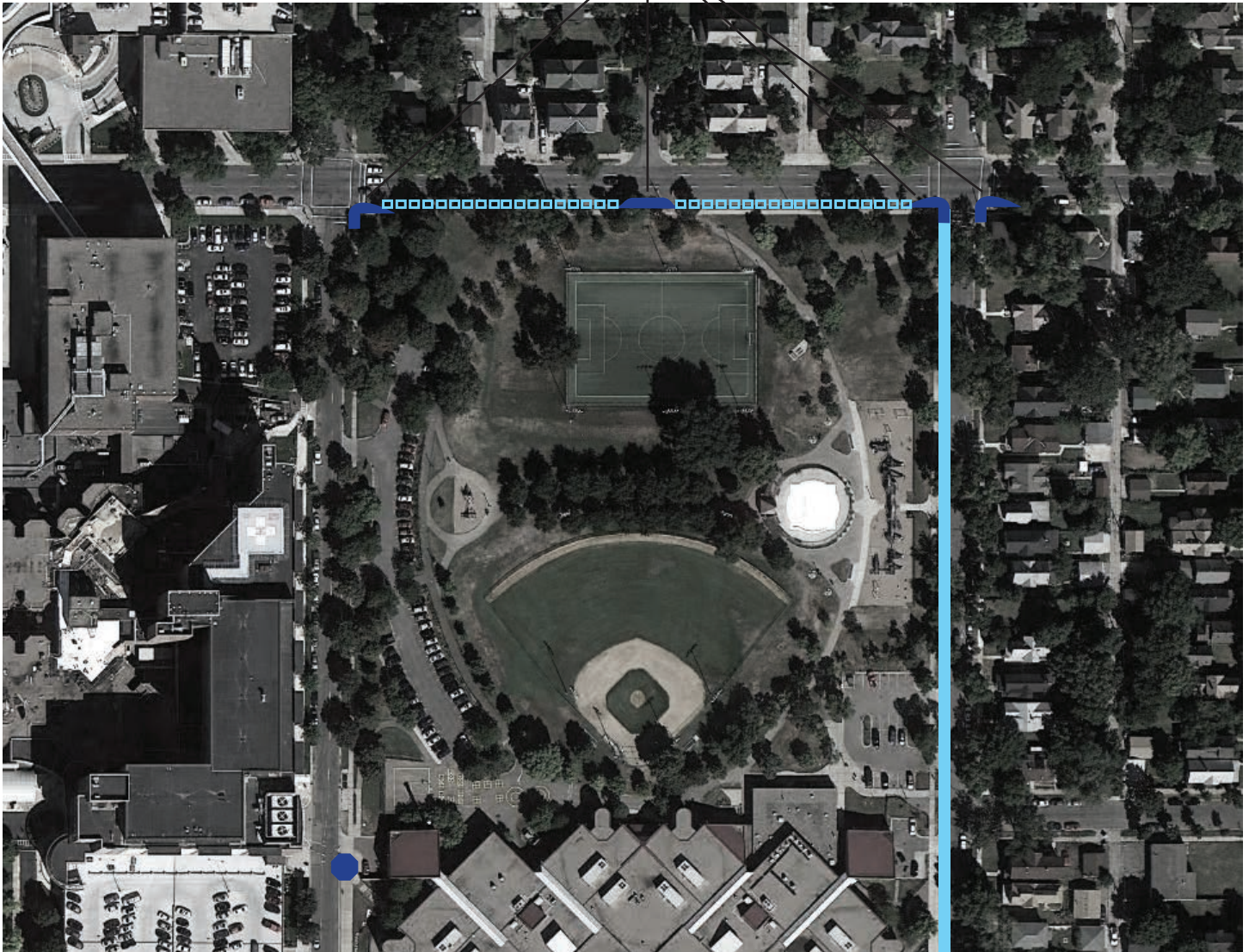
(all work within existing r.o.w.)

Aerial photo: Google

Improvement Area 1 Detail

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

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



1250 West Broadway Avenue
Minneapolis, Minnesota 55411-2533
Phone: 612.668.0200
Fax: 612.668.0195

Bernadeia H. Johnson, Ed.D.
Superintendent of Schools

January 24, 2014

Steve Mosing, P.E., P.T.O.E.
City of Minneapolis Public Works
Traffic & Parking Services
300 Border Ave N
Minneapolis, MN 55405

Dear Mr. Mosing,

Minneapolis Public Schools supports Minneapolis Public Works, Traffic and Parking Services' proposed project application to the federal Transportation Alternatives Program funding solicitation through Metropolitan Council. Minneapolis Public Works has long been a valued partner of the school district and we look forward to deepening that relationship through this project proposal for Andersen School.

We could not agree more that student crossing improvements are greatly needed at Andersen, as it has one of the highest numbers of students in our district who live within one-half mile of their school. Also, multiple high-volume one-way streets bisect the school from the surrounding community and nearby Powderhorn Park. This project will make substantial progress towards bridging these gaps by providing safer walking and biking routes for students who attend Andersen.

Our role in the proposed project will be multi-faceted: 1) to continue offering district-wide Safe Routes to School programming, 2) to support the success of the proposed project by promoting the Minnesota Walk! Bike! Fun! pedestrian and bicycling safety curriculum and training opportunities, 3) to provide technical assistance related to the operations of Andersen's school-owned bike fleet and after-school bike maintenance classes, and 4) by helping connect the many invested school community stakeholders with each other on behalf of Andersen students and families.

We look forward to continuing our work with the City on Safe Routes to School projects that improve the safety of the transportation network for all of our students at Minneapolis Public Schools.

Sincerely,

A handwritten signature in blue ink that reads 'Bernadeia H. Johnson'.

Bernadeia H. Johnson, Ed.D.
Superintendent of Schools



MINNEAPOLIS
PUBLIC SCHOOLS
Urban Education. Global Citizens.

Andersen United Community School

1098 Andersen Lane
Minneapolis, Minnesota 55407
Phone: 612.668.4200
Phone: 612.668.4250
Fax: 612.668.4260

1098 Anderson Ln
Minneapolis, Minnesota 55407
Phone: 612.668.4200

Denise Wells
Principal
Anderson United School

January 23, 2014

Dear Metropolitan Council:

I am writing to express my support for the Safe Routes to School improvements that the City of Minneapolis is proposing at Anderson United School. We have a very high concentration of students living close to the school and a significant number of these children walk and bike to school each day. The safety of our students when crossing busy streets is a critical issue in encouraging the healthy habits of walking and biking at Anderson. Our school is located between a pair of busy one-way streets, and traffic in the area is compounded by many business destinations and Abbott Northwestern Hospital. Tragically, in 2012 a child was struck and killed by a vehicle adjacent to our school campus. Still, many children must cross these streets daily despite the high-speed traffic. Anderson school is also located a short half-mile walk from Powderhorn Park, where many community events are held. However, several high-volume roadways act as a barrier to this resource. This project would improve conditions along each of these crossings, making walking or biking to school safer for our students. It would also improve a critical connection between the Phillips and Powderhorn neighborhoods, where the majority of our students live.

Safe Routes programming at Anderson School has solid support from our staff and parents. We believe that our bicycling curriculum, walk/bike events, and school patrol would all greatly benefit from the improvements put forth in this application. Our primary role in this proposed project will be to provide feedback throughout the process, to educate our students, staff, and parents on pedestrian and bicycle safety, and to continue our current programs that promote active forms of transportation. My staff and I thoroughly support the project in this application and request that you strongly consider it for TAP funding.

Sincerely,

Denise Wells, Principal
Anderson United School



1098 Andersen Lane
Minneapolis, Minnesota 55407
Phone: 612.668.4200

Melody Johnson
Family & Community Liaison
Andersen United Community School

January 27, 2014

Dear Metropolitan Council:

The Andersen United parent community is writing to express its support for the Safe Routes infrastructure proposal from the City of Minneapolis.

Andersen parents are supportive of any improvements that will calm traffic and make crossing easier on 26th Street and 28th Street. This pair of one-way streets physically divides the Phillips community, and Andersen School sits right in between them, making walking or biking to school an unsafe option for many children living close by. The four lanes of speeding traffic in each direction have brought many terrible accidents. The worst of these occurred in 2012 when a four-year-old boy was killed by a vehicle when he stepped into 26th Street next to Andersen School.

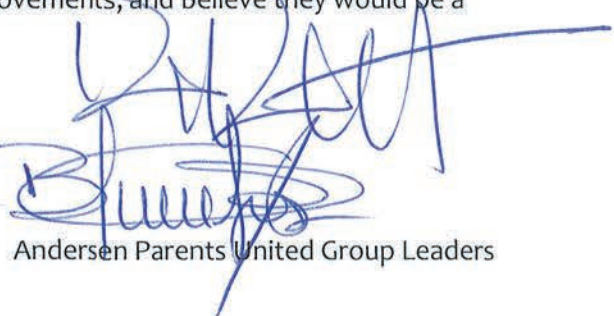
We also support the City's proposal to make better walking and biking connections with the Midtown Greenway and Powderhorn Park. These are great community assets and are located very close to Andersen but are difficult to get to due to 28th Street, Lake Street and 31st Street. This is true especially for a child. This project would forge a greater connection between the Phillips and Powderhorn neighborhoods. Many Andersen students live in Powderhorn and they should have a safe way to walk or bike to school if they choose to do so.

Andersen School has made great progress in its Safe Routes to School programs despite being isolated by dangerous streets. Two of our faculty head up a bicycling curriculum. This class would benefit tremendously from a better connection to the Greenway. Andersen also hosts walk and bike events several times each year that encourage participation through prizes and has a well disciplined school patrol. All of these programs would benefit from the improvements suggested in this application. Andersen Parents strongly support these improvements, and believe they would be a worthwhile investment.

Sincerely,



Melody Johnson, Family & Community Liaison
Andersen United Community School
612-668-4270



Andersen Parents United Group Leaders



Project Budget

Anderson School Safe Routes Attachment

Bike & Pedestrian Improvements

Intersection	Description / Design Element	Other	Prelim Cost (\$)
26th Street / 10th Ave S	Bump out SE Corner	ADA Ped Ramps (NE, NW, SW)	\$ 68,000.00
26th Street / 11th Ave S	Narrow S. Curb Line	ADA Ped Ramps (NE, NW)	\$ 38,000.00
26th Street / 12th Ave S	Bump out SE and SW Corner	ADA Ped Ramps (NE, NW)	\$ 59,000.00
26th Street / 10th Ave S - 12th Ave S	Decorative Pavement Marking Panels		\$ 64,400.00
28th Street (11th Ave to 12th Ave)	Narrow S. Curb Line (8' Shared Trail)	Bump out SW corner at 11th Bump out SE corner at 12th ADA Ramps (NE,NW at both 11th and 12th)	\$ 290,000.00
10th Ave S/Anderson Stop Sign	Install Overhead Stop Sign Mount		\$ 10,000.00
Crosswalks	Repaint Parallel Bars		\$ 6,000.00
11th Ave S/12th Ave S	On-Street Bike Lane	(Buffer and Delineators)	\$ 15,000.00
Misc. Roadway Signing/Pavement Markings (3%)			\$ 16,512.00
Mobilization (5%)			\$ 27,520.00
Traffic Control (5%)			\$ 27,520.00
Contingencies (20%)			\$ 110,080.00
Total			\$ 732,032.00

Student Travel Tally Report: One School in One Data Collection Period

School Name: Andersen United

Set ID: 14337

School Group: Minneapolis Safe Routes to School

Month and Year Collected: January 2014

School Enrollment: 1222

Date Report Generated: 01/31/2014

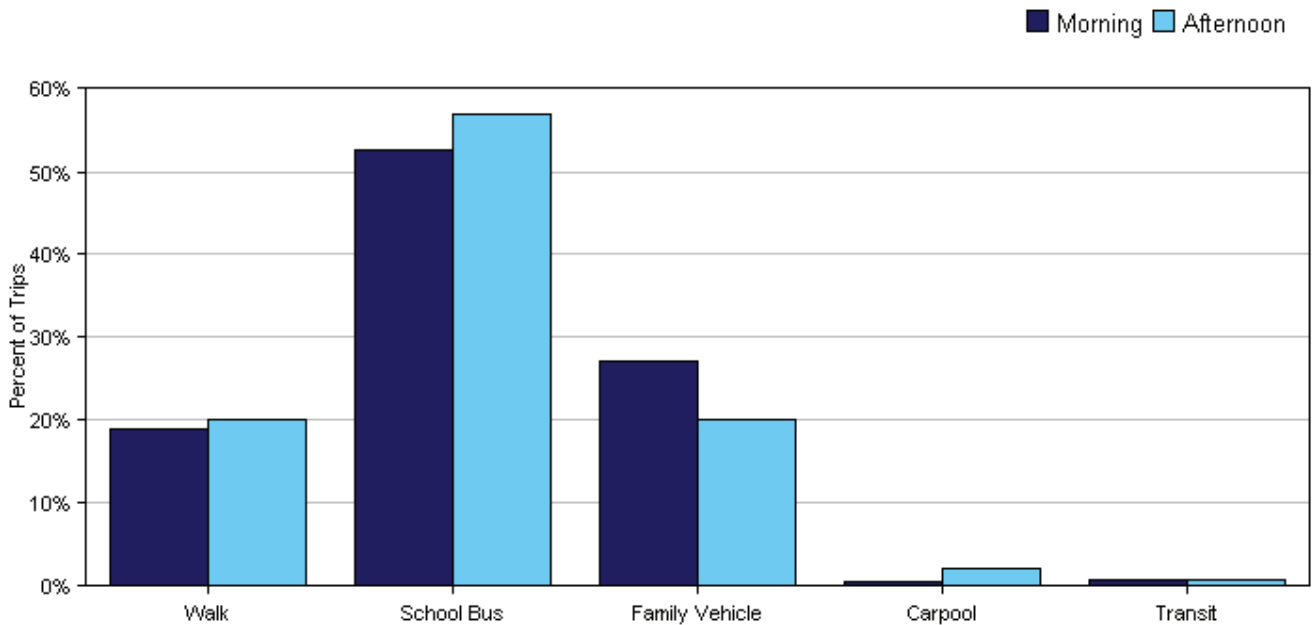
% of Students reached by SRTS activities: Don't Know

Tags:

Number of Classrooms Included in Report: 11

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison



Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	592	19%	0%	53%	27%	0.5%	0.8%	0%
Afternoon	577	20%	0%	57%	20%	2%	0.9%	0%

Percentages may not total 100% due to rounding.

FW: TAP - SRTS projects - Hardy, Forrest N.

<https://outlook.office365.com/owa/#viewmodel=ReadMessageI...>

FW: TAP - SRTS projects

Campbell, Nicole (DOT) <Nicole.M.Campbell@state.mn.us>

Fri 1/31/2014 8:52 AM

To: Hardy, Forrest N. <Forrest.Hardy@minneapolismn.gov>;



Hi Forrest,

Your project was approved as a SRTS project and forwarded to the Met Council on Tuesday. Please use this email as your confirmation.

Thanks!
Nicole

Nicole Campbell
Safe Routes to School Program Administrator
MnDOT Office of Transit
Nicole.M.Campbell@state.mn.us
Phone: 651-366-4180

From: Yang, Mao (DOT)
Sent: Tuesday, January 28, 2014 3:37 PM
To: Heidi.Schallberg@metc.state.mn.us
Cc: Austin, Lisa (DOT); Campbell, Nicole (DOT); Schoenecker, Ted (DOT)
Subject: TAP - SRTS projects

Hello Heidi,

Lisa, Nicole, and I received TAP SRTS eligibility forms from that the following communities submitting SRTS projects for your TAP solicitation.

- Mounds
- Cottage Grove
- Minneapolis

We support and recommend these projects be considered SRTS projects for the TAP solicitation. Please accept this correspondence in place of a signature on the application cover page. Feel free to contact me if you need a copy of their plans or have any questions.

RESOLUTION

Federal Grant Applications:

Whereas the City of Minneapolis' goals support walking and bicycling as a vital transportation mode which provides active health benefits; and

Whereas, the City of Minneapolis includes policies and plans to ensure that walking and bicycling throughout the city is safe, comfortable and pleasant; and

Whereas, the City of Minneapolis desires to continue to improve its walking and bicycling infrastructure; and

Whereas, the Federal, State and County governments have been and continue to be strong partners in helping to accomplish our walking and bicycling systems that make Minneapolis a walking and bicycle-friendly city; and

Whereas, the City of Minneapolis has previously applied for and received federal grants for bicycling and walking projects;

Now, Therefore, Be It Resolved by The City Council of The City of Minneapolis:

That the City of Minneapolis hereby supports and authorizes Minneapolis Public Works Department to:

- a. Submit federal grant applications for the 2017 Transportation Alternatives Program (TAP) and the 2015/2106 Safe Routes to School (SRTS) Program that require matching funds, and
- b. Maintain these facilities for their useful life.

City of Minneapolis

Transportation & Public Works Committee Agenda

Standing Committee of the City Council, Minneapolis, Minnesota

Regular Meeting

January 14, 2014 - 9:30 a.m.

Room 317, City Hall

Members Present: Council Members Kevin Reich (Chair), Linea Palmisano, Cam Gordon, Blong Yang, Elizabeth Glidden, and Lisa Bender (Quorum 4)

Council Committee Coordinator: Peggy Menshek 612-673-2287

Consent

1. 51st Ave N Street Resurfacing Project (Xerxes Ave N to Oliver Ave N):
 - a) Designate the location and improvements proposed to be made in the project;
 - b) Receive the cost estimate of \$174,408 and direct the City Engineer to prepare proposed special assessments against the benefited properties; and
 - c) Set a public hearing to be held on February 25, 2014 .Staff Report: [51st Ave N Resurfacing RCA](#); [51st Ave N Resurfacing Map](#)
Action Taken: Approved.

2. Penn Ave S Street Reconstruction Project, Phase 2:
 - a) Designate the location and improvements proposed to be made in the project;
 - b) Receive the cost estimate of \$5,100,000 and direct the City Engineer to prepare proposed special assessments against the benefited properties; and
 - c) Set a public hearing to be held on March 18, 2014 to consider the reconstruction project and the abandonment and removal of areaways in conflict with the project.Staff Report: [Penn Ave S Phase 2 RCA & MAP](#)
Action Taken: Approved.

3. Riverside Extension Street Reconstruction Project:
 - a) Designate the location and improvements proposed to be made in the project;
 - b) Receive the cost estimate of \$2,875,000 and direct the City Engineer to prepare proposed special assessments against the benefited properties; and
 - c) Set a public hearing to be held on March 18, 2014 to consider the reconstruction project and the abandonment and removal of areaways in conflict with the project.Staff Report: [Riverside Extension RCA & MAP](#)
Action Taken: Approved.

4. Waste Disposal Services Contract:

Authorize negotiation and execution of the renewal of a contract with Hennepin County for the processing and disposal of municipal solid wastes collected in Minneapolis through December 31, 2015 at a rate of \$49.00 per ton.

Staff Report: [Waste Disposal Contract Renewal RCA](#)
Action Taken: Approved.

5. MRI Contract Amendment:

Authorize extension of the terms of the contract between Minneapolis Refuse Incorporated (MRI) and the City to allow for City-owned packer truck rental to MRI at the current rental rate of \$2,300 per month per truck.

(Refer to W&M)

Staff Report: [MRI Contract Amendment RCA](#)

Action Taken: Approved.

6. South Transfer Station:

Authorize the issuance of a Request for Proposals (RFP) for management and operation services for the Minneapolis South Transfer Station.

Staff Report: [Transfer Station Management RCA](#)

Action Taken: Approved.

7. Bids:

a) OP 7870, Accept low bid of ADS, LLC, for an estimated expenditure of \$1,430,735.96, to furnish and deliver closed circuit inspection of the City's storm drain sewer system;

b) OP 7880, Accept low bid of Veit and Company, Inc., for an estimated expenditure of

\$1,948,625, for the disposal and hauling of fill and asphalt millings for the Transportation Division; and

c) OP 7881, Accept low bid of Rachel Contracting, Inc., for an estimated expenditure of \$399,650, for the Bluewater Partnership Pond Dredging Project, Phase 2.

(Refer to W&M)

Staff Report: [Bid 7870](#); [Bid 7880](#); [Bid 7881](#)

Action Taken: Approved.

Discussion

8. 2017 Transportation Alternatives Program (TAP) Submission:

Approve resolution:

a) Authorizing the submission of a series of applications for federal transportation funds through the Transportation Alternatives Program (TAP) and MnDOT Safe Routes to School Program; and

b) Authorizing commitment of local funds, per federal requirement, to support and maintain the approved TAP projects.

(Refer to W&M)

Staff Report: [TAP Submission](#); [TAP PowerPoint](#)

Action Taken: Approved.

Notice: A portion of this meeting may be closed to the public pursuant to Minnesota Statutes Section 13D.03 or 13D.05.

Next Committee Meeting: January 28, 2014

Committee actions referred to the next Council Meeting: January 23, 2014

Committee Coordinator email: CouncilCommitteeCoordinators@minneapolismn.gov

Attention: If you need this material in an alternative format please call (612) 673-3737 or email NCR@minneapolismn.gov. Deaf and hard-of-hearing persons may use a relay service to call 311 agents at (612) 673-3000. TTY users may call (612) 673-2157 or (612) 673-2626.