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 16, 2018
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 19, 2018 Meeting*
4) TAB Report
5) 2018 Regional Solicitation Qualifying Review – Action Item 2018-45*
6) Employment Flows – Information Item*
7) 2018 Regional Solicitation Maps of Applications Received and Scoring Committees – Information Item*
8) Other Business
9) Adjournment

*Attachments

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

ACTION TRANSMITTAL No. 2018-45

DATE:	August 10, 2018
TO:	TAC Funding and Programming Committee
PREPARED BY:	Joe Barbeau, Senior Planner (651-602-1705) Elaine Koutsoukos, TAB Coordinator (651-602-1717) Steve Peterson, Manager of Highway Programs and TAB/TAC Process (651-602-1819)
SUBJECT:	2018 Regional Solicitation Qualifying Review
RECOMMENDED MOTION:	Recommendations shown below for each of three proposals.

BACKGROUND AND PURPOSE OF ACTION: Metropolitan Council staff reviewed the qualifying criteria and policy consistency for all projects submitted in the 2018 Regional Solicitation. The following pages include notices sent to the contact person for each of the applications that had qualifying issues, along with 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 the TAC Funding and Programming Committee and does not continue to TAC.

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

ROADWAY EXPANSION

1. Dakota County: CSAH 31 / CSAH 32 Intersection (10906)

Qualifying Issue: The proposed project is for intersection improvements, which should be scored in the Roadway Reconstruction/Modernization and Spot Mobility funding application category instead of the Roadway Expansion category where the project applied. The Introduction section of the Regional Solicitation states that if an applicant submits a project in the incorrect category, the application may be disqualified. The application currently lacks the information that would enable one measure, 4B, to be scored if shifted from Roadway Expansion to Roadway Reconstruction/Modernization and Spot Mobility: Geometric, Structural, or Infrastructure Improvements (100 points). As part of the 2016 Regional Solicitation, the applicant applied in the correct category for this same proposed project and provided a response for 4B.

The County has conveyed that the County Board approved the application with the intent that it be included in the Roadway Reconstruction/Modernization and Spot Mobility funding application category and the inclusion in the Roadway Expansion category was an error.

Options:

A. Disqualify the project.
B. Allow the project to move to the Roadway Reconstruction/Modernization and Spot Mobility funding category to compete against similar project types. Do not allow new information and give the project 0 out of 100 points for measure 4B.
C. Allow the project to move to the Roadway Reconstruction/Modernization and Spot Mobility funding category to compete against similar project types and allow the applicant to provide a response to the un-answered measure.

Staff Recommendation: Option C. The applicant made a mistake in submitting the project in the wrong category, which can be easily rectified by shifting the project to the correct roadway category. The applicant submitted information for all scoring measures in initial category, so giving the applicant an opportunity to fill in the one missing scoring measure is fair. The applicant indicated that their 2016 response for the missing scoring measure, 4B, could be used in their 2018 application since the project has not changed.

ROADWAY RECONSTRUCTION/MODERNIZATION AND SPOT MOBILITY

2. City of Anoka: TH 10 & Thurston Ave/ Cutters Grove Ave Interchange (10639)

Qualifying Issue: The proposed project would construct an interchange at what is now a signalized intersection. New interchanges are included as an example of the type of project in the Roadway Expansion Category, but this application was submitted in the Roadway Reconstruction/Modernization and Spot Mobility category. The Introduction section of the Regional Solicitation states that if an applicant submits a project in the incorrect category, the application may be disqualified. All scoring measures in the Roadway Expansion funding application are also included in the Roadway Reconstruction/Modernization and Spot Mobility funding application. Therefore, all necessary information to score the project in the Roadway Reconstruction/Modernization and Spot Mobility category is available.

Options:

A. Disqualify the project.
B. Allow the project to move to the Roadway Expansion category to compete against similar project types.

Staff Recommendation: Option B. The applicant made a mistake in submitting the project in the wrong category, which can be easily rectified by shifting the project to the correct roadway category.

TRANSIT EXPANSION

3. City of St. Paul: Twin Cities Electric Vehicle Community Mobility Network (11000)

Qualifying Issue: The City, in partnership with HOURCAR, proposes to operate a shared-mobility fleet of automobiles. This is not a transit project and is thus mis-categorized. Per the Federal Transit Administration's Shared Mobility FAQ:

> **Is car sharing an eligible expense?**
>
> It depends on the source and use of funding. Federal public transportation law does not define car sharing as a form of public transportation and funds cannot be used to operate those services. However facilities functionally related to transit may be eligible. For example, parking spaces dedicated for the use of car-sharing at local transit stops.

While FHWA CMAQ funds can be used for carsharing, the proposal does not fit in the Transit Expansion funding category as submitted.

The Transit Expansion Criteria and Measures define the category and provide examples as shown below.

> Definition: A transit project that provides new or expanded transit service/facilities with the intent of attracting new transit riders to the system. Expansion projects may also benefit existing or future riders, but the projects will be scored primarily on the ability to attract new riders. Routine facility maintenance and upkeep is not eligible. If a project includes both expansion and modernization elements, it is the applicant's discretion to choose which application category the project would best fit. However, an application can be disqualified if it is submitted to the wrong category. It is suggested that applicants contact Council staff for consultation before the application deadline to determine eligibility.
>
> Examples of Transit Expansion Projects:
> - Operating funds for new or expanded transit service
> - Transit vehicles for new or expanded service
> - Customer facilities for new or expanded service, new transit centers or stations, along a route
> - Park-and-ride facilities or expansions

The project is a better fit in the Travel Demand Management (TDM) category, which specifically lists carsharing as an eligible project type. The TDM Criteria and Measures define the category and provide examples as shown below.

> Definition: Transportation Demand Management (TDM) provides residents/commuters of the Twin Cities Metro Area with greater choices and options regarding how to travel in and throughout the region. Projects should reduce the congestion and emissions during the peak period. Similar to past Regional Solicitations, base-level TDM funding for the Transportation Management Organizations (TMOs) and Metro Transit will be not part of the competitive process.
>
> Examples of TDM Projects:
> - Bikesharing
> - Carsharing
> - Telework strategies
> - Carpooling
> - Parking management
> - Managed lane components

Options:

A. Disqualify the application.
B. Allow the application to compete in the Transit Expansion category.
C. Allow the project to move to the TDM category to compete against similar project types. This shift would reduce the potential federal maximum award from $7,000,000 (Transit Expansion) to $500,000 (TDM) and require the applicant to provide new responses to seven out of ten scoring measures.

Staff Recommendation: Option A or C. Consider disqualifying the application or allowing the project sponsor to provide missing information that would enable it to compete in the Travel Demand Management category. Given that the project is not a transit project, allowing it to compete in the Transit Expansion category is not recommended.

ROADWAY EXPANSION

Dakota County: CSAH 31 (Pilot Knob Rd) at CSAH 32 (Cliff Rd) Intersection in Eagan

Qualifying Issue: The proposed project is for intersection improvements, which should be scored in the Roadway Reconstruction/Modernization and Spot Mobility funding application category instead of the Roadway Expansion category where the project applied. The Introduction section of the Regional Solicitation states that if an applicant submits a project in the incorrect category, the application may be disqualified. The application currently lacks the information that would enable one measure, 4B, to be scored if shifted from Roadway Expansion to Roadway Reconstruction/Modernization and Spot Mobility: Geometric, Structural, or Infrastructure Improvements (100 points). As part of the 2016 Regional Solicitation, the applicant applied in the correct category for this same proposed project and provided a response for 4B.

Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

August 7, 2018

Bobby Kuennen
Dakota County Transportation Department
14955 Galaxie Avenue
Apple Valley, MN 55124

Dear Mr. Kuennen,

Thank you for your Regional Solicitation application for the Pilot Knob Rd and Cliff Rd intersection project (10906). Based on Council staff's understanding of the project, it would include intersection improvements, which should be scored in the Roadway Reconstruction/Modernization and Spot Mobility funding application category instead of the Roadway Expansion category where the project applied. The Introduction section of the Regional Solicitation states that if an applicant submits a project in the incorrect category, the application may be disqualified.

On Thursday, August 16, 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 2018 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. You can provide information in response to the qualifying criteria by Thursday, August 9, it will be forwarded to the committee. A meeting agenda will be sent to you on August 10, 2018.

Staff will be recommending that the project be shifted from Roadway Expansion to Roadway Reconstruction/Modernization, so that it can be fairly scored against similar project types.

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

From: Kuennen, Robert
To: Peterson, Steven
Subject: Cliff & Pilot Intersection Improvement Shift
Date: Wednesday, August 08, 2018 4:45:27 PM

Hi Steve-

Following up on our discussion last week, yes the county is interested in shifting the regional solicitation application for the Cliff & Pilot Intersection improvements from expansion to reconstruction/modernization. The language submitted from Holly Anderson in the 2016 application is still consistent with the proposed improvements and that language could be used in the 2018 application.

I'd be happy to re-submit that language first thing in the morning if you wish for me to do so?

I appreciate the heads up on this decision and fully agree with the decision to shift categories. Let me know if you have any further questions!

Thanks

Bobby Kuennen
Project Manager
Dakota County Transportation | 14955 Galaxie Avenue | Apple Valley, MN 55124
Phone: 952.891.7028

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

The project improves safety and mobility at the intersection of County State Aid Highway (CSAH) 31 (Pilot Knob Rd) and CSAH 32 (Cliff Rd) in the City of Eagan. CSAH 31 is a four-lane divided, A-Minor Expander roadway. The northbound/southbound approach geometrics consist of an exclusive left turn lane, two through lanes, and a right turn lane. The 2016 (2030) Average Annual Daily Traffic AADT is 19,000 (28,000) north of CSAH 32 and 20,500 (32,000) to the south. The current speed limit is 45 miles per hour.

CSAH 32 (Cliff Rd) is a four-lane divided, A-Minor Expander roadway. The eastbound/westbound approach geometrics consist of an exclusive left turn lane, two through lanes, and a right turn lane. The 2016 (2030) Average Annual Daily Traffic AADT is 15,600 (23,000) west of CSAH 31 and 13,500 (20,000) to the east. The current speed limit is 50 miles per hour.

This is a heavily traveled intersection providing regional access westerly to I-35E (1.7 miles); TH 77 (2.7 miles); TH 13 (3.7 miles) and I-35 (6.2 miles); and access northerly to I-35E (2.7 miles); I-494 (4.9 miles) and TH 55 (5.9 miles).

The project includes the following elements: 10-Ton pavement design; Intersection improvements, including dual left turn lanes on all four approaches; Replacement of aged Traffic Signal, median, ADA compliant ramps, turn lanes and lighting. Installation of the required ADA compliant crossing elements at the intersection, examples of crossing elements include: pedestrian ramps, countdown timers, median islands, accessible pedestrian signals; Replacement of curb & gutter, sidewalks, storm sewer and lighting. This includes removal of identified sidewalk/trail obstructions currently located within the pedestrian access route.

The project objectives are to improve safety and operations, and facilitate transit, bicycle and pedestrian movements through the area. The CSAH 31 and CSAH 32 corridors are both identified on the Regional Bicycle Transportation Network (RBTN) Corridors as Tier I (CSAH 31) and Tier II (CSAH 32). The project area trails connect users to recreational opportunities (Lebanon Hills Regional Park & various city parks), commercial, business and industrial areas.

Dakota County is committed to operating and maintaining this facility for its useful life of the improvement.

ROADWAY RECONSTRUCTION/MODERNIZATION AND SPOT MOBILITY

City of Anoka: Highway 10 & Thurston Ave/Cutters Grove Ave Interchange Project

Qualifying Issue: The proposed project would construct an interchange at what is now a signalized intersection. New interchanges are included as an example of the type of project in the Roadway Expansion Category, but this application was submitted in the Roadway Reconstruction/Modernization and Spot Mobility category. The Introduction section of the Regional Solicitation states that if an applicant submits a project in the incorrect category, the application may be disqualified. All scoring measures in the Roadway Expansion funding application are also included in the Roadway Reconstruction/Modernization and Spot Mobility funding application. Therefore, all necessary information to score the project in the Roadway Reconstruction/Modernization and Spot Mobility category is available.

Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

August 7, 2018

Ben Nelson
Engineering
City of Anoka
2015 First Avenue
Anoka, MN 55303

Dear Mr. Nelson,

Thank you for your Regional Solicitation application for the US 10/Thurston Ave interchange project (10639). Based on Council staff's understanding of the project, the proposed project would construct an interchange at what is now a signalized intersection. "New interchanges" is included as an example project in the Roadway Expansion Category. The Introduction section of the Regional Solicitation states that if an applicant submits a project in the incorrect category, the application may be disqualified.

On Thursday, August 16, 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 2018 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. You can provide information in response to the qualifying criteria by Thursday, August 9, it will be forwarded to the committee. A meeting agenda will be sent to you on August 10, 2018.

Staff will be recommending that the project be shifted from Roadway Reconstruction/Modernization to Roadway Expansion, so that it can be fairly scored against similar project types.

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

ANOKA
REAL. CLASSIC.

Public Services – Engineering

August 9, 2018

Elaine Koustsoukos
Metropolitan Council
Transportation Advisory Board Coordinator
E-mail: elaine.koutsoukos@metc.state.mn.us

RE: US 10/Thurston Ave Interchange Project - Regional Solicitation Application

Dear Ms. Koutsoukos:

This letter is in response to your correspondence dated August 7, 2018, regarding the Regional Solicitation application for the US 10/Thurston Avenue Interchange Project (10639). The City of Anoka understands that the Council's staff believes this application should have been submitted under the Roadway Expansion Application Category rather than the Roadway the Modernization/Reconstruction Application Category. We agree that this shift will allow the Council to fairly score our project against similar project types.

The City has compared the requirements of the application categories (see attached). Based on this comparison, we believe that the content from the submitted application could be easily transferred to an Expansion Application. There is little substantive difference in the required content between these applications.

The proposed Highway 10/169 improvements will improve the safety and reliability allowing more efficient movement of people, goods, and services thus positively impacting our community and those that travel through it. We look forward to providing the Council with any assistance or information for this transfer to occur and for the application to be evaluated within the Expansion Category.

Sincerely,

Ben Nelson, Engineering
City of Anoka

Comparison of Roadway Expansion and Roadway Reconstruction Modernization Applications Types

		Measures		Total Pts Available		
Highlighted text indicates substantive differences between applications.		**Roadway Expansion**	**Roadway Reconstruction/Modernization**	**Roadway Expansion**	**Roadway Modern-ization**	**Comparison of Roadway Expansion vs. Modernization**
1. Role in the Regional Transportation System & Economy	A. Congestion on adjacent Parallel Routes	Congestion on adjacent parallel routes	Congestion on adjacent parallel routes	80	65	Modernization considers Congestion Management and Safety Plan IV
		Principal Arterial Intersection Conversion Study	Principal Arterial Intersection Conversion Study			
		N/A	Congestion Management & Safety Plan IV			
	B. Regional Economy	Existing employment and students within 1 mile	Existing employment and students within 1 mile	50	40	Same info requested, though scored differently
	C. Truck Hwy Corridor Study	Assigned Tier 1, 2, or 3	Assigned Tier 1, 2, or 3	80	65	Same info requested, though scored differently
Total Pts Available				**210**	**170**	
2. Usage	A. Current daily person and vehicle throughput	• Location • Current AADT volume • Existing transit routes • Transit routes likely to be diverted (if applicable)	• Location • Current AADT volume • Existing transit routes	110	110	Expansion requires providing transit routes that would be diverted. For TH 10/169 project, this would be none.
	B. 2040 AADT	2040 ADT	2040 ADT	65	65	Response would be the same for both
Total Pts Available				**175**	**175**	
3. Equity and Housing Performance	A. Socio-Economic Conditions	• Concentrated poverty • Engagement • Benefits to low-income • Negative externalities	• Concentrated poverty • Engagement • Benefits to low-income • Negative externalities	30	30	Same measures and points
	B. 2017 Housing Performance Score	Online calculation based on City, length of project, and 1-mile buffer	Online calculation based on City, length of project, and 1-mile buffer	70	70	Same measures and points

		Measures		Total Pts Available		
Highlighted text indicates substantive differences between applications.		**Roadway Expansion**	**Roadway Reconstruction/Modernization**	**Roadway Expansion**	**Roadway Modern-ization**	**Comparison of Roadway Expansion vs. Modernization**
Total Pts Available					100	
4. Infrastructure Age	A. Year of original construction or reconstruction	• Year of original road construction or reconstruction • Segment length • Average age (online calc)	• Year of original road construction or reconstruction • Locations	40	50	Different measures; different points
	B. Geometric, structural, or infrastructure deficiencies	N/A	• Freight • Clear zones, sight lines • Roadway geometrics • Access management • Vertical/horizontal alignment • Stormwater mitigation • Signals/lighting • other	0	100	Modernization considers deficiencies; expansion does not
Total Pts Available				**40**	**150**	
5. Infrastructure	A. Congestion Reduction/Air Quality	• Total Peak Hour Delay/Vehicle without Project (Seconds/Vehicle) • Total Peak Hour Delay/Vehicle with Project (Seconds/Vehicle) • Total Peak Hour Delay/Vehicle Reduced by Project (Seconds/Vehicle) (auto calc) • Volume (Vehicles Per Hour) • Total Peak Hour Delay Reduced by Project (Seconds) (auto calc)	• Total Peak Hour Delay/Vehicle without Project (Seconds/Vehicle) • Total Peak Hour Delay/Vehicle with Project (Seconds/Vehicle) • Total Peak Hour Delay/Vehicle Reduced by Project (Seconds/Vehicle) (auto calc) • Volume (Vehicles Per Hour) • Total Peak Hour Delay Reduced by Project (Seconds) (auto calc)	100	50	Same info requested, scored differently
	B. Emissions Reduction (kg)	• Total Peak Hour Emissions Reduced (Kilograms)= Total Peak Hour Emissions without the project – Total Peak Hour Emissions with the Project	• Total Peak Hour Emissions Reduced (Kilograms)= Total Peak Hour Emissions without the project – Total Peak Hour Emissions with the Project	50	30	Same info requested, though scored differently (would use Roadway projects that do not include new

		Measures		Total Pts Available		
Highlighted text indicates substantive differences between applications.		**Roadway Expansion**	**Roadway Reconstruction/Modernization**	**Roadway Expansion**	**Roadway Modern-ization**	**Comparison of Roadway Expansion vs. Modernization**
						roadway segments or railroad grade-separation elements)
Total Pts Available				150	80	
6. Safety	A. Roadway projects that do not include railroad grade-separation elements	• Crash Modification Factor Used • Rationale for Crash Modifications Selected • Project Benefit ($) from B/C ratio	• Crash Modification Factor Used • Rationale for Crash Modifications Selected • Project Benefit ($) from B/C ratio Explanation of Methodology	150	150	Same measures though modernization requires explanation of methodology
Total Pts Available				**150**	**150**	
7. Multimodal Elements and Existing Connections	A. Affects to multimodal system	• Bicycle, pedestrian or transit elements in project • Positive affect on RBTN or regional trail • Enhancements to bicycle, pedestrian, and transit connections	• Bicycle, pedestrian or transit elements in project • Positive affect on RBTN or regional trail • Enhancements to bicycle, pedestrian, and transit connections	100	100	Same info requested, same scoring
Total Pts Available				100	100	
8. Risk Assessment	Checklist	• Layout status • Section 106 Review status • ROW status • RR involvement	• Layout status • Section 106 Review status • ROW status • RR involvement	75	75	Same info requested, same scoring
Total Pts Available				75	75	
9. Cost Effectiveness	Cost Effectiveness	• Total Project Cost • Enter amount of Noise Walls • Points Awarded in Previous Criteria	• Total Project Cost • Enter amount of Noise Walls • Points Awarded in Previous Criteria	100	100	Same info requested, same scoring
Total Pts Available				**100**	**100**	
TOTAL:				**1,100**	**1,100**	

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

Within the City of Anoka, Highway 10 transitions from a suburban freeway to a signalized expressway east of this project area, at Fairoak Avenue. The transition of highway type contributes to traffic back-ups and congestion that result in significant travel delays during morning and afternoon peak travel periods. This intersection experiences more crashes than expected on similar roadway types.

Thurston Avenue provides the only grade-separated crossing of the BNSF railroad within 5 miles and provides a key connection from Highway 10 to numerous businesses, including the Anoka Enterprise Industrial Park and Anoka Technical College. Given these land uses, Thurston Avenue and Highway 10 accommodate a high level of truck traffic.

A closely spaced all-way stop on Thurston Avenue, located less than 500 feet north of the intersection with Highway 10 restricts vehicle flow causing significant queuing numerous hours of the day. Traffic traveling south on Thurston Avenue oftentimes experience long delays to turn left onto Highway 10 from this all-way stop and the traffic signal at Highway 10.

This project will remove the traffic signal at Highway 10 and Thurston Avenue and replace it with a grade-separated, full-access, roundabout interchange. The all-way stop on Thurston Avenue to the north of Highway 10 will be moved approximately 500 feet to the north and also replaced with a roundabout. The project will also provide a bike and pedestrian trail way/sidewalk connection along Thurston Avenue to the south frontage road. These improvements will improve capacity, mobility, reliability, safety, local connectivity, and walkability along Highway 10 and Thurston Avenue.

In 2014, the MnDOT Highway 10 Access Planning Study identified high priority/right-sized improvements and has received support from MnDOT, Metropolitan Council, Anoka County and the cities of Anoka and Ramsey. Converting the Highway 10 and Thurston Avenue traffic signal to an interchange was identified as a top priority. The City of Anoka continued to refine the overall vision of Highway 10 through the city in partnership with MnDOT and Anoka County.

In January 2017, the Metropolitan Council awarded$7M of Regional Solicitation federal funding for improvements to Highway 10/169 at Fairoak Avenue. This application is for improvements just to the west of the previous Fairoak Avenue project on Highway 10 at Thurston Avenue. This project, as submitted, is consistent with the Highway 10 Access Planning Study and all subsequent planning efforts.

As implemented, the project will address safety and congestion issues while yielding a strong return on investment.

TRANSIT EXPANSION

City of St. Paul: Twin Cities Electric Vehicle Community Mobility Network

Qualifying Issue: The City in, partnership with HOURCAR, proposes to operate a shared-mobility fleet of automobiles. This is not a transit project and is thus mis-categorized. Per the Federal Transit Administration's Shared Mobility FAQ:

> **Is car sharing an eligible expense?**
>
> It depends on the source and use of funding. Federal public transportation law does not define car sharing as a form of public transportation and funds cannot be used to operate those services. However facilities functionally related to transit may be eligible. For example, parking spaces dedicated for the use of car-sharing at local transit stops.

While FHWA funds can be used for carsharing, the proposal does not fit in the Transit Expansion funding category as submitted.

The Transit Expansion Criteria and Measures define the category and provide examples as shown below.

> Definition: A transit project that provides new or expanded transit service/facilities with the intent of attracting new transit riders to the system. Expansion projects may also benefit existing or future riders, but the projects will be scored primarily on the ability to attract new riders. Routine facility maintenance and upkeep is not eligible. If a project includes both expansion and modernization elements, it is the applicant's discretion to choose which application category the project would best fit. However, an application can be disqualified if it is submitted to the wrong category. It is suggested that applicants contact Council staff for consultation before the application deadline to determine eligibility.
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> *Examples of Transit Expansion Projects:*
> - Operating funds for new or expanded transit service
> - Transit vehicles for new or expanded service
> - Customer facilities for new or expanded service, new transit centers or stations, along a route
> - Park-and-ride facilities or expansions

The project is a better fit in the Travel Demand Management (TDM) category, which specifically lists carsharing as an eligible project type. The TDM Criteria and Measures define the category and provide examples as shown below.

> *Definition:* Transportation Demand Management (TDM) provides residents/commuters of the Twin Cities Metro Area with greater choices and options regarding how to travel in and throughout the region. Projects should reduce the congestion and emissions during the peak period. Similar to past Regional Solicitations, base-level TDM funding for the Transportation Management Organizations (TMOs) and Metro Transit will be not part of the competitive process.
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> *Examples of TDM Projects:*
> - Bikesharing
> - Carsharing
> - Telework strategies
> - Carpooling
> - Parking management
> - Managed lane components

Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

August 8, 2018

Paul Kurtz
St. Paul Public Works
800 City Hall Annex
25 West 4th Street
St. Paul, MN 55102

Dear Mr. Kurtz,

Thank you for your Regional Solicitation application for the Twin Cities EV Community Mobility Network (11000). Based on Council staff's understanding of the project, a stand-alone car sharing project is not eligible to accept federal funds through the Regional Solicitation and therefore the project does not qualify. This assertion was confirmed by staff at the Federal Highway Administration-Minnesota Division. In addition, it is questionable whether a car sharing project should be considered a transit project that is eligible in the Transit Expansion Category. The Introduction section of the Regional Solicitation states that if an applicant submits a project in the incorrect category, the application may be disqualified.

On Thursday, August 16, 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 2018 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. You can provide information in response to the qualifying criteria by Thursday, August 9, it will be forwarded to the committee. A meeting agenda will be sent to you on August 10, 2018.

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

This project will create 70 mobility hubs in St. Paul and Minneapolis. Each mobility hub will have 4 Level 2 EVSE chargers for battery electric vehicles (BEVs). A subset of these hubs (up to 20) will also have Level 3 DCFC fast chargers, which will be community-facing and available for use by the public. The mobility hubs will support a fleet of 150 BEVs that will be purchased for this project.

Make-ready construction for the project will be undertaken by Xcel Energy. Make-ready service encompasses all electrical infrastructure up to the charging equipment used to power electric vehicles, including line extensions, transformer upgrades, conduit, cabling, cuts, trenching, and sidewalk restoration.

The City plans to contract with HOURCAR, our partner on the project, to operate the shared mobility fleet. HOURCAR is a St. Paul-based nonprofit carsharing company that currently operates in both St. Paul and Minneapolis, as well as serving as the exclusive carsharing provider for the University of Minnesota, Macalester College, St Katherine University, and Augsburg University.

We have estimated the length of the project by measuring the shortest driving distance between its farthest points: 500 State Street in St. Paul and 1900 West Broadway Avenue in Minneapolis, a total of 15 miles. Because our project is not fixed-route, this is a conservative estimate, given that users of the service are able to travel far beyond the service area.

This project is eligible for CMAQ funding under the provisions of the FAST Act and MAP-21. According o federal guidance, Carsharing (#10) is an eligible activity. Portions of the project are also eligible under Alternative Fuels and Vehicles (#14), in particular the charging infrastructure and EVSE. This project meets the CMAQ requirement of reducing mobile source emissions. In addition to reducing VMT by providing flexible, shared-use vehicles that encourage multimodal transit, our project has the additional benefit of using zero-emission BEVs. This constitutes a substantial emissions reduction over and above the automated calculation in the proposal.

The automated VMT-based emission reduction does not account for another important benefit: BEVs have no local emissions. Our low-income and non-white populations are disproportionately exposed to higher levels of local air pollution due to proximity to corridors(1). This program will reduce emissions in precisely the neighborhoods where air quality improvements are most needed.

References:

(1) MPCA, Air Quality in Minnesota 2015 Report to the Legislature
www.leg.state.mn.us/docs/2015/mandated/150152. pdf

INFORMATION ITEM

DATE:	August 15, 2018
TO:	Transportation Advisory Board
PREPARED BY:	Steve Peterson, Highway Planning and TAB/TAC Process Manager
	David Burns, Senior Planner (651-602-1887)
	Patrick Haney, Intern (651-602-1580)
SUBJECT:	Update to Geographic Balance in the Regional Solicitation and Employment Flows

BACKGROUND: At the June 20, 2018, TAB meeting, Council staff presented a series of maps and tables on the topic of geographic balance. TAB members requested that the data tables be split to show trends before and after the major program evaluation (prior to the 2014 funding cycle). Figures 1-3 now shows a table that splits the 2003-2013 funding cycles and the 2014-2016 funding cycles. Due to the small sample size of using just two funding cycles (2014 and 2016), it may be difficult to draw meaningful conclusions from the data. Council staff will add 2018 projects once TAB approves a list of projects in January.

TAB also requested that funding be shown relative to vehicle miles travelled (VMT). This change is shown on Figure 1 (VMT data is only available at the county level, so it cannot be added to the other maps). Figure 1 includes funding for all three modes; staff then compared the relationship between each county's VMT to just the roadway funding application categories. There was a stronger correlation between VMT and roadway funding distribution than to funding for all three modes combined.

Lastly, TAB requested additional information on where people are traveling to work, including one specific question on the number of workers from St. Croix County, Wisconsin traveling through Washington County to employment sites in Ramsey and Hennepin Counties. The broader topic of where people live, work, and travel has been of interest to TAB for over 20 years. In fact, in 1996, the State Legislature directed the Council to analyze the impact on the regional highway system of commuters and the results were included in the 2001 Transportation Policy Plan.

To provide some context on the work trip, the 2010 MSP Region Travel Behavior Inventory (TBI) Report reported that work commutes account for approximately 17% of all trips, and an even higher percentage during the peak periods when roads are the most congested (approximately 33% of trips during the morning commute and 22% during the evening commute). The work trip only accounts for 6% of the total travel during the middle of the day.

Figures 4-22 and Tables 1-3 display 2015 Longitudinal Employer-Household Dynamics (LEHD) data from the U.S. Census Bureau. Some of the key highlights from the data include the following:

1. **People are traveling throughout the metro area for work. This suggests that investments made on key regional facilities will benefit people beyond those people living in the immediate area.**
   - 16% of workers in the 7-county metro area stay their home city for work, while the remaining 84% travel to another city.
   - 51% workers in the 7-county metro stay in their home county for work, while the remaining 49% travel to another county. For most counties, less than one-third of the workers living in a county stay within their home county for work. The most notable exception is Hennepin County where 74% of workers stay within Hennepin County.

Live and Work in Same County		
Hennepin	424,000	74%
Ramsey	102,000	43%
Dakota	75,000	36%
Anoka	51,000	29%
Carver	13,000	28%
Washington	28,000	23%
Scott	16,000	23%
Total	710,000	51%

2. **There are a large number of workers who live outside the 7-county metro who are traveling to the region for work.**
   - Approximately 14%, or 221,000 out of the 1,575,000 people who work in the 7-county metro live outside of it.
     - Approximately 86,000 people who live in the 7-county metro work outside of the metro area.
     - In 2015, 33,000 more people worked in the 7-county metro and lived outside of the region than in 2002.
   - Wright, Sherburne, Isanti, and St. Croix Counties all have over 40% of their workers coming to the 7-county metro area for employment.
     - As an example, 5,000 St. Croix County residents are traveling to Washington County for work, 5,000 St. Croix County residents to Hennepin County, and 6,000 St. Croix County residents to Ramsey County. It can be assumed that the vast majority of those 16,000 workers (32,000 daily trips) are using Highway 36 or I-94 as these are the only two St. Croix River crossings from St. Croix County to the metro area. These increased traffic volumes result in additional impact to pavement quality, congestion, and safety.

In the coming months Council staff will complete a more extensive research project using this same data set and bring the results back to TAB.

Figure 1: Location of Awarded 2003 - 2016 Regional Solicitation Funded Projects by County

County	2003-2016 Federal Dollars %	Population %	Jobs %	Vehicle Miles Travelled %
Anoka	#4 (10%)	#4 (11%)	#4 (7%)	#4 (13%)
Carver	#7 (5%)	#7 (3%)	#7 (2%)	#7 (5%)
Dakota	#3 (12%)	#3 (14%)	#3 (11%)	#2 (17%)
Hennepin	#1 (43%)	#1 (41%)	#1 (53%)	#1 (34%)
Ramsey	#2 (17%)	#2 (18%)	#2 (19%)	#3 (14%)
Scott	#6 (7%)	#6 (5%)	#6 (3%)	#6 (8%)
Washington	#5 (7%)	#5 (8%)	#5 (5%)	#5 (10)%
Total	**100%**	**100%**	**100%**	**100%**

Notes: # = Rank
Notes: Years used in the table (2003-2016) indicate the year of the project selection.
Funds from 2003-2016 will be expended in approximately 2007-2021.
Federal Funding refers to Regional Solicitation funds only and includes funds for all three modal categories (Roadways, Transit/Travel Demand Management, and Bicycle/Pedestrian).
Data for population and employment based on Metropolitan Council 2016 estimates.
Approximately $200 million of Regional Solicitation funds are awarded every two years by the Transportation Advisory Board (TAB).
VMT more closely corresponds with roadway projects.

County	2003-2013 Federal Funding %	2014-2016 Federal Funding %
Anoka	#4 (11%)	#5 (6%)
Carver	#7 (6%)	#7 (3%)
Dakota	#3 (13%)	#3 (9%)
Hennepin	#1 (38%)	#1 (53%)
Ramsey	#2 (18%)	#2 (16%)
Scott	#6 (7%)	#4 (8%)
Washington	#5 (8%)	#6 (5%)
Total	**100%**	**100%**

Note: A major restructuring of the Regional Solicitation took place prior to the 2014 funding cycle.

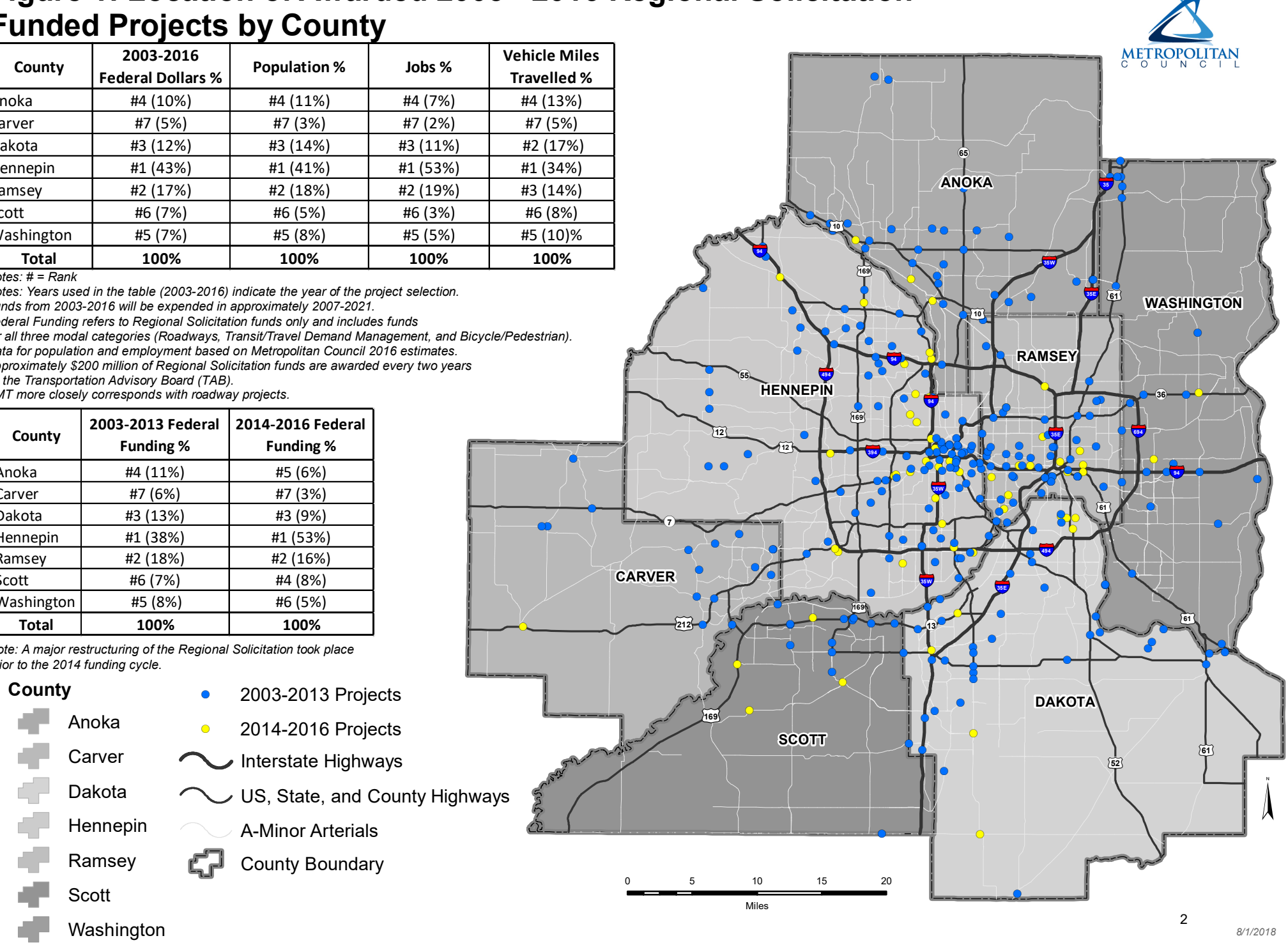

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Figure 2: Location of Awarded 2003 - 2016 Regional Solicitation Funded Projects by Land Use Designation

Region	2003-2016 Federal Dollars %	Population %	Jobs %
Urban Center/Urban	47%	43%	53%
Suburban	23%	25%	23%
Suburban Edge/Emerging Suburban Edge	22%	26%	18%
Rural/Rural Center	8%	6%	6%
Total	**100%**	**100%**	**100%**

Notes: Years used in the table (2003-2016) indicate the year of the project selection.
Funds from 2003-2016 will be expended in approximately 2007-2021.
Federal Funding refers to Regional Solicitation funds only and includes funds for all three modal categories (Roadways, Transit/Travel Demand Management, and Bicycle/Pedestrian).
Data for population and employment based on Metropolitan Council 2016 estimates.
Approximately $200 million of Regional Solicitation funds are awarded every two years by the Transportation Advisory Board (TAB).

Designation Summary	2003-2013 Federal Dollars %	2014-2016 Federal Dollars %
Urban Center/Urban	42%	57%
Suburban	22%	24%
Suburban Edge/Emerging Suburban Edge	26%	13%
Rural/Rural Center	10%	6%
Total	**100%**	100%

Note: A major restructuring of the Regional Solicitation took place prior to the 2014 funding cycle.

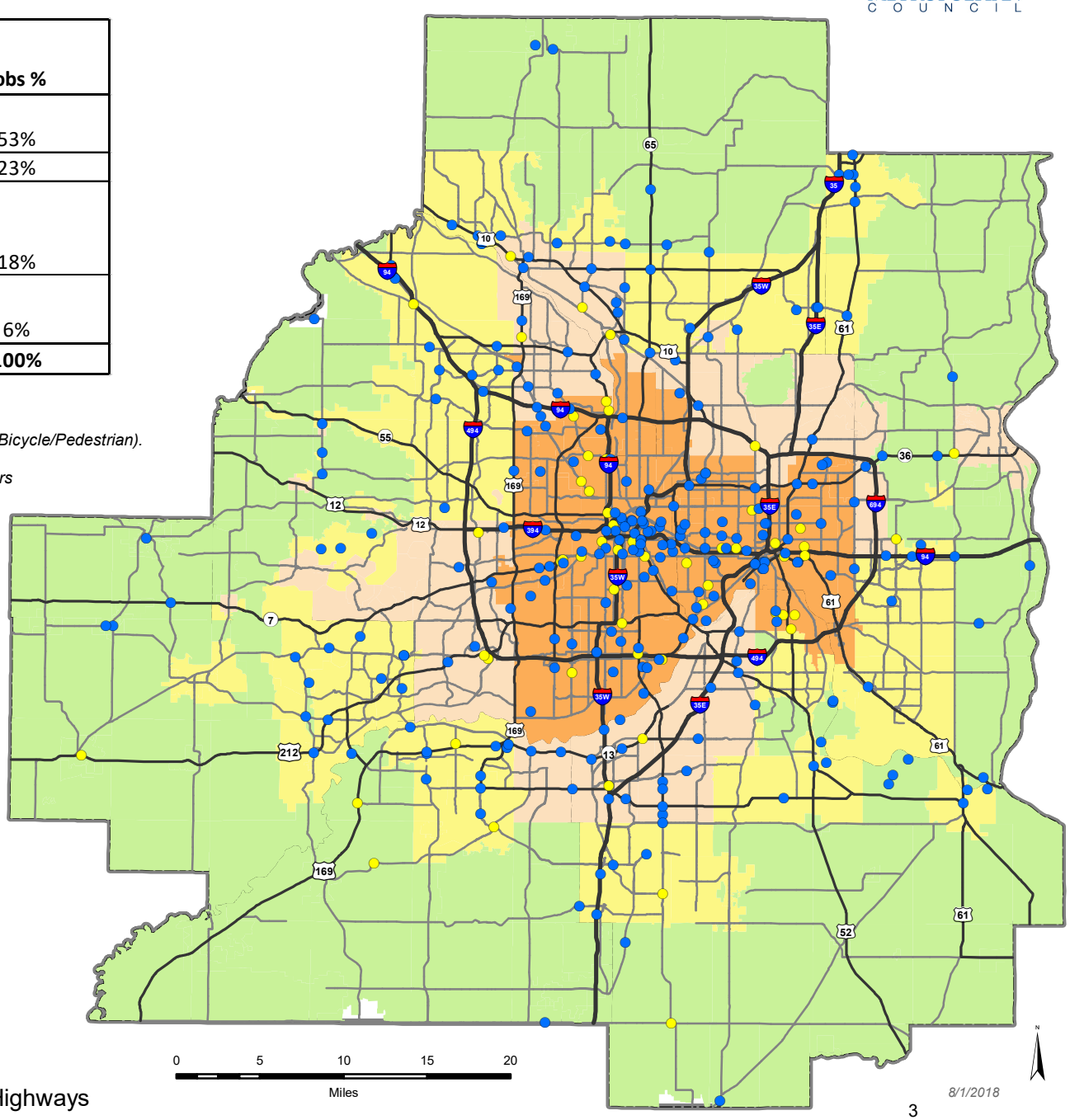


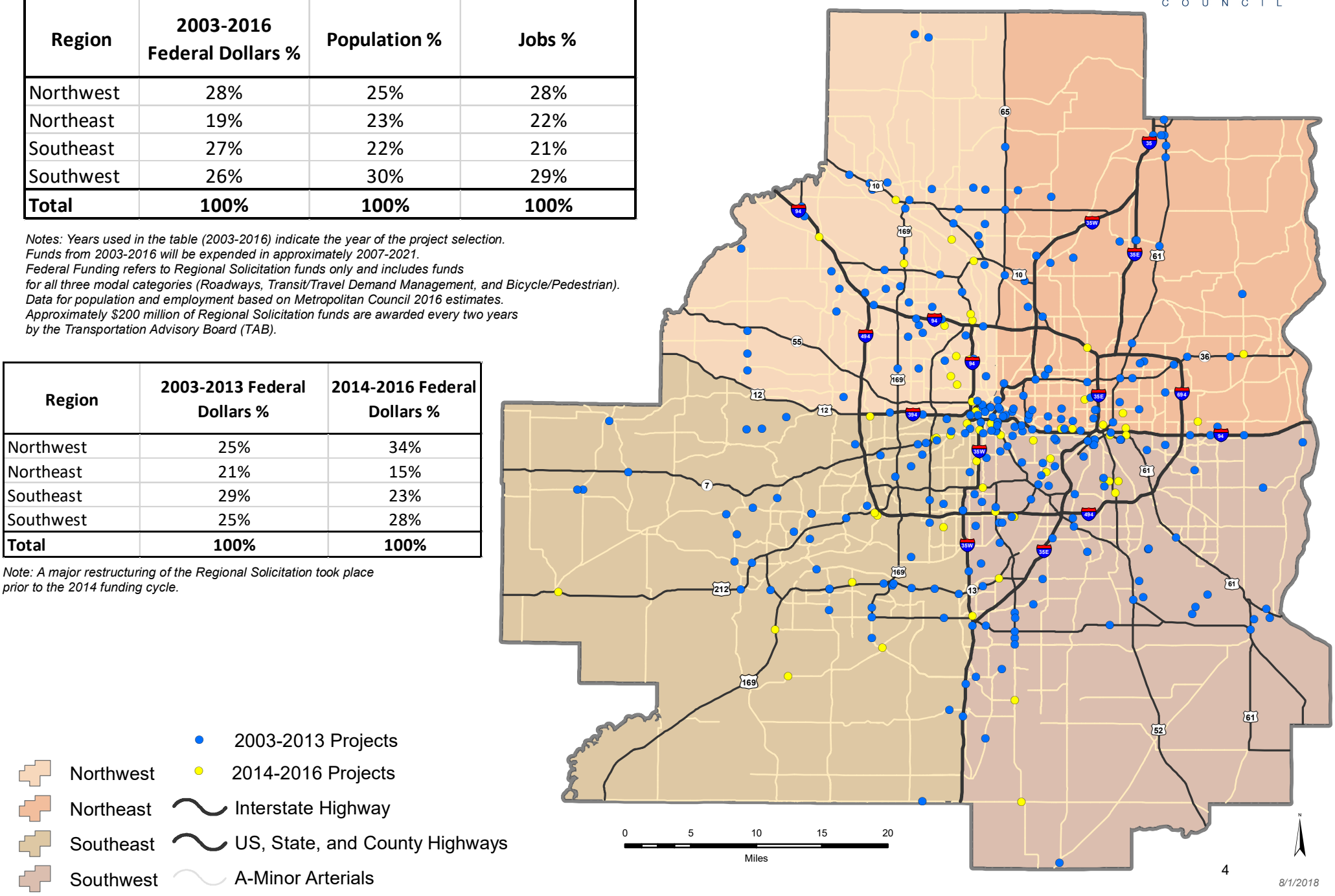
Figure 3: Location of Awarded 2003 - 2016 Regional Solicitation Funded Projects by Quadrant of the Region

Region	2003-2016 Federal Dollars %	Population %	Jobs %
Northwest	28%	25%	28%
Northeast	19%	23%	22%
Southeast	27%	22%	21%
Southwest	26%	30%	29%
Total	**100%**	**100%**	**100%**

Notes: Years used in the table (2003-2016) indicate the year of the project selection.
Funds from 2003-2016 will be expended in approximately 2007-2021.
Federal Funding refers to Regional Solicitation funds only and includes funds for all three modal categories (Roadways, Transit/Travel Demand Management, and Bicycle/Pedestrian).
Data for population and employment based on Metropolitan Council 2016 estimates.
Approximately $200 million of Regional Solicitation funds are awarded every two years by the Transportation Advisory Board (TAB).

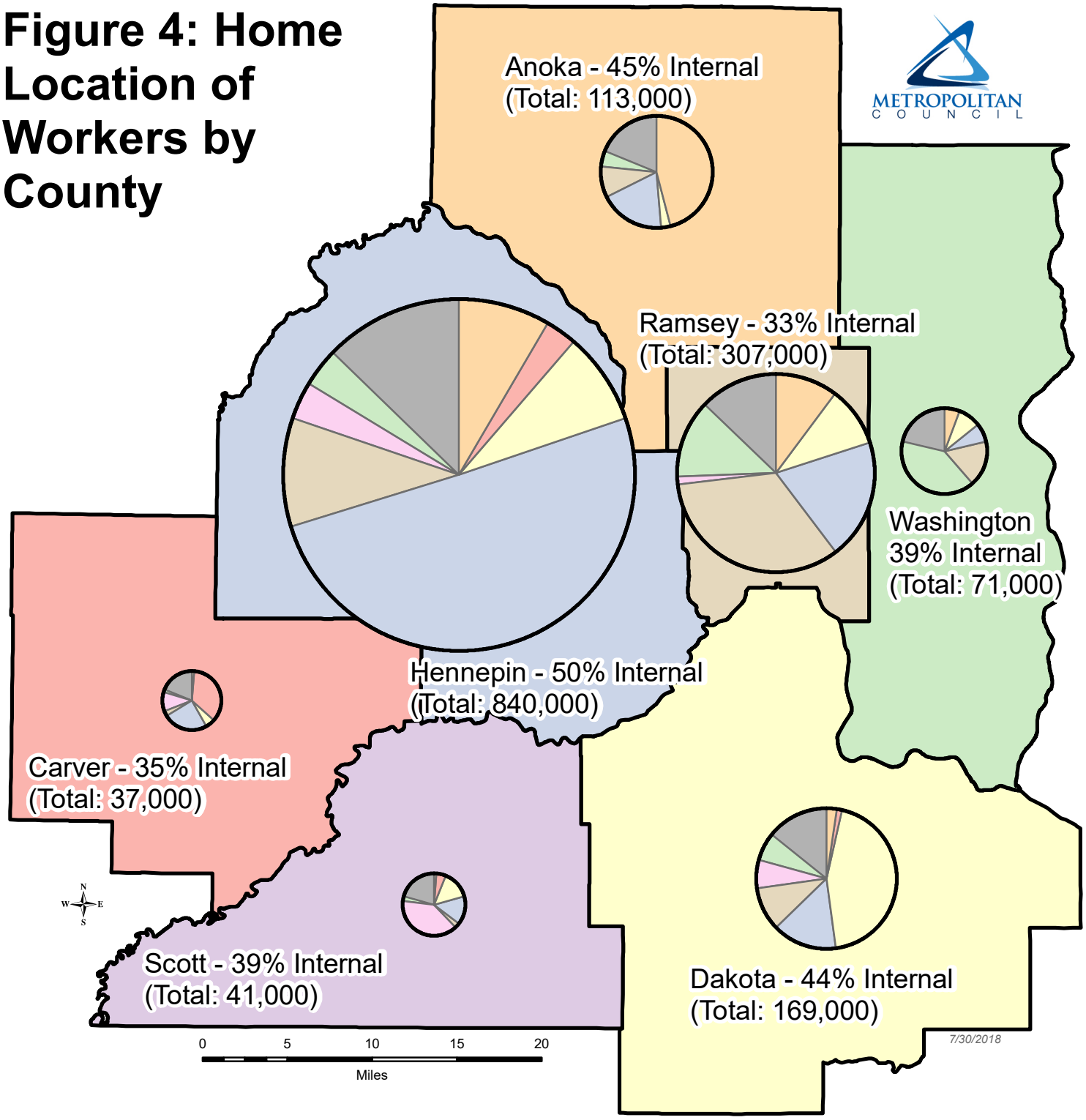
Region	2003-2013 Federal Dollars %	2014-2016 Federal Dollars %
Northwest	25%	34%
Northeast	21%	15%
Southeast	29%	23%
Southwest	25%	28%
Total	**100%**	**100%**

Note: A major restructuring of the Regional Solicitation took place prior to the 2014 funding cycle.



8/1/2018

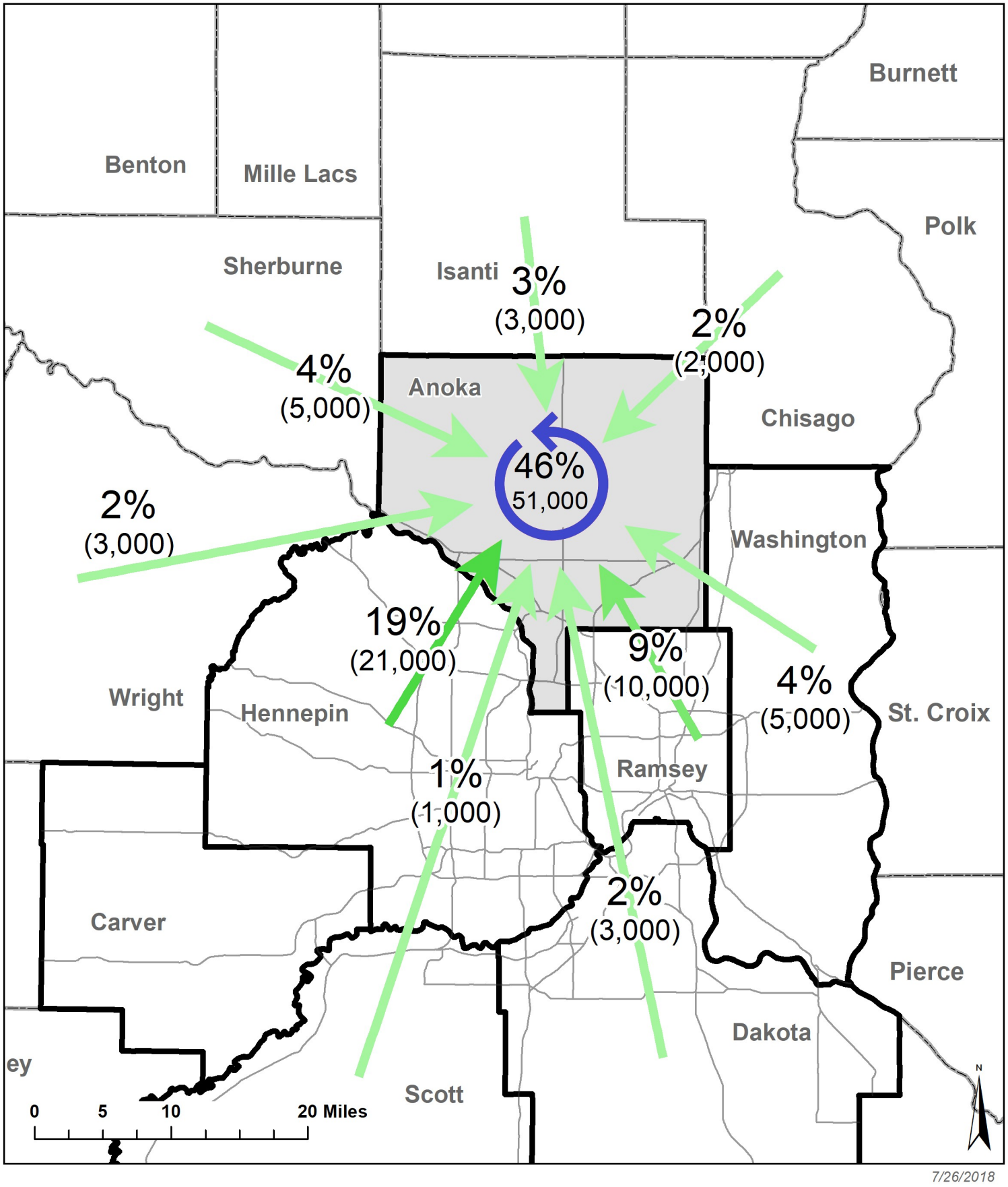
Figure 4: Home Location of Workers by County



% of Workforce by County

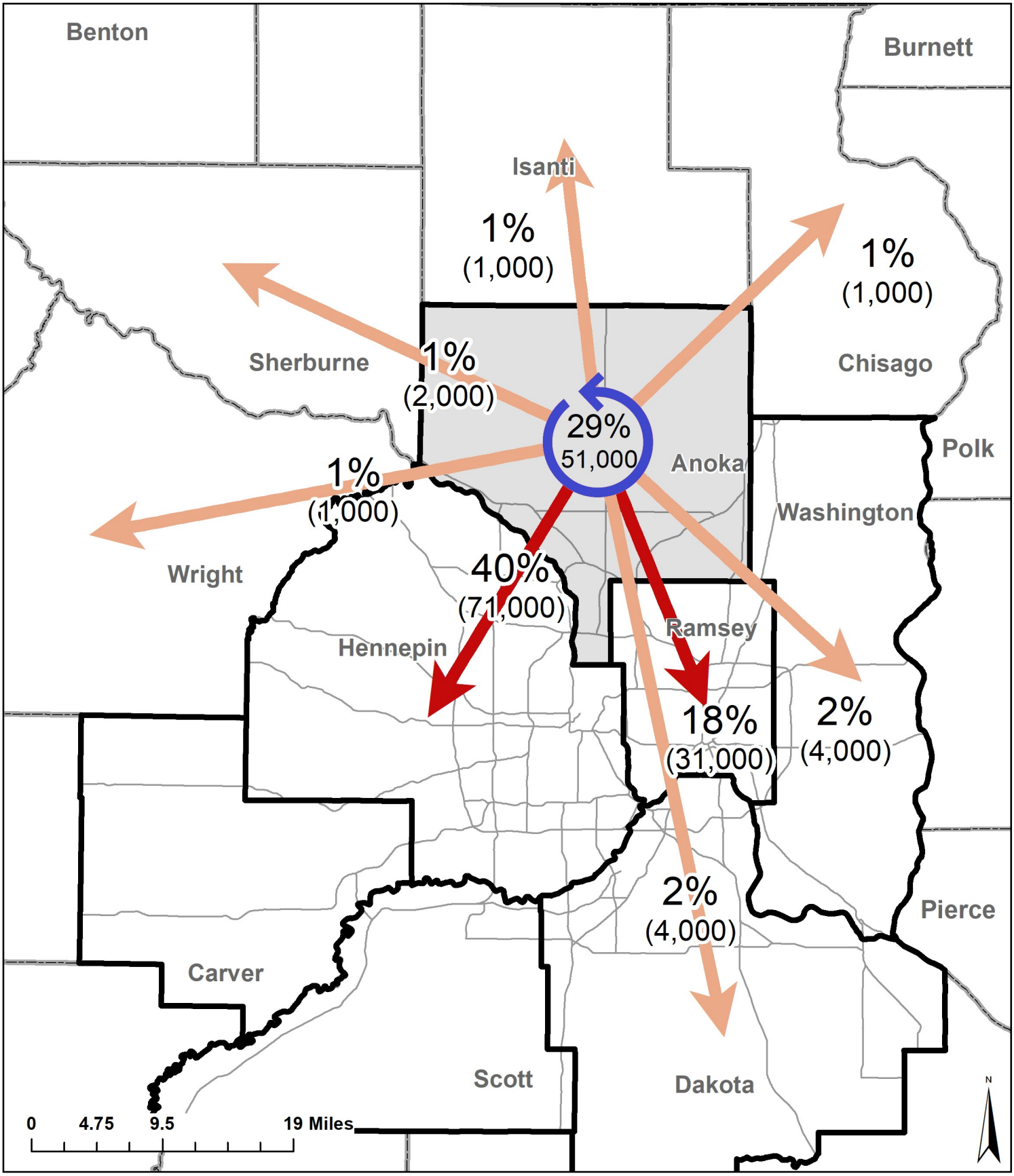
- Anoka
- Carver
- Dakota
- Hennepin
- Ramsey
- Scott
- Washington
- Other

Figure 5: Anoka County Employment Inflow



Total of 113,000 workers employed in Anoka County.
Data is 2015 LEHD data from the U.S. Census Bureau.

Figure 6: Anoka County Employment Outflow



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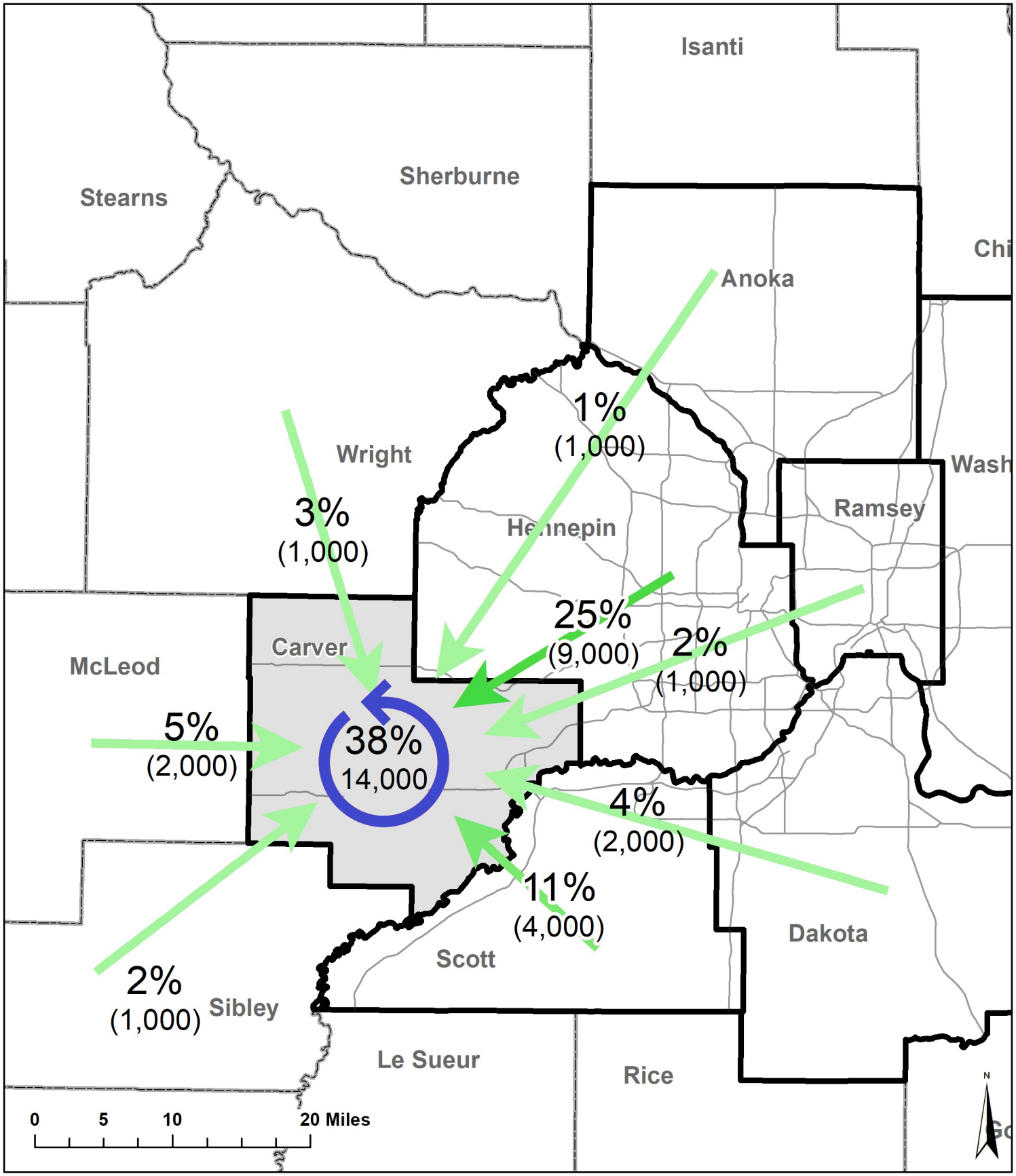
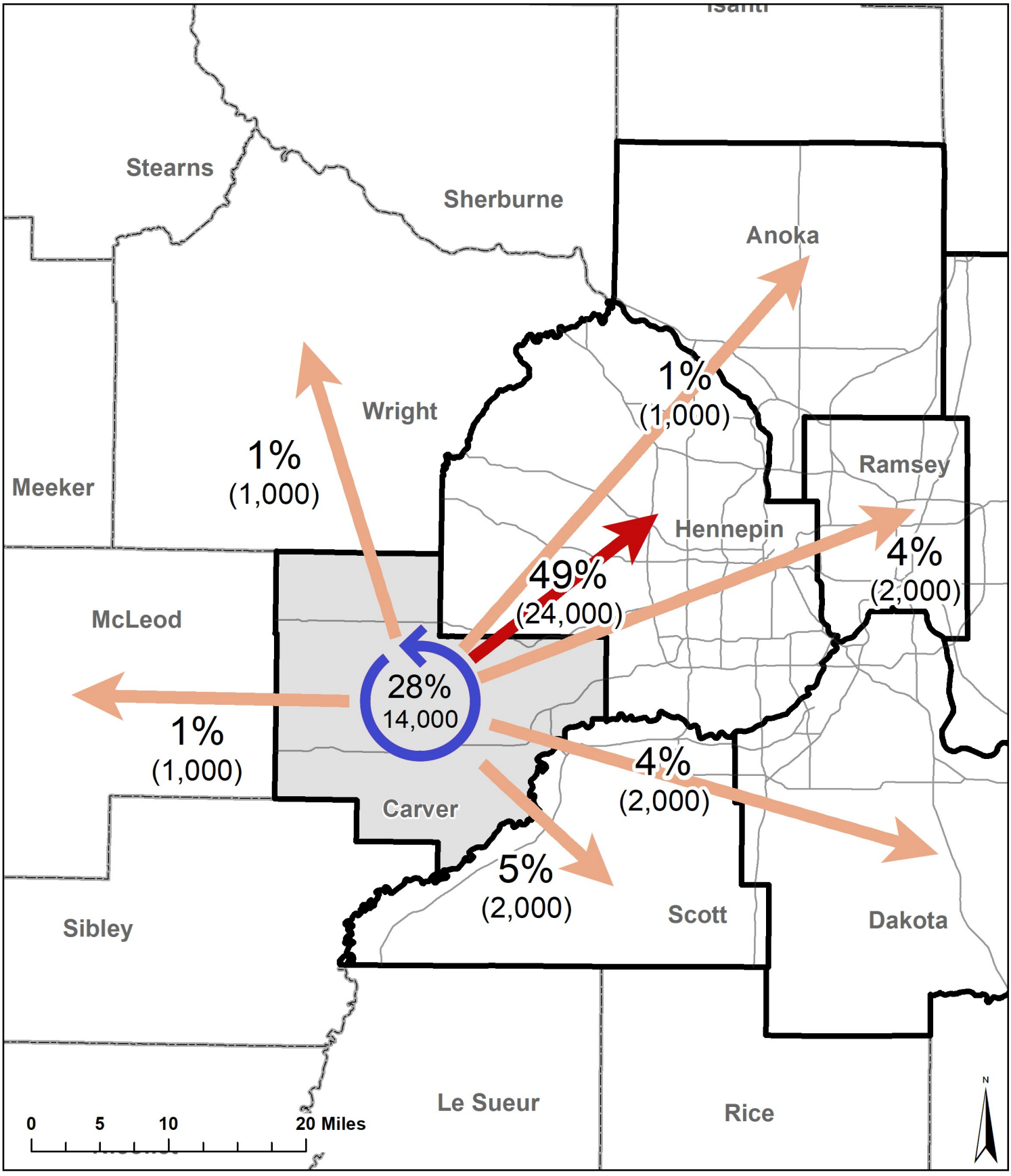
Total of 176,000 workers living in Anoka County.
Data is 2015 LEHD data from the U.S. Census Bureau.

Figure 7: Carver County Employment Inflow



Total of 36,000 workers employed in Carver County.
Data is 2015 LEHD data from the U.S. Census Bureau.

Figure 8: Carver County Employment Outflow



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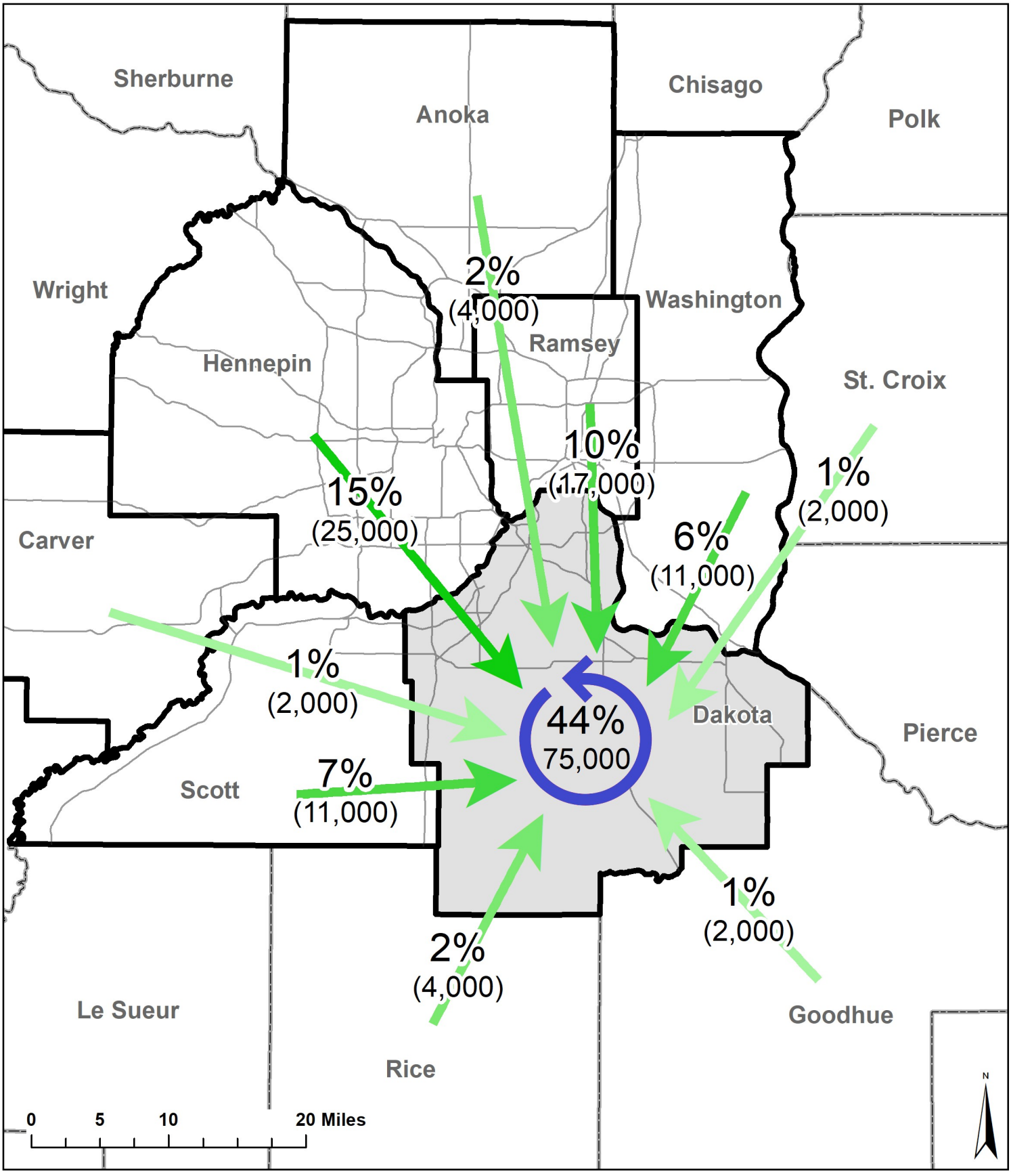
Total of 49,000 workers living in Carver County.
Data is 2015 LEHD data from the U.S. Census Bureau.

Figure 9: Dakota County Employment Inflow



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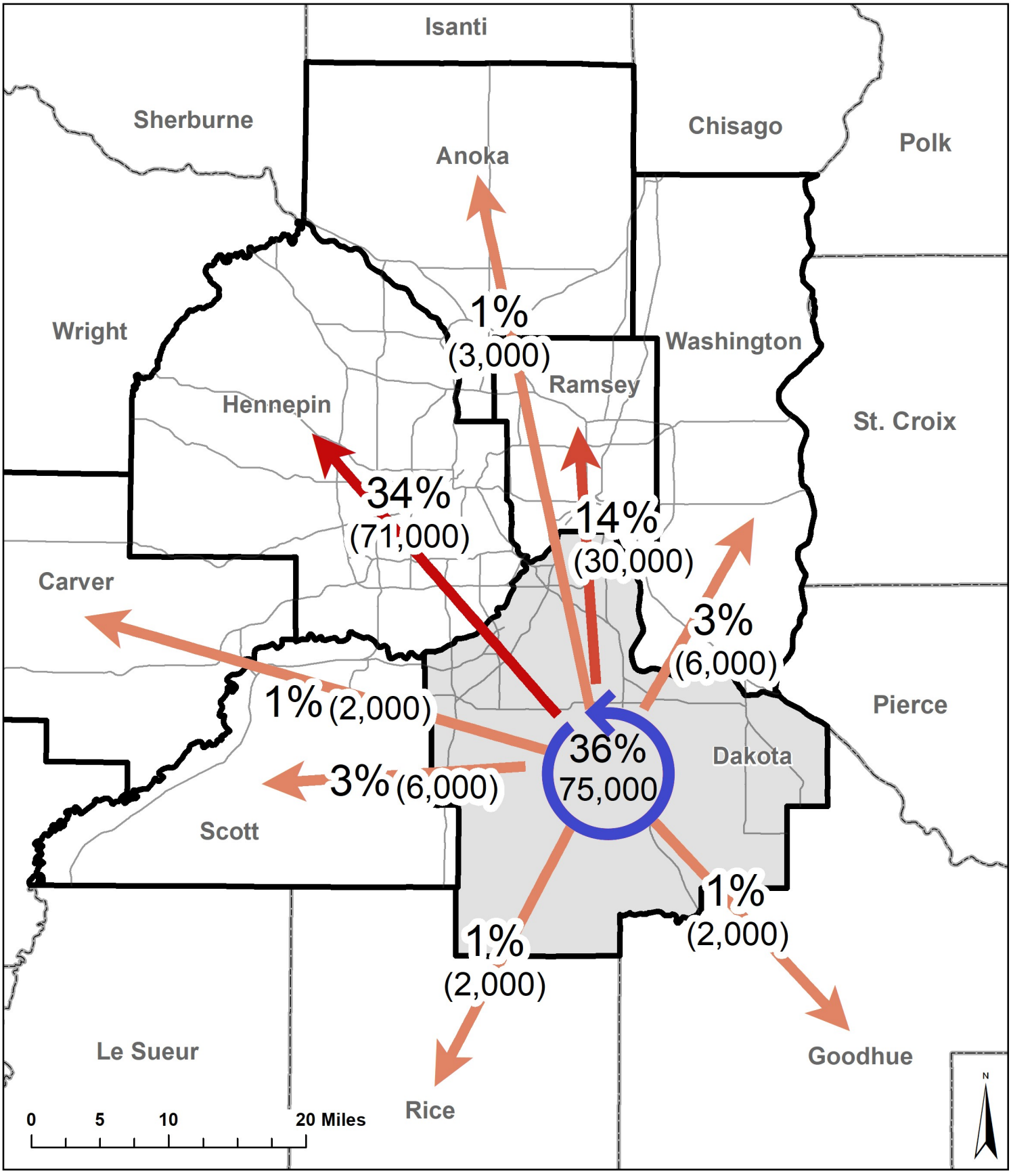
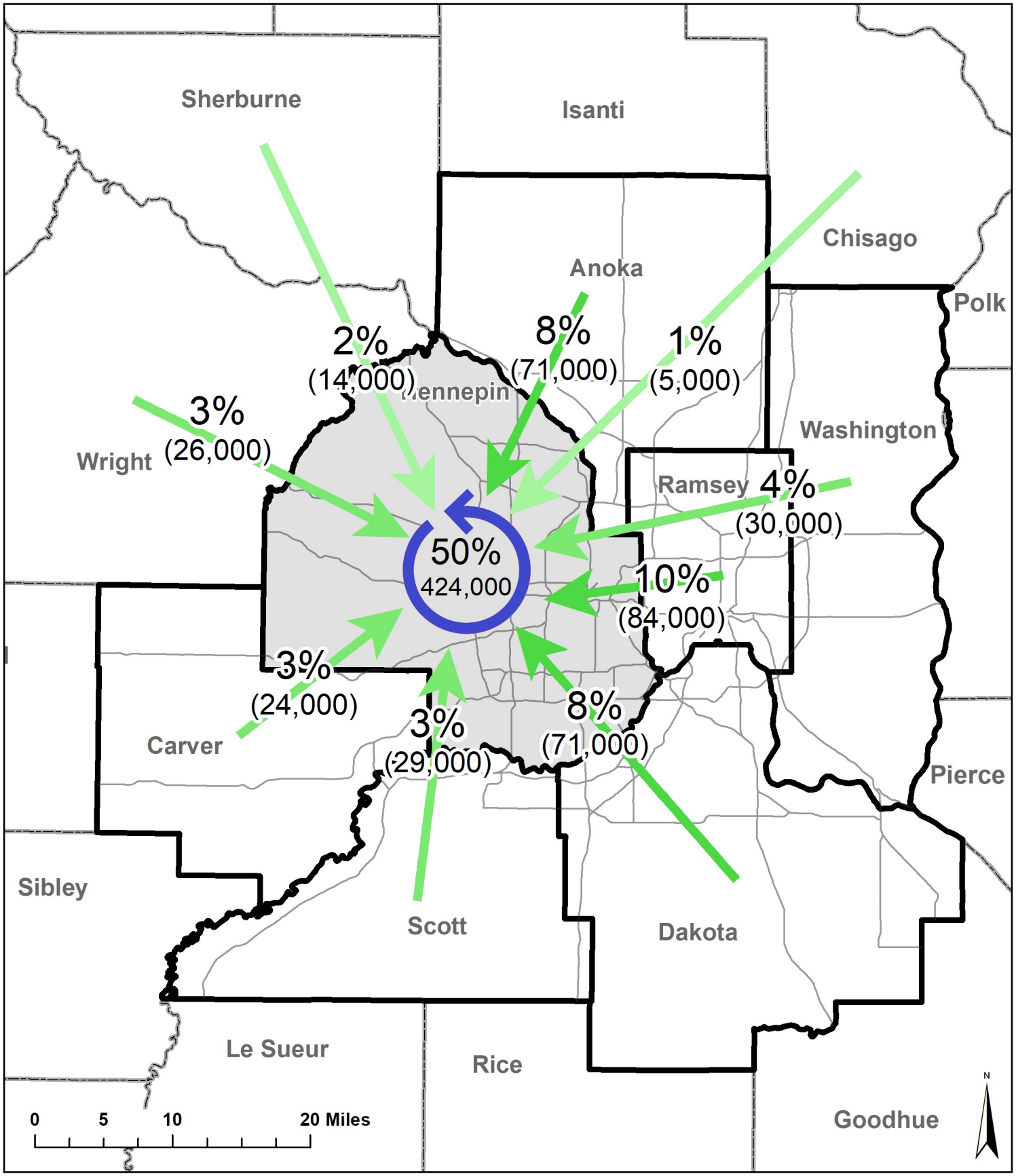
Total of 169,318 workers employed in Dakota County.
Data is 2015 LEHD data from the U.S. Census Bureau.

Figure 10: Dakota County Employment Outflow



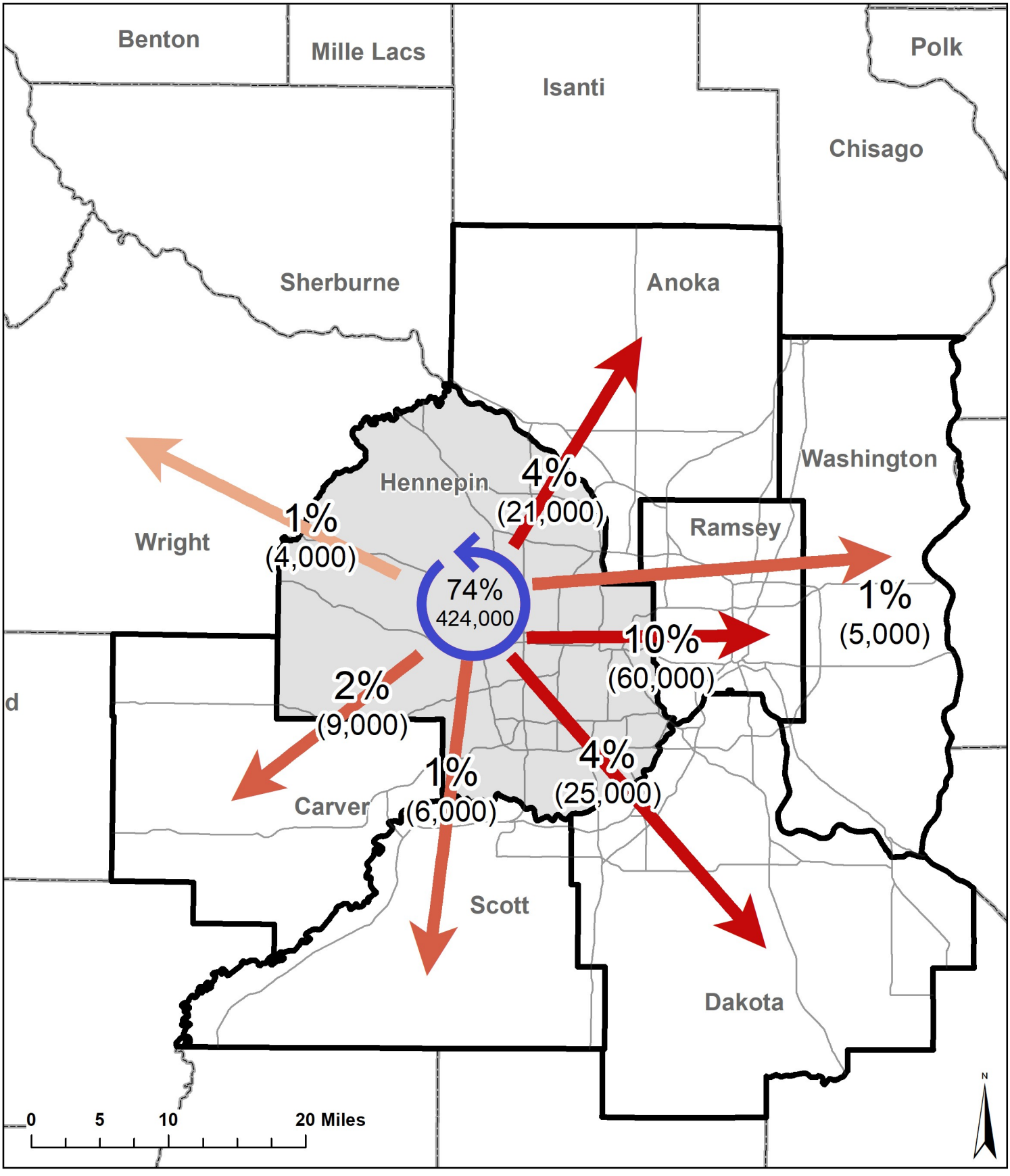
Total of 206,000 workers living in Dakota County.
Data is 2015 LEHD data from the U.S. Census Bureau.

Figure 11: Hennepin County Employment Inflow



Total of 839,000 workers employed in Hennepin County.
Data is 2015 LEHD data from the U.S. Census Bureau.

Figure 12: Hennepin County Employment Outflow



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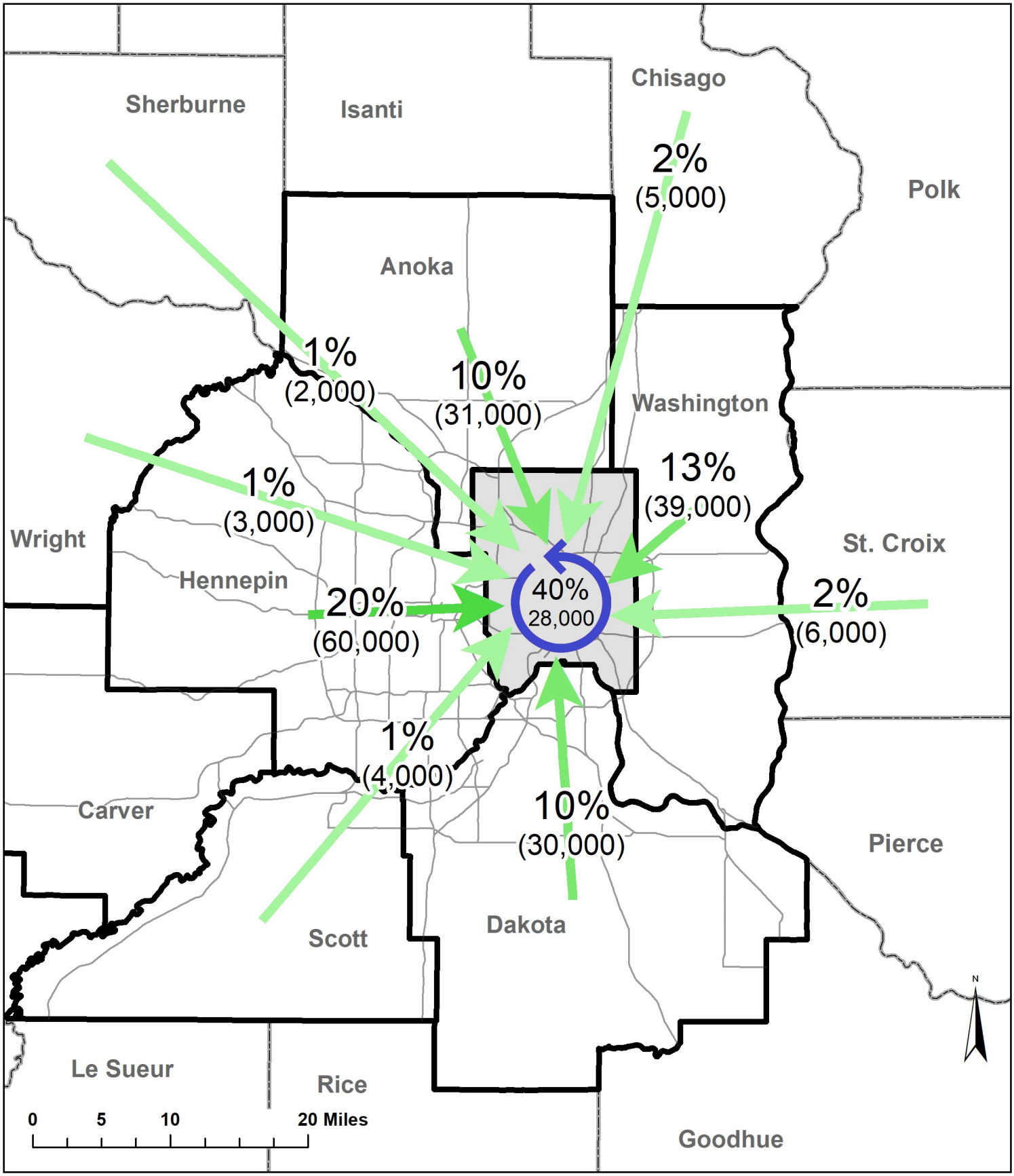
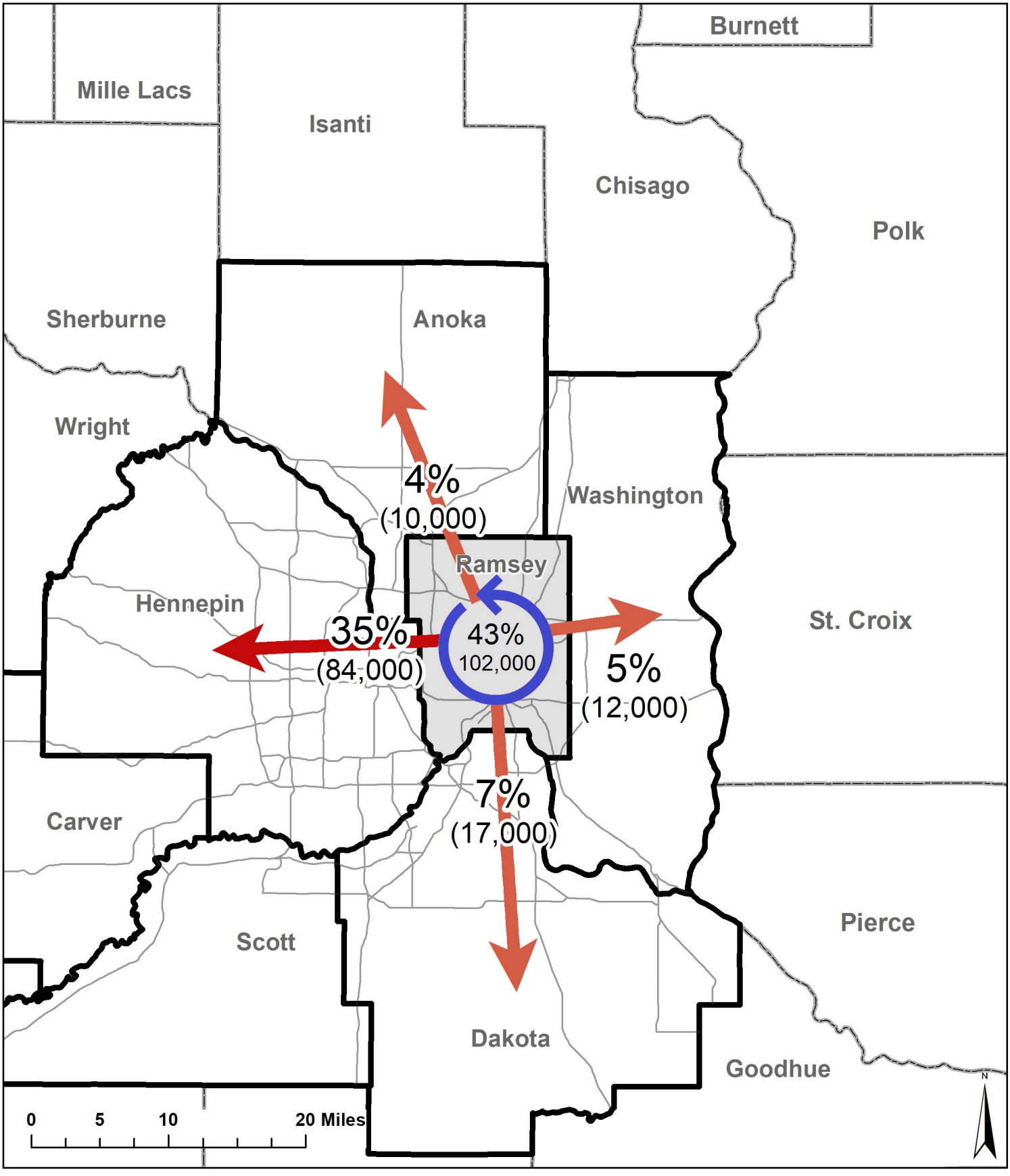
Total of 577,000 workers living in HennepinCounty.
Data is 2015 LEHD data from the U.S. Census Bureau.

Figure 13: Ramsey County Employment Inflow



Total of 307,000 workers employed in Ramsey County.
Data is 2015 LEHD data from the U.S. Census Bureau.

Figure 14: Ramsey Count Employment Outflow



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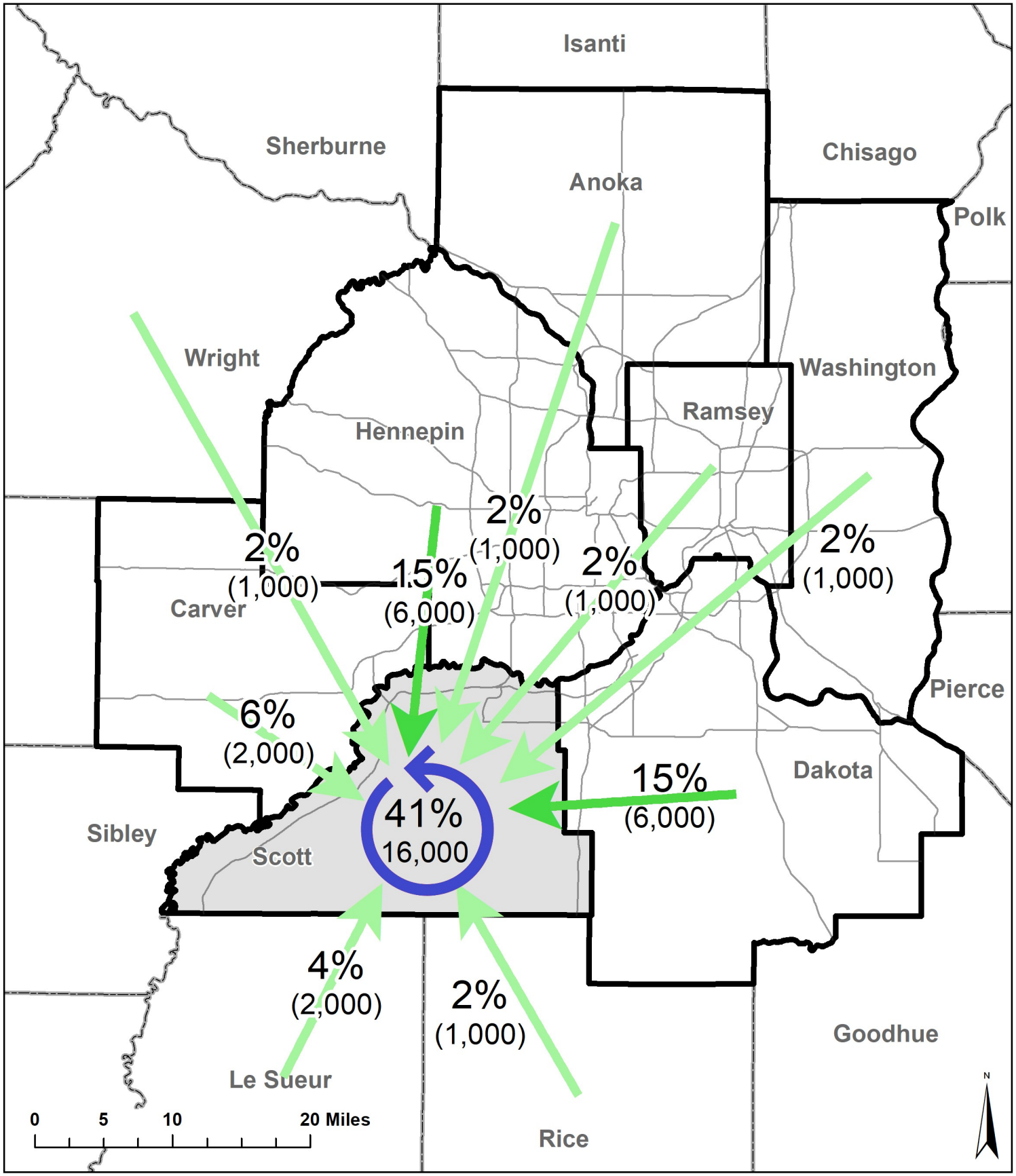
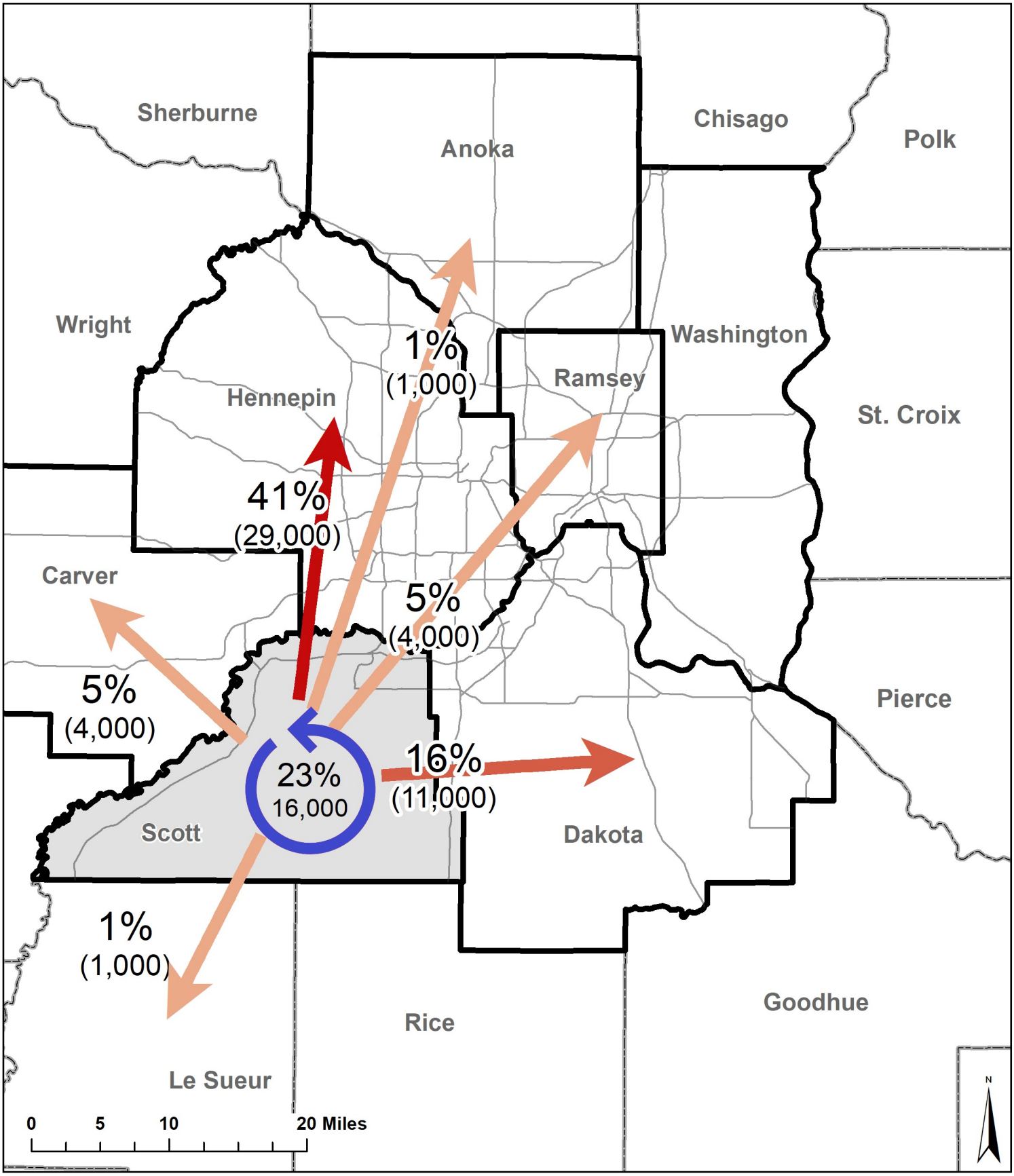
Total of 239,000 workers living in Ramsey County.
Data is 2015 LEHD data from the U.S. Census Bureau.

Figure 15: Scott County Employment Inflow



Total of 39,000 workers employed in Scott County.
Data is 2015 LEHD data from the U.S. Census Bureau.

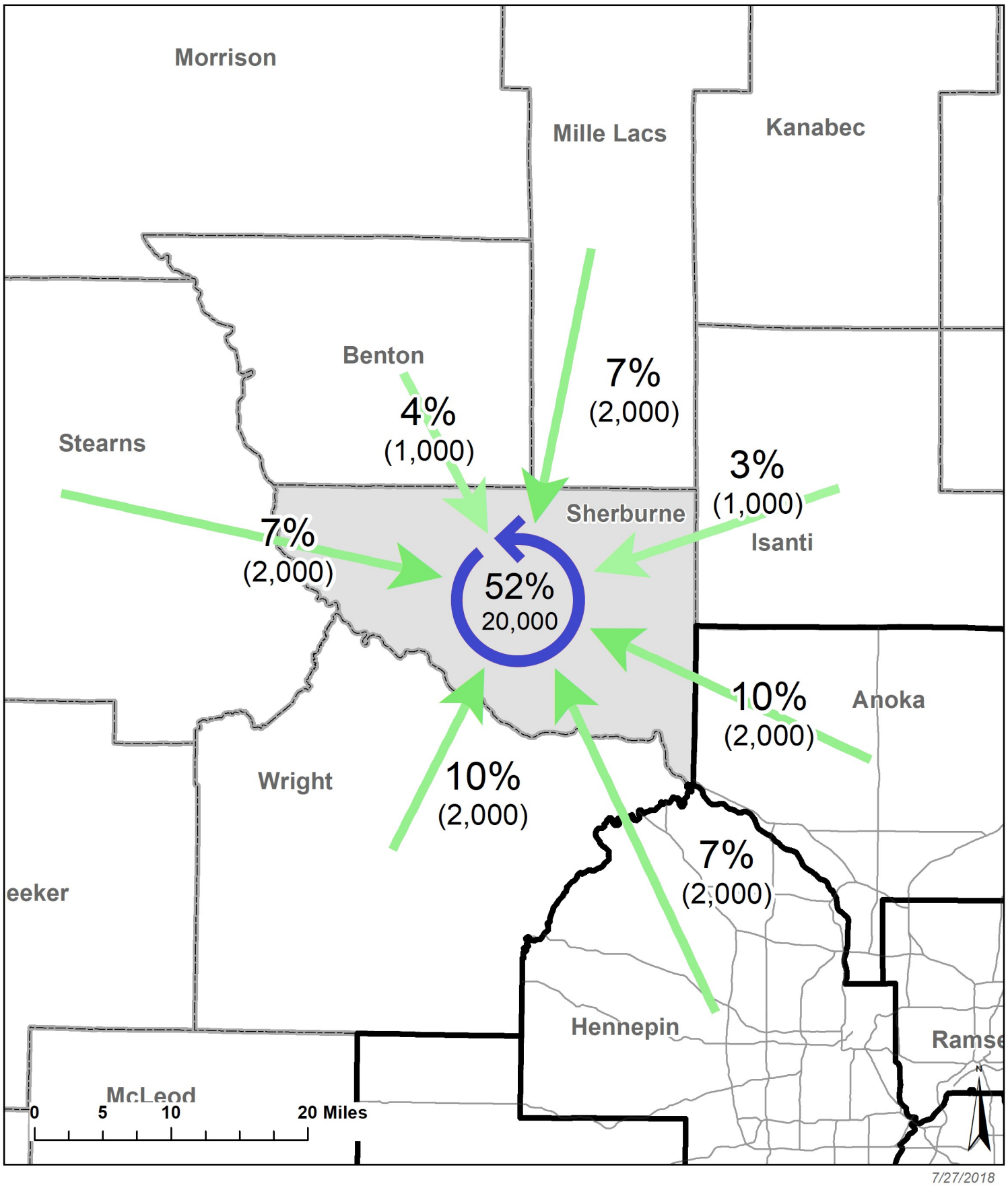
Figure 16: Scott County Employment Outflow



7/26/2018

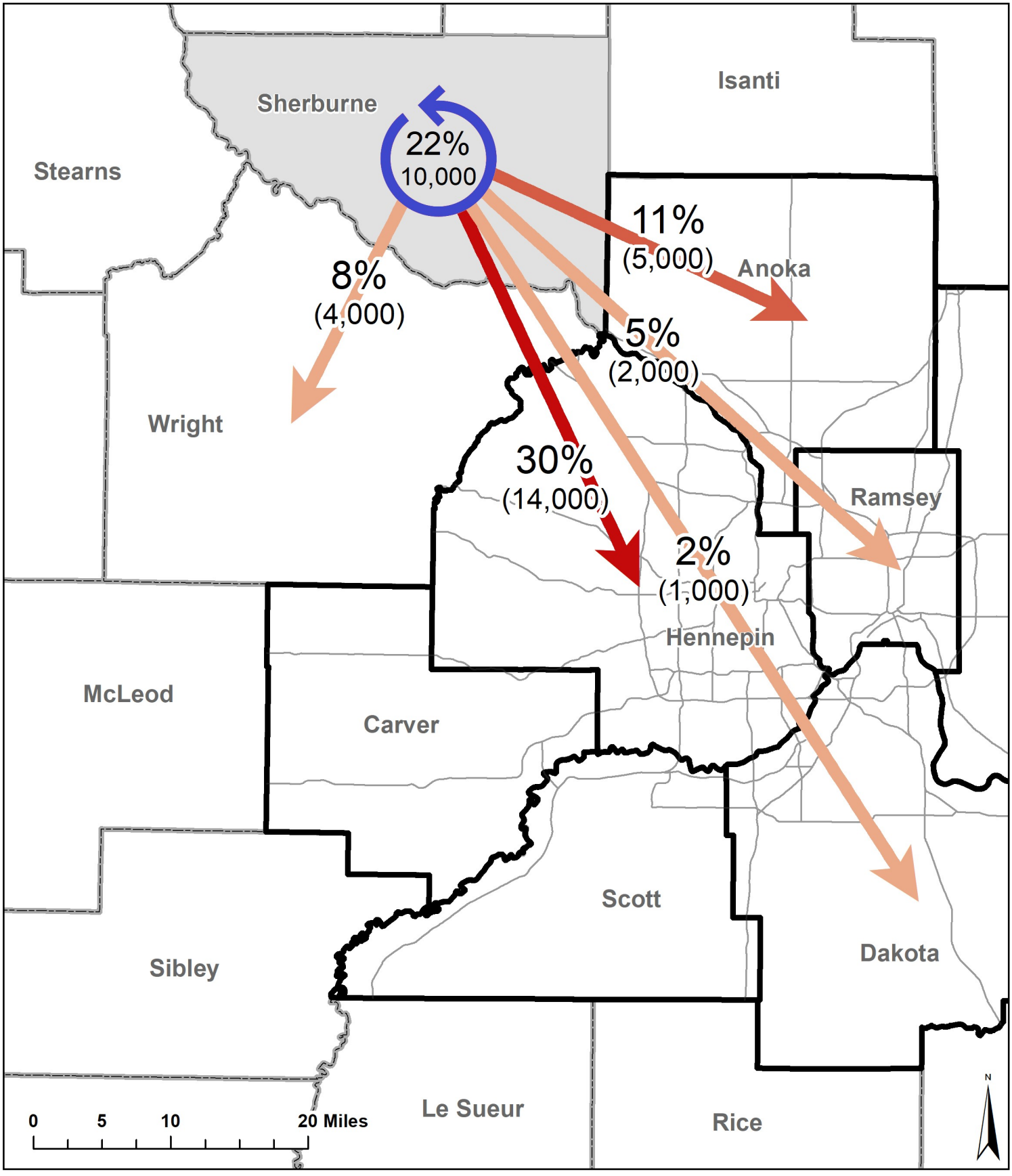
Total of 69,000 workers living in Scott County.
Data is 2015 LEHD data from the U.S. Census Bureau.

Figure 17: Sherburne County Employment Inflow



Total of 24,000 workers employed in Sherburne County.
Data is 2015 LEHD data from the U.S. Census Bureau.

Figure 18: Sherburne County Employment Outflow



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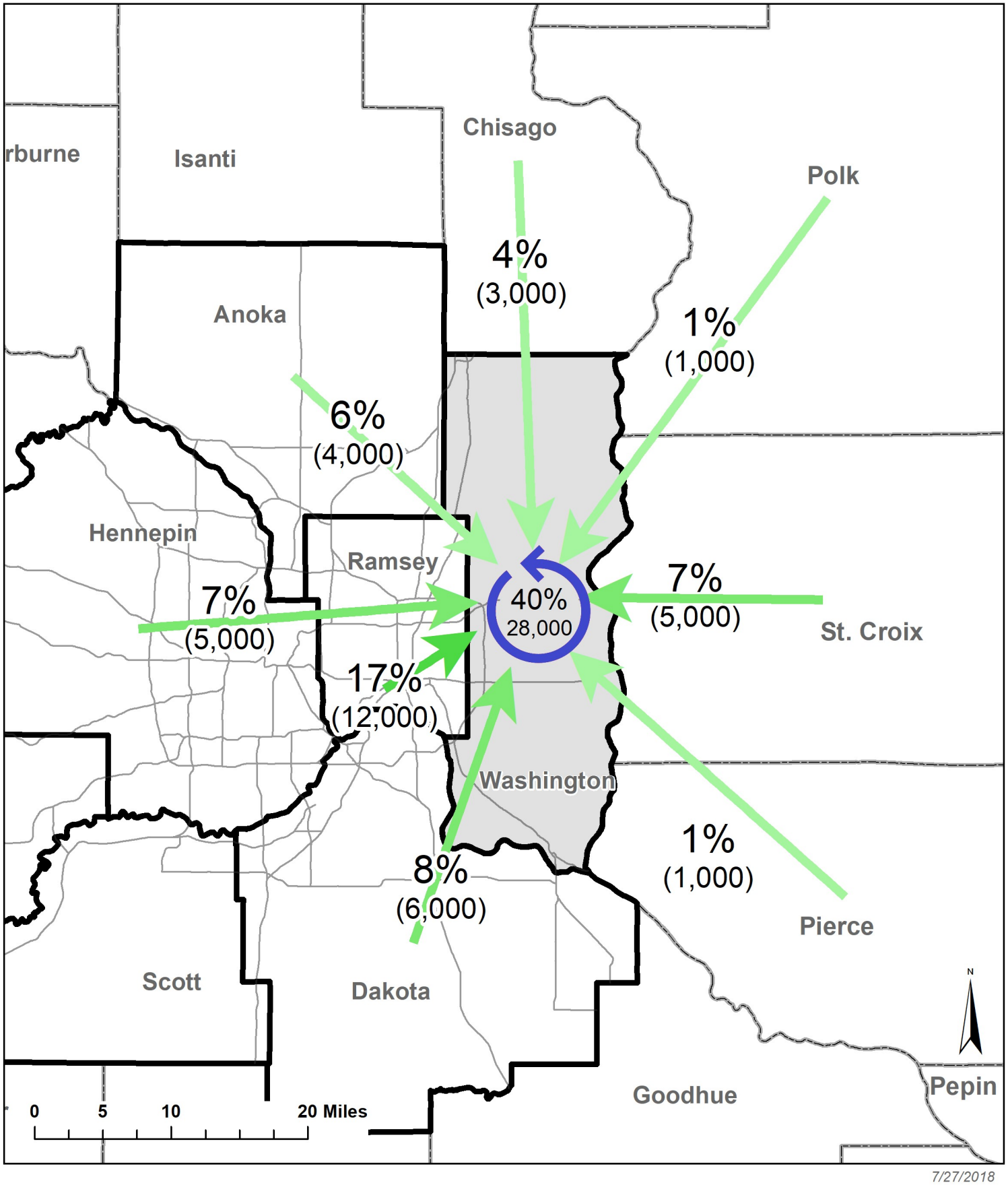
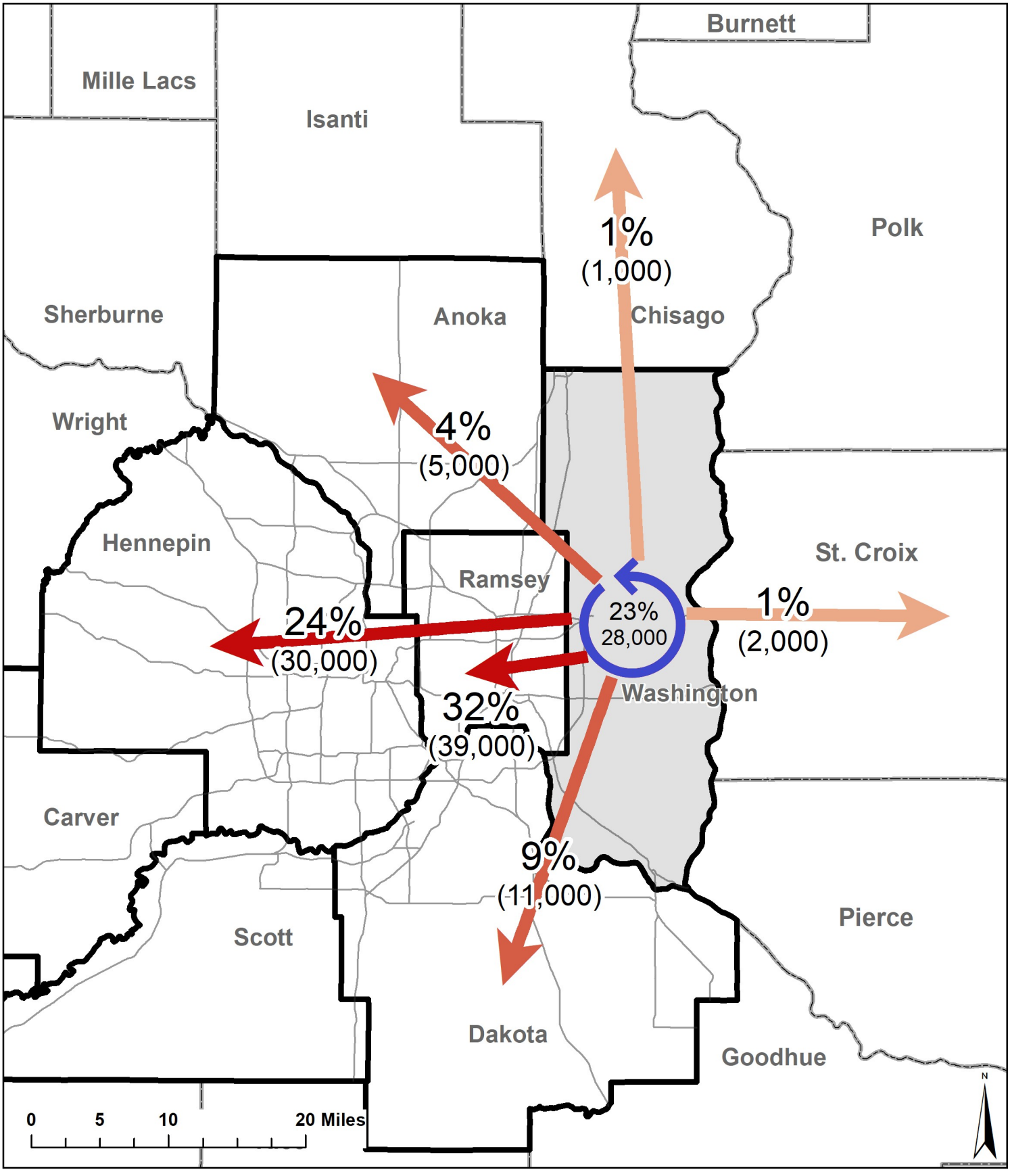
Total of 45,000 workers living in Sherburne County.
Data is 2015 LEHD data from the U.S. Census Bureau.

Figure 19: Washington County Employment Inflow



Total of 71,000 workers employed in Washington County.
Data is 2015 LEHD data from the U.S. Census Bureau.

Figure 20: Washington County Employment Outflow



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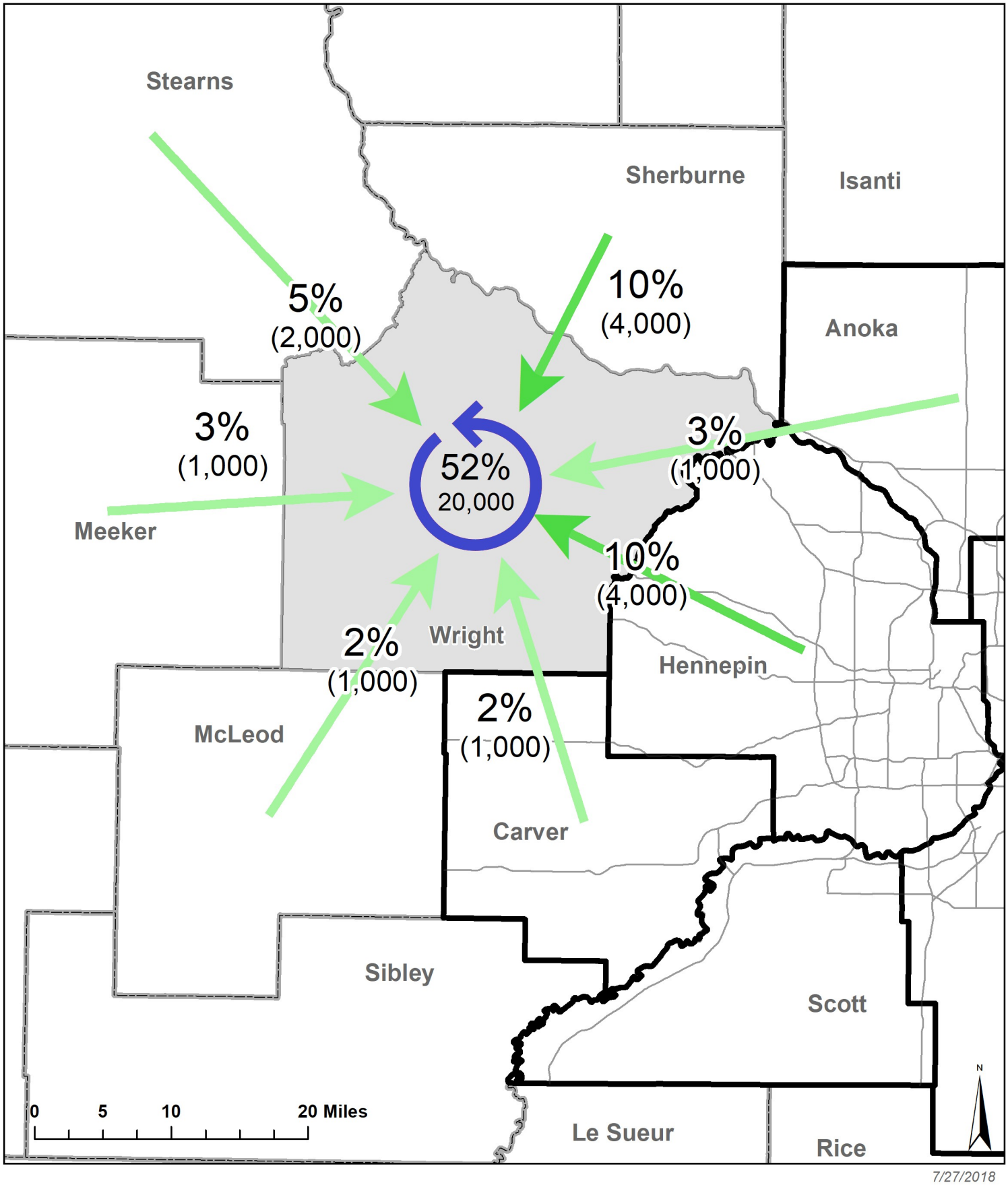
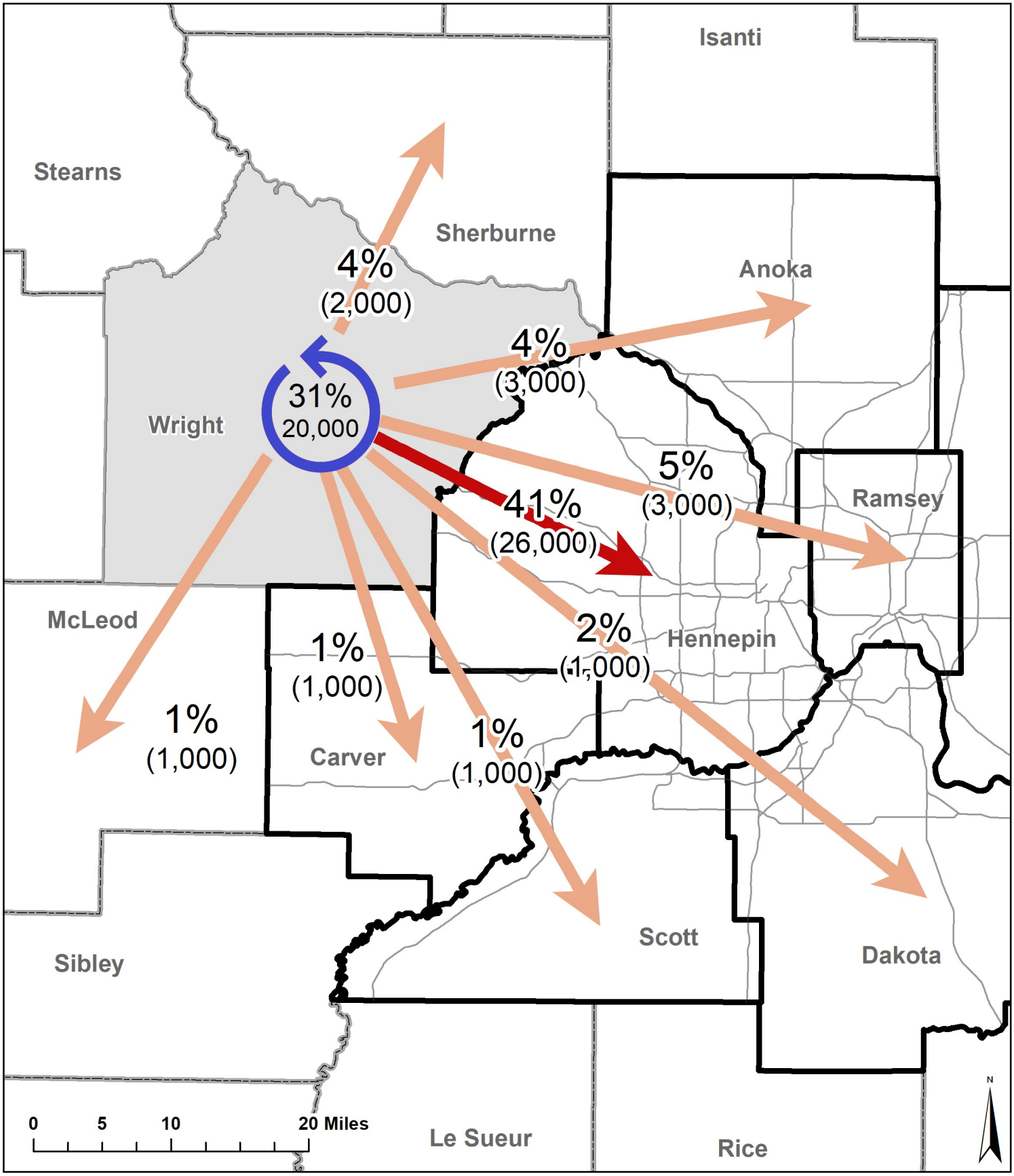
Total of 123,000 workers living in Washington County.
Data is 2015 LEHD data from the U.S. Census Bureau.

Figure 21: Wright County Employment Inflow



Total of 37,000 workers employed in Wright County.
Data is 2015 LEHD data from the U.S. Census Bureau.

Figure 22: Wright County Employment Outflow



Total of 63,000 workers living in Wright County.
Data is 2015 LEHD data from the U.S. Census Bureau.

Table 1: Home and Work Locations Matrix

Live in this county:	Work in this county:						
	Anoka	Carver	Dakota	Hennepin	Ramsey	Scott	Washington
Anoka	51,000	less than 500	4,000	71,000	31,000	less than 500	4,000
Carver	1,000	13,000	2,000	24,000	2,000	2,000	less than 500
Dakota	3,000	2,000	75,000	71,000	30,000	6,000	6,000
Hennepin	21,000	9,000	25,000	424,000	60,000	6,000	5,000
Ramsey	10,000	1,000	17,000	84,000	102,000	1,000	12,000
Scott	1,000	4,000	11,000	29,000	4,000	16,000	less than 500
Washington	5,000	less than 500	11,000	30,000	39,000	1,000	28,000

Tables 2:

Live in Anoka and work in:		
Hennepin County	71,000	40%
Anoka County	51,000	29%
Ramsey County	31,000	18%
Washington County	4,000	2%
Dakota County	4,000	2%
Sherburne County	2,000	1%
Chisago County	1,000	1%
Wright County	1,000	1%
Isanti County	1,000	1%
St. Louis County	1,000	1%
All Other Locations	8,000	4%

Total # of workers who live in Anoka: 175,000

Work in Anoka and live in:		
Anoka County	51,000	46%
Hennepin County	21,000	19%
Ramsey County	10,000	9%
Sherburne County	5,000	4%
Washington County	5,000	4%
Isanti County	3,000	3%
Wright County	3,000	2%
Dakota County	3,000	2%
Chisago County	2,000	2%
Scott County	1,000	1%
All Other Locations	9,000	8%

Total # of people who work in Anoka: 113,000

Live in Carver and work in:		
Hennepin County	24,000	49%
Carver County	13,000	28%
Scott County	2,000	5%
Dakota County	2,000	4%
Ramsey County	2,000	4%
Wright County	1,000	1%
Anoka County	1,000	1%
McLeod County	1,000	1%
Washington County	0	1%
St. Louis County	0	1%
All Other Locations	3,000	5%

Total # of workers who live in Carver: 49,000

Work in Carver and live in:		
Carver County	13,000	38%
Hennepin County	9,000	25%
Scott County	4,000	11%
McLeod County	2,000	5%
Dakota County	2,000	4%
Wright County	1,000	3%
Sibley County	1,000	2%
Ramsey County	1,000	2%
Anoka County	1,000	1%
Le Sueur County	0	1%
All Other Locations	3,000	7%

Total # of people who work in Carver: 37,000

Live in Dakota and work in:		
Dakota County	75,000	36%
Hennepin County	71,000	34%
Ramsey County	30,000	14%
Scott County	6,000	3%
Washington County	6,000	3%
Anoka County	3,000	1%
Rice County	2,000	1%
Goodhue County	2,000	1%
Carver County	2,000	1%
St. Louis County	1,000	1%
All Other Locations	10,000	5%

Total # of workers who live in Dakota: 208,000

Work in Dakota and live in:		
Dakota County	75,000	44%
Hennepin County	25,000	15%
Ramsey County	17,000	10%
Scott County	11,000	7%
Washington County	11,000	6%
Anoka County	4,000	2%
Rice County	4,000	2%
Goodhue County	2,000	1%
Carver County	2,000	1%
St. Croix County, WI	2,000	1%
All Other Locations	16,000	10%

Total # of people who work in Dakota: 169,000

Live in Hennepin and work in:

Hennepin County	424,000	74%
Ramsey County	60,000	10%
Dakota County	25,000	4%
Anoka County	21,000	4%
Carver County	9,000	2%
Scott County	6,000	1%
Washington County	5,000	1%
Wright County	4,000	1%
Stearns County	2,000	0%
St. Louis County	2,000	0%
All Other Locations	19,000	3%

Total # of workers who live in Hennepin: 577,000

Work in Hennepin and live in:

Hennepin County	424,000	51%
Ramsey County	84,000	10%
Dakota County	71,000	9%
Anoka County	71,000	8%
Washington County	30,000	4%
Scott County	29,000	3%
Wright County	26,000	3%
Carver County	24,000	3%
Sherburne County	14,000	2%
Chisago County	5,000	1%
All Other Locations	62,000	7%

Total # of people who work in Hennepin: 840,000

Live in Ramsey and work in:

Ramsey County	102,000	43%
Hennepin County	84,000	35%
Dakota County	17,000	7%
Washington County	12,000	5%
Anoka County	10,000	4%
Scott County	1,000	0%
St. Louis County	1,000	0%
Stearns County	1,000	0%
Carver County	1,000	0%
St. Croix County, WI	1,000	0%
All Other Locations	9,000	4%

Total # of workers who live in Ramsey: 239,000

Work in Ramsey and live in:

Ramsey County	102,000	33%
Hennepin County	60,000	20%
Washington County	39,000	13%
Anoka County	31,000	10%
Dakota County	30,000	10%
St. Croix County, WI	6,000	2%
Chisago County	5,000	2%
Scott County	4,000	1%
Wright County	3,000	1%
Sherburne County	2,000	1%
All Other Locations	25,000	8%

Total # of people who work in Ramsey: 307,000

Live in Scott and work in:

Hennepin County	29,000	41%
Scott County	16,000	23%
Dakota County	11,000	16%
Carver County	4,000	5%
Ramsey County	4,000	5%
Anoka County	1,000	1%
Le Sueur County	1,000	1%
Washington County	< 500	1%
Rice County	< 500	1%
St. Louis County	< 500	1%
All Other Locations	4,000	5%

Total # of workers who live in Scott: 70,000

Work in Scott and live in:

Scott County	16,000	41%
Dakota County	6,000	15%
Hennepin County	6,000	15%
Carver County	2,000	6%
Le Sueur County	2,000	4%
Ramsey County	1,000	3%
Rice County	1,000	2%
Anoka County	1,000	2%
Washington County	1,000	1%
Wright County	1,000	1%
All Other Locations	4,000	9%

Total # of people who work in Scott: 41,000

Live in Washington and work in:

Ramsey County	39,000	32%
Hennepin County	30,000	24%
Washington County	28,000	23%
Dakota County	11,000	9%
Anoka County	5,000	4%
St. Croix County, WI	2,000	1%
Chisago County	1,000	1%
St. Louis County	1,000	1%
Scott County	1,000	1%
Goodhue County	1,000	0%
All Other Locations	6,000	5%

Total # of workers who live in Washington: 125,000

Work in Washington and live in:

Washington County	28,000	40%
Ramsey County	12,000	17%
Dakota County	6,000	8%
St. Croix County, WI	5,000	7%
Hennepin County	5,000	7%
Anoka County	4,000	6%
Chisago County	3,000	4%
Polk County, WI	1,000	2%
Pierce County, WI	1,000	1%
Wright County	< 500	1%
All Other Locations	6,000	8%

Total # of people who work in Washington: 71,000

Live in Chisago and work in:

Chisago County	6,000	48%
Anoka County	1,000	10%
Washington County	1,000	8%
Isanti County	1,000	8%
Pine County	1,000	6%
Polk County, WI	1,000	4%
Ramsey County	< 500	3%
Hennepin County	< 500	2%
Kanabec County	< 500	2%
Burnett County, WI	< 500	1%
All Other Locations	1,000	7%

Total # of workers who live in Chisago: 12,000

Work in Chisago and live in:

Chisago County	6,000	24%
Hennepin County	5,000	19%
Ramsey County	5,000	19%
Washington County	3,000	10%
Anoka County	2,000	9%
Isanti County	1,000	4%
Dakota County	1,000	4%
Polk County, WI	1,000	2%
Pine County	< 500	1%
Stearns County	< 500	1%
All Other Locations	2,000	8%

Total # of people who work in Chisago: 26,000

Live in Polk (WI) and work in:

Polk County, WI	9,000	42%
St. Croix County, WI	2,000	9%
Hennepin County	1,000	6%
Washington County	1,000	6%
Ramsey County	1,000	5%
Barron County, WI	1,000	5%
Chisago County	1,000	3%
Burnett County, WI	1,000	3%
Anoka County	< 500	2%
Eau Claire County, WI	< 500	2%
All Other Locations	4,000	17%

Total # of workers who live in Polk: 21,000

Work in Polk (WI) and live in:

Polk County, WI	9,000	59%
St. Croix County, WI	1,000	9%
Barron County, WI	1,000	5%
Burnett County, WI	1,000	4%
Chisago County	1,000	4%
Washington County	< 500	2%
Dunn County, WI	< 500	2%
Milwaukee County, WI	< 500	1%
Eau Claire County, WI	< 500	1%
Ramsey County	< 500	1%
All Other Locations	2,000	12%

Total # of people who work in Polk: 15,000

Live in St. Croix (WI) and work in:

St. Croix County, WI	15,000	35%
Ramsey County	6,000	14%
Washington County	5,000	11%
Hennepin County	5,000	11%
Dakota County	2,000	4%
Pierce County, WI	1,000	3%
Polk County, WI	1,000	3%
Eau Claire County, WI	1,000	2%
Dunn County, WI	1,000	2%
Anoka County	1,000	2%
All Other Locations	6,000	13%

Total # of workers who live in St. Croix: 44,000

Work in St. Croix (WI) and live in:

St. Croix County, WI	15,000	53%
Pierce County, WI	3,000	10%
Polk County, WI	2,000	6%
Washington County	2,000	6%
Dunn County, WI	1,000	4%
Ramsey County	1,000	3%
Barron County, WI	< 500	2%
Eau Claire County, WI	< 500	1%
Dakota County	< 500	1%
Hennepin County	< 500	1%
All Other Locations	4,000	13%

Total # of people who work in St. Croix: 28,000

Live in Pierce (WI) and work in:

Pierce County, WI	5,000	30%
St. Croix County, WI	3,000	19%
Goodhue County	2,000	11%
Dakota County	1,000	7%
Washington County	1,000	4%
Eau Claire County, WI	< 500	3%
Dunn County, WI	< 500	3%
Dane County, WI	< 500	2%
Ramsey County	< 500	2%
La Crosse County, WI	< 500	2%
All Other Locations	3,000	19%

Total # of workers who live in Pierce: 15,000

Work in Pierce (WI) and live in:

Pierce County, WI	5,000	53%
St. Croix County, WI	1,000	17%
Dunn County, WI	< 500	4%
Washington County	< 500	3%
Dakota County	< 500	3%
Goodhue County	< 500	3%
Pepin County, WI	< 500	3%
Ramsey County	< 500	1%
Polk County, WI	< 500	1%
Hennepin County	< 500	1%
All Other Locations	1,000	10%

Total # of people who work in Pierce: 7,000

Live in Goodhue and work in:

Goodhue County	10,000	45%
Olmsted County	3,000	12%
Dakota County	2,000	10%
Hennepin County	2,000	9%
Ramsey County	1,000	5%
Rice County	1,000	4%
Wabasha County	1,000	3%
Washington County	< 500	1%
Pierce County, WI	< 500	1%
Steele County	< 500	1%
All Other Locations	2,000	9%

Total # of workers who live in Goodhue: 22,000

Work in Goodhue and live in:

Goodhue County	10,000	52%
Pierce County, WI	2,000	8%
Dakota County	2,000	8%
Wabasha County	1,000	5%
Olmsted County	1,000	5%
Washington County	1,000	3%
Hennepin County	< 500	2%
Ramsey County	< 500	2%
Rice County	< 500	2%
Dodge County	< 500	1%
All Other Locations	2,000	12%

Total # of people who work in Goodhue: 19,000

Live in Rice and work in:

Rice County	14,000	47%
Hennepin County	4,000	14%
Dakota County	4,000	12%
Steele County	2,000	5%
Ramsey County	1,000	4%
Scott County	1,000	3%
Olmsted County	< 500	2%
Le Sueur County	< 500	1%
Blue Earth County	< 500	1%
Goodhue County	< 500	1%
All Other Locations	3,000	9%

Total # of workers who live in Rice: 29,000

Work in Rice and live in:

Rice County	14,000	59%
Dakota County	2,000	9%
Steele County	1,000	6%
Goodhue County	1,000	4%
Hennepin County	1,000	3%
Le Sueur County	1,000	3%
Scott County	< 500	2%
Ramsey County	< 500	2%
Waseca County	< 500	1%
Anoka County	< 500	1%
All Other Locations	2,000	11%

Total # of people who work in Rice: 22,000

Live in Le Sueur and work in:

Le Sueur County	4,000	27%
Scott County	2,000	12%
Hennepin County	2,000	11%
Blue Earth County	1,000	10%
Nicollet County	1,000	10%
Dakota County	1,000	7%
Rice County	1,000	5%
Ramsey County	< 500	3%
Waseca County	< 500	3%
Carver County	< 500	2%
All Other Locations	1,000	10%

Total # of workers who live in Le Seur: 13,000

Work in Le Sueur and live in:

Le Sueur County	4,000	49%
Scott County	1,000	10%
Nicollet County	1,000	8%
Blue Earth County	1,000	7%
Sibley County	< 500	5%
Rice County	< 500	5%
Hennepin County	< 500	3%
Waseca County	< 500	2%
Carver County	< 500	2%
Dakota County	< 500	2%
All Other Locations	1,000	9%

Total # of people who work in Le Sueur: 8,000

Live in Sibley and work in:

Sibley County	2,000	31%
Carver County	1,000	11%
Hennepin County	1,000	10%
McLeod County	1,000	9%
Scott County	1,000	7%
Le Sueur County	< 500	6%
Brown County	< 500	5%
Nicollet County	< 500	4%
Ramsey County	< 500	3%
Renville County	< 500	2%
All Other Locations	1,000	13%

Total # of workers who live in Sibley: 7,000

Work in Sibley and live in:

Sibley County	2,000	54%
McLeod County	< 500	8%
Nicollet County	< 500	5%
Carver County	< 500	4%
Hennepin County	< 500	3%
Brown County	< 500	3%
Scott County	< 500	3%
Le Sueur County	< 500	3%
Renville County	< 500	2%
Blue Earth County	< 500	2%
All Other Locations	1,000	14%

Total # of people who work in Sibley: 3,000

Live in McLeod and work in:

McLeod County	9,000	52%
Hennepin County	2,000	11%
Carver County	2,000	10%
Wright County	1,000	4%
Ramsey County	< 500	3%
Meeker County	< 500	2%
Sibley County	< 500	2%
Renville County	< 500	2%
Kandiyohi County	< 500	2%
Stearns County	< 500	2%
All Other Locations	2,000	11%

Total # of workers who live in McLeod: 16,000

Work in McLeod and live in:

McLeod County	9,000	56%
Meeker County	1,000	7%
Sibley County	1,000	4%
Carver County	1,000	4%
Wright County	1,000	3%
Renville County	< 500	3%
Hennepin County	< 500	3%
Scott County	< 500	2%
Stearns County	< 500	1%
Brown County	< 500	1%
All Other Locations	2,000	16%

Total # of people who work in McLeod: 15,000

Live in Wright and work in:

Hennepin County	26,000	41%
Wright County	20,000	31%
Ramsey County	3,000	5%
Anoka County	3,000	4%
Stearns County	3,000	4%
Sherburne County	2,000	4%
Dakota County	1,000	2%
Carver County	1,000	2%
Scott County	1,000	1%
McLeod County	1,000	1%
All Other Locations	4,000	7%

Total # of workers who live in Wright: 65,000

Work in Wright and live in:

Wright County	20,000	53%
Hennepin County	4,000	10%
Sherburne County	4,000	10%
Stearns County	2,000	5%
Anoka County	1,000	3%
Meeker County	1,000	3%
McLeod County	1,000	2%
Carver County	1,000	2%
Dakota County	< 500	1%
Ramsey County	< 500	1%
All Other Locations	4,000	10%

Total # of people who work in Wright: 38,000

Live in Sherburne and work in:

Hennepin County	14,000	30%
Sherburne County	10,000	22%
Anoka County	5,000	11%
Stearns County	4,000	10%
Wright County	4,000	8%
Ramsey County	2,000	5%
Benton County	1,000	3%
Dakota County	1,000	2%
Mille Lacs County	1,000	2%
Washington County	< 500	1%
All Other Locations	3,000	7%

Total # of workers who live in Sherburne: 45,000

Work in Sherburne and live in:

Sherburne County	10,000	41%
Anoka County	2,000	10%
Wright County	2,000	10%
Mille Lacs County	2,000	7%
Hennepin County	2,000	7%
Stearns County	2,000	7%
Benton County	1,000	4%
Isanti County	1,000	3%
Ramsey County	< 500	1%
Dakota County	< 500	1%
All Other Locations	2,000	10%

Total # of people who work in Sherburne: 24,000

Live in Isanti and work in:

Isanti County	5,000	27%
Hennepin County	4,000	20%
Anoka County	3,000	18%
Ramsey County	2,000	9%
Chisago County	1,000	5%
Sherburne County	1,000	3%
Dakota County	< 500	3%
Washington County	< 500	2%
Mille Lacs County	< 500	2%
Stearns County	< 500	1%
All Other Locations	2,000	10%

Total # of workers who live in Isanti: 18,000

Work in Isanti and live in:

Isanti County	5,000	48%
Chisago County	1,000	10%
Anoka County	1,000	9%
Kanabec County	1,000	7%
Pine County	< 500	5%
Mille Lacs County	< 500	3%
Sherburne County	< 500	3%
Hennepin County	< 500	2%
Ramsey County	< 500	2%
Wright County	< 500	1%
All Other Locations	1,000	11%

Total # of people who work in Isanti: 9,000

Tables 3:

Live in Minneapolis and work in:		
Minneapolis city	80,000	44%
St. Paul city	17,000	9%
Bloomington city	10,000	6%
Edina city	5,000	3%
St. Louis Park city	4,000	2%
Eden Prairie city	4,000	2%
Golden Valley city	4,000	2%
Minnetonka city	4,000	2%
Plymouth city	4,000	2%
Eagan city	3,000	2%
All Other Locations	47,000	26%
Total # of workers who live in Minneapolis:	182,000	

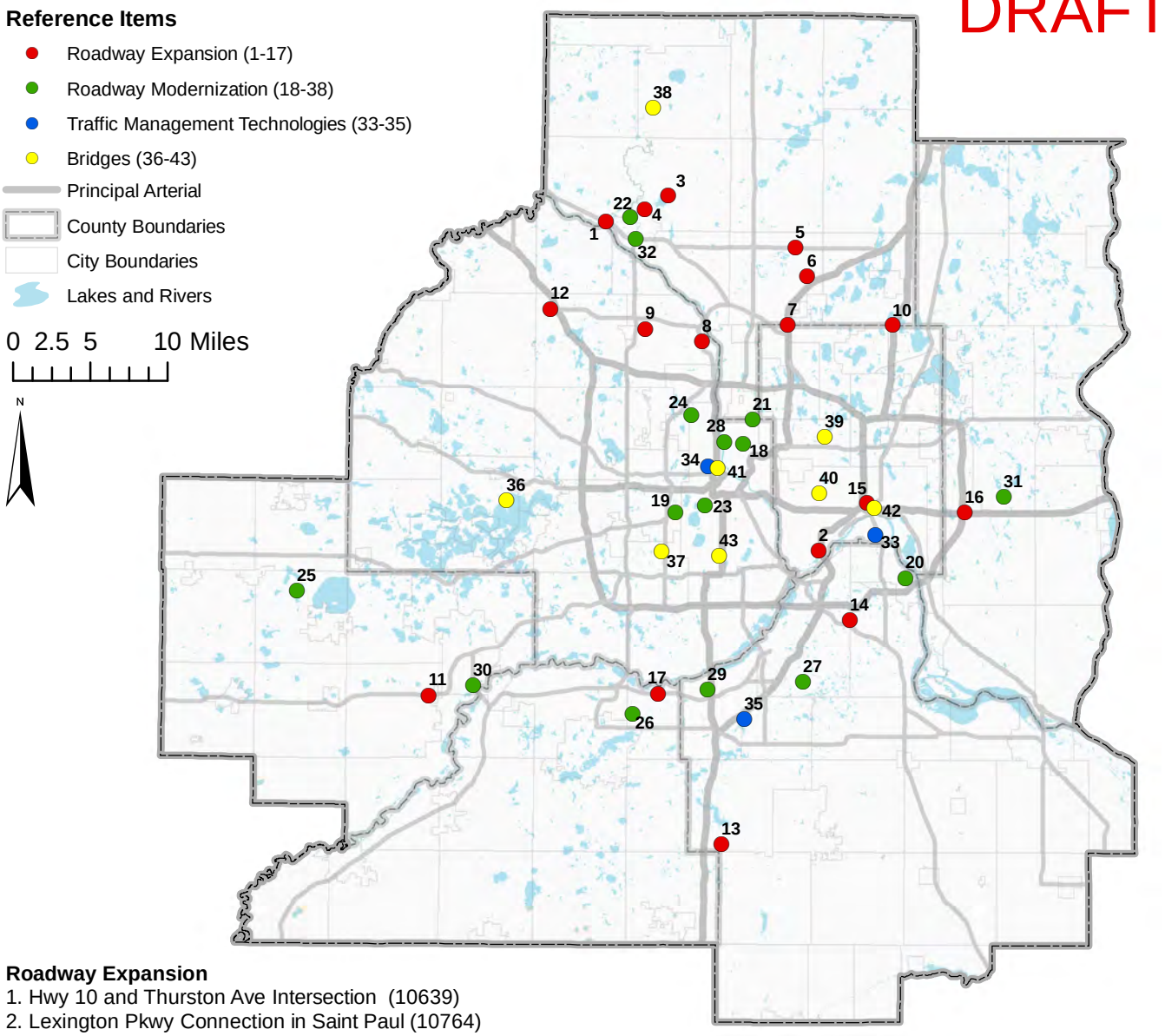
Work in Minneapolis and live in:		
Minneapolis city	80,000	26%
St. Paul city	25,000	8%
Brooklyn Park city	8,000	3%
Plymouth city	8,000	3%
St. Louis Park city	7,000	2%
Bloomington city	7,000	2%
Maple Grove city	6,000	2%
Blaine city	6,000	2%
Edina city	6,000	2%
Eagan city	6,000	2%
All Other Locations	153,000	49%
Total # of people who work in Minneapolis:	312,000	

Live in St. Paul and work in:		
St. Paul city	40,000	31%
Minneapolis city	25,000	20%
Bloomington city	5,000	4%
Eagan city	4,000	3%
Roseville city	4,000	3%
Maplewood city	3,000	2%
Woodbury city	2,000	2%
Edina city	2,000	2%
Eden Prairie city	1,000	1%
Golden Valley city	1,000	1%
All Other Locations	40,000	31%
Total # of workers who live in St. Paul:	127,000	

Work in St. Paul and live in:		
St. Paul city	40,000	23%
Minneapolis city	17,000	10%
Woodbury city	8,000	5%
Maplewood city	5,000	3%
Eagan city	4,000	2%
Cottage Grove city	4,000	2%
Oakdale city	3,000	2%
Roseville city	3,000	2%
Inver Grove Heights city	3,000	2%
Bloomington city	2,000	1%
All Other Locations	87,000	49%
Total # of people who work in St. Paul:	176,000	

Locations of 2018 Submitted Applications for Regional Solicitation Roadway Projects

DRAFT



Roadway Expansion

1. Hwy 10 and Thurston Ave Intersection (10639)
2. Lexington Pkwy Connection in Saint Paul (10764)
3. Round Lake Blvd Roadway Expansion in Andover (10818)
4. 7th Ave Expansion in Andover (10821)
5. 125th Ave N Expansion in Blaine (10822)
6. Lexington Ave NE Expansion in Blaine (10823)
7. I-35W and 85th Ave Interchange in Blaine (10824)
8. 85th Ave Roadway Expansion Project in Brooklyn Park (10830)
9. West Broadway Ave Roadway Expansion in Brooklyn Park (10832)
10. I-35E/County Road J Interchange (10873)
11. US Hwy 212 Expansion from Cologne to Carver (10883)
12. County Rd 610/I-94 Interchange in Maple Grove (10914)
13. County Rd 70 Expansion in Lakeville (10919)
14. Lone Oak Rd/ 70th St West Expansion in Eagan and Inver Grove Heights (10936)
15. Troutbrook Road in Saint Paul (10972)
16. Helmo/Bielenberg Bridge in Oakdale and Woodbury (11001)
17. Hwy 13 and Dakota Avenue Freight Access and Mobility Project in Savage (11045)

Roadway Modernization

18. Lowry Ave NE Reconstruction in Minneapolis (10614)
19. Minnetonka Blvd Reconstruction Project in St. Louis Park (10615)
20. Concord St Improvements in South St. Paul (10741)
21. 37th Ave NE Reconstruction in Minneapolis, Columbia Heights, and St. Anthony (10777)
22. Bunker Lake Blvd and Ferry St Intersection in Anoka and Ramsey (10817)
23. Hennepin Ave Reconstruction in Minneapolis (10828)
24. Osseo Rd Reconstruction in Minneapolis (10831)
25. 70th St Reconstruction in Carver County (10884)
26. McColl Dr Reconstruction in Savage and Shakopee (10887)
27. Pilot Knob Rd and Cliff Rd Intersection in Eagan (10906)
28. Marshall St NE Reconstruction in Minneapolis (10937)
29. Cliff Rd at I-35W South Ramps Improvement Project (10969)
30. Hwy 41 Improvements in Downtown Chaska (10971)
31. 10th St and Keats Ave Roundabout in Lake Elmo (11002)
32. Hwy 169/Hwy 47 and Hwy 10 Interchange in Anoka (11039)

Traffic Management Technologies

33. West Side Signalized Intersection Control Enhancements (10587)
34. ITS Upgrades and Enhancements in Minneapolis (10907)
35. County Road 38 Roadway System Management in Dakota County (11034)

Bridges

36. Shoreline Dr Bridge in Orono (10650)
37. Vernon Ave Bridge in Edina (10676)
38. Viking Boulevard Bridge in Oak Grove (10816)
39. County Road C Bridge in Roseville (10900)
40. Lexington Pkwy Bridges in Saint Paul (10910)
41. Washington Ave N Bridge in Minneapolis (10926)
42. Kellogg Blvd Bridge in Saint Paul (10992)
43. Nicollet Avenue Bridge in Minneapolis (11019)

8/7/2018

Highway 10 and Thurston Avenue Interchange

Applicant, Location, & Route:
City of Anoka in Anoka County for Hwy 10 and Thurston Avenue

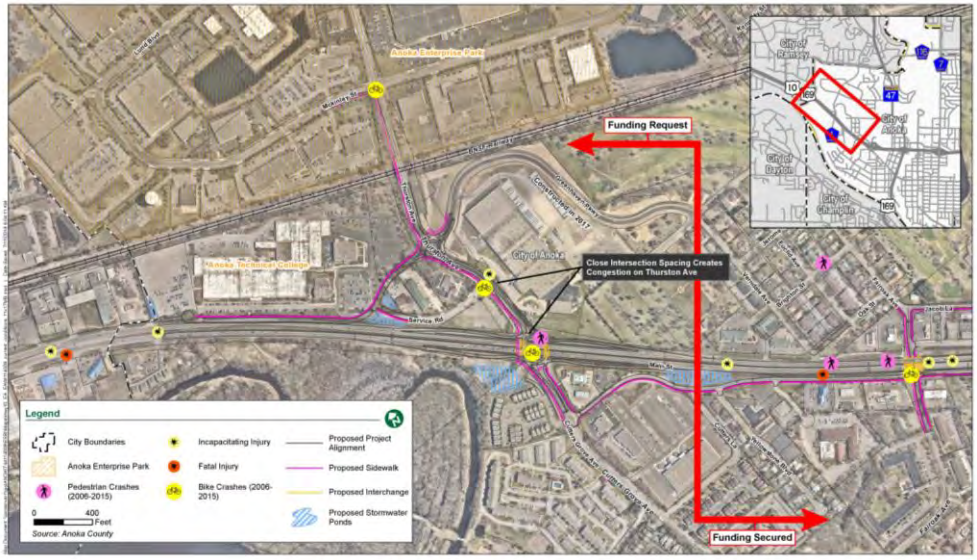
Application Category:
Roadways including Multimodal Elements – **Roadway Reconstruction/Modernization & Spot Mobility**

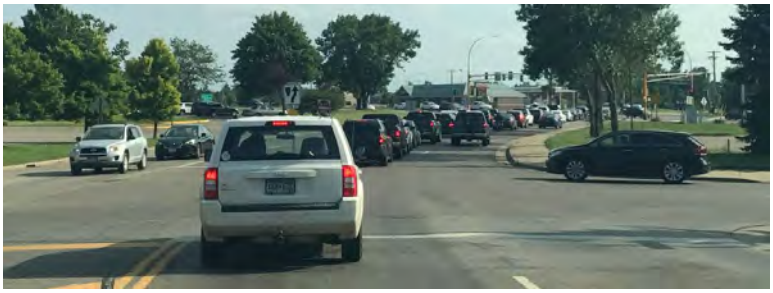
Funding Information:
STP Requested Award Amount: $7,000,000
Local Match: $2,000,000
Project Total: $30,782,800.00

Additional Funding Sources:
- Anoka County
- MnDOT
- MN Transportation Economic Development Program
- MnDOT Highway Freight Program

Project Benefits:
- Integrates and extends existing and planned infrastructure
- Supports regional commerce through efficient freight movement
- Promotes non-motorized transportation in an area that provides jobs and services
- Reduces conflict points and crash potential
- Improves intersection spacing and capacity
- Improves connections to regional destinations

Project Description
This project will remove the traffic signal at Hwy 10 and Thurston Ave and replace it with a grade-separated, full-access, roundabout interchange. The four-way stop on Thurston to the north of Hwy 10 will be moved approximately 500' to the north and also replaced with a roundabout.





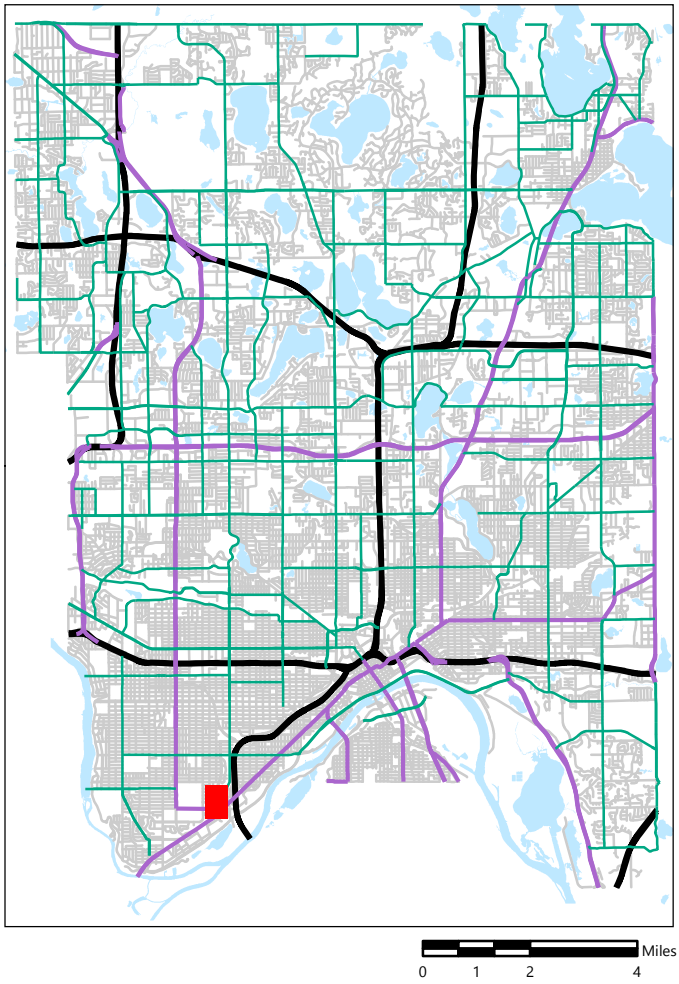
Existing Delays on Thurston Ave north of Hwy 10 traffic signal inhibit movement of goods from over 70 businesses

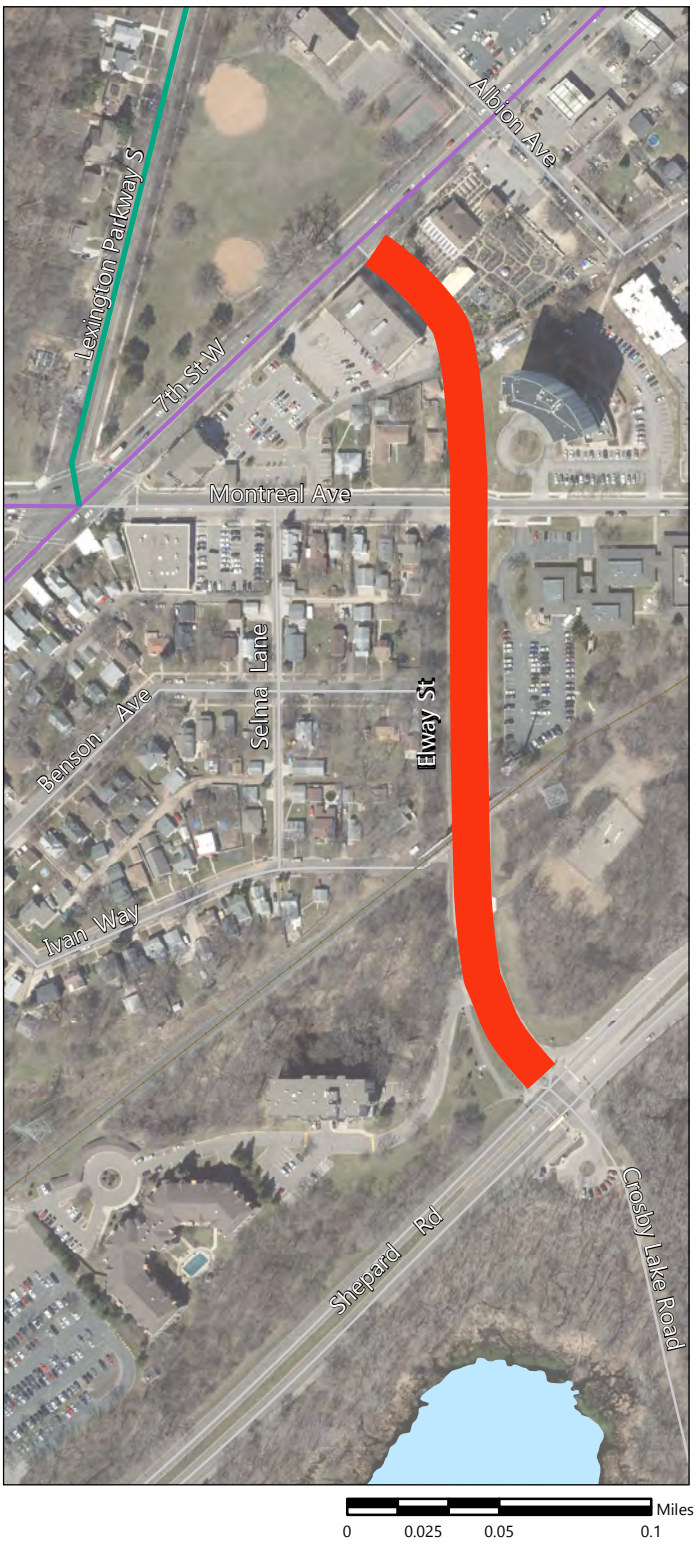
Project Benefits
The project will address heavy traffic volumes, severe back-ups, and traffic delays that now negatively impact accessibility and safety for pedestrians and bicyclists as well as vehicle traffic. Improvements will address capacity, reliability, safety, local connectivity, and walkability along Hwy 10 and Thurston Ave. The new interchange will support Hwy 10 and Thurston Ave's role in the regional transportation network and economy.

Other Information
In January 2017, the Metropolitan Council awarded $7M of Regional Solicitation federal funding for improvements to Hwy 10/169 at Fairoak Ave. This application is for improvements just to the west of Fairoak Ave on Hwy 10 at Thurston Ave. This project, as submitted, is consistent with the Highway 10 Access Planning Study and all subsequent planning efforts. This will provide funding for the Thurston Ave segment; other segments have been funded. As implemented, the project will address safety and congestion issues while yielding a strong return on investment.

Lexington Parkway Extension between Shepard Rd & W 7th St

Map Produced 6/14/2018 by Ramsey County Public Works





- Interstate
- US & MN Highway
- County Road
- Municipal Street
- Project Location

RAMSEY COUNTY

Working with you to enhance our quality of life

Prepared by Ramsey County Enterprise GIS | RCGISMetaData@Co.Ramsey.MN.US
LexPkwyExtShep7th
6/14/2018

1-Page Information Sheet: CSAH 9 Expansion in Andover

Anoka County
MINNESOTA
Respectful, Innovative, Fiscally Responsible

PROJECT NAME: CSAH 9 (Round Lake Blvd. NW) Expansion to 4-lanes
GEOGRAPHIC LIMITS: 0.7 miles. From north of 150th Lane NW to CR 20 (157th Avenue NW)
PROJECT LOCATION: City of Andover, Anoka County
APPLICANT: Anoka County Highway Department
FUNDING REQUEST: $2,898,400
TOTAL PROJECT COST: $3,623,000

PROJECT DESCRIPTION

CSAH 9 (Round Lake Blvd. NW) has experienced substantial traffic growth in recent years and requires expansion to a four-lane divided roadway with intersection access modifications. The improved 4-lane section would match that which currently exists on CSAH 9 south of 150th Lane NW and north of CR 20, effectively removing the traffic bottleneck between these points. The expansion project will also include a multiuse trail east of the roadway, which will represent an extension of the trail from the south.

EXISTING GEOMETRY: 2-lane Undivided
Daily Traffic Capacity: 15,000*

PROPOSED GEOMETRY: 4-lane Divided
Daily Traffic Capacity: 34,000*

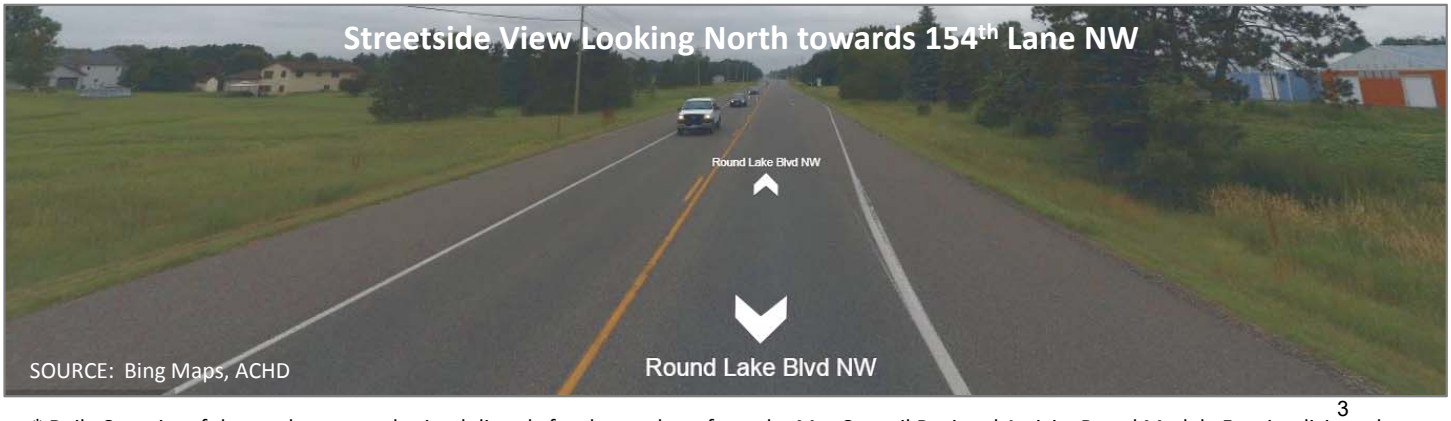
PROJECT BENEFITS

Elimination of Traffic Bottleneck:
Eliminates the 2-lane bottleneck section that exists between the 4-lane sections of north and south of project

Reduction in Congestion:
- **2017: 13,900 volume is approaching 15,000 capacity (LOS E)**
- **2040: 20,300 volume EXCEEDS 15,000 capacity (LOS F)**

0.8 more miles of Multiuse Trail will be provided to safely accommodate pedestrians and bicyclists.

OTHER INFORMATION:
Roadway was last reconstructed in 1980



* Daily Capacity of the roadway was obtained directly for the roadway from the Met Council Regional Activity Based Model. For simplicity, when volume exceeds capacity the roadway is congested.

1-Page Information Sheet: CSAH 7 Expansion in Andover

Anoka County
MINNESOTA
Respectful, Innovative, Fiscally Responsible

PROJECT NAME: CSAH 7 (7th Avenue NW) Expansion to 4-lanes
GEOGRAPHIC LIMITS: 1.7 miles. From north of CSAH 116 (Bunker Lake Blvd. NW) to CR 20 (157th Avenue NW)
PROJECT LOCATION: City of Andover, Anoka County
APPLICANT: Anoka County Highway Department
FUNDING REQUEST: $6,593,600
TOTAL PROJECT COST: $8,242,000

PROJECT DESCRIPTION

CSAH 7 (7th Avenue NW) experienced substantial traffic growth in recent years and requires expansion to a four-lane divided roadway with intersection access modifications. The improved section would match that which currently exists on CSAH 7 to the south, effectively removing the traffic bottleneck between these points. The expansion project will also include a multiuse trail along the east side of the roadway, which will be an extension of the trail from the south. The proximity of the trail to a library, school, and park will make this particularly beneficial.

EXISTING GEOMETRY: 2-lane Undivided
Daily Traffic Capacity: 15,000*

PROPOSED GEOMETRY: 4-lane Divided
Daily Traffic Capacity: 34,000*

PROJECT BENEFITS

Elimination of Traffic Bottleneck:
Eliminates the 2-lane bottleneck section that exists between the 4-lane sections of north and south of project

Reduction in Congestion:
- **2017: 14,600 volume is approaching 15,000 capacity (LOS E) with significant peak hour congestion.**
- **2040: 17,200 volume EXCEEDS 15,000 capacity (LOS F)**

1.6 additional miles of Multiuse Trail will be provided to safely accommodate pedestrians and bicyclists.
Improved Pavement Quality (PQI), which is currently 56 out of a possible 100 rating

OTHER INFORMATION:
Roadway was last reconstructed in 1977

* Daily Capacity of the roadway was obtained directly for the roadway from the Met Council Regional Activity Based Model. For simplicity, when volume exceeds capacity the roadway is congested.

1-Page Information Sheet: CSAH 14 Expansion in Blaine

Anoka County
MINNESOTA
Respectful, Innovative, Fiscally Responsible

PROJECT NAME: CSAH 14 (125th Avenue NE) Expansion to 4-lanes
GEOGRAPHIC LIMITS: 1.2 miles. From east of Harpers Street to CSAH 17 (Lexington Avenue NE)
PROJECT LOCATION: City of Blaine, Anoka County
APPLICANT: Anoka County Highway Department
FUNDING REQUEST: $3,604,000
TOTAL PROJECT COST: $4,505,000

PROJECT DESCRIPTION

CSAH 14, a Principal Arterial, is currently a two-lane undivided roadway that has experienced substantial traffic growth in recent years and requires expansion to a four-lane divided roadway and access modifications. The improved section would match that which currently exists on CSAH 14 to the west, and will effectively eliminate the traffic bottleneck between this point and CSAH 17 to the east. The expansion project will also include a multiuse trail adjacent to the roadway, which will represent an extension of the trail from the west.

GEOMETRY

EXISTING: 2-lane Undivided Daily Traffic Capacity: 15,000*
PROPOSED: 4-lane Divided Daily Traffic Capacity: 34,000*

PROJECT BENEFITS

Elimination of Traffic Bottleneck:
Eliminates the 2-lane bottleneck section that exists between the 4-lane section west of the project and the 4-lane section on CSAH 17, south of project's eastern termini.

Reduction in Congestion:
- **2017: 12,100 volume is approaching 15,000 capacity (LOS D)**
- **2040: 20,200 volume FAR EXCEEDS 15,000 capacity (LOS F)**

1.2 additional miles of Multiuse Trail will be provided to safely accommodate pedestrians and bicyclists.

OTHER INFORMATION:

This section of CSAH 14 is on the National Highway System (NHS)

* Daily Capacity of the roadway was obtained directly for the roadway from the Met Council Regional Activity Based Model. For simplicity, when volume exceeds capacity the roadway is congested.

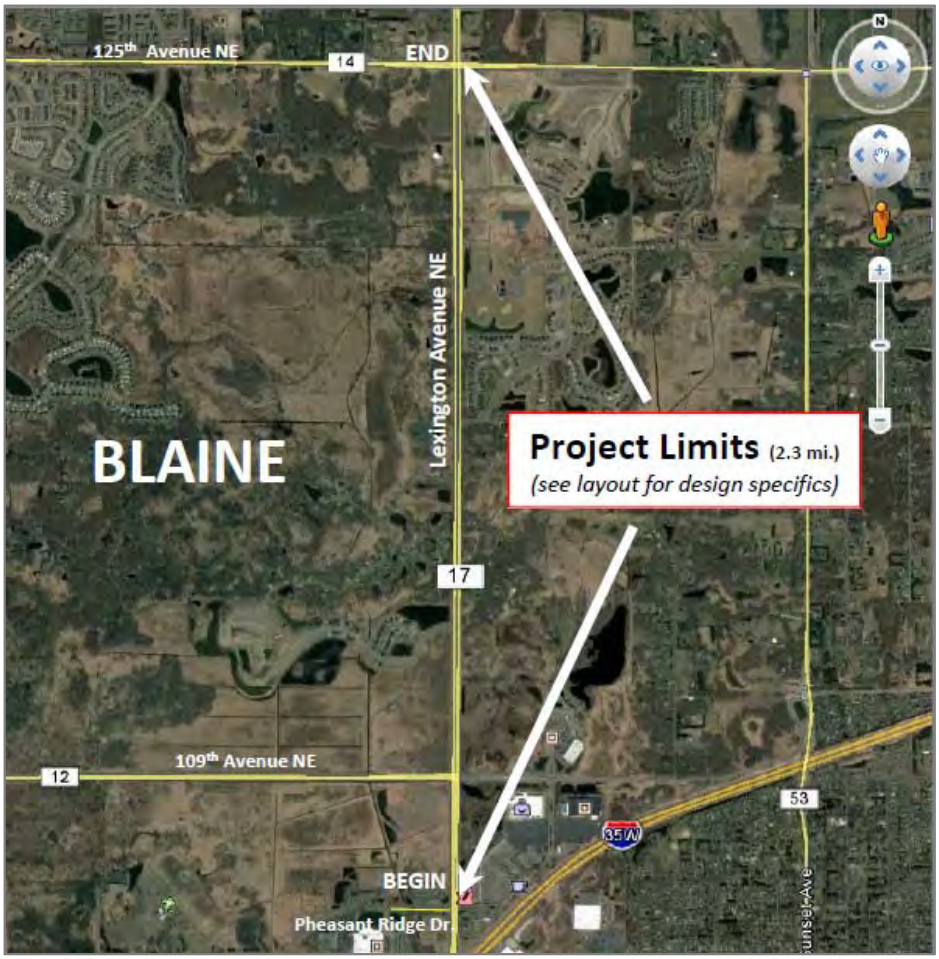
1-Page Information Sheet: CSAH 17 Expansion in Blaine

Anoka County
MINNESOTA
Respectful, Innovative, Fiscally Responsible

PROJECT NAME: CSAH 17 (Lexington Avenue NE) Expansion to 6-lanes
GEOGRAPHIC LIMITS: 2.3 miles. From north of Pheasant Ridge Ave. NE to CSAH 14 (125th Avenue NE)
PROJECT LOCATION: City of Blaine, Anoka County
APPLICANT: Anoka County Highway Department
FUNDING REQUEST: $5,132,000
TOTAL PROJECT COST: $6,415,000

PROJECT DESCRIPTION

CSAH 17, an A Minor Expander, is currently a four-lane divided roadway that has experienced substantial traffic growth in recent years and needs expansion to a six-lanes, for which the roadway was originally designed. The median of the existing roadway was designed so that the roadway could easily be expanded to the inside. The expansion project will also include turn-lane treatments at major intersections.



GEOMETRY

EXISTING: 4-lane Divided
Daily Traffic Capacity: 34,000*

PROPOSED: 6-lane Divided
Daily Traffic Capacity: 53,200*

PROJECT BENEFITS

Reduction in Congestion:

- **2017 Daily Traffic: 23,600 (LOS C)**
- **2040 Daily Traffic: 37,500 EXCEEDS 34,000 capacity resulting in LOS F travel conditions.**

* Daily Capacity of the roadway was obtained directly for the roadway from the Met Council Regional Activity Based Model. For simplicity, when volume exceeds capacity the roadway is congested.

Project Summary

Project Name – I-35W and CSAH 32/85th Avenue Interchange Expansion

Applicant – Anoka County

Project Location – CSAH 32/85th Avenue at I-35W in the City of Blaine, Anoka County

Total Project Cost – $7,650,850 **Requested Federal Dollars** - $6,120,680

Before Photo –

CSAH 32 LOOKING NORTHWEST (FUTURE ON-RAMP LOCATION)

Project Description – County State Aid Road (CSAH) 32 is an urban, divided, four-lane roadway, classified as an A-Minor Expander located in Anoka County. The proposed project would provide access to I-35W northbound via a new on-ramp from CSAH 32. Major job centers (i.e. Medtronic) and large low-income residential housing areas (manufactured home parks) are located along the CSAH 32 corridor. The City of Blaine's Comprehensive Plan Update has identified several areas of planned commercial and industrial land uses which would generate high volume of heavy commercial vehicles. The regional area is comprised of mixed-use developments where a lack of a northbound on ramp makes for inefficiencies in the regional transportation network.

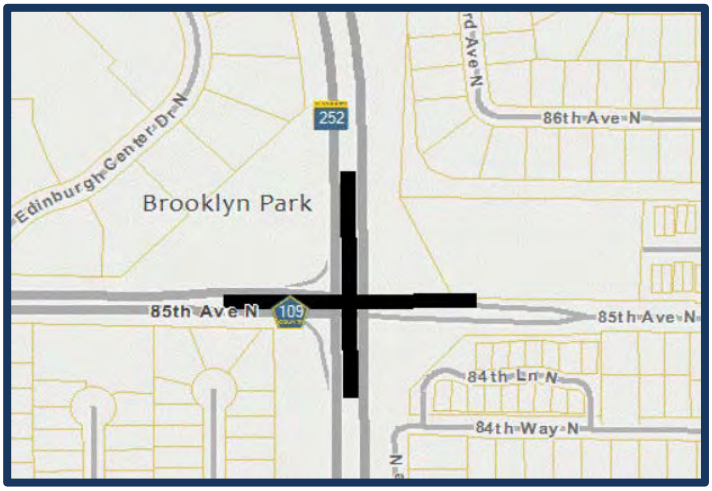
Project Benefits – The proposed I-35W and CSAH 32 On-Ramp will provide the following benefits:

- Alleviate traffic on the supporting local transportation network
- Greatly reduce the risk of severe crashes for vehicles/non-motorized users by providing Interstate access for freight traffic.
- Underserved residents will benefit from better access to the area's jobs and transit routes via the new On-Ramp.

2018 REGIONAL SOLICIATION

HENNEPIN COUNTY, MINNESOTA

Project Location



Existing Conditions

Project Overview	
Project Name:	CSAH 109 (85th Ave) Expansion Project
Roadway:	CSAH 109 (85th Ave)
Project Termini:	At TH 252
Project Location:	City of Brooklyn Park

Solicitation Information	
Applicant:	Hennepin County
Funding Requested:	$7,000,000
Total Project Cost:	$26,307,000

Project Information

The proposed project will convert the existing at-grade intersection to an interchange to improve safety and mobility along the TH 252 between I-694 and TH 610. The existing intersection experiences routine congestion and high crash rates (especially those resulting in injuries).

Brooklyn Center, Brooklyn Park, Hennepin County, and MnDOT have been working towards identifying improvements along the TH 252. This project addresses one of the six existing at-grade intersections along the corridor. Recently, Corridors of Commerce funding was awarded for mobility and safety improvements along TH 252, and this application seeks to further minimize local costs for the project.

Project Benefits

The proposed interchange will provide significant safety and mobility benefits along the TH 252 corridor. Elimination of an at-grade intersection will offer more reliable travel times and allow TH 252 to better accommodate changes in traffic volumes (typically caused by poor weather or crash events). Furthermore, the interchange will eliminate unnecessary stops for through vehicles along TH 252, providing a significant reduction in crashes (especially rear-end crashes resulting in injuries).

Additionally, the project will include off-road facilities for non-motorized users that provides a more direct connection across TH 252 when compared to the nearby bridge that requires a longer travelling path.

Project Summary

Project Name – West Broadway Avenue (CSAH 103) Roadway Expansion

Applicant – City of Brooklyn Park

Project Location – West Broadway Avenue from 85th Avenue to 93rd Avenue in the City of Brooklyn Park, Hennepin County

Total Project Cost – $ 13,965,399.00 **Requested Federal Dollars** - $7,000,000

Before Photo –

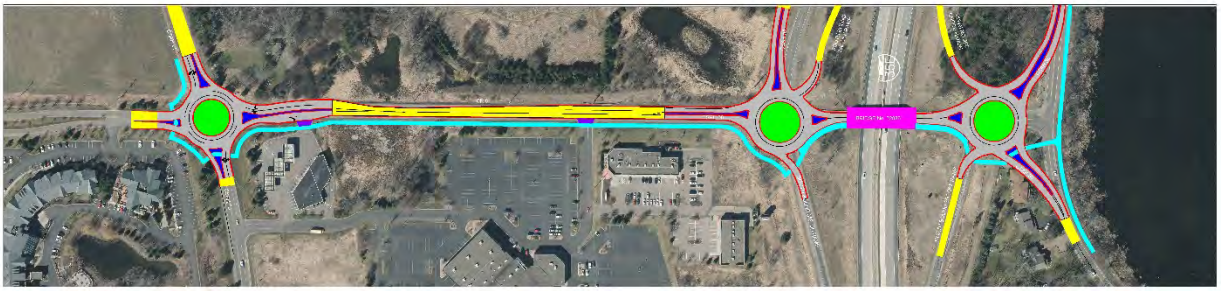
WEST BROADWAY AVENUE (LOOKING NORTH)

Project Description – West Broadway Avenue (County State Aid Highway 103) is primarily a rural, two-lane undivided, 60-year-old roadway classified as an A-Minor Expander (from 85th Avenue to 93rd Avenue) and an A-Minor Reliever (from 93rd Avenue to Trunk Highway (TH) 610) located in Hennepin County. The West Broadway Reconstruction project is directly related to the Bottineau Light Rail Transitway (BLRT) Project that will provide for transit improvements in the highly traveled northwest area of the Twin Cities. The proposed roadway improvements will widen West Broadway Avenue from a two-lane roadway to a four-lane roadway with turn lanes, upgrade traffic signals and lighting, and provide multi-use trails along both sides of West Broadway Avenue including ADA improvements and count down timers. The proposed project will also perform the grading for the future BLRT project.

Project Benefits – The proposed West Broadway Avenue Expansion project will provide the following benefits:

- Provide final grading throughout the project limits for the future track of the BLRT Project.
- Relocate all overhead electric assets to underground.
- Enhance safety and mobility for all users.
- Address aged pavement conditions
- Underserved residents will benefit from better access to the area's jobs and improved transit facilities/routes.

COUNTY ROAD J (ASH STREET, COUNTY ROAD 81)
CENTERVILLE ROAD TO OTTER LAKE ROAD



Carver County

US 212 Expansion
from Cologne to Carver

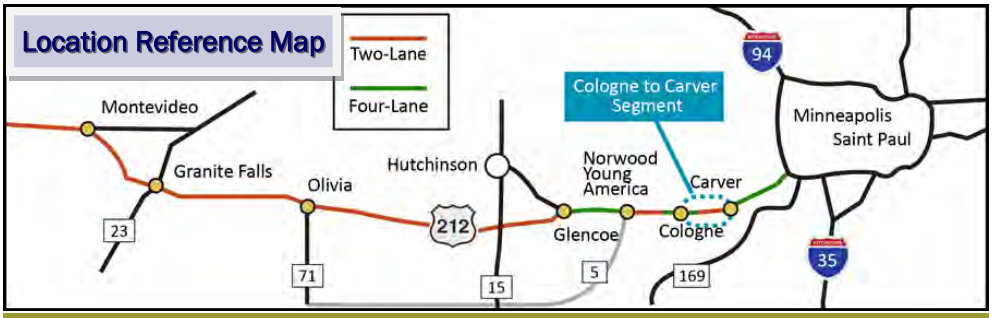
Project Information

Project Location:
Dahlgren Township, Carver County; between the City of Cologne (CSAH 36) & the City of Carver (CSAH 11)

Federal Funding Request:
$7,000,000

Total Project Construction Cost:
$39,340,000

Location Reference Map



Project Description

The US 212 Expansion project in Carver County between the cities of Cologne (CSAH 36) and Carver (CSAH 11) will expand the existing Principal Arterial from a rural two-lane undivided highway to a four-lane divided expressway. The project will address safety issues through the implementation of Reduced Conflict Intersections, median, and wider shoulders. Portions of the existing highway will be utilized where possible to reduce project costs and minimize right of way acquisition. The project design provides a cost effective high-benefit solution to address safety and enhance access and mobility for the US 212 corridor. This funding request is the final funding piece needed.

Project Benefits

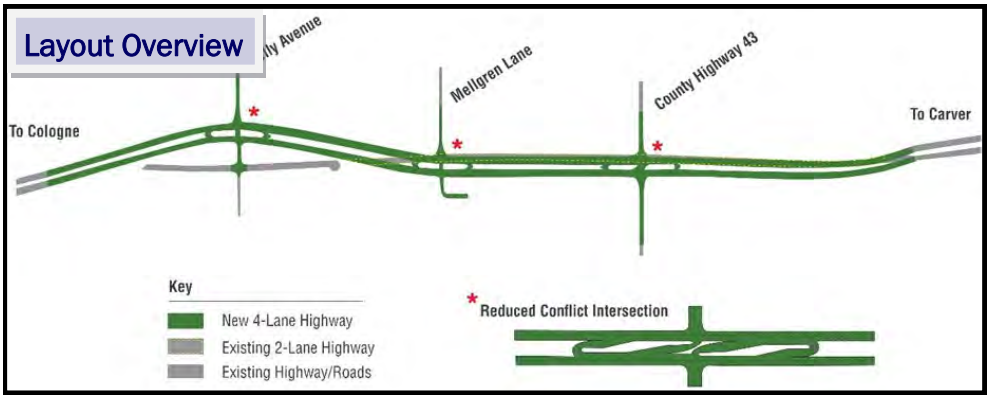
Mobility

- Expand rural, undivided 2-lane highway to divided 4-lane expressway
- Fix congestion & freight bottleneck

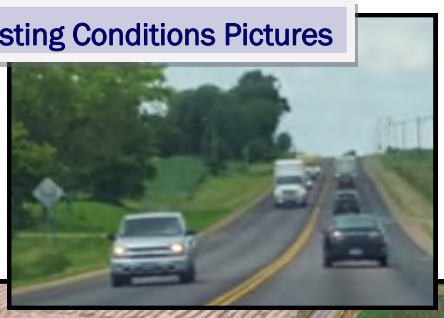
Modernization & Safety

- Upgrade original roadway constructed in 1930
- Implement Reduced Conflict Intersections & access management
- Widen shoulders
- Median installation
- Snow fence implementation

Layout Overview



Existing Conditions Pictures



Regional Significance

US 212 is a vital corridor on the National Highway System (NHS), identified as a Critical Rural Freight Corridor, facilitating freight movements between rural Minnesota, South Dakota, Wyoming, and Montana. US 212 accommodates a high volume of heavy commercial vehicles at approximately 16 percent. Freight trucking in western Minnesota accounts for 67 percent of all outbound freight and 93 percent of all inbound movements. Implementing this project can help reduce heavy commercial vehicle operational costs by over 15 percent. In addition, this roadway segment needs pavement improvements in order to maintain a state of good repair. US 212 from Cologne to Carver was originally constructed in 1930, with no expansion or reconstruction completed on the corridor since that time.

Contact Information

Lyndon Robjent, P.E. | PW Director/County Engineer | *Phone: 952-466-5200*
Carver County Public Works | 11360 Highway 212, Suite 1 | Cologne, MN 55322

2018 Metropolitan Council Regional Solicitation
CSAH 610 Expansion – Project Summary

City of Maple Grove

Project Name: CSAH 610 Expansion

Applicant: City of Maple Grove

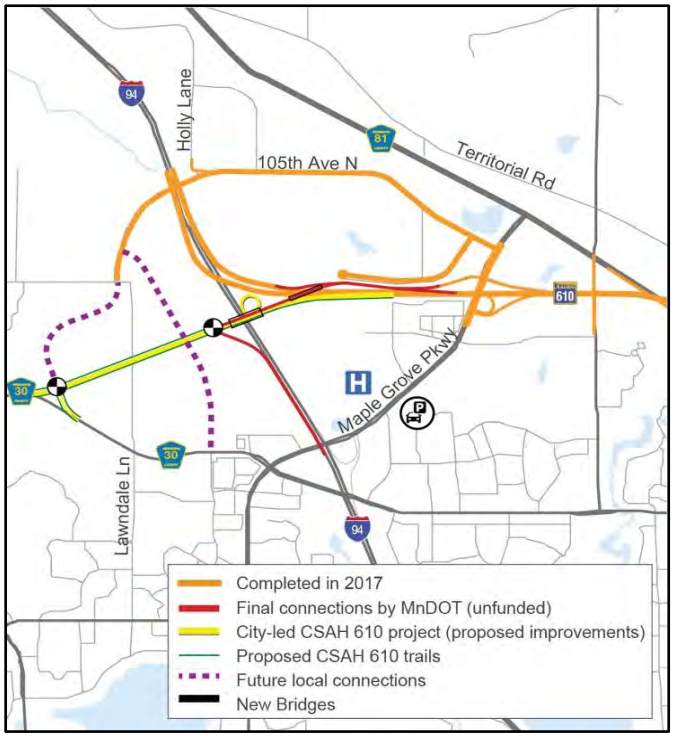
Contact: John Hagen, PE, PTOE,
Transportation Operations Engineer

Email/Phone: jhagen@maplegrovemn.gov
(763) 494-6364

Project Details:

- Total Project Cost = $20,477,000
- Requested Award Amount = $7,000,000
- Construction Dates: Begin by June 2020
- Consistent with local & regional plans
- Preliminary plans completed
- State environmental documents completed
- Technical analysis complete for interstate access (update required)
- Right of way needs identified & ready for acquisition

Location Map:



Project Description:

The CSAH 610 project includes construction of a new four-lane divided A-Minor Arterial Expander roadway between CSAH 30 and TH 610. The project will complete the missing roadway movements in the I-94 interchange area, including a westbound I-94 to westbound CSAH 610 loop and an I-94 bridge on CSAH 610 connecting CSAH 30 to TH 610. CSAH 30 will be realigned to form a new signalized intersection with CSAH 610, and a traffic signal will be installed at the proposed CSAH 610/Eastbound I-94 on-ramp intersection. The project will also construct a multiuse trail along the south side of CSAH 610 that will connect to existing multiuse trails on CSAH 30 and Maple Grove Parkway and provide a safe, convenient, and grade-separated pedestrian and bicycle crossing of I-94. The project is the next phase of the MnDOT TH 610 project that was recently constructed with Corridors of Commerce funding and is one of the few remaining A-Minor Arterial Expander roadways in the Met Council's 2040 Transportation Policy Plan that are planned, but not constructed.

Project Benefits:

- Improvements in regional accessibility and mobility by relieving congestion and travel delays on CSAH 30 and Maple Grove Parkway will promote growth and increase business demand, freight operations, and employment opportunities in the surrounding corridor.
- Reduction of existing traffic volumes on CSAH 30 and Maple Grove Parkway will provide the needed capacity for improving transit services and increasing access and mobility to nearby schools, employment centers, healthcare facilities, commercial areas, and the Blue Line LRT.
- Provides an additional pedestrian and bicycle route and serves as a connection between CSAH 30 and the Medicine Lake Regional Trail and will provide the missing RBTN connection between existing RBTN Corridors and Alignments west and east of I-94 making it easier and safer for Maple Grove residents to cross I-94 connect to the regional bicycle system.
- Will fulfill regional plans for expansion, while supporting infrastructure investments that are currently being made by MnDOT in the area.

PROJECT SUMMARY

County Road 70 Expansion, Lakeville

July 3, 2018

Project Overview

Dakota County, in cooperation with the City of Lakeville is reconstructing County State Aid Highway (CSAH) 70 from Kensington Boulevard/Kenrick Avenue to Cedar Avenue in the City of Lakeville. The purpose of the project is to improve safety and operations, and accommodate increasing traffic volumes (including truck traffic).

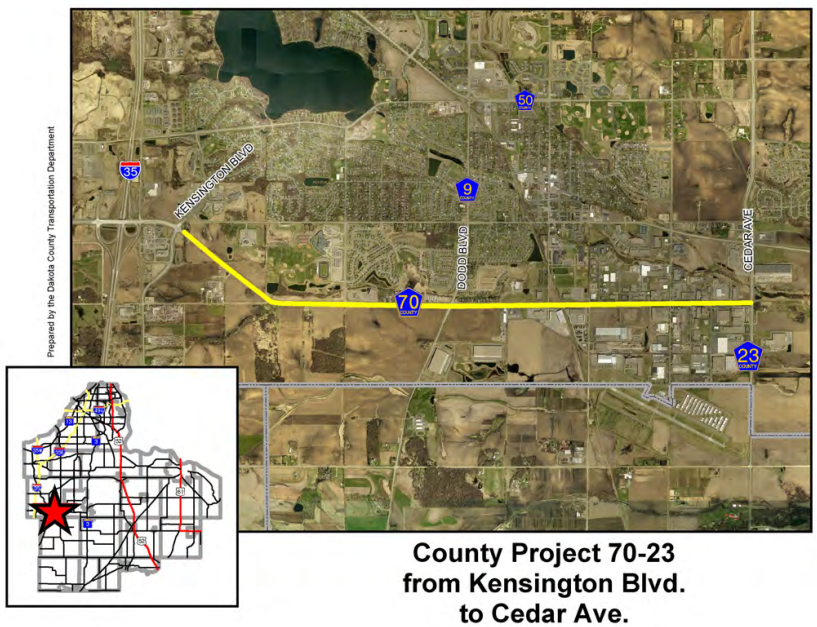
Work on the project is anticipated to include:

- Expanding the highway from a 3-lane to a 4-lane divided roadway
- Constructing turn lanes at major intersections along the corridor
- Improving drainage along the corridor
- Managing access along the corridor
- Reconstructing signals to accommodate the additional lanes

Project Benefits

The expansion of CSAH 70 will provide several benefits to the corridor and the area. The proposed project will:

- Add capacity to a major truck and business area that continues to grow
- Reduce delays along the corridor
- Address various drainage issues that exist



County Project 70-23 from Kensington Blvd. to Cedar Ave.

Project Funding

- Based on Dakota County 2018-2022 Capital Improvements Program
- Estimated Costs
  - Design = $1,750,000
  - Right of Way = $2,250,000
  - Construction = $17,500,000
  - Total Project Cost = $21,500,000*
    *Dakota County is requesting $7,000,000 in federal funds for construction in the 2018 FAST federal funding application

Project Schedule

- Design – 2018-2019
- Right of Way acquisition – 2019-2020
- Construction – 2020-2021

For More Information

- Contacts:
  Aaron Warford, Bolton & Menk
  952-890-0509
  aaronwa@bolton-menk.com

  Jacob Rezac, Dakota County Project Manager
  952-891-7981
  jacob.rezac@co.dakota.mn.us

  Zach Johnson, City of Lakeville Engineer
  952-985-4501
  zjohnson@lakevillemn.gov

PROJECT SUMMARY

County Road 26 Expansion, Eagan & Inver Grove Heights

July 12, 2018

Project Overview

Dakota County, in cooperation with the Cities of Eagan and Inver Grove Heights is reconstructing County State Aid Highway (CSAH) 26 from Trunk Highway (TH) in the City of Eagan to TH 3 in Inver Grove Heights. The purpose of the project is to improve safety and operations, and accommodate increasing traffic volumes.

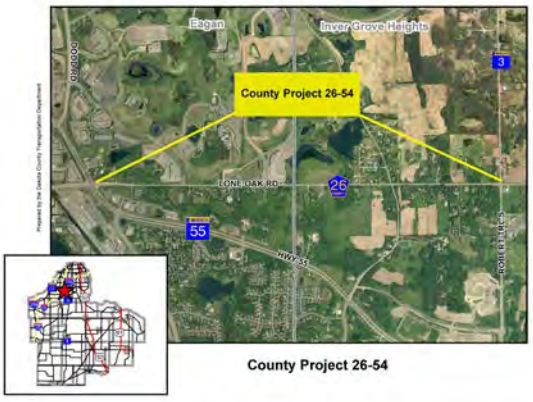
Work on the project is anticipated to include:

- Expanding the highway from a rural 2-lane with minimal shoulders to a 4-lane divided roadway
- Shifting the CSAH 26 & 63 intersection and realigning CSAH 63
- Constructing turn lanes at public road intersections along the corridor
- Improving drainage along the corridor
- Managing access along the corridor

Project Benefits

The expansion of CSAH 26 will provide several benefits to the corridor and the area. The proposed project will:

- Add capacity to a residential and business area that continues to grow
- Reduce delays and increase safety along the corridor
- Address various drainage issues that exist
- Install multi-use trails along both CSAH 26 & 63



Project Funding

- Based on updated CSAH 26 Costs (to be included in Dakota County 2019-2023 Capital Improvements Program)
- Estimated Costs
  - Design = $1,700,000
  - Right of Way = $15,160,000
  - Construction = $16,840,000
  - Total Project Cost = $33,700,000*

    *Dakota County is requesting $7,000,000 in federal funds for construction in the 2018 FAST federal funding application

Project Schedule

- Design –2019
- Right of Way acquisition – 2019-2020
- Construction – 2020-2021

For More Information

- Contacts:
  Jenna Fabish, Dakota County Project Manager
  952-891-7984
  jenna.fabish@co.dakota.mn.us

  John Gorder, City of Eagan Engineer
  651-675-5645
  JGorder@cityofeagan.com

  Scott Thureen, City of Inver Grove Heights Public Work Director
  651-450-2571
  sthureen@invergroveheights.org

PROJECT SUMMARY

Project Name: Troutbrook Road

Applicant: City of Saint Paul, Minnesota

Project Location

NE ¼ SW ¼ Sec. 32 T29 R22

County: Ramsey

City: Saint Paul

Route: from 0.1 miles east of switch back for northbound US52 off-ramp to University Avenue (MSAS 137)/Lafayette Road (MSAS113) intersection (inclusive of work in intersection). See enclosed route map.

Total Project Cost: $5,700,000.00

Requested Award Amount: $4,500, 000.00

Project Purpose

The project proposed within this application will provide a new four lane roadway between two major roadways. One, the off-ramp to a Principle Arterial, the recently reconstructed US52 bridge, and the other an A-Minor arterial called University Avenue/MSAS 134. The project will provide a more direct connection between the highway (US52) and a major east/west arterial that runs the entire width of the City. The proposed project includes an off-street shared use trail that is a component of a larger trail system being pursued by the City and the region.

It should be noted that the recently reconstructed off-ramp from US52 was designed to accommodate the project as proposed in this application. There was even consideration of making the connection as part of the US52 project. The Troutbrook Road project, which has been planned since 1980, is considered Phase 1 of a multiphase project that will eventually connect to Warner Road/Ramsey County 36 adjacent to the Mississippi River. The purpose of the connection would be to create a downtown bypass, primarily for trucks. The future phase(s) will also provide a benefit of adding additional sections to the Trout Brook regional shared use trail.

In addition making truck access easier from US52 into the core of the city, a direct connection between the highway and University Avenue will also provide many other less tangible, but no less important, benefits such as: easy access to job centers, easier access to the many cultural destinations along University Avenue, improved access to light rail, easier access to the soon-to-be completed Minnesota United Soccer stadium, and easier access to numerous colleges such as Metropolitan State and Saint Paul College.

One last item to note: due to the unavailability of a completed traffic model, questions 5A and 5B were left without answers.

Project Summary – Roadway Expansion Category

Project Name: Helmo/Bielenberg Bridge

Applicant: Washington County

Route: new Bridge over I-94 from Helmo Avenue in Oakdale to Bielenberg Drive in Woodbury

Cities Where Project Is Located: City of Oakdale, City of Woodbury

Requested Award Amount: $4,400,000

Total Project Cost: $5,500,000

Project Description:

The proposed project is a new bridge connection across Interstate 94 (I-94) from Helmo Avenue in Oakdale to Bielenberg Drive in Woodbury that includes two to three lanes for high volume general purpose traffic and a ten-foot pedestrian and bicycle lane with buffer. The bridge as a whole also includes two dedicated Bus Rapid Transit (BRT) lanes to be constructed and funded through the METRO Gold Line Bus Rapid Transit (BRT) project. The roadway, bike and pedestrian lanes proposed in this application are not funded by Gold Line.

The new bridge relieves one of the most congested intersections in Washington County, CSAH 13 (Radio Drive/Inwood Avenue), in the heart of Oakdale and Woodbury commercial districts. Relieving congestion on CSAH 13 benefits commuters, freight haulers, transit and express service users by reducing delay at the intersection of the I-94 south ramps and CSAH 13. A reduction in congestion also means a reduction in air pollution from idling exhaust, a result of congestion.

The bridge design was created in close collaboration with the Gold Line Project and MnDOT to ensure it complements the bus rapid transit lanes and does not preclude potential future installation of a southbound I-694 to eastbound I-94 interchange.

A pedestrian and bicycle lane will connect existing trails to the north and south of I-94, closing a critical bike and pedestrian gap created by the interstate. In addition, Bus Rapid Transit Oriented Development (BRTOD) plans have identified Gold Line corridor-wide walk and bike access routes that in general follow the Gold Line alignment between Woodbury and Saint Paul. The Helmo/Bielenberg Bridge connection is a crucial component linking the rest of the corridor-wide trail with major destination centers in Woodbury.

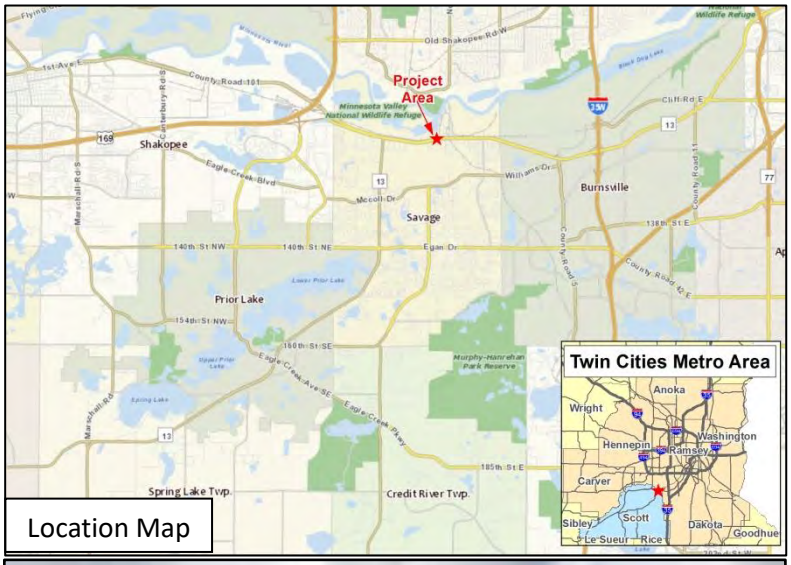
The roadway, pedestrian and bicycle connections provided by the new bridge were identified in the 2030 Oakdale and Woodbury Comprehensive Plans, and building these connections in conjunction with Gold Line BRT, a major east metro transportation investment, creates efficiencies and cost savings for the region.

Continued and coordinated transportation investments in a congested and rapidly growing corridor benefits the east metro as a whole, and better situates the cities of Oakdale and Woodbury to meet their planning goals in 2040 and beyond.

One Page Summary

Project Name: TH 13 and Dakota Avenue Freight Access and Mobility Project
Applicant: Scott County
Project Location: City of Savage
Route: From 0.5 miles N OF MN901B /MN 13 TO Quentin Avenue

Requested Award Amount: $5,750,000
Total Project Cost: $25,940,000



Location Map

Project Description: The proposed TH 13 Port Access and Mobility Project includes the construction of a grade separation, frontage roads, and accompanying access ramps at the intersection of Minnesota State Trunk Highway 13 and Dakota Avenue (referred to as TH 13/Dakota Avenue). TH 13/Dakota Avenue is currently an at-grade unsignalized intersection. The project will provide a supporting road network that removes direct access to TH 13 and offers alternate routes and safer access to TH 13 for truck traffic generated from the adjacent Ports of Savage and industrial uses. The supporting road network and the underpass connecting Dakota Avenue will facilitate movement across TH 13 and allow for right-in right-out access through the use of access ramps on to TH 13 at Yosemite Avenue.

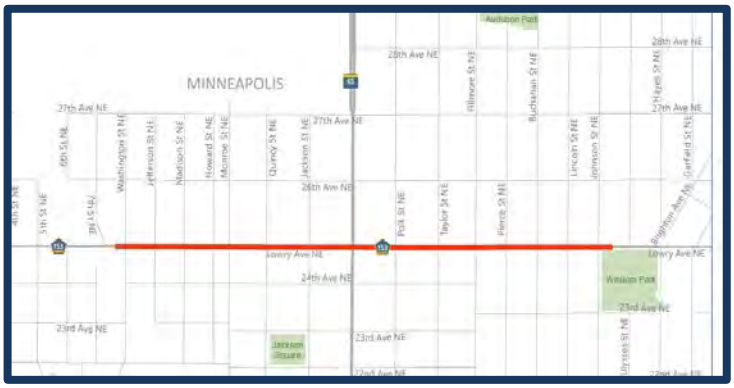
This project is located in the city of Savage along TH 13 (Principal Arterial) and provides direct access to the Ports of Savage. The Ports of Savage consists of five separate private ports off the Minnesota River and two rail corridors served by three railroad companies. Over three million tons of material was shipped through the Ports of Savage in 2016 from major operators. Since 2000, the Ports have moved as much as five million tons of products per year. Operators have indicated that they are operating at under fifty percent capacity and congestion and delay on TH 13 is a significant factor in the level of commodities moving into and out of the Ports. Today the Port is accessed via the at-grade intersections of Dakota, Yosemite, and Lynn Avenues along TH 13. This project will directly serve three private ports.

Project Benefits: Reduced intersection conflicts (left turns) with grain trucks and other large commercial vehicles (Link). Acceleration lanes for commercial vehicles. Improved corridor mobility. Improve access to the three Ports of Savage businesses which serves as a major intermodal hub for agricultural products in Minnesota. Remove grain trucks from stacking up and waiting on TH13 to gain access to the Port facilities.

2018 REGIONAL SOLICIATION

HENNEPIN COUNTY, MINNESOTA

Project Location



Existing Conditions

Project Overview	
Project Name:	CSAH 153 (Lowry Ave NE) Reconstruction Project
Roadway:	CSAH 153 (Lowry Ave NE)
Project Termini:	From Washington St NE to Johnson St NE
Project Location:	City of Minneapolis

Solicitation Information	
Applicant:	Hennepin County
Funding Requested:	$7,000,000
Total Project Cost:	$10,490,000

Project Information

The proposed project will reconstruct CSAH 153 (Lowry Ave NE) to extend the service life of the roadway. Improvements will include (but are not limited to): new pavement, sidewalk, bikeway, streetscaping, curb, drainage structures, and traffic signals. It is anticipated that the existing roadway configurations (four-lane on the west end and two-lane with on-street parking on the east end) will be modified to improve safety and mobility along the corridor. Specific safety improvements will be included; such as the upgrading of traffic signal systems to include mast arms and dedicated left-turn phasing, providing traffic calming elements to minimize pedestrian exposure to vehicles, and enhancing the pedestrian enviornment by providing a boulevard.

Project Benefits

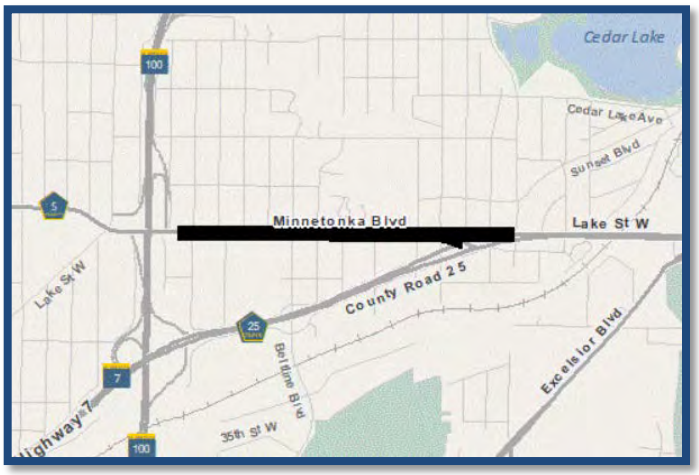
The existing CSAH 153 (Lowry Ave NE) roadway has reached the end of its useful life and warrants a full reconstruction. Routine maintenance activities (such as a pavement overlay) are no longer effective in preserving critical roadway assets. Previous overlays extended over the existing gutter, reducing the benefits provided by the curb in terms of drainage and safety.

Additionally, various defects (cracking, discontinuities, and settlement) and obstructions (utility poles, signs, and signal equipment) are present within the sidewalk. This project will address these issues and improve mobility and accessibility for pedestrians.

2018 REGIONAL SOLICIATION

HENNEPIN COUNTY, MINNESOTA

Project Location



Existing Conditions

Project Overview	
Project Name:	CSAH 5 (Minnetonka Blvd) Reconstruction Project
Roadway:	CSAH 5 (Minnetonka Blvd)
Project Termini:	From TH 100 SB Ramps to France Ave
Project Location:	City of St. Louis Park

Solicitation Information	
Applicant:	Hennepin County
Funding Requested:	$7,000,000
Total Project Cost:	$8,913,000

Project Information

The proposed project will reconstruct CSAH 5 (Minnetonka Boulevard) to extend its service life. Improvements will include (but are not limited to): new pavement, sidewalk, bikeway, streetscaping, curb, drainage structures, and traffic signals. The existing four-lane configuration will be converted to a three-lane configuration to improve safety along the corridor. The intersection at Ottawa Avenue will experience significant benefits in terms of traffic operations (through the introduction of dedicated left-turn lanes and Flashing Yellow Arrows) and pedestrian accessibility (through the upgrading of pedestrian ramps and installation of Accessible Pedestrian Signals).

Project Benefits

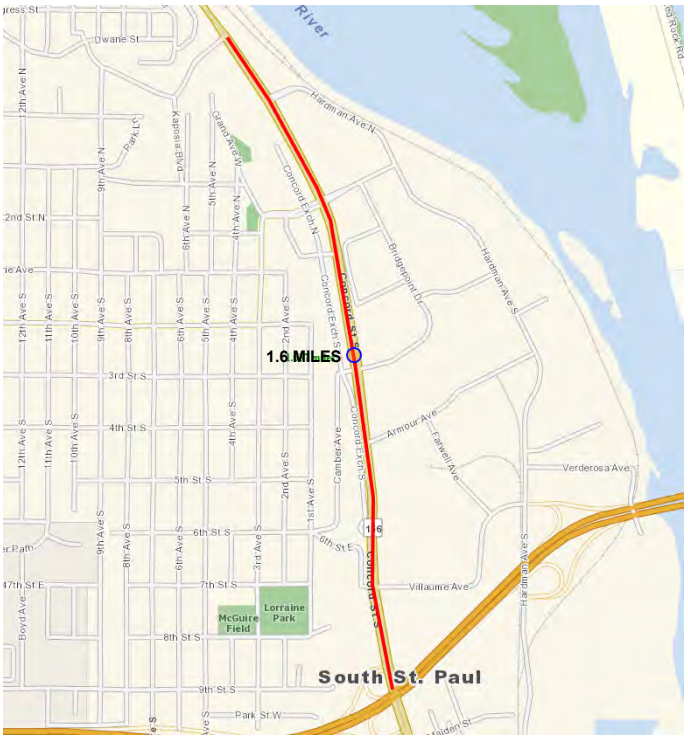
The existing CSAH 5 (Minnetonka Boulevard) roadway has reached the end of its useful life and warrants a full reconstruction. Routine maintenance activities (such as a pavement overlay) are no longer effective in preserving critical roadway assets. Previous overlays extend of the existing gutter, reducing the benefits provided by the curb in terms of drainage and safety.

Additionally, various defects (cracking, discontinuities, and settlement) and obstructions (utility poles, signs, and signal equipment) are present within the sidewalk. This project will address these issues and improve mobility and accessibility for pedestrians.

Concord Street (TH 156) Improvements
Project Summary

Project Location: City of South St. Paul
I-494 to Wentworth Avenue

Total Project Cost: $ 10,557,500
Request Award: $ 5,000,000



Project Description:
The proposed improvements include 1.6 miles of roadway, sidewalk, and storm sewer construction. A concrete pavement rehabilitation is proposed from I-494 to Armour Avenue where the roadway will remain a 4-lane section. Full bituminous reconstruction is proposed from Armour Avenue to Wentworth Avenue where a 2-lane section is proposed. 6-foot bike-able shoulders are proposed in the 2-lane section to safely accommodate on-street bikes. A continuous sidewalk network is proposed along both sides of Concord Street to improve pedestrian safety and connectivity. ADA upgrades will be implemented to accommodate additional pedestrian improvements.

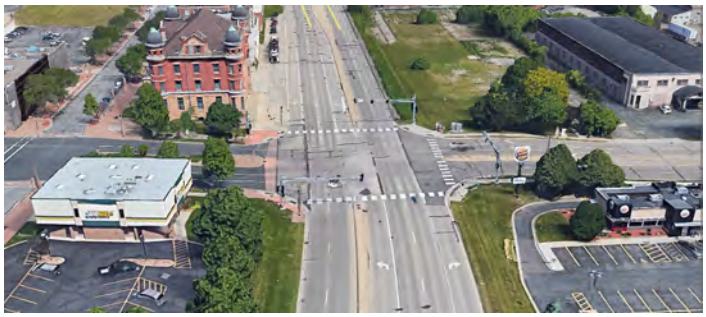
Regional Significance:
MnDOT Trunk Highway System (TH 156)
Tier 1 Regional Truck Freight Corridor
Tier 1 Priority Regional Bicycle Transportation Corridor
Connects Southpoint Terminal to I-494
Connects disadvantages communities to regional manufacturing area

Project Benefits:

Improve safety along the corridor
The project includes continuous sidewalks and bike-able shoulders along both sides of Concord Street for pedestrian and bike safety. Access management at minor intersections are proposed to better control traffic movements and increase vehicle safety.

Increase mobility along the corridor
The project will provide bike and pedestrian connectivity throughout the corridor and correct non-ADA compliant sidewalks. Better connections to local businesses and destinations will be provided.

Revitalize the corridor
The project will upgrade the deteriorating roadway, curbs, and sidewalks providing momentum for private redevelopment opportunities with public investment. The last significant improvement to the roadway was in the 1970's when the roadway was designed to function as a highway through the City. This project aims to better promote connections within the City as it redevelops.

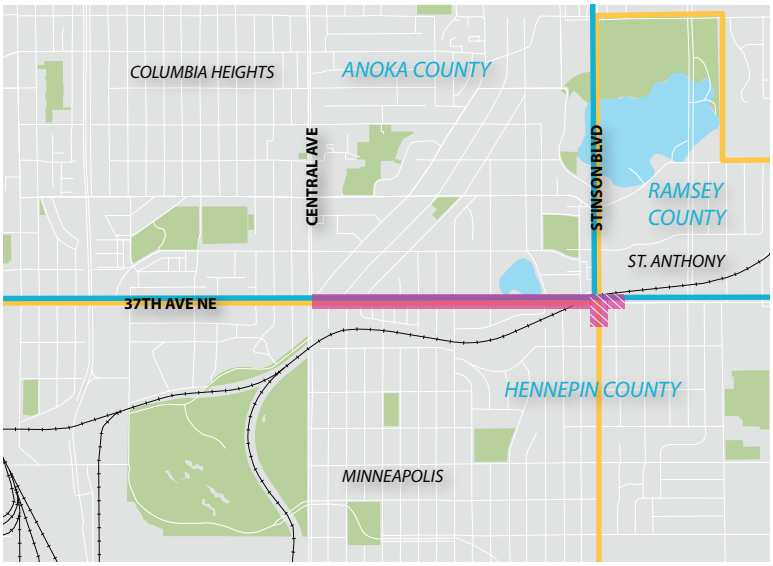


Before (Concord at Grand Ave)

After (Concord at Grand Ave)

37th Avenue NE Reconstruction Project

Project map:



- Open Spaces
- City Boundaries
- County Boundaries
- Project Area
- Restriping Only

Project area existing conditions:

37th Avenue NE looking west, just west of intersection with Stinson Boulevard

Prepared by:

Minneapolis
City of Lakes

COLUMBIA HEIGHTS

Applicant:

City of Minneapolis and City of Columbia Heights

Route:

37th Avenue NE from Central Avenue to Stinson Boulevard NE

Cities where project is located:

Minneapolis, Columbia Heights, and St. Anthony

Counties where project is located:

Hennepin and Anoka

Requested award amount:

$7,000,000

Total TAB eligible project cost:

$8,830,000

Project description:

The proposed project will reconstruct 37th Avenue NE from Central Avenue to Stinson Boulevard using a freight-focused complete streets design. 37th Avenue NE is a critical first/last mile connection to industrial and commercial freight-generating businesses in Minneapolis and Columbia Heights, but there are many aspects of the existing design that make it difficult for trucks to operate safely and reliably in the area. These safety issues are addressed directly by this project through the addition of left-turn lanes, new sidewalks, bicycle facilities, and the removal of on-street parking. The project will also restripe the northbound and westbound approaches to the 37th Avenue NE/Stinson Boulevard intersection to provide dedicated left-turn lanes.

Project benefits:

- Improves safety for all users of 37th Avenue NE
- Connects two employment centers and two Tier 2 truck corridors
- Provides substantial investment and transportation benefit in a community that includes senior housing and is above the regional average for population in poverty or population of color

CSAH 116/Bunker Lk Blvd & MN 47/Ferry St Intersection Improvements

Applicant, Location, & Route: Anoka County is applying for funds for CSAH 116 & MN 47 in the Cities of Ramsey & Anoka

Application Category:

Roadways including Multimodal Elements – **Roadway Reconstruction/Modernization & Spot Mobility**

Funding Information:

STP Award Requested: $1,868,000
Local Match: $467,000, Anoka County
Project Total: $2,335,000

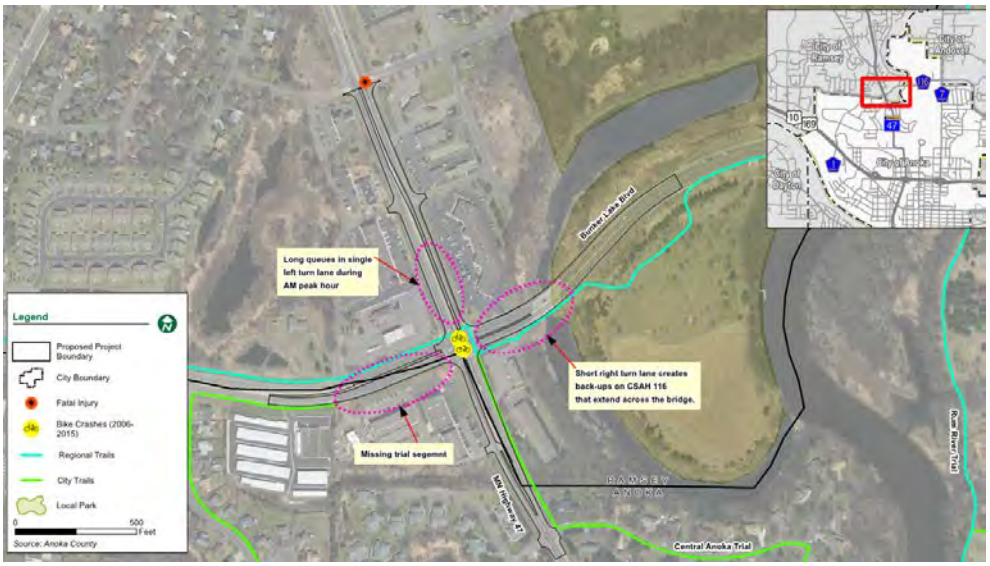
Project Benefits:

- Improves connections to regional destinations
- Integrates and extends existing and planned infrastructure
- Supports regional commerce through efficient freight movement
- Promotes non-motorized transportation in an area that provides jobs and services
- Reduces conflict points and crash potential

Project Description

The proposed improvements, including the addition of left-turn lanes - to the CSAH 116 and MN 47 intersection will increase capacity by better accommodating all traffic, and left-turns in particular. The project will also widen a bridge on CSAH 116 that crosses an oxbow of the Rum River, to the east of MN 47. The widened bridge will to accommodate a turning lane on westbound CSAH 116 for vehicles turning north onto MN 47/Ferry Street.

Non-motorized accommodations in the project area are currently discontinuous and do not connect to land uses that typically generate pedestrian or bicycle traffic. The project includes constructing a portion of trail along Bunker Lake Blvd that will close an existing gap. This trail will be part of the Central Anoka Regional Trail alignment, which is identified as a gap in Anoka County's trail network as documented in the County's draft 2040 Transportation Plan.



Project Benefits

New left turn lanes will better accommodate left turn movements from MN 47 onto CSAH 116 and will reduce queuing in thru lanes due to left turning vehicles. Lengthening of turn lanes will also reduce queues lengths on both roadways, by removing vehicles waiting to turn from thru-lanes. The new and improved sidewalk and trail accommodations will improve access to Rivers' Bend Park in the City of Ramsey and the entire County's regional trail network.

Hennepin Ave - Douglas Ave to W Lake St

Roadway Reconstruction/Modernization and Spot Mobility

City of Minneapolis
Estimated Project Total: $17.4 M
Requested Amount $7 M

The reconstruction of Hennepin Ave presents an opportunity to modernize a major corridor in the heart of the Twin Cities. The stretch connecting Douglas Ave near Downtown to W Lake St in Uptown was built over 60 years ago and is in need of full reconstruction. In addition to infrastructure deficiencies, the corridor suffers from congestion, crash rates far exceeding the critical and average crash rates, and inadequate pedestrian, bicycle and transit facilities.

Despite current roadway conditions, Hennepin Ave is heavily used by all modes, with particularly high pedestrian and transit usage. It is the "main street" of a major tourist destination with shopping, dining, entertainment, and access to the Chain of Lakes. With planned development in this high density residential area and the future E and B line rapid bus routes, the Hennepin Ave corridor will likely see substantial increases to the already high daily usage rates. The enhanced service will bring reliable and efficient transit service between Uptown, a Metropolitan Council identified Job Concentration Center, and Areas of Concentrated Poverty with greater than 50% residents of color.

Daily Usage by Mode

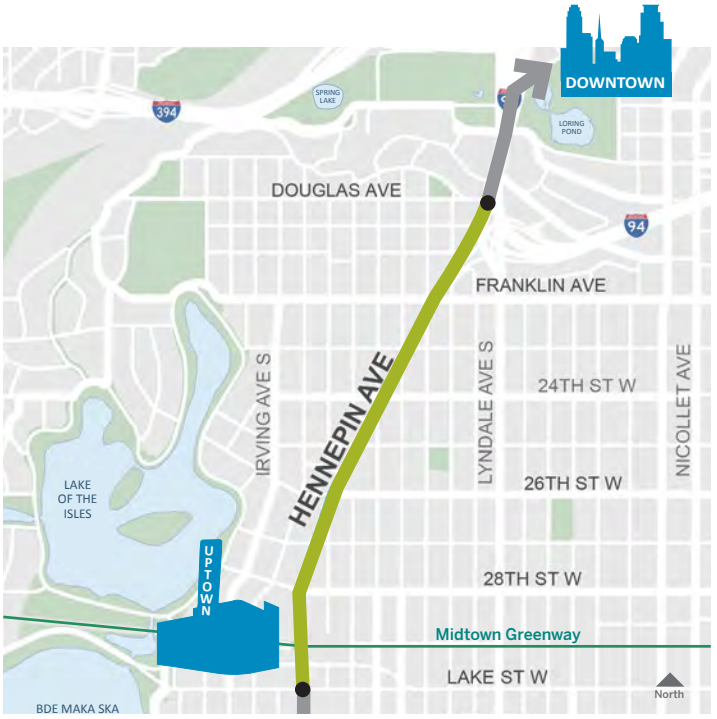
3,400	280	6,600	31,500

Source: Minneapolis Public Works (2017-18); Metro Transit (2017)

While the project will meet requirements with respect to flow, operation, level of service and access management , it will include improvements to pedestrian, bicycle and transit facilities making them more convenient and inviting travel options, thereby increasing corridor throughput. To meet the needs of the diverse and growing community, the Hennepin Avenue right-of-way will be redistributed to align with the City's Complete Streets Policy. The project will prioritize people walking, the most vulnerable travelers, through expanded sidewalks exceeding today's widths and meeting guidance from the Minneapolis Street Design Guidelines. Not only will the project add more space for pedestrians requiring assistance to navigate the corridor and provide more space for transit users, it will upgrade all intersections with ADA improvements and shorten the crosswalks with curb extensions on most cross streets.

The project will include provisions for intersecting bicycle routes through intersection delineation, markings and include space for racks and bike share. The ability to include bicycle facilities on a portion of the corridor or a parallel route is also being analyzed to connect facilities between Lake Street, the Midtown Greenway and the protected bikeways at 26th/28th Street.

Person throughput for this vibrant commercial corridor will also be increased through the inclusion of peak period dedicated transit space along the corridor. Layouts analyzed to date include



four general traffic lanes with segments of dedicated curbside space during peak periods to operate transit, including rapid bus which will bring amenities and faster more reliable service to the corridor attracting more transit users. This Roadway Modernization project complements the separate Transit Modernization effort led by Metro Transit to upgrade future E Line stations, amenities and buses. While both projects have independent utility and benefits, both agencies are committed to coordinating project efforts to ensure synchronized construction timelines resulting in less disruption and lower costs as well as the best possible multimodal solution. In example, in spring of 2018 the City and Metro Transit partnered to conduct a pilot of bus-only lanes on Hennepin Avenue which will inform the design. Preliminary results showed improvements to both transit and vehicular traffic flow during peak travel times.

Project Benefits

- Preservation and modernization of existing infrastructure
- Opportunity to apply the City's Complete Streets Policy to prioritize the most vulnerable users
- Improved user safety to support the City's commitment to Vision Zero
- Increased transit efficiency and reliability to move the most people through the corridor
- Expanded access to economic opportunity for low-income communities and communities of color through more reliable and efficient transit service to a Job Concentration Center
- Improved access to active transportation and recreation opportunities, benefiting physical and mental health
- Completion of one of the final segments of Hennepin Avenue within the City's jurisdiction

2018 REGIONAL SOLICITATION

HENNEPIN COUNTY, MINNESOTA

Project Location

Existing Conditions

Project Overview	
Project Name:	CSAH 152 (Osseo Rd) Reconstruction Project
Roadway:	CSAH 152 (Osseo Rd)
Project Termini:	From CSAH 2 (Penn Ave) to 49th Ave
Project Location:	City of Minneapolis

Solicitation Information	
Applicant:	Hennepin County
Funding Requested:	$6,120,000
Total Project Cost:	$7,650,000

Project Information

The proposed project will reconstruct CSAH 152 (Osseo Rd) to extend its service life. Improvements will include (but are not limited to): new pavement, sidewalk, bikeway, streetscaping, curb, drainage structures, and traffic signals. The project includes numerous safety improvements, including the upgrading of traffic signal systems to include mast arms and dedicated left-turn phasing, enhancing of pedestrian crossings to minimize exposure to vehicles, and filling of sidewalk gaps to provide continuous off-street pedestrian facilities.

Project Benefits

The existing CSAH 152 (Osseo Rd) roadway has reached the end of its useful life and warrants a full reconstruction. Routine maintenance activities (such as a pavement overlay) are no longer effective in preserving critical roadway assets. Previous overlays extended over the existing gutter, reducing the benefits provided by the curb in terms of drainage and safety.

Additionally, various defects (cracking, discontinuities, and settlement) and obstructions (utility poles, signs, and signal equipment) are present within the sidewalk. This project will address these issues and improve mobility and accessibility for pedestrians.

Carver County

CSAH 30 Reconstruction

from TH 25 to CSAH 10

Project Information

Project Location:
Waconia Township, Carver County; connecting the City of Mayer & the City of Waconia

Federal Funding Request:
$2,413,920

Total Project Cost:
$3,017,400

Project Description

The proposed project includes the reconstruction and modernization of CSAH 30 (70th Street) from TH 25 (Ash Avenue South) to CSAH 10 in Carver County. CSAH 30 is currently a two-lane A-Minor Connector rural highway with 12-foot lanes and two-foot gravel shoulders. The improvements will upgrade CSAH 30 to state aid standards, which includes a full depth reclamation of the 12-foot travel lanes and shoulder widening to eight-foot shoulders. Lighting will also be upgraded at key intersections. The extra shoulder width and flattened in-slopes will improve safety for motorists, bicyclists, heavy commercial vehicles, farming equipment and provide a safe emergency stopping area for vehicles.

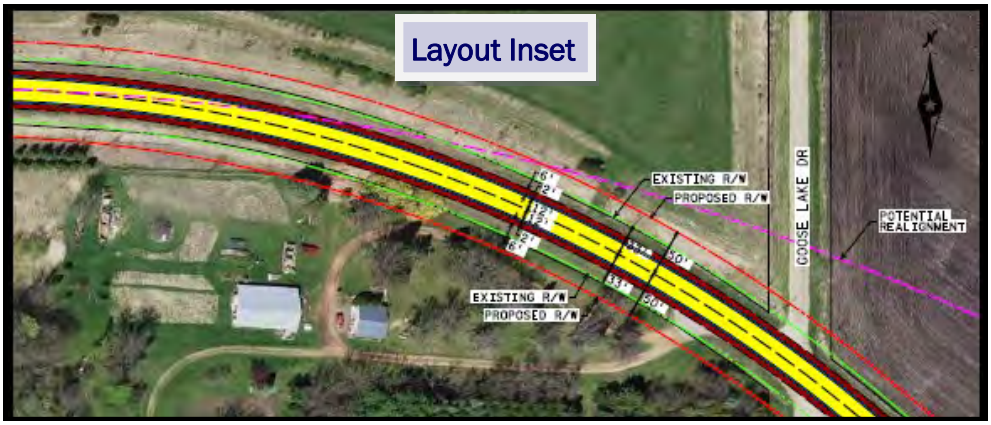
Project Benefits

Modernization and Safety

- Upgrade to State Aid standards
- Widen shoulders from 2 ft. to 8 ft.
- Upgrade lighting
- Add right turn lane

Multimodal

- Connect to Regional Trail
- Widen shoulders for multimodal uses



Existing Conditions Pictures

Regional Significance

CSAH 30 is a major east west connector in Carver County that links two the standalone communities of Mayer and Waconia. The City of Waconia is located on the eastern edge of the project area and is growing rapidly. CSAH 30's rural significance is related to its access to major north-south A Minor Connectors (TH 25 and CSAH 10), which link to the regional transportation network. TH 25 and CSAH 10 serve as one of the few continuous north-south routes in rural Carver County that provide access to TH 5 (A Minor Connector), US 212 (Principal Arterial), and TH 7 (Principal Arterial).

Contact Information

Lyndon Robjent, P.E.
Public Works Director/County Engineer

Carver County Public Works
11360 Highway 212, Suite 1
Cologne, MN 55322
Phone: 952-466-5200

Project Name: CSAH 16 Modernization

Applicant: Scott County
Project Location: CSAH 16 between CSAH 18 and TH 13 in Savage and Shakopee
Total Project Cost: $5,120,000
Requested Federal Award Amount: $4,096,000
Local Match: $1,024,000 (20% of total)

Project Description:

Scott County is proposing the reconstruction of CSAH 16 (McColl Drive) from an undivided two-lane rural roadway to a divided two-lane urban roadway with turn lanes at intersections. The project will enhance both capacity and safety by managing access and turning movements with the installation of a raised center median and converting direct driveway accesses to right-in/right-out only. Pavement condition and drainage issues along CSAH 16 will also be addressed. The improved CSAH 16 will also complete sidewalk and trail gaps on both sides of CSAH 16, completing multimodal links between Shakopee and Savage and better connecting adjacent neighborhoods to the local trail networks.

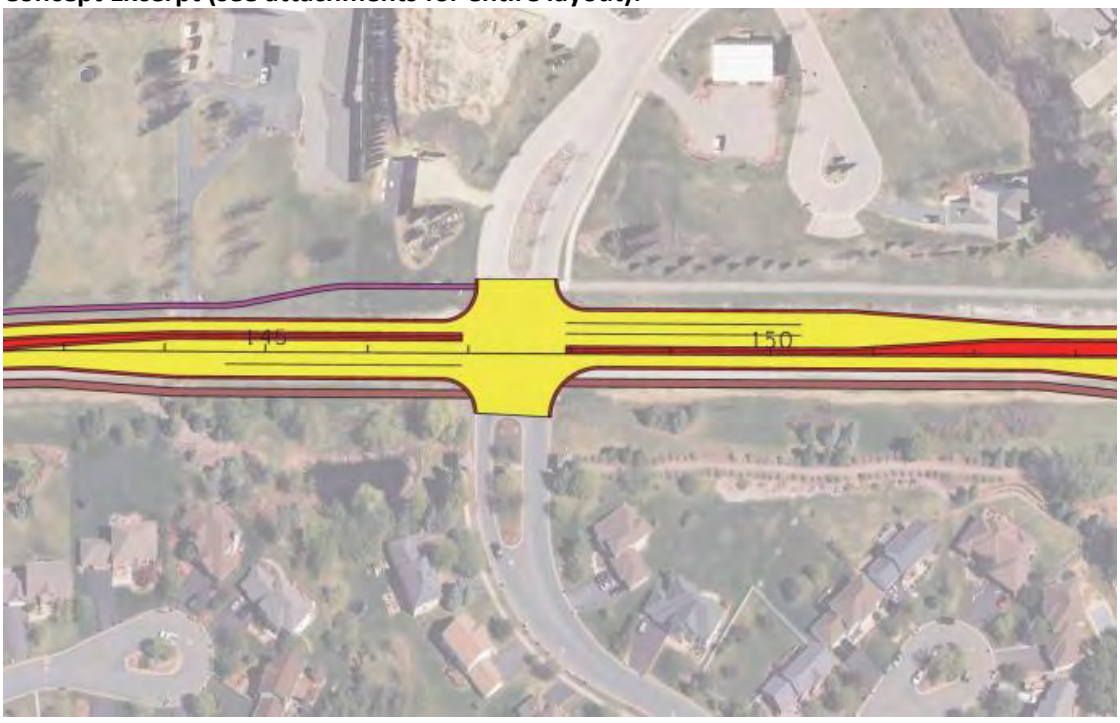
Project Benefits:

- Serves a reliever function to TH 13/CSAH 101 between Savage and Shakopee
- Reduce risk of serious injury crashes with installation of raised center median
- Address vertical and horizontal geometric issues
- Modernize roadway and stormwater management
- Access to regional and local bikeways
- Improve comfort and safety for bicyclists and pedestrians

Key Connections:

- Southbridge Park and Ride
- Regional and local bikeway system
- Minnesota Valley State Trail
- Bloomington Ferry Bridge (alt. route)
- RBTN (Tier 1 & Tier 2 access)

Concept Excerpt (see attachments for entire layout):

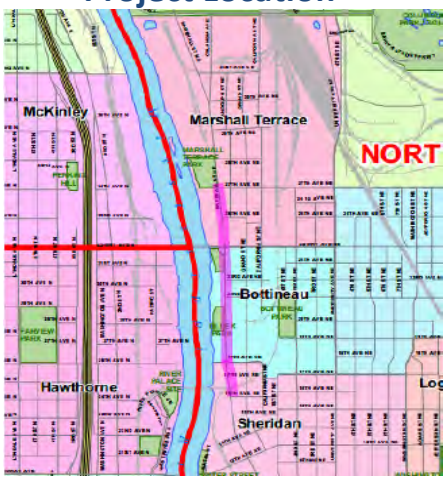


PILOT KNOB ROAD (HWY 31) & CLIFF ROAD (HWY 32) IMPROVEMENTS

HENNEPIN COUNTY
MINNESOTA

2018 REGIONAL SOLICIATION

Project Location



Existing Conditions

Project Overview

Project Name:	CSAH-23 (Marshall Street) Reconstruction Project
Roadway:	CSAH-23 (Marshall Street)
Project Termini:	From 16th Avenue NE to 27th Avenue NE
Project Location:	City of Minneapolis

Solicitation Information

Applicant:	Hennepin County
Funding Requested:	$6,604,000
Total Project Cost:	$8,255,000

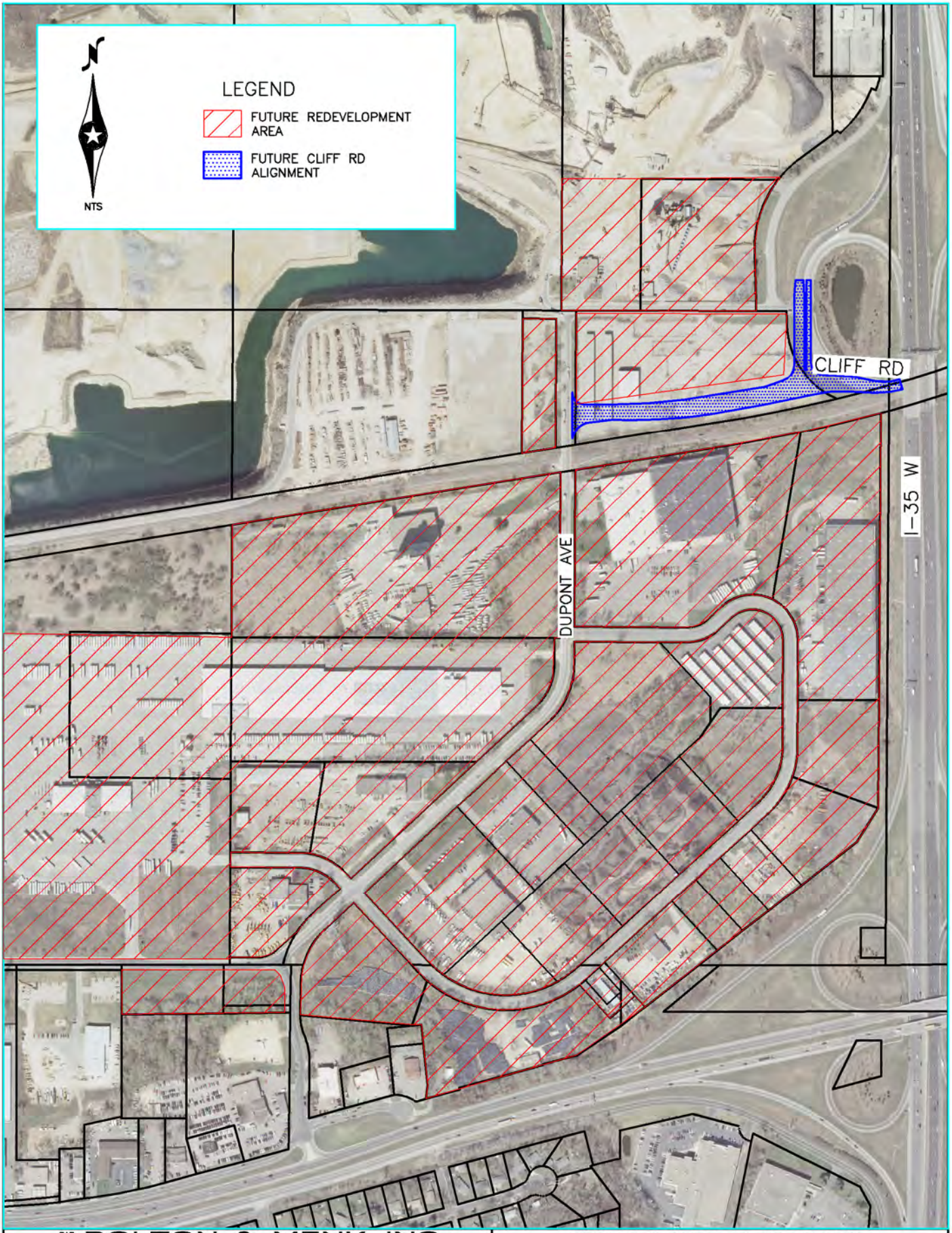
Project Information

The proposed project will reconstruct CSAH 23 (Marshall Street) to extend its service life. Construction items include reconstruction of the roadway with underground utilities , curb and gutter (incl. catch basins), traffic signals, BNSF at-grade railroad crossing, ADA compliant sidewalks and pedestrian ramps. Also included is the addition of an enhanced bikeway with high levels of separation from traffic, and streetscaping / landscaping elements. Striping will be reconfigured for turn / parking lanes and lighting will be added.

Project Benefits

The existing CSAH 23 (Marshall Street) roadway has reached the end of its useful life and warrants a full reconstruction. Routine maintenance activities (such as a pavement overlay) are no longer effective in preserving critical roadway assets. Previous overlays extend into the existing gutter, reducing the benefits provided by the curb in terms of drainage and safety.

An enhanced bikeway facility is planned to expand multi-modal options in the corridor. Additionally, various defects (cracking, discontinuities, and settlement) and obstructions (utility poles, signs, and signal equipment) are present within the sidewalk. This project will address these issues and improve mobility and accessibility for pedestrians.



BOLTON & MENK, INC.
Consulting Engineers & Surveyors
MANKATO, MN FAIRMONT, MN SLEEPY EYE, MN BURNSVILLE, MN WILLMAR, MN
CHASKA, MN RAMSEY, MN MAPLEWOOD, MN BAXTER, MN ROCHESTER, MN
AMES, IA SPENCER, IA DES MOINES, IA FARGO, ND

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CITY OF BURNSVILLE, MINNESOTA
CLIFF ROAD / I-35 W SOUTH INTERSECTION IMPROVEMENTS
POTENTIAL REDEVELOPMENT AREA

FEBRUARY, 2015 FIGURE NO. 1

Downtown Chaska Highway 41 Improvements

Project Location:

Highway 41 and 61 in Downtown Chaska

Federal Funds Request:

Federal Amount: **$7,000,000**
Match Amount: $6,180,000
Project Total: $13,180,000
Match Percentage: 47%

Local Investments:

Over $100M in public investment in downtown has been occurring and is still ongoing.

- $30M in downtown infrastructure over the past five years
- $28M in Firemen's Park, Chaska Curling Center, and Event Center
- $20M to redevelop a city block known as City Square West (2020)
- The City, County, State will have a combined investment of $25M in highway and pedestrian improvements in 2022

The Highway 41 corridor provides one of four Minnesota River crossings in the southwestern metro connecting Highway 169, County Highway 61, and Highway 212. Highway 41 is a principal arterial roadway carrying 18,800 vehicles per day through downtown Chaska. 2,250 (12%) of these are heavy commercial vehicles. The highway is an important freight corridor for the region, designated as a Tier Three corridor in the Metropolitan Council's Truck Freight Corridor Study, which connects to County Highway 61 which is also a Tier Three corridor. The majority of truck movements on Highway 41 are a result of the river crossing, regional freight demands, gravel and sand mining, landfill traffic, and seasonal grain deliveries from western Minnesota to the Ports of Savage.

Locally, Highway 41 serves as the "Main Street" for downtown Chaska known as Chestnut Street. The existing facilities are not ADA compliant and unprotected crossing expose pedestrians to large amounts of traffic over long crossing distances. The community feels the four-lane undivided roadway is a dividing barrier. Pedestrian and bike crashes are common in the area, with one fatal pedestrian crash occurring within a 10-year history.

The Downtown improvements will provide significant safety and mobility benefits through this constrained downtown environment. These safety and mobility benefits include the;

- Addition of turning lanes at all public street intersections
- Removal of on-street parking
- Elimination of weaving traffic
- Significant reduction in blocked travel lanes due to turning traffic
- Significant operation improvements at the Highway 61/ 41 intersection
- A more consistent travel speed through Downtown

The City of Chaska has been working with MnDOT and Carver County for the past three years on developing this vision for Downtown Chaska. In the fall of 2017, the project team received the APA Partnerships in Planning Award highlighting the extensive partnership to achieve the vision.


Crash rate is 80% greater than average


High pedestrian activity on the corridor

Project Summary: CSAH 19 at CSAH 10 roundabout project in the City of Lake Elmo

This is application is a request for $1,809,200 in funding to construct a roundabout at the intersection of CSAH 19 (Lake Elmo Avenue) at CSAH 10 (10th Street) in the City of Lake Elmo.

The proposed project is a roundabout at the intersection of County State Aid Highway (CSAH) 19 (an A-Minor Expander) and CSAH 10 (an A-Minor Reliever) in Lake Elmo. The intersection is located at the entrance to Lake Elmo Park Reserve and is currently a four way stop. Many guests visit the park on evenings and weekends. As a result, congestion at the intersection is greater during off peak rather than peak hours.

Lake Elmo Park Reserve is an important asset and major destination for Washington County and the entire metropolitan area. The park is the most visited in Washington County which is an important distinction in a county known for its natural beauty and open spaces. Over 600,000 people visited the park annually. In addition, counts done in 2017 show that nearly 37% of park visitors traveled 11 miles or more to access the park. This includes over 17% who drove between 11 and 25 miles, approximately 10% who drove 26-50 miles, and nearly 10% who drove 50 miles or more to access the park.

Also noteworthy is the percentage of visitors accessing the park from areas with high populations of color or low-income. According to 2017 counts, 20% of park visitors came from East Metro zip codes with communities that contain large percentages of populations in poverty or of color. Such communities include the east side of Saint Paul and the city of Landfall. The county offers free admission to the park on Tuesdays throughout the year as well as free passes to families and veterans who qualify for community assistance in order to increase accessibility. Additionally, a 2017 report on special events revealed that the park has a large presence of minority families that routinely use the facilities to host family gatherings, often exceeding 300 guests.

As a result of the park's importance to the county, it remains critical for it to maintain an easily accessible, inviting, and safe entrance. The proposed roundabout would help accomplish all three of these goals. For vehicles the roundabout would help increase traffic flow and safety through traffic calming measures. In addition, pedestrians and bicyclists would benefit from sidewalk connections and pedestrian refuge islands to make crossing the busy intersection safer. Due to these positive impacts, Lake Elmo and metro residents as a whole would benefit from the construction of a roundabout at CSAH 19 and CSAH 10.

DEPARTMENT OF TRANSPORTATION

TH 169/TH 47 and TH 10 Interchange Modification Project

Applicant, Location, & Route: MnDOT applying for funds to modify the interchange at TH 169/TH 47 & TH 10 in the City of Anoka

Application Category:

Roadways including Multimodal Elements – **Roadway Reconstruction/Modernization & Spot Mobility**

Funding Information:

STP Requested Award Amt: $7,000,000
Local Match: $20,100,000
Project Total: $27,100,000

Project Benefits:

- Integrates and extends existing and planned infrastructure
- Improves intersection capacity
- Supports regional commerce through efficient freight movement
- Reduces conflict points and crash potential
- Improves connections to regional destinations
- Promotes non-motorized transportation to areas that provide jobs and services

Project Background

Exit ramps at the TH 169/TH 47/Ferry St and TH 10 interchange are too short to accommodate the maximum queue lengths experienced during morning and afternoon peak hours. Queues frequently extend onto the TH 10 mainline, blocking the lane for through traffic. Left turning traffic at the EB ramp of TH 47 and TH 10 operates at LOS F during the morning peak hour. This interchange underserves traffic demands during peak travel hours which pushes nearly 1,000 vehicles per peak periods onto other routes.

Between 2013 and 2015, there were 68 crashes at the EB TH 10 ramp and TH 47 intersection. Over half of these were rear-end crashes and the majority involved NB vehicles. The crash index at this location is 1.61. Compared to similar intersections statewide, this intersection operates outside the normal range. The crash rate is 2.4 times higher than the statewide average for similar intersections.

Trunk Highways 169 and 10 are both Principal Arterials and TH 47 is an A-Minor Connector. All roads are identified as tiered freight corridors in the Metropolitan Council's Regional Truck Freight Highway Corridor Study (2017). TH 10 is a Tier One corridor, TH 169 is Tier Two, and TH 47 is Tier Three.

WB TH 10 traffic exiting onto NB TH 47 backing up onto TH 10 during PM peak.

Project Description & Benefits

The proposed interchange project will replace the existing diamond interchange with a single point urban interchange (SPUI). This new interchange will enhance traffic operations, increase capacity, and improve roadway safety. The project will improve overall access to this part of Anoka, including the downtown, located less than ½ mile south of the interchange and the City's Northstar Transit Station. The project will also update existing non-motorized transportation facilities by upgrading the existing sidewalk along TH 169/TH 47.

This project is the result of MnDOT's TH 169/TH 47/Ferry St and TH 10 Interchange Improvements Study, the results of which will be published in summer 2018.

WEST SIDE TRAFFIC SIGNAL CONTROL ENHANCEMENTS

PROJECT ELEMENTS AND BENEFITS

The West Side Traffic Signal Control Enhancements Project would reconstruct and modify traffic signals, install fiber-optic interconnect, and install traffic cameras in the City of Saint Paul's West Side. The proposed elements of the project and some of the benefits of each include:

- Reconstruction of the two traffic signals on Concord St. (TH 156) at the junction with US 52.
    - Built in the 1970s, these two signals are consistent maintenance issues, and require significant staff time to maintain operation.
    - Replacement of the signals will allow for the implementation of improved safety treatments and increased efficiency. The new signals will provide overhead indications for all approaches, flashing yellow arrows, audible pedestrian push buttons, countdown timers, and twelve-inch indications.
- Installation of fiber-optic interconnect to multiple signals along Robert St. (TH 952 A), Smith Ave. (TH 149), Plato Blvd. (CSAH 40), Cesar Chavez St. (MSAS 235) and Concord St, and upgrade of traffic signal controllers where needed.
    - Installation of interconnect will allow the City to remotely monitor and modify the operation of these signals, providing more rapid response to outages and improved ability to adjust settings.
    - Installation of fiber-optic interconnect will allow for the coordination of closely spaced signals along these corridors, reducing stops and delay while improving safety.
    - Replacement of the legacy 170 traffic signal controllers will allow for the use of signal performance measures, responsive traffic signal control, and many other benefits.
- Retrofitting flashing yellow arrows in place of existing protected/permissive signals at the intersections on Cesar Chavez St. at Robert St. and State St. (MSAS 201)/George St. (MSAS 139).
    - Flashing yellow arrows have been shown to reduce crash frequency at intersections.
    - The installation of flashing yellow arrows at the intersection of Cesar Chavez St., State St./George St. is expected to reduce confusion caused by unorthodox signal phasing.
- Installing audible pedestrian push buttons at the intersection of Cesar Chavez St., State St./George St.
    - The installation of audible push buttons will provide valuable wayfinding of a complex, five-legged intersection to the visually impaired.
- Installation of traffic cameras at multiple locations in the area.
    - The ability to remotely observe traffic conditions, combined with the other improvements, will allow for real-time monitoring and adjustment of traffic operations and management of events and incidents.

APPLICATION DETAILS

APPLICANT

Mike Klobucar
City of Saint Paul
Department of Public Works

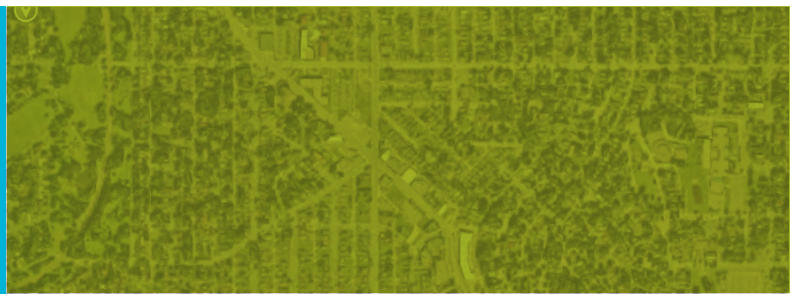
651.266.6208
mike.klobucar@ci.stpaul.mn.us

PROJECT COST

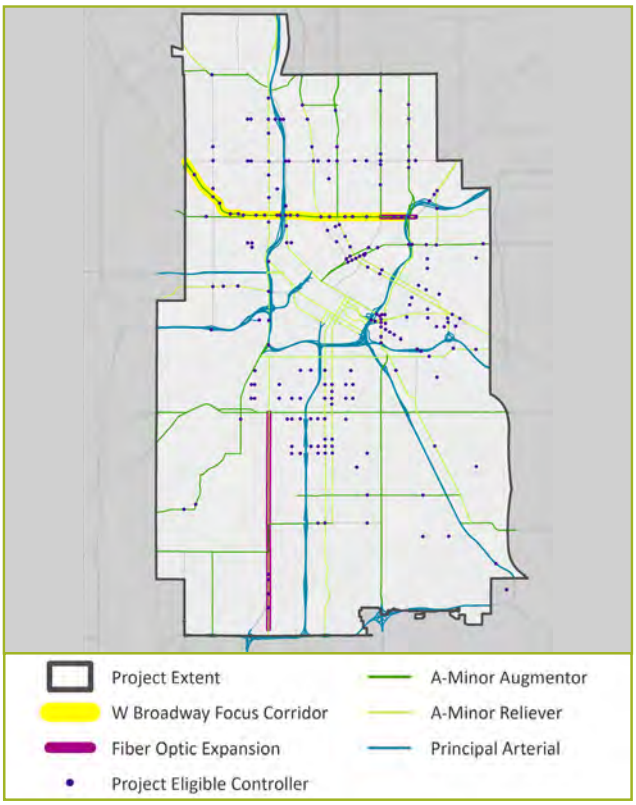
Total project cost: $1,832,000

Federal request amount: $1,465,600

MINNEAPOLIS ITS UPGRADES AND ENHANCEMENTS



PROJECT MAP:



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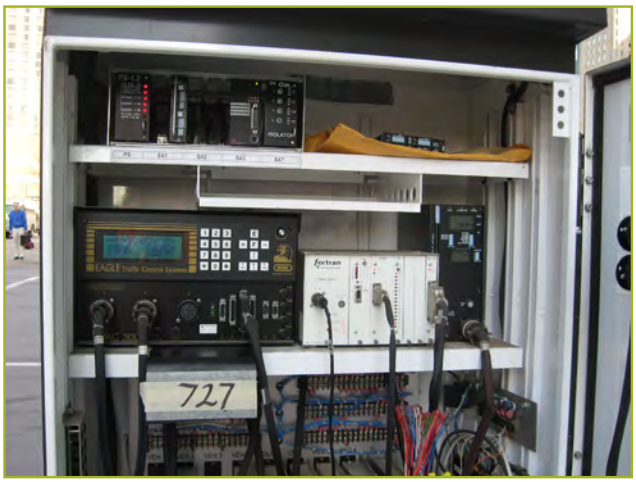


PREPARED BY:

Minneapolis
City of Lakes

APPLICANT:

City of Minneapolis

PROJECT AREA:

- Cty of Minneapolis
- Focus Corridor: W Broadway Avenue

CITY WHERE PROJECT IS LOCATED:

Minneapolis

COUNTY WHERE PROJECT IS LOCATED:

Hennepin

REQUESTED AWARD AMOUNT:

$3,000,000

TOTAL PROJECT COST:

$3,750,000

PROJECT DESCRIPTION:

The proposed project will upgrade and enhance existing traffic management and intelligent transportation systems (ITS) in areas throughout the city of Minneapolis. The City of Minneapolis is collaborating with Hennepin County, MnDOT, and Metro Transit to enhance the city's traffic control system, with a focus on West Broadway Avenue. The City's ITS currently serves roadway users throughout the metro area, providing services such as arterial dynamic message signs (DMS), real-time surveillance cameras (CCTV), and transit signal priority (TSP) capabilities. Upgrades to ITS, such as expanded remote access and operations, installing new traffic signal controllers and cabinets, conflict monitors, video detection system, additional CCTV devices, vehicle-to-infrastracture (V2I) devices, improvements to the Traffic Management Center (video server, video wall), dedicated short range communications (DSRC) radio (high-volume wireless data transmission), and investing in fiber optic cable to increase bandwidth and reliability, will result in a nimble traffic control system with the ability to adapt to daily and non-recurring traffic events. Once implemented, ITS enhancements will improve interfacing among the Police, Public Works, and Public Safety officials – integrating traffic monitoring with safety. In this way, upgrades will help keep the city's street and highway network functioning efficiently and with more flexibility and multipurpose use. The focus on West Broadway Avenue will improve operations on a key multimodal arterial connecting north and northeast Minneapolis – increasing safety and efficiency for transit, freight, bicycle, pedestrian, and general traffic.

PROJECT BENEFITS:

- Improves operational efficiency for all modes of travel on the city's streets
- Improves safety for all users of the city's streets
- Improves functionality and flexibility of the city's existing ITS network
- Prepares the city for near-future connected vehicle technology

PROJECT SUMMARY

County Road 38 Roadway Management System

Burnsville & Apple Valley

July 11, 2018

Project Overview

To provide a safe and efficient transportation system, Dakota County and the Cities of Burnsville and Apple Valley are proceeding with the County Road 38 Roadway System Management project. The project is fiber optic cable installation for traffic signal interconnection as well as signal equipment upgrades to improve traffic operations along CSAH 38 from CSAH 5 to CSAH 31. The project will enhance traffic management, improve traffic flow, reduce congestion and reduce vehicle emissions.

Work on the project is anticipated to include:

- Installation of fiber optic cable and equipment for traffic signal interconnection
- Fiber connection and/or other communication equipment installation at signals
- Traffic signal controller and/or cabinet replacement at signals
- Traffic signal revisions: installation of flashing yellow arrow left turn signal indications at signals
- Installation of Pan/Tilt/Zoom cameras for traffic monitoring

Project Benefits

The roadway system management project will provide several benefits to the corridor and the area. The proposed project will:

- Increase safety by reducing delay
- Maintain infrastructure in a state of good repair by updating traffic signal equipment
- Reduce congestion by increasing traffic throughput
- Improve corridor efficiency and reliability through traffic signal retiming
- Create environmental sustainability by reducing vehicle emissions

Project Schedule

- Design: 2020 & 2021
- Right of Way Acquisition: Not Anticipated
- Construction: 2022

For More Information

- Contact:
  Sarah Tracy, Dakota County Assistant Traffic Engineer
  952.891.7177
  sarah.tracy@co.dakota.mn.us

2018 REGIONAL SOLICIATION

HENNEPIN COUNTY, MINNESOTA

Project Location

Existing Conditions

Project Overview	
Project Name:	CSAH 15 (Shoreline Drive) Bridge Replacement Project
Roadway:	CSAH 15 (Shoreline Drive)
Project Termini:	At Tanager Channel / Browns Bay
Project Location:	City of Orono

Solicitation Information	
Applicant:	Hennepin County
Funding Requested:	$2,200,000
Total Project Cost:	$2,750,000

Project Information

The proposed project will replace the existing Tanager Bridge (#27592) to extend its service life. Improvements will include a new bridge structure and modifications to the roadway approaches that are impacted by the project.

Project Benefits

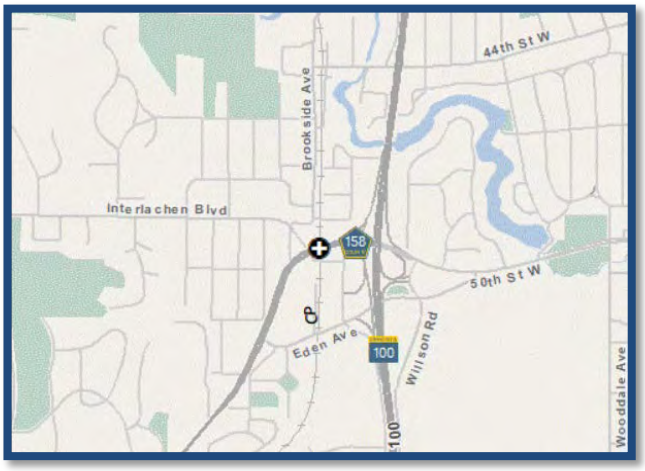
The existing Tanager Bridge (built in 1979) has reached the end of useful life and warrants replacement. Routine maintenance activities (such as sealing, coating, and minor patching) are no longer effective in preserving this critical bridge asset. Various bridge elements (including pile bents and beams) are exhibiting deterioriation.

The new bridge will remove current weight restrictions and accommodate all types of users (especially freight and emergency vehicles). The Tanager Bridge is a critical east/west route though the Lake Minnetonka Area, therefore, it's critical to maintain this asset for the travelling public.

2018 REGIONAL SOLICIATION

HENNEPIN COUNTY, MINNESOTA

Project Location



Existing Conditions

Project Overview	
Project Name:	CSAH 158 (Vernon Avenue) Bridge Replacement Project
Roadway:	CSAH 158 (Vernon Avenue)
Project Termini:	At Canadian Pacific Railroad
Project Location:	City of Edina

Solicitation Information	
Applicant:	Hennepin County
Funding Requested:	$7,000,000
Total Project Cost:	$9,150,000

Project Information

The proposed project will replace the existing Vernon Avenue Bridge (#4510) to extend its service life. Improvements will include a new bridge structure and modifications to the roadway approaches that are impacted by the project.

Project Benefits

The existing Vernon Avenue Bridge (built in 1927) has reached the end of useful life and warrants replacement. Routine maintenance activities (such as sealing, coating, and minor patching) are no longer effective in preserving this critical bridge asset. Various bridge elements (including columns, pier caps, deck, and slab) are exhibiting deterioriation.

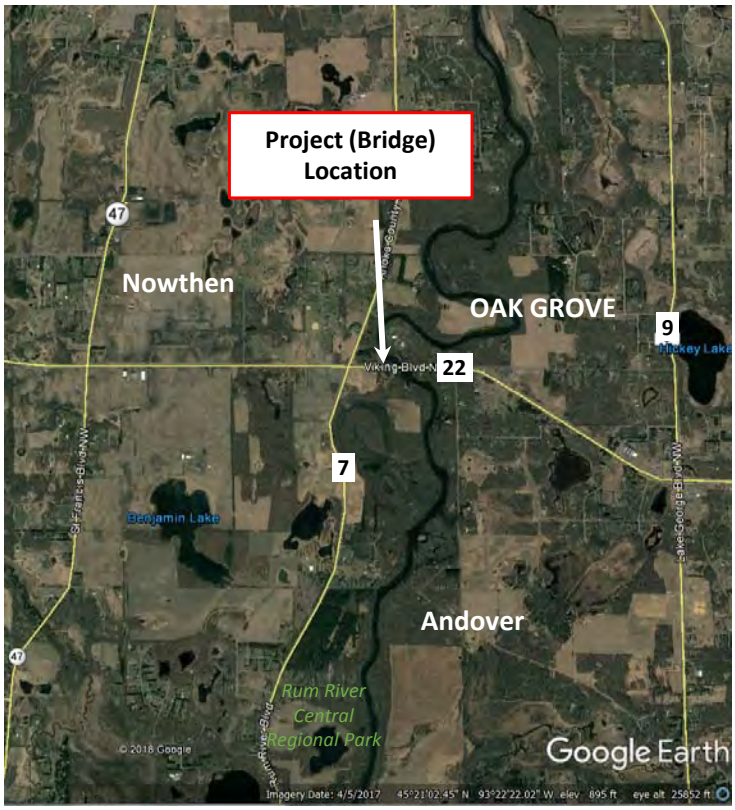
The new bridge will remove current weight restrictions and accommodate all types of users (especially freight and emergency vehicles). The Vernon Avenue Bridge is a critical east/west route though the Gradview District Area, therefore, it's critical to maintain this asset for the travelling public.

1-Page Information Sheet: CSAH 22 Bridge Widening in Oak Grove

PROJECT NAME: CSAH 22 (Viking Blvd) Bridge widening in Oak Grove
PROJECT LOCATION: City of Oak Grove, Anoka County
APPLICANT: Anoka County Highway Department
FUNDING REQUEST: $1,436,296
TOTAL PROJECT COST: $1,795,370

PROJECT DESCRIPTION

This project is for the rehabilitation and widening of the CSAH 22 (Viking Boulevard) bridge over the Rum River in the city of Oak Grove. This A Minor Arterial Connector roadway currently carries 6,800 vehicles per day. The pavement width on the bridge is 28 feet which provides two 12-foot travel lanes. However, there are no shoulders or other accommodations for bicyclists or pedestrians.



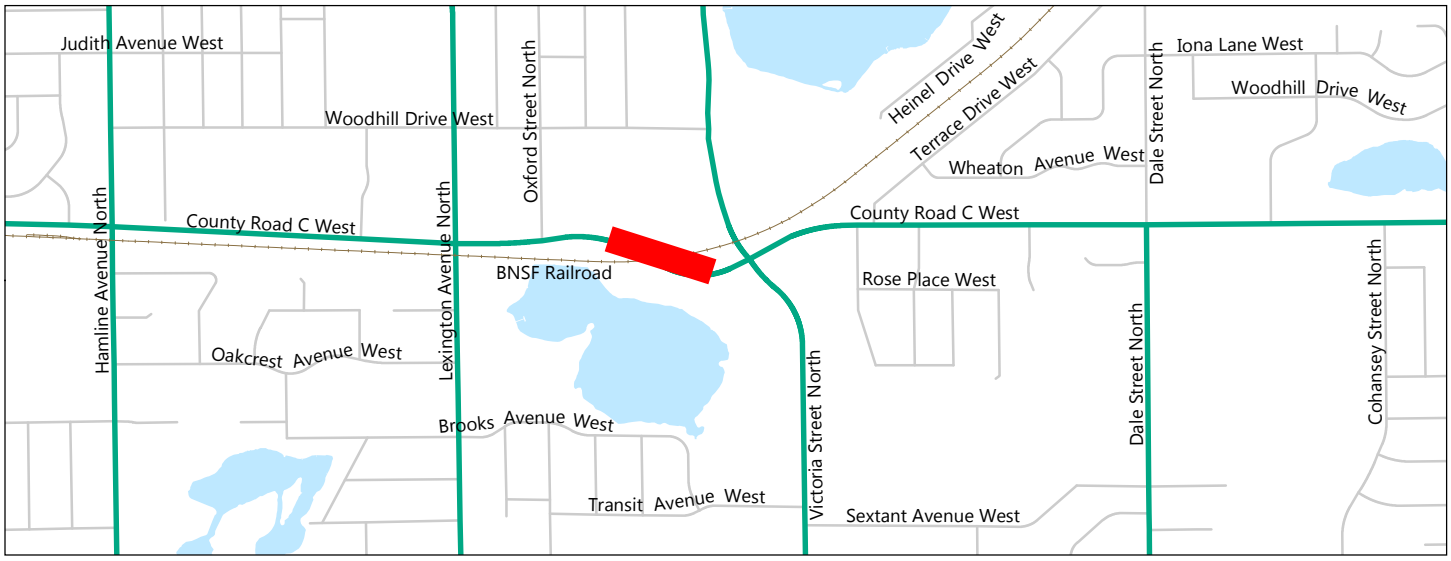
The bridge will be rehabilitated with a wider design that would provide eight-foot shoulders to safely accommodate bicyclists and pedestrians. Widening of the piers and abutments will be required to support the widened bridge cross section.

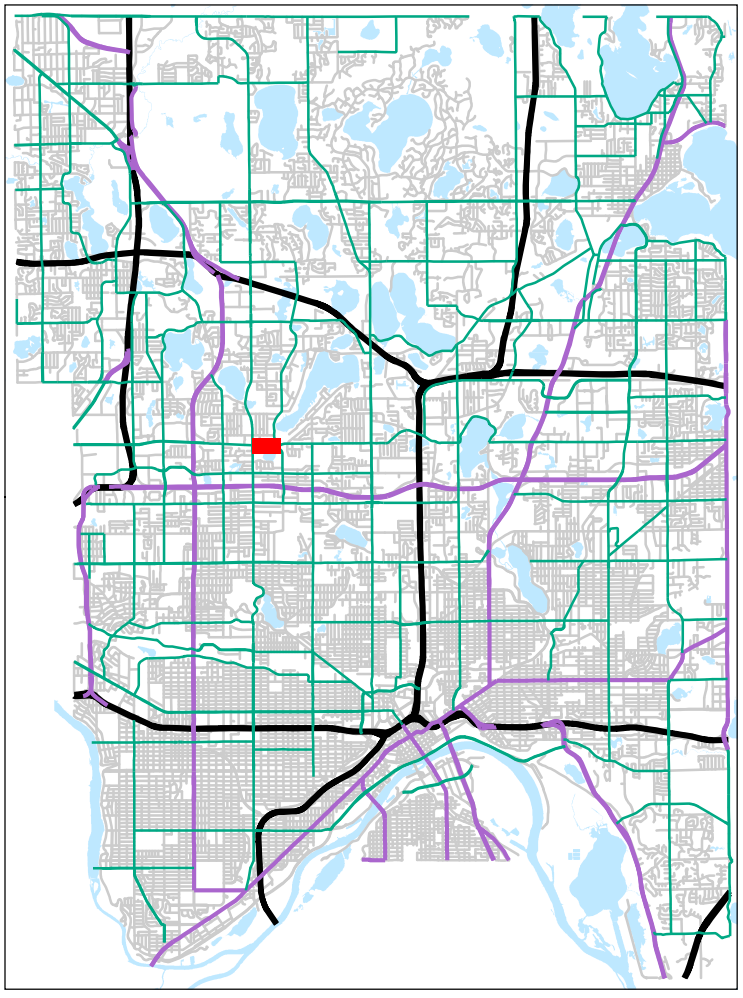
PROJECT BENEFITS

- **Extend the life of the bridge (current sufficiency rating of 62.4)**
- **Reduced pedestrian and bicyclist exposure**
- **Enhanced pedestrian and bicyclist connectivity**
- **Improved access between parks, open space, and population centers**

County Road C (23) Bridge over BNSF RR

Map Produced 6/12/2018 by Ramsey County Public Works





- Interstate
- US & MN Highway
- County Road
- Municipal Street
- Project Location

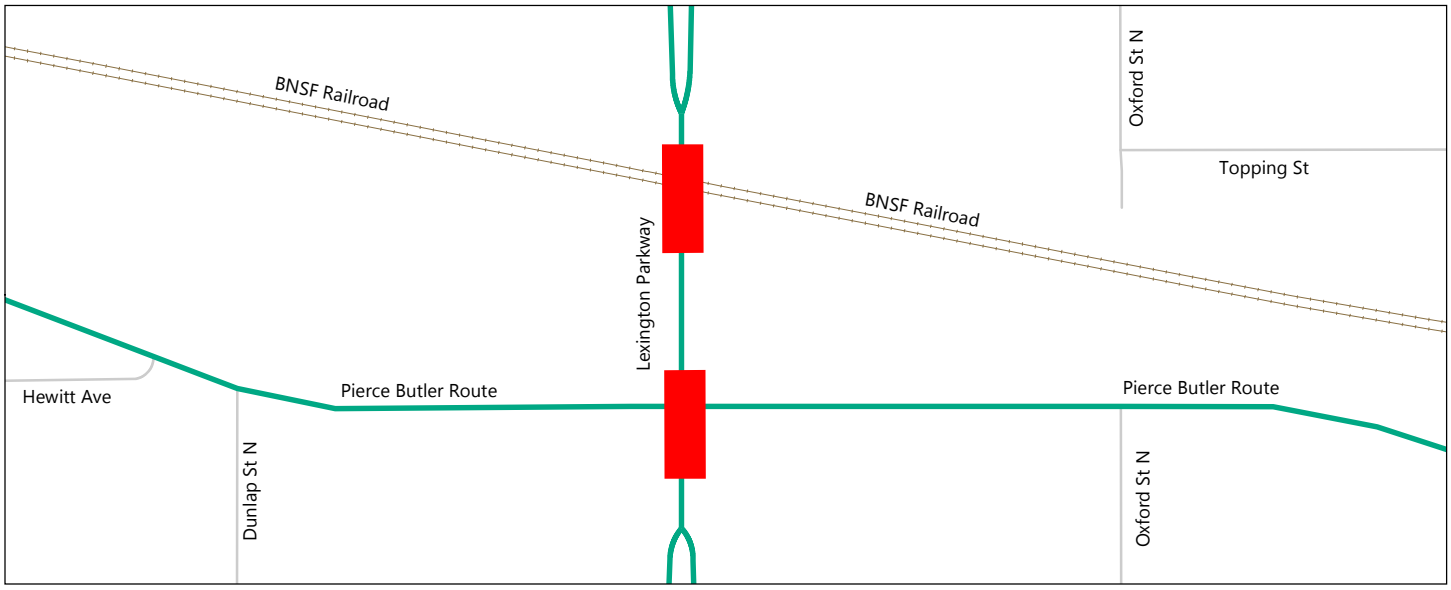
RAMSEY COUNTY

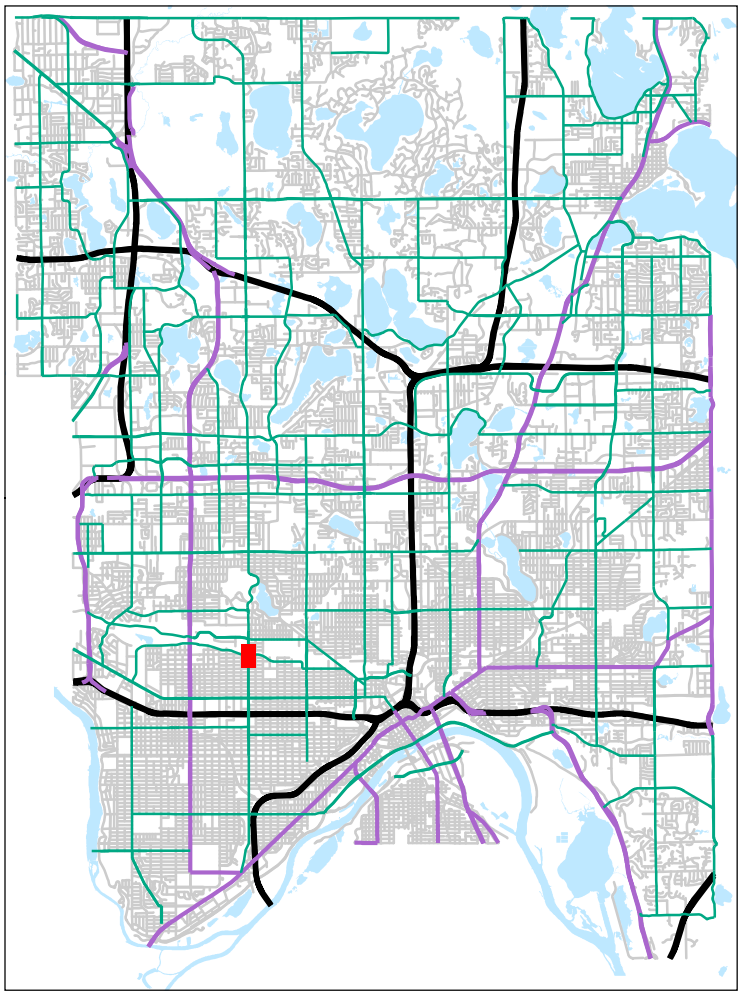
Working with you to enhance our quality of life

Prepared by Ramsey County Enterprise GIS | RCGISMetaData@Co.Ramsey.MN.US
CoRdCBRoverBNSFRR18
6/12/2018

Lexington Parkway (51) Bridge over Pierce Butler Rt & BNSF RR

Map Produced 6/12/2018 by Ramsey County Public Works





- Interstate
- US & MN Highway
- County Road
- Municipal Street
- Project Location

RAMSEY COUNTY

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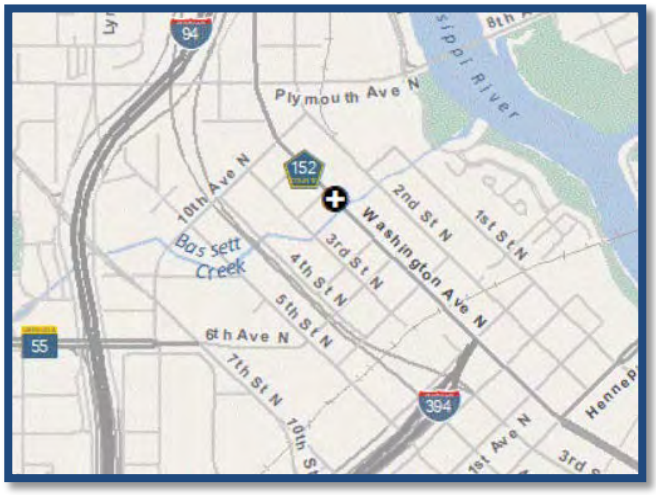
LexPkwyBRoverPrcButler&BNSF
6/12/2018

2018 REGIONAL SOLICIATION

HENNEPIN COUNTY, MINNESOTA

Project Location



Existing Conditions

Project Overview	
Project Name:	CSAH 152 (Washington Ave N) Bridge Replacement Project
Roadway:	CSAH 152 (Washington Ave N)
Project Termini:	At Bassett Creek
Project Location:	City of Minneapolis

Solicitation Information	
Applicant:	Hennepin County
Funding Requested:	$2,312,000
Total Project Cost:	$2,890,000

Project Information

The proposed project will replace the existing Bassett Creek Bridge (#91333) to extend its service life. Improvements will include a new bridge structure and modifications to the roadway approaches that are impacted by the project.

Project Benefits

The existing Bassett Creek Bridge (built in 1923) has reached the end of useful life and warrants replacement. Routine maintenance activities (such as sealing, coating, and minor patching) are no longer effective in preserving this critical bridge asset. Various bridge elements (masonary arch and concrete floor) are exhibiting significant deterioriation.

The new bridge will accommodate all types of users (especially freight and emergency vehicles). Washington Ave N is a critical north/south route though the North Loop Area, therefore, it's critical to maintain this asset for the travelling public.

PROJECT SUMMARY

Project Name:	Replacement of Kellogg/3rd Street Bridge No. 62080 and 62080A
Applicant:	Brent Christensen, applying on behalf of Saint Paul Public Works
Route:	MSAS 158 (Kellogg Boulevard – Third Street)
Township/City/County:	City of Saint Paul, MN
Requested Award Amount:	$7,000,000
Total Project Cost:	$63,903,000

Photo 1. Cantilever pier cap cracking & deterioration. (no traffic loads can be supported by cantilevers)

Photo 2. Outbound traffic backup across bridge (photo taken west of bridge, with US Hwy 52. above)

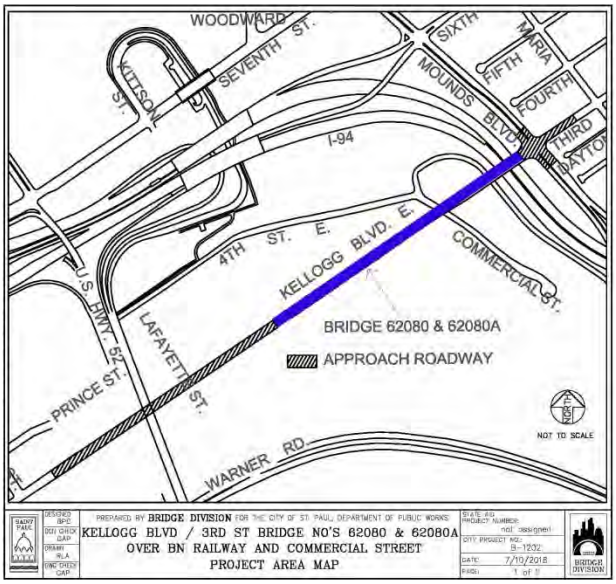
Project Description: This project is to reconstruct Kellogg Boulevard / Third Street retaining walls, approach roadway and Bridge Nos. 62080 and 62080A over Ramsey County Regional Rail Authority (RCRRA), BNSF Railway, Bruce Vento Nature Sanctuary, Commercial Street, and Minnesota Department of Transportation (MnDOT) Trunk Highway I-94.

List of Project Benefits: Improved bike/ped/ADA facilities, access between job centers and under-represented populations, road and intersection safety improvements, mass transit accommodations, improved traffic level of service, and restoration of bridge capacity, serviceability, and functionality as major downtown route and freeway access connection.

Other Pertinent Information:

In 2014 a structural evaluation determined that the deteriorated pier cap cantilevers could not support any live load under the current MnDOT-approved analysis method. The bridge was temporarily closed to allow for installation of concrete barriers that restrict all modes of traffic to the center portion of the pier caps. The bridge reopened as a reconfigured three vehicular lane bridge (two inbound and one outbound) with substandard 1.75' shoulders and a substandard 6 foot bicycle/pedestrian walk.

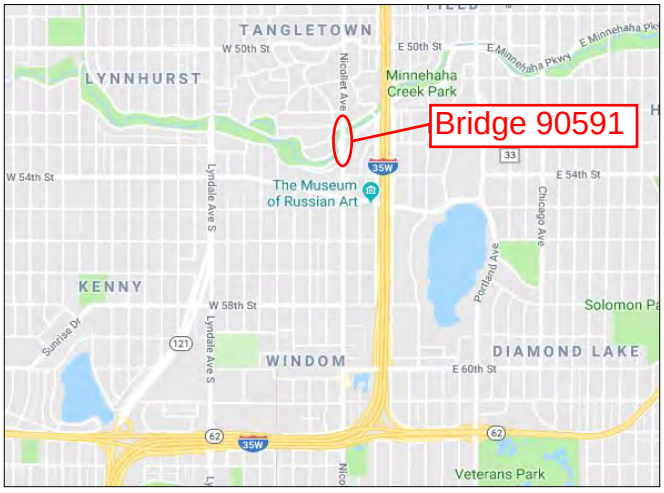
The City has started the design of the new bridge using local funds and is actively pursuing State legislative funding assistance.



Nicollet Avenue South over Minnehaha Creek

Applicant: City of Minneapolis

Minnehaha Parkway under Nicollet Ave. Bridge



Project Location

Requested Award Amount = $7,000,000
Project Cost = $22,200,000

Project Description

This project is for the rehabilitation of Bridge No. 90591. The 16-span bridge carries Nicollet Avenue South over Minnehaha Creek and Minnehaha Parkway in the City of Minneapolis. The roadway is classified as an A minor reliever roadway. The bridge was built in 1923, repaired in 1973, has a sufficiency rating of 65.8 and is functionally obsolete. It is 63 ft. wide, has a total roadway width of 36 ft., and carries two 11 ft. lanes of traffic, two 7 ft. bike lanes, and two 12 ft. sidewalks.

MnDOT traffic data indicates that the AADT in 2015 was 8,900. This segment of Nicollet Avenue currently includes Metro Transit local bus Route 18 which runs from Downtown Minneapolis to South Bloomington. Metro Transit is in the planning stages of providing a future Bus Rapid Transit (BRT) line along Nicollet Avenue South including the bridge. An on-street bikeway was added to Nicollet Avenue South and Bridge 90591 in 2016.

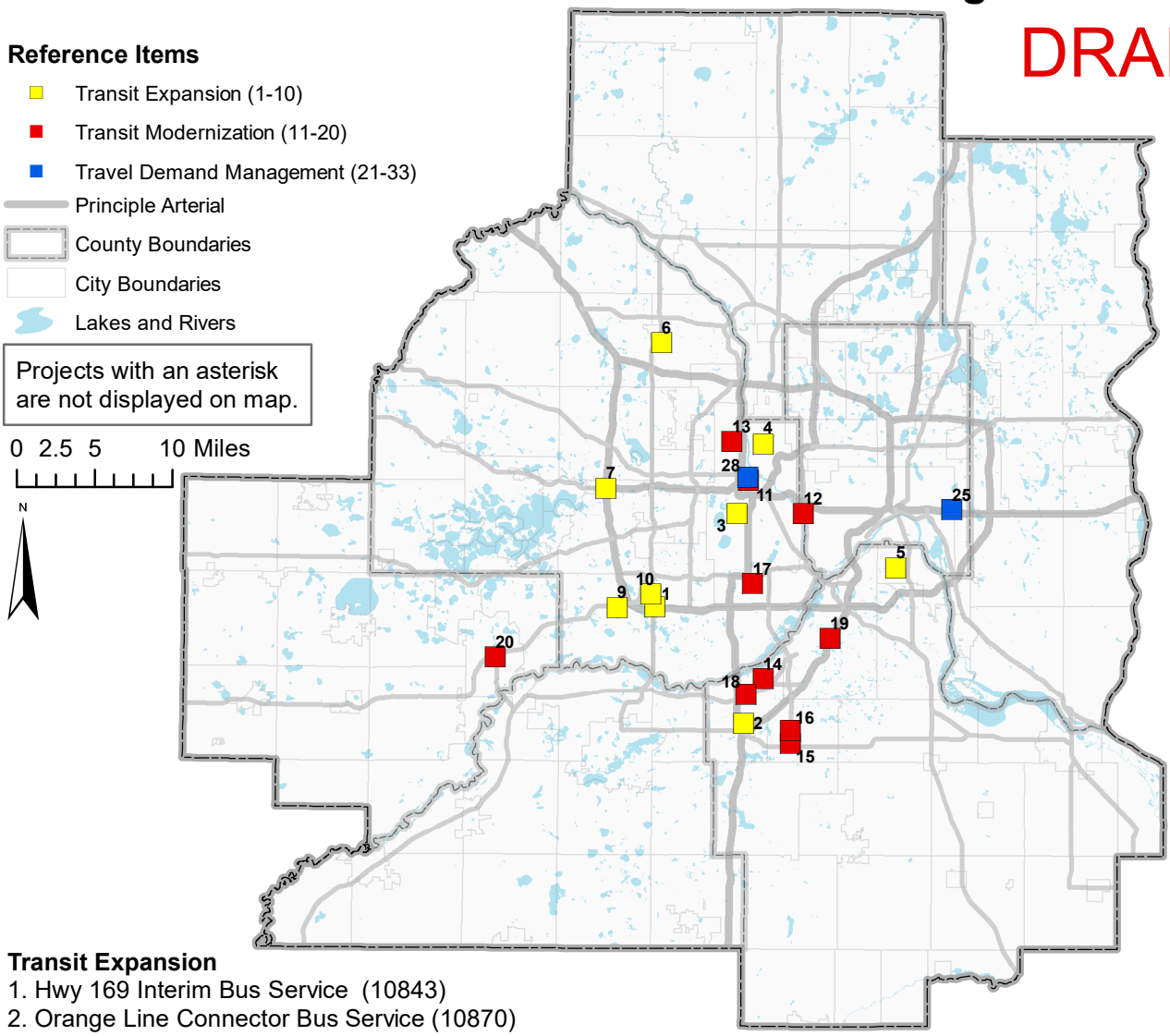
The bridge was last inspected by the City of Minneapolis on August 8, 2017. Cracks, concrete spalls and exposed reinforcement were found on the underside of the deck, floor beams, spandrel columns, and pier walls. The arches have cracks where they were previously repaired as do the floor beam cantilevers. Leaking joints and continuous exposure to water and salt has caused concrete delamination and reinforcing steel corrosion in the structure. The condition of the bridge satisfies Section 15 of MnDOT Bridge Design Manual, which directs owners to reduce the capacity of bridges due to deterioration - this is a strong possibility in the near future. The funds from the Metro Council regional solicitation will go toward the repairs and rehabilitation of Bridge 90591. The bridge is eligible for listing on the National Register of Historic Places and rehabilitation is the City's preferred solution. Rehabilitation will allow the bridge to successfully continue as an important transportation artery for over 30 more years. In general, the funds will support deck removal and replacement, repairs of concrete surfaces and structures, new floor beams, sidewalk replacement, new joints, a new drainage system, and a new lighting system.

Project Benefit

The bridge supports Nicollet Avenue over Minnehaha Creek and Parkway in a beautiful park-like setting. This portion of the parkway is heavily used, providing a scenic route for over 1000 cyclists and over 600 pedestrians per day as well as many kayakers, rafters and canoers who utilize the creek. This cost effective rehabilitation will save taxpayers millions of dollars and improve the safety conditions for drivers, bicyclists, pedestrians and kayakers. Repairing the bridge will improve the sufficiency rating and functional capacity of the bridge for increased roadway usage such as for the proposed Nicollet Avenue BRT. Repairs will maintain the structure as an important historic resource and will improve the aesthetics of the bridge, enhancing the livability and quality of life for Minneapolis residents and parkway/trail/creek users.

Locations of 2018 Submitted Applications for Regional Solicitation Transit and Travel Demand Management Projects

DRAFT



Transit Expansion

1. Hwy 169 Interim Bus Service (10843)
2. Orange Line Connector Bus Service (10870)
3. Route 4 Transit Service Expansion in Minneapolis (10923)
4. Route 32 Transit Service Expansion in Robbinsdale, Minneapolis, St. Anthony, and Roseville (10928)
5. Route 68 Transit Service Expansion in Saint Paul, West St. Paul, and South St. Paul (10930)
6. Route 724 Transit Service Expansion in Brooklyn Center and Brooklyn Park (10932)
7. I-494 SW Prime Service Expansion (10994)
8.* Minneapolis and Saint Paul Electric Vehicle Network (11000)
9. SouthWest Transit Mobility Hub at SouthWest Station (11024)
10. Golden Triangle Area Bus Transfer Station (11032)

Transit Modernization

11. Route 6 Corridor Bus and Stop Modernization in Minneapolis (10647)
12. Lake St-Marshall Ave Corridor Bus Stop Modernization (10648)
13. Emerson and Fremont Ave Bus Stop Modernization in Minneapolis (10649)
14. Burnsville Bus Garage Modernization (10890)
15. 147th S Skyway for Red Line in Apple Valley (10918)
16. 140th S Pedestrian Bridge for Red Line in Apple Valley (10963)
17. Chicago-Portland Ave Corridor Bus Stop Modernization in Minneapolis, Richfield, and Bloomington (10980)
18. Burnsville Transit Station Modernization (10990)
19. Eagan Transit Station Modernization (10991)
20. Solar Array at East Creek Station in Chaska (10999)

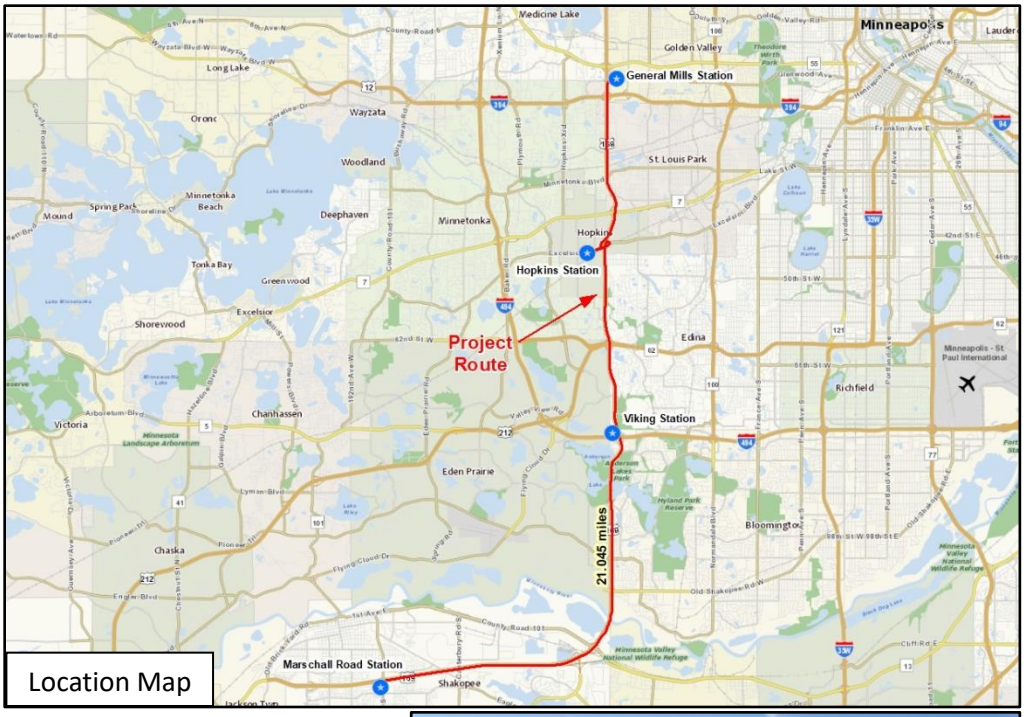
Travel Demand Management

21.* Closed Network Carshare in Minneapolis and Saint Paul (10804)
22.* Bicycle Access & Safety Education Initiative in Minneapolis and Saint Paul (10834)
23.* Scott County Travel Demand Management (10860)
24.* Transforming Renters' Transportation Choices Along Green Line (10913)
25. East Metro First-Last Mile Job Access Project (10942)
26.* HOURCAR Community Engagement and Outreach Initiative (10961)
27.* TDM Cultural Ambassadors in Minneapolis and Brooklyn Park (10998)
28. Parking FlexPass at ABC Ramps (11022)
29.* eWorkplace Phase 4 for Downtown Minneapolis (11029)
30.* Shared Mobility Integration for the Metro Transit Mobile App (11030)
31.* Bike Rack Sensors for Metro Transit Buses (11031)
32.* Bike Share Integration, Inclusion, and Regional Expansion (11046)
33.* Commuter and Community Bicycle Access in Minneapolis (11048)

One Page Summary

Project Name: US Highway 169 Bus Rapid Transit Interim Service
Applicant: Scott County
Project Location: Marschall Road Transit Station, Shakopee, MN to General Mills Headquarters, Golden Valley, MN
Route: 21.045 miles

Requested Award Amount: $6,962,538
Total Project Cost: $8,703,172



Location Map

Project Description: This new bus service will operate on weekdays from 5am to 11pm in the US Highway 169 Corridor (Principal Arterial). One bus stop will be constructed at Viking Drive, which will include a shelter, light, and heat. Other stops will use existing infrastructure. This service is intended to begin alongside Southwest Light Rail Transit in 2023. Interim bus service will serve four stops; Marschall Road Transit Station in Shakopee, Viking Drive in Bloomington, Downtown Hopkins Station, and General Mills in Golden Valley. Interim bus service will help establish a market for eventual implementation of BRT as described in the Highway 169 Mobility Study Recommended Improvements.

Project Benefits:

- Makes connections to future Southwest Light Rail Transit (Green Line) Extension;
- Improves reverse commute options to Shakopee, Bloomington and Hopkins;
- Provides transit service to several employment nodes;
- Establishes ridership for the develop of permanent BRT implementation.

Minnesota Valley Transit Authority

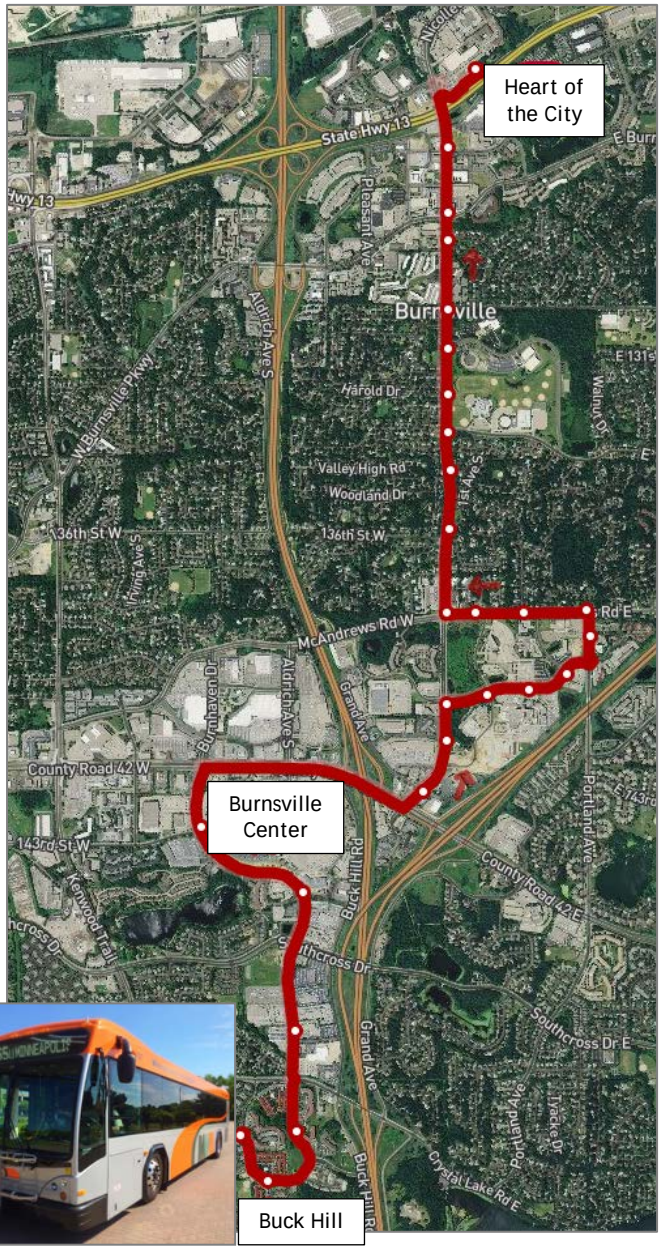
2018 Regional Solicitation
Orange Line Connector – Summary
Date: July 10, 2018

ABOUT

Minnesota Valley Transit Authority (MVTA) is the second largest public transit agency in Minnesota based on ridership and provides public transportation to fast-growing population and employment centers in Dakota and Scott counties. MVTA operates transit service within its seven cities and provides substantial services extending beyond their borders. MVTA operates service out of 20 transit stations and park and ride lots throughout the Twin Cities Metro Area.

PROJECT OVERVIEW

The proposed transit expansion project will add new weekday local service to connect Orange Line Phase 1 terminus with anticipated re-development in Burnsville (approximately 6 miles). The service includes local stops, a connection to Burnsville Transit Station, and could serve as a precursor to a future Orange Line extension. The proposed route requires purchase of additional buses, with an anticipated service frequency of 30- minutes approximately 15 hours per day.



PROJECTED IMPACTS

The project will improve access to jobs and health care by directly connecting an area of concentrated poverty to a high-frequency transit corridor (METRO Orange Line). The proposed route is surrounded by multiple land uses with a variety of single family and multi-family housing options within close proximity to existing stops, with nearly 23,000 residents within a quarter mile of the route.

FUNDING REQUEST

MVTA requests a total of $3,430,000 ($1,030,000 for two heavy duty buses and $2,400,000 for three years of operations).

Route 4 Transit Service Expansion Summary

Route 4 is a Core Urban Local Route running from New Brighton to Southtown Shopping Center in Bloomington via Old Highway 8, Johnson Street, Hennepin Avenue, Lyndale Avenue, Bryant Avenue, and Penn Avenue. It operates in one of the most important transit corridors in the region, connecting dense urban and mixed-use development to significant commercial centers including Silver Lake Village, Saint Anthony Main, downtown Minneapolis, Lyn-Lake, and Southtown Shopping Center.

The portion of Route 4 included in this project operates from the north end of downtown Minneapolis to Bryant Avenue and 38th Street in south Minneapolis. This segment has the highest population and job density of the corridor and is the most transit supportive.

Currently the project segment of the Route 4 operates every 10 minutes on weekdays in the peak period and every 15 minutes in the off-peak. On Saturdays it operates every 15-30 minutes and it operates every 30 minutes on Sundays. This is below the standard of service that should be available given the transit-supportiveness of this segment of the corridor.

This project would increase the weekday off-peak frequency to every 10 minutes, Saturday frequencies to every 15 minutes, and Sunday frequencies to every 15 minutes. It would also explore the installation and implementation of transit signal priority treatments at 8 to 10 intersections along Lyndale Avenue and Bryant Avenue to improve transit speed and reliability in this corridor.

The grant request is for the additional operating funds required to implement the service improvement and install transit signal priority treatments at 8 to 10 intersections in the corridor. No additional vehicles are required to implement this improvement.

Total Project Cost: $2,613,517.86
Requested Federal Amount: $2,090,814.29
Local Match Amount: $522,703.57
Local Match Percentage: 20.0%

Route 32 Transit Service Expansion Summary

Route 32 is a Supporting Urban Local route running from Robbinsdale Transit Center to Rosedale Transit Center in Roseville, via West Broadway Avenue, Lowry Avenue, Kenzie Terrace/ New Brighton Blvd, and County Road B2. It operates as an important crosstown route connecting to several major Core Urban Local routes as well as significant commercial, residential, and activity centers in the corridor. These include downtown Robbinsdale, North Memorial Hospital, neighborhood commercial nodes in North and Northeast Minneapolis, and Roseville Shopping Center.

Currently, Route 32 operates every 30 minutes on weekdays, Saturdays, and Sundays. This improvement would increase frequency to every 20 minutes all days. Service will operate on weekdays from approximately 5:30am to 9:00pm, on Saturdays from approximately 6:30am to 8:30pm, and on Sundays from approximately 7:00am to 8:00pm.

This improvement will build on incremental improvements made over the past several years to the Route 32 that have been very successful. Weekday frequency was increased in 2012, Saturday service was added in 2014, followed by new Sunday service in 2015. In 2017 the span of both weekday and Saturday service was widened to better serve evening demand at Rosedale Mall. In all these cases anticipated ridership has met or exceeded our goals. We expect that the proposed frequency improvement will continue the pattern of strong ridership in response to new service.

The grant request is for the additional operating funds required to implement the service as well as two additional 40? buses needed.

Total Project Cost: $5,390,728.75
Requested Federal Amount: $4,312,583.00
Local Match Amount: $1,078,145.75
Local Match Percentage: 20.0%

Route 68 Transit Service Expansion Summary

Route 68 is a Core Urban Local route running from the north side of Saint Paul to West Saint Paul, South Saint Paul, and Inver Grove Heights via Jackson Street, downtown Saint Paul, Robert Street, Thompson Ave, Marie Ave, and 5th Ave S. It operates on a major transit corridor in Saint Paul and the east metro, connecting downtown Saint Paul with several significant commercial and job centers, mixed-use neighborhoods, and residential areas.

The portion of Route 68 included in this project operates from 14th Street and Jackson Street north of downtown Saint Paul to 5th Street and South Street in South Saint Paul. This segment of the route has the highest population and job density of the corridor and can support the highest level of transit service.

Currently, this portion of the Route 68 runs every 15-30 minutes during the weekday peak period and every 30-60 minutes in the midday and evenings. Saturdays and Sundays, it runs every 30-60 minutes for most of the day.

The planned improvement to this route is most significant in the weekday off-peak, and Saturdays where the headway will be improved from every 20 or every 30 minutes to every 15 minutes. On Sundays headway frequencies will be improved from about every 30 minutes to every 20 minutes. The grant request is for the additional operating funds required to implement the service improvement. No additional vehicles are required to implement this improvement.

Total Project Cost: $4,477,387.50
Requested Federal Amount: $3,581,910.00
Local Match Amount: $895,477.50
Local Match Percentage: 20.0%

Route 724 Transit Service Expansion Summary

Route 724 is a Suburban Local Route serving Brooklyn Park and Brooklyn Center, with peak period service to downtown Minneapolis. It connects the Target North Campus, Starlite Transit Center, Brooklyn Center Transit Center, and downtown Minneapolis, with local pick up in Brooklyn Center, Brooklyn Park, and north Minneapolis.

The portion of Route 724 included in this project operates from Starlite Transit Center in Brooklyn Park to Brooklyn Center Transit Center in Brooklyn Center via Brooklyn Blvd, Zane Ave N, 63rd Ave N, and Xerxes Ave N. This segment of the route plays an important role in connecting to other core local and suburban local routes at the two transit centers, significantly expanding the footprint of convenient transit service in this suburban area. This segment of the route also has the highest level of local ridership on the route.

Currently this segment of Route 724 runs every 30 minutes on weekdays and every 30 to 60 minutes on Saturdays and Sundays. This improvement would increase frequency on this segment to every 15 minutes from 6am to 8pm on weekdays and 6am to 7pm on Saturdays. Sunday service will be improved to every 20-30 minutes for most of the day.

Total Project Cost: $5,211,760.50
Requested Federal Amount: $4,169,408.40
Local Match Amount: $1,042,352.10
Local Match Percentage: 20.0%

494 North SW Prime Service Project Summary

This I-494 North SW Prime service expansion project is requesting funds for an additional 15 SW Prime vehicles and operating dollars to implement a new SW Prime microtransit service along the I-494 corridor between Eden Prairie and Maple Grove. The service that will be a hybrid of the current SW Prime service that will allow riders both departing or entering SouthWest Transit's service area to be able to book rides to and from on demand zones where rides are provided as needed without reservations, and scheduled zones where riders select the time frame in advance they want to be picked up for their rides. SouthWest Transit will seek to partner with other transit agencies along the corridor (Maple Grove Transit, Metro Transit, and Plymouth Metrolink) so that the service may be utilized by as many riders as possible.

Highlights of the proposed service:

- The service is an expansion of the highly successful SW Prime microtransit service which offers on demand rides to and from anywhere within the city limits of Eden Prairie, Chanhassen, Chaska, Carver, and Victoria.
- The service is proposing 10 electric passenger vehicles and 5 medium duty lift-equipped transit vehicles (electric if available).
- The service plan calls for 13 vehicles to operate the service.
- Service would mirror SW Prime service hours (Monday-Friday, 6am – 6:30pm).
- The service as proposed will only service rides that originate or terminate within the proposed Eden Prairie zone of the service (The Golden Triangle and Town Center Areas of Eden Prairie), but eventually the service could be opened up to allow interzone rides across all proposed service areas.
- There are proposed service areas in Eden Prairie, Minnetonka, Plymouth, and Maple Grove that primarily consist of retail, industrial, and commercial land uses.
- The service will stop anywhere within the proposed service zones.
- The proposed “scheduled” zones in Maple Grove and Plymouth will allow riders to schedule rides within a 15 or 30-minute timeframe up to 24 hours in advance.
- The proposed “on demand” zones will act as SW Prime operates today where riders book rides only at the time a ride is needed.
- Expected average arrival time per ride: <20 minutes; Expected average trip duration: 20 minutes.
- Fares for the service will be similar to SW Prime fares. The intent of the service is to eventually have it integrated with the regional fare system so that all fare media will be accepted on the service.
- Riders will be able to transfer to and from other transit services as part of the service.
- The proposed service areas provide access to over 150,000 jobs.
- Rides will be able to be booked for the service through a smartphone app, web app, over the phone, at SW Prime kiosks, and in person at SouthWest Transit Customer Service.
- The service will ensure vehicle availability for persons with mobility needs and for persons looking to transport bikes.

DEPARTMENT OF PUBLIC WORKS
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TWIN CITIES EV COMMUNITY MOBILITY NETWORK

The City of St. Paul ("the City"), working in partnership with HOURCAR, the Twin Cities' nonprofit carsharing service, and Xcel Energy, is applying for a Transit Expansion grant to fund a new all-electric community mobility network in the Twin Cities. This new service will be enabled for both one-way and two-way trips. The base fleet for the new service will be 150 battery electric vehicles (BEVs). The fleet will be supported by a network of 70 mobility hubs, structured around a .6 mile grid within a 35 square-mile walkshed (see accompanying maps for proposed service area and approximate mobility hub locations). At most points within this walkshed, users will be within ~.3 miles (~5-minute walk) from a mobility hub with electric vehicles and charging stations.

In 2017, the Shared-Use Mobility Center released its Twin Cities Shared-Mobility Action Plan, with the support of numerous regional stakeholders. A key finding is that the lack of flexible, one-way carsharing strengthens incentives for personal vehicle ownership and reduces transit use, biking, and walking. The negative effects fall hardest on people in underserved neighborhoods. The Action Plan recommends using CMAQ funding to strengthen carsharing and to establish a one-way service, emphasizing access for disadvantaged communities. Our plan implements this recommendation.

We are submitting in the "Transit Expansion" category because the new service will provide a new mode of transit. As with other, "traditional" forms of transit, the proposed service is a one-way or round-trip transportation mode, is shared use, is not human-powered, is a public carrier, and complements existing transit but does not rely on it. Like other transit expansion projects, this project will have independent utility for one-way trips. As with "traditional" transit, the mobility network will integrate seamlessly with other transit modes, reduce auto ownership, reduce vehicle miles traveled (VMT), and reduce emissions. Like other transit, EV carshare substantially reduces emissions by reducing total VMT. Our fleet will further reduce emissions by using battery electric vehicles (BEVs). Accounting for Xcel's generation mix, these BEVs emit less than half the greenhouse gas emissions of the average regional vehicle, and of course zero local emissions. To the extent possible, we also plan to use smart charging and renewables to power the vehicles.

Agencies in other regions fund analogous municipally-sponsored mobility networks to complement and expand existing transit. For example, Los Angeles DOT, which operates the LA DASH bus system, recently contracted for an EV mobility network similar to what we propose. The Capital District Transportation Authority in Albany, New York, provides direct operating support to and serves on the board of the area's non-profit carshare. Together, they created the *"iride iwalk idrive"* program, which provides bus passes and carshare memberships to low-income individuals, and promotes using all three modes together. By supporting this project, the Metropolitan Council will be taking a step that is innovative but not unprecedented, enhancing quality of life in the region, and reinforcing the Twin Cities' role as a national leader in transportation.

As the accompanying maps illustrate, this project will serve portions of both Saint Paul and Minneapolis. Should the Metropolitan Council elect to fund our proposal, the City plans to negotiate a joint powers agreement with the City of Minneapolis (whose letter of support is included). The joint powers agreement will also facilitate securing permits and rights-of-way for all on-street elements of the project.

We appreciate the Council's consideration of our proposal.

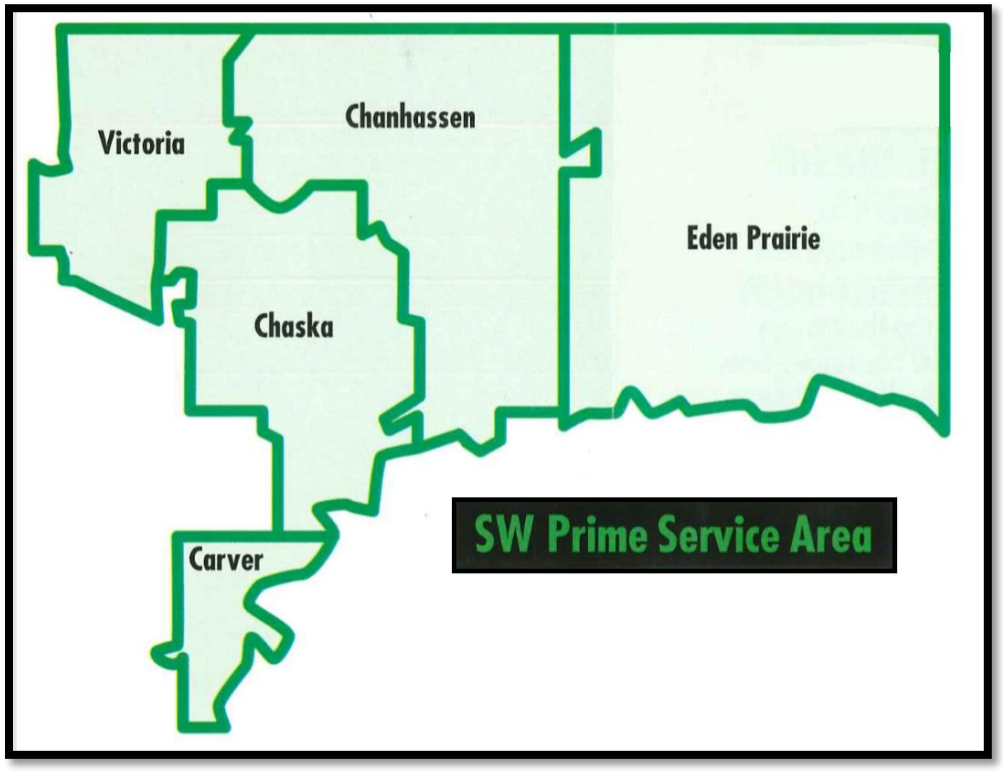
Regional Solicitation – SouthWest Transit Mobility Hub

Description

SouthWest Transit's Mobility Hub will be a multimodal approach to facilitate first and last mile travel within the SouthWest Transit service area. Through the expansions of the on-demand service SouthWest Prime and the bike rental program SW Ride, as well as the creation of a car share service, riders will have many options not only to connect to fixed route service for regional travel, but to travel within SouthWest Transit's service area with sustainable and efficient options. The Mobility Hub will be centered at Eden Prairie's SouthWest Station.

Through these means, SWT is able to further expand upon the current array of first and last mile options for passengers. This project is also timely considering the incoming SWLRT - Green Line extension. One goal of this project is to expand upon existing services in time to accommodate the increased ridership that will occur at SouthWest Station - providing LRT riders with options to travel to and from their final destinations with ease and comfort. Another goal is to improve these options for riders who are traveling solely within the SWT service area. Through the mentioned expansions and the creation of a car share service, riders within the service area as well as riders traveling to and from the service via express routes or the SWLRT will be provided numerous options to travel in a modern, efficient, and safe manner.

Service Area



Cost

Prime Expansion	$4,172,000.00
Bike Program Expansion	$144,000.00
Carshare	$275,000.00
Total Project Costs	**$4,591,000.00**

Golden Triangle Bus Transfer Station Project Summary

The planned Golden Triangle Area (GTA) Bus Transfer Station will provide a much-needed bus transfer location within the GTA in Eden Prairie - the largest suburban business district in the Twin Cities metropolitan area. The facility will include enough loading/layover area to accommodate a minimum of two 45-ft coach buses, an indoor temperature controlled waiting/lobby area, sidewalks, rest areas, restrooms, transit information, proper signage, and landscaping. The site will not include transit park and ride as its primary use will be for reverse commute, suburb-to-suburb service, and potential transitway service connections.

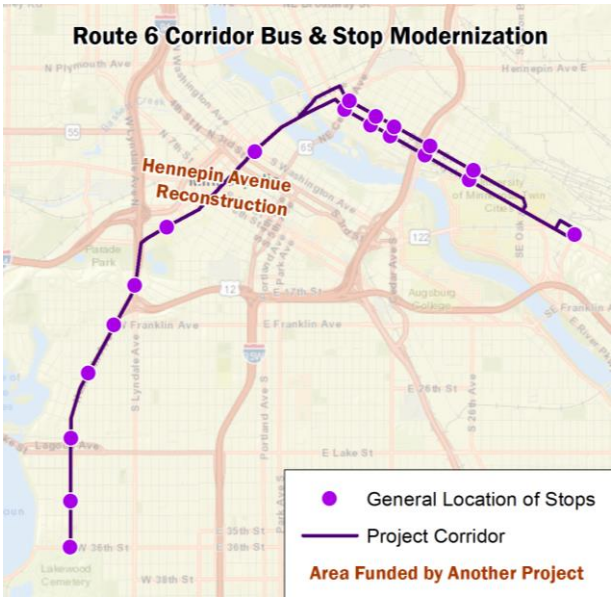
The GTA in Eden Prairie is a heavily auto-oriented district with minimal sidewalks, a meandering road network, and predominantly low density commercial land uses. These factors contribute to an environment that is not transit-friendly where transit vehicles take a relatively longer time to service the area compared to a more urban dense environment with grid pattern street networks. Additionally, the road network within the GTA makes it far too inefficient for transit vehicles to quickly and effectively service all areas of the GTA where service is needed.

It is for the above reasons that a bus transfer station within the GTA will significantly increase transit efficiency by allowing express/transitway vehicles to connect to GTA circulator services at the proposed GTA Bus Transfer Station. SW Prime microtransit service will also connect at the planned station allowing riders to access the entirety of SouthWest Transit's service area (Eden Prairie, Chanhassen, Chaska, Carver, Victoria). Current and planned services that will connect with/benefit from the proposed station include SouthWest Transit reverse commute express services, SouthWest Transit's SW Prime microtransit service, programmed/funded MVTA express service to the GTA, and programmed/funded SouthWest Transit suburb-to-suburb service along I-494 between Eden Prairie and the Mall of America. Other planned services that could stop at/benefit from the proposed station include planned 169 BRT service, planned American Blvd ABRT service, and the planned SWLRT Green Line Extension connector bus service.

Route 6
Bus and Stop Modernization

Applicant: *Metro Transit*

The Route 6 Corridor Bus and Stop Modernization project will improve transit service by enhancing customers' experiences with modern amenities like enhanced shelters, real-time transit information and zero-emission electric buses.



This project will modernize much of Route 6 connecting Stadium Village to southwest Minneapolis via University Avenue and Hennepin Avenue. Three buses will be upgraded to fully electric propulsion. Route 6 is a critical component of the existing transit network, averaging over 9,000 daily rides. It is one of Metro Transit's busiest bus routes. Existing transit facilities along the corridor do not meet their communities' needs; many locations consist of a sign on a pole without any scheduling information. Narrow sidewalks and right-of-way restrict available space for customer improvements like shelters.

This project will expand sidewalk space with bus bumpouts for dedicated transit boarding areas, near-level boarding and enhanced facilities. Bus stops along the corridor will feature enhanced shelters with heat and light. Other improvements include real-time information, phones and/or cameras, benches, bicycle racks and trash receptacles.

The project will also convert three diesel articulated buses planned for the corridor to battery electric articulated buses. The incremental cost difference of purchasing electric buses in lieu of a diesel purchase is included in this project application; the base bus cost is accounted for separately.

The project requests $7.25 MM for the construction of bus stop improvements throughout the Route 6 corridor and $1.5 MM for the incremental cost difference of modernizing three vehicles in the planned fleet by purchasing electric buses in lieu of diesel buses.

Accessible

High Amenity

Equitable/ACP50

9,000 daily riders

Route 6 Stop at Hennepin and Franklin Avenues (northbound)

Lake Street-Marshall Avenue Bus Stop Modernization

Applicant: *Metro Transit*

Accessible

High Amenity

Equitable/ACP50

12,000 daily riders

The Lake-Marshall Corridor Bus Stop Modernization project will make transit service more attractive along 7.1 miles of Route 21 by enhancing the customer experience with vastly improved amenities like enhanced transit shelters and real-time transit information.

This project will modernize bus stops along the western portion of the existing Route 21 corridor between the Uptown Transit Center and the METRO Green Line Snelling Avenue Station via Lake Street, Marshall Avenue, and Snelling Avenue. Most of the route segment targeted for improvement with this project is in today's High-Frequency Network, the core of Metro Transit's service.

Between the Uptown Transit Center and Snelling Avenue, weekday ridership reaches up to about 10,000 boardings. The service is Metro Transit's second highest ridership bus route, behind only the existing Route 5 service. The limited transit facilities along the corridor do not meet the needs of the communities they serve. Limited sidewalk space and available right-of-way restricts the available space for customer improvements such as shelters. Many locations currently do not have shelters and offer little more information than a bus stop sign on a pole. Other improvements include real-time information, phones and/or cameras, benches, bicycle racks and trash receptacles.

Route 21 Stop at Lake St. & Bloomington Ave. (eastbound)

The construction project will expand sidewalk space with bus bumpouts to accommodate a dedicated transit boarding area for near-level boarding, plus enhanced customer facilities. Bus stops along the corridor will be modernized with a variety of improvements, including enhanced shelters with heat and light. The project includes $8.75MM for the construction of bus stop improvements throughout the Lake Street-Marshall Avenue corridor.

Emerson-Fremont Avenue Bus Stop Modernization

Applicant: *Metro Transit*

Accessible

High Amenity

Equitable/ACP50

15,500 daily riders

The Emerson-Fremont Avenue Corridor Bus Stop Modernization project will make existing transit service more attractive along over seven miles of Route 5 by enhancing the customer experience with amenities like enhanced shelters and real-time transit information.

Route 5 connects the City of Brooklyn Center with the Mall of America via downtown Minneapolis. It is the highest ridership bus route within the existing transit network and carries an average of 15,500 passengers per day. However, limited transit facilities along the corridor do not meet the needs of the communities they serve. Scarce sidewalk space and the lack of right-of-way constrict space for improvements such as shelters. Many bus stops along this corridor today do not offer more than a sign affixed to a pole.

This project will modernize bus stops along the northern portion of Route 5 connecting the Brooklyn Center Transit Center with downtown Minneapolis via Emerson and Fremont Avenues. Curb bumpouts will be constructed as part of this project to accommodate near level boarding, a dedicated boarding area and enhanced shelters. The enhanced shelters will provide heat and light, as well as real-time bus-tracking information. Security features (emergency phones and/or cameras) and furnishings like benches, bicycle racks, and trash receptacles will also be installed. The curb extensions will provide a better waiting experience for riders. They also remove the need for buses to merge into and out of traffic, improving travel times.

The project requests $8.75 million for the construction of bus stop improvements throughout the Emerson-Fremont corridor.

Route 5 Stop at Emerson and Lowry Avenues (northbound)

2018 Regional Solicitation
Burnsville Bus Garage (BBG) Modernization – Summary
Date: July 10, 2018

ABOUT

Minnesota Valley Transit Authority (MVTA) is the second largest public transit agency in Minnesota based on ridership and provides public transportation to the fast-growing population and employment centers in Dakota and Scott counties. MVTA operates transit service within its seven cities, but also provides substantial services extending beyond their borders. MVTA operates service out of 20 transit stations and park and ride lots throughout the Twin Cities Metro Area.

PROJECT OVERVIEW

The Burnsville Bus Garage (BBG), located at 11550 Rupp Drive in Burnsville, was constructed in 1977 as a manufacturing facility in an industrial park adjacent to the Minnesota Valley National Wildlife Refuge. The facility was converted to a bus garage in 1996. The garage area houses maintenance and a bus-washing system in addition to revenue and non-revenue vehicle storage. The site is tightly constrained and surrounding areas are used by high volumes of heavy trucks.

Limitations with facility design have created safety and operational challenges at BBG as revenue and non-revenue vehicle inventories continue to grow. Both bus garages are overcapacity, with 10+ large buses being stored outside at the rear of BBG near the fuel islands and 8+ large buses are parked outside on the north apron.

Vehicle parking inside the garage occurs wherever there is space, including the maintenance and wash bays, traffic lanes, and stall parking to maximize space. Careful maneuvering is required throughout the garage, with buses backing up from stalls and bays, increasing the risk of collisions. To further confound the issues with safety and traffic flow inside the garage is the location of the bus-washing system. The bus wash is located near the main office entry, which requires employees and visitors to pass through frequent bus traffic and wet floors, creating a significant safety hazard. Further, the interior ceiling height is too low to allow buses to raise to full height for repairs and inspections and there is a lack of storage for parts, tools, and other maintenance equipment. There is also inadequate parking space for employees in the front lot.

The project includes the remodel and augment the existing building footprint, relocate maintenance and the bus wash to the rear of the building, and add storage. A redundant fiber connection that runs from BBG to the Burnsville Transit Station, MVTA's main transit hub.

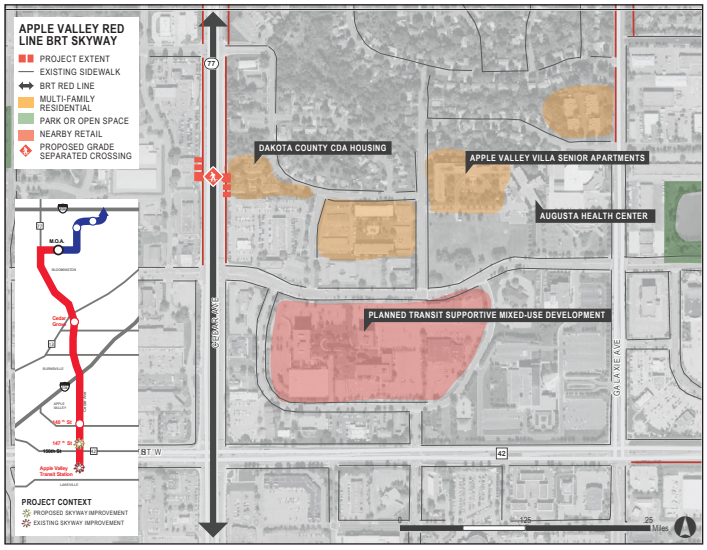
The project scope increases bus storage capacity by 36 to accommodate current and long-term vehicle inventories, resolves congestion and safety issues by relocating maintenance and bus wash, adds much-needed storage and employee parking space, and provides consistent network connectivity. Additionally, the relocated maintenance area provides a sufficient ceiling height to maintain all bus types in the MVTA fleet.

FUNDING REQUEST

The total project amount is $6,771,632; the requested federal portion is $5,417,306 and the requested local match (20%) is $1,354,326.

Red Line BRT 147th Street Station - Skyway

APPLE VALLEY



Project Location

Renderings/Concepts

Project Location:	Apple Valley
Requested Award Amount:	$3,520,000
Total Project Cost:	$880,000

PROJECT DESCRIPTION

The METRO Red Line opened in the summer of 2013 and has been a great connector for the people of Dakota County to the greater metropolitan transit system. At the time of construction, the stations at 147th Street were built to have an indoor waiting area on each side of Cedar Avenue. The stations were designed so that a skyway could be installed, connecting the two stations, and providing transit riders and pedestrians a safe way to cross Cedar Avenue (45,000 – 49,000 ADT) without interfering with traffic.

PROJECT BENEFITS

- *The "shovel ready" 147th Street Station Skyway Project proposes to add not only the skyway, but to upgrade the existing station facilities with larger, indoor waiting areas, staircases, elevators, as well as ambient lighting to enhance the experience for transit users.*
- *The skyway will provide a safe, comfortable alternative to crossing the nine-lane Cedar Avenue corridor, which will be especially helpful in inclement weather. This will complete a connection within the existing and future pedestrian network in the area.*
- *The skyway will help support the Regional Bicycle Transportation Network being planned near the transit station.*
- *The 147th Street Station has direct pedestrian, bicycle, and transit connections to high pedestrian-traffic areas, and areas that are targeted for future transit-oriented development.*

10359 – 2018 Transit System Modernization

CSAH 23 (Cedar Avenue) & 140th Street Pedestrian Bridge – METRO Red Line BRT (Application #10963)

The project is for the construction of a new, accessible, all ages and abilities pedestrian/bike bridge over CSAH 23 (Cedar Avenue) just north of intersection with 140th Street (directly south of the 140th Street Transit Station serving the METRO Red Line) in Dakota County. (Please refer to the CSAH 23-140th-LAYOUT in the Attachments.) The project will significantly increase safety for pedestrians/bicyclists crossing CSAH 23 (Cedar Avenue) including riders of the METRO Red Line BRT. The project will improve access to communities, services and opportunities on the east and west sides of CSAH 23 (Cedar Avenue) Principal Arterial roadway.

The project will implement a solution to a problem identified in the Dakota County Intersection Study review with updates March 2018 (attached).

The project is included in the adopted 2018-2022 Dakota County CIP (Capital Improvement Program) for construction in 2022 (attached).

The project will construct a Pedestrian Bridge over CSAH 23 (Cedar Avenue) Principal Arterial roadway (where 1,500 feet north of this location CSAH 23 becomes Trunk Highway 77) in the city of Apple Valley. The bridge will span across CSAH 23 (Cedar Ave), the bridge ramps will "touch-down" along 140th Street, and will be ADA compliant. Amenities will include pedestrian scale lighting, additional lighting in character with the existing BRT corridor, landscaping, benches, and trash receptacles. Bike racks are available at the nearby 140th Street METRO Red Line Station.

The Pedestrian Bridge will be located to the south of the 140th Street METRO Red Line Station. The area where Trunk Highway 77 becomes CSAH 23 (Cedar Avenue) is in a downward slope that influences the placement of the Pedestrian Bridge. When the 140th Street Station was constructed it was not built to accommodate a "Skyway" connecting between the west/east stations.

The CSAH 23 (Cedar Avenue) & 140th Street intersection is the last northerly full access intersection before the CSAH 23 roadway becomes Trunk Highway 77; as a result of this westbound 140th Street traffic has double right turn lanes (for northbound CSAH 23 vehicles) that function like a freeway on ramp during morning peak hour. Westbound 140th Street vehicles turning right on red to access northbound CSAH 23 (Cedar Ave) -Trunk Highway 77 create conflicts with pedestrians crossing the nine lanes of CSAH 23.

The project is located near 350 units of senior housing, where in 2018 The Legends a new 163 unit opened on the corner of CSAH 23 (Cedar Avenue) & 140th Street. This area also includes McKay Manor a Dakota County CDA development of public housing townhomes. Many of these residents rely solely on public transit for employment, shopping and entertainment.

The project will make existing transit service in the corridor more attractive to users by constructing a modernized pedestrian bridge to service pedestrians/transit users to the 140th Street METRO Red Line Station with significantly improving safety by not having to cross nine lanes of Principal Arterial CSAH 23 (Cedar Avenue).

In addition to improving safety, the construction of the ADA compliant Pedestrian Bridge will make transit/walkability more attractive to patrons who are less mobile (i.e. elderly, young children, infants in strollers, visually impaired, and disabled). The pedestrian bridge will encourage alternative transportation modes and more importantly expose users to physical activity that leads to better physical and mental health.

Chicago-Portland Avenue Bus Stop Modernization

Applicant: *Metro Transit*

Accessible

High Amenity

Equitable/ACP50

15,500 daily riders

The Chicago-Portland Avenue Corridor Bus Stop Modernization project will make existing transit service more attractive along seven miles of Route 5 by enhancing the customer experience with vastly improved amenities like enhanced shelters and real-time transit information.

Route 5 connects the City of Brooklyn Center with the Mall of America via downtown Minneapolis. It is the most popular bus route within the existing transit network and carries an average of 15,500 passengers per day. However, limited transit facilities along the corridor do not meet the needs of the communities they serve. Many bus stops today do not offer more than a sign affixed to a pole.

This project will modernize bus stops linking south Minneapolis, Richfield, and Bloomington to the Mall of America, allowing for better accessibility to connections to the METRO Red Line, METRO Blue Line, and 20 bus routes. Curb bumpouts will be constructed as part of this project to accommodate near level boarding, a dedicated boarding area and enhanced shelters. The enhanced shelters will provide heat and light, as well as real-time bus-tracking information. Security features (emergency phones and/or cameras) and furnishings like benches, bicycle racks, and trash receptacles will also be installed.

The project includes $8.75 million for the construction of bus stop improvements throughout the Chicago-Portland corridor.

Route 5 Stop at Chicago Ave. & 46th St. (southbound)

Minnesota Valley Transit Authority

2018 Regional Solicitation

Burnsville Transit Station (BTS) Modernization – Summary

Date: July 10, 2018

ABOUT

Minnesota Valley Transit Authority (MVTA) is the second largest public transit agency in Minnesota based on ridership and provides public transportation to fast-growing population and employment centers in Dakota and Scott counties. MVTA operates transit service within its seven cities and provides substantial services extending beyond their borders. MVTA operates service out of 20 transit stations and park and ride lots throughout the Twin Cities Metro Area.

PROJECT OVERVIEW

BTS was constructed in 1995 with a transit station and surface parking lots. In 1997, a parking deck was built to accommodate this customer needs; and this process was repeated in 2002 when a second deck was added. Today the site has 1300 parking spaces and annual ridership of just over 1 million. This park and ride grew in phases, resulting in a passenger elevator never being included in the construction. Currently all customers parking on the upper levels are required to use stairways for egress. The Metropolitan Councils Thrive MSP 2040 Transportation Policy Plan states we should provide people of all ages and abilities with a transportation system that connects them with jobs, schools and opportunity. An elevator is necessary to assure accessibility for all customers to egress the three level parking structure and is consistent with this plan.

The provided project cost is for a multi-passenger elevator installation and enclosure construction. A backup power generator has been included in this project to assure the elevator and facility can remain operational during emergencies. The generator will also assure that transit operations and customer service are able to provide service to our customers. Included in the cost is a utility room that is necessary for custodial and supply storage needs. It is necessary to cross a road to get from the parking ramp to the bus bays. Dollars have been included in this request to improve signage at these pedestrian crossings.

FUNDING REQUEST

The total project amount is $770,000; the requested federal portion is $616,000 and the requested local match (20%) is $154,000.

2018 Regional Solicitation
Eagan Transit Station (ETS) Modernization – Summary
Date: July 10, 2018

ABOUT

Minnesota Valley Transit Authority (MVTA) is the second largest public transit agency in Minnesota based on ridership and provides public transportation to the fast-growing population and employment centers in Dakota and Scott counties. MVTA operates transit service within its seven cities, but also provides substantial services extending beyond their borders. MVTA operates service out of 20 transit stations and park and ride lots throughout the Twin Cities Metro Area.

PROJECT OVERVIEW

Eagan Transit Station (ETS) is in need of a passenger elevator. The station is bordered by the second busiest intersection in Dakota County, Yankee Doodle Road and Pilot Knob Road. Adjacent to Interstate Highway 35E, it provides transit access to a large retail area, hotels, and multi-family housing. The station also serves commuters to the downtown areas of both Minneapolis and Saint Paul. Development in this area was sparked when MVTA built a Transit Oriented Development (TOD) on the site located at 3470 Pilot Knob Road in Eagan MN. The area is now the City of Eagan's central shopping district. That project included a six-store mall adjacent to the transit station.

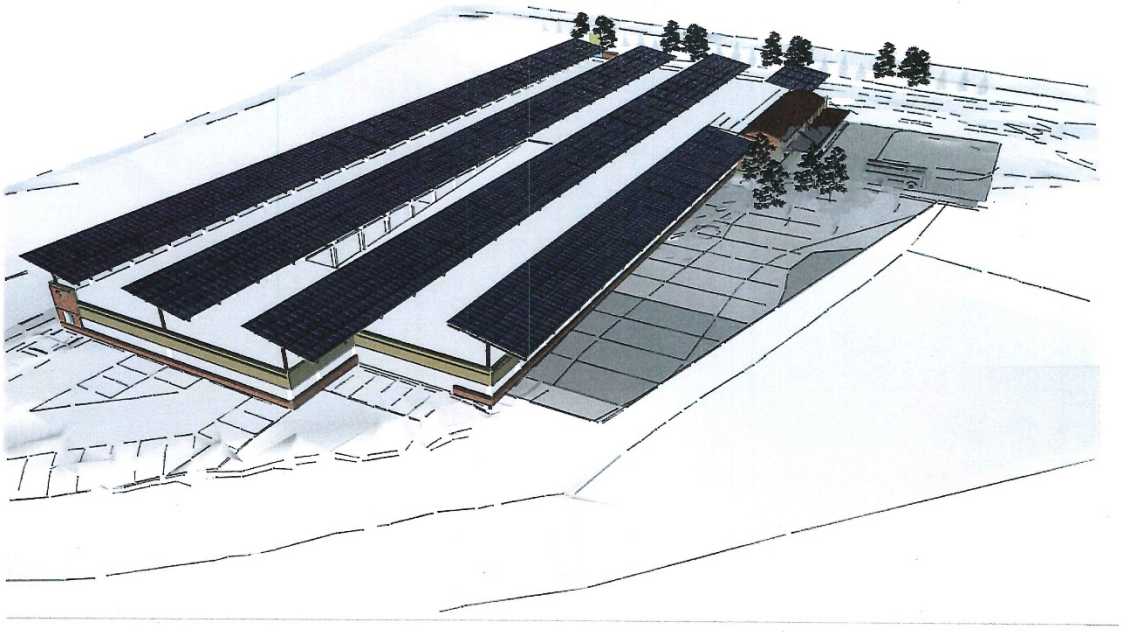
The original 330 vehicle surface park and ride started serving customers in 1999. The park and ride demand at the site increased and in 2002, it was expanded to accommodate 750 vehicles. The expansion included, a two-level parking ramp structure, customer waiting area and restrooms. Annual ridership at this location is just under half a million. The expansion project did not include a passenger elevator.

Currently all customers parking on the upper levels are required to use stairways for egress. The Metropolitan Councils Thrive MSP 2040 Transportation Policy Plan states we should provide people of all ages and abilities with a transportation system that connects them with jobs, schools and opportunity. An elevator is necessary to assure accessibility for all customers to egress the three level parking structure and is consistent with this plan.

FUNDING REQUEST

The total project amount is $515,000; the requested federal portion is $412,000 and the requested local match (20%) is $103,000.

3D Renderings



Summary of Closed Network Carshare Development Project

The Problem: Reducing dependence on individually owned cars involves replacing a single source transportation solution (owned car) with a group of services that operate in unique niches, covering different travel occasions. Among these different transportation services, carshare is an important strategy that provides households with a transportation alternative for important and necessary travel occasions not served by other alternatives. The problem is, commercial carshare operations require many users per car to be viable. That limits their operations to the densest populated areas of the metropolitan area, leaving many households unable to access carshare in their area.

Solution: The goal of this program is to bring a viable carshare option to areas of the metropolitan area not served by commercial carshare operations. These areas include neighborhoods surrounding the high frequency transit corridors that are outside the dense core of the cities. The program could be summarized as follows: The closed network carshare program allows a group of neighbors to own and operate a car together.

The closed network system has several advantages over commercial carshare that allows it to operate in lower density locations than commercial operations. 1. Users of Closed network carshare, make a larger monetary commitment than a typical commercial carshare operation. Where commercial carshare operations typically seek to eliminate fixed costs, the closed network program seeks to limit fixed costs not eliminate them. 2. Because the user group is smaller and more defined, some of the operating systems and technology required can be less robust than commercial operations or performed by members, lowering costs. 3. Lastly, Closed network carshare users are taxed as vehicle owners, not as commercial system users.

Program Parameters: the cars, typically late model electric or hybrid vehicles, are purchased by CarFreeLife (Minnesota Non-profit), then they're leased under a specialized long-term lease and joint ownership agreement to neighbors interested in using the car. The specialized lease and joint ownership agreements allows members to get in and out of the lease in a more favorable way than if they were in a long-term lease with a typical car leasing company. CarFreeLife also provides operational support services and technologies that facilitate smooth operations.

The CarFreeLife plan includes two variations of closed network carshare, sponsored and non-sponsored. A sponsor is a non-user that benefits from the presence of the carshare vehicle in a particular location. It could be an apartment building owner who wants to have a closed network carshare vehicle for residents of his or her building to join. Or it could be an office building that wants it as an amenity for tenants of the building to use. Sponsors of closed network carshare vehicles contribute by facilitating the vehicle in several ways. These may include a parking spot or garage space for the vehicle, or power for charging in the case of electric vehicles. They may also include economic incentives or guarantees that change the risk factors associated with placing the vehicle in a particular location.

Use of Proceeds of this Grant Application: The vehicles and operating costs are paid for by the user/owners of the cars. The proceeds of this application if successful would be used to educate potential neighbor groups and sponsors of the costs and benefits involved in participation.

User/Member Profile Scenarios:

1. "I commute to work using Metro Transit, or sometimes ride my bike. I also use Uber or Lyft when I'm out for the evening. I just don't need a car full time, but it's nice to have Neighbor-Car for the times that I do. I'm going to go to Europe with the money I saved by not owning a car."

2. "We have two cars in our household. By adding a Neighbor-Car membership we can easily relinquish a car, allowing us to pocket a significant amount of money every month."

3. "I like Neighbor-Car because, it allows us to drive a late model environmentally friendly car. By myself it might have taken me a long time before I could afford something like that. Besides Neighbor-Car has helped create a great social network. We find ourselves sharing all kinds of stuff now."

July 13, 2018

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

Dear Elaine and Metropolitan Council Review Team,

This letter is submitted as confirmation that Cycles for Change has secured funding to match federal dollars allocated through the Transportation Demand Management program.

With a requested $319,200 TDM award, C4C will be expected to supply $79,800 in matching funds over the two-year period of the grant. C4C is expected to receive more than $65,000 annually in individual donations in 2018 (with comparable or larger amounts in 2019-2020); this funding is unrestricted, and C4C is prepared to put as much as needed towards the required TDM match. Additionally, C4C receives $40,000 annually from the McKnight Foundation (2013-2018), and continued funding is expected. Additionally, the Otto Bremer Foundation contributed $20,000 in 2017, with comparable contributions projected in 2018 and beyond that could be used as a match. With an annual budget of more than $700,000 that includes substantial flexible and general operations resources, C4C is unquestionably in a position of allocating $79,800 over two years to match a $319,200 TDM award.

Please feel free to call me at 612-470-6423 with any questions you might have.

Sincerely,

Tina Cho
Executive Director, Cycles for Change

Scott County TDM

Applicant- Scott County(Smartlink) which is a cooperative agreement between Carver and Scott Counties for Dial-A-Ride, non-emergency medical transportation, volunteer drivers, shared vehicle and travel trainer.

This project is education and marketing of various transportation modes in Scott and Carver County. Smartlink will be advertising and educating as many residents as we can in order to help people realize the potential of modes like fixed route, commuter, DAR, volunteers, carpool, car share, and even taxi, and Uber/Lyft. Smartlink believes this is a great opportunity for education and outreach as commuters will have 35W headaches for at least 3 years and gas prices are starting to climb again ever so slowly. Smartlink links this project with another we are entrenched in, Mobility Management. Smartlink has done a survey which helped the Scott County Board to enact a DAR week-end service in Scott County because the people responding to the survey said that was important to them. Now Smartlink has to get that service to new heights beyond its 1.5 passengers per hour, and make it a sustainable service for the future. Employment in this region has climbed dramatically and just like we cannot build enough roads to support congestion, there is not enough fixed or commuter route to support all businesses, so we have to come up with alternatives like: walking, biking, carpool, rideshare, car share. Smartlink has already created a vehicle share program in Norwood Young America and wants to mirror this to encourage all citizens to share rides or use existing transportation resources to reduce the number of SOV's on the road. Smartlink will also be teaming with Human services to assist the clients they work with get to jobs, make it to medical appointments, and shopping.

This is a project for 2020-2021 and has a total cost of $150,000.00 which is a 1.0 FTE travel trainer to market, advertise, outreach, and educate all citizens of Scott and Carver County on the who, what, when, why, where, and how to transportation solutions in their communities. An equal part of this effort is the discovery of needs and gaps which hopefully can lead to viable solutions for the discovered needs. Costs include salary, benefits, marketing materials, and advertising. Total cost of the project is $150,000.00 which includes a local match of $30,000. The local match of $30,000.00 is being funded by a variety of sources like local transit tax, Carver County and Scott County operating budgets, DAR contracted revenue, and volunteer driver fares.

Project Name:	Transforming Renters' Transportation Choices
Applicant:	Move Minnesota
Project Location:	along the METRO Green Line (Minneapolis and Saint Paul)
Requested Award Amount:	$296,614
Total Project Cost:	$373,706

Project Description & Benefits

Transforming Renters' Transportation Choices is an innovative TDM project that develops a new model of renter-focused TDM, using new and existing apartment buildings along the METRO Green Line LRT as testing ground to develop and hone the model.

The area around the Green Line serves a breadth of communities, income levels, and real estate owners. While LRT and associated transit-oriented development enable residents who want to own fewer vehicles to better achieve that goal, a new LRT line in itself is not sufficient to reduce auto ownership (U of MN Center for Transportation Studies, January 2015). Additional infrastructure or behavior change programming is necessary. Furthermore, much of traditional TDM programming relies on Individual Marketing (IM), which is less likely to reach residents who move frequently as renters rather than owning a home. TDM work focusing on the increasingly-dense rental housing along the corridor has significant opportunity to influence behavior change of swaths of residents.

In this 2-year program, Move Minnesota will focus intensively on the new and expanded housing developments along the Green Line, creating a program centered on providing tangible transportation choices tailored to the specific needs of people who rent along the Green Line. The goal of the project is to develop and implement TDM programming that will shape renter behavior change, both at a policy level and an implementation level. To accomplish this goal, Move Minnesota will: provide a customized toolkit for the companies that own large rental complexes adjacent to the Green Line; impact city policies that constrain TDM outcomes for renters and dense housing; and provide direct behavior change tools to groups of residents. By sampling different types of sites throughout the corridor, Move Minnesota will be able to develop a comprehensive model for TDM that truly addresses the specific concerns of renters, as well as rental agencies and buildings looking to participate in TDM work. By connecting residents to the existing transit and bikeway networks, as well as encouraging walking to nearby destinations, this project will not only reduce congestion, but increase physical activity and support residents in reducing or eliminating their reliance on a car.

Metro Transit

First-Last Mile Job Access Project Summary

Providing adequate access to low-wage jobs in suburban areas is a significant challenge given the state of the land-use and transportation system. Low residential and employment densities, coupled with a relatively even distribution of low-wage jobs across a wide geographic area, make it difficult to provide fixed-route transit cost-effectively. The burden of the automobile-oriented land-use and transportation paradigm falls disproportionately on those least able to bear the cost of car ownership.

To address these problems, at least in part, transit agencies have long relied on alternatives to fixed-route service, including dial-a-ride, variable-route shared service, and private taxi-cabs. New technologies, including mobile app-based ride hailing, and improved vehicle routing algorithms, have the potential to make these services more effective.

This project will implement a demand-responsive, microtransit service based around the SunRay Transit Center in the east side of Saint Paul. Users will be able to hail a ride using a smart phone app or calling the dispatch center. Vehicles will be routed to passengers using a routing algorithm in real time and pick-up and drop-off additional passengers along the way.

The service will be available 7 days per week for 14 hours per day. It will include four vehicles available in service and target average passenger wait times of less than 10 minutes from the time of the ride request.

The service area will include the east side of Saint Paul, Maplewood, Oakdale, and Woodbury. There are significant opportunities to improve access to jobs in low density suburban job centers in this area. The grant request is to support the additional operating funds needed to implement the service.

Total Project Cost: $1,274,200.00
Requested Federal Amount: $500,000.00
Local Match Amount: $774,200.00
Local Match Percentage: 60.76%

Project Request
HOURCAR requests TDM funds to engage low-income communities through a robust outreach strategy and promote multi-modal transportation approaches, particularly in areas of concentrated poverty and communities of color (ACP50 areas). HOURCAR already operates carsharing hubs in such communities. These "Increased Access Hubs," which were implemented in 2017, have lower hourly rates compared to other locations throughout the Twin Cities.

Organization Overview
HOURCAR is a nonprofit that provides members with hourly access to a fleet of fuel-efficient vehicles. We have 2,300+ members and 60 hubs throughout the Twin Cities. Car-sharing is essential to efficient, convenient multi-modal transit. HOURCAR is committed to increasing transportation and car-sharing access to everyone in the Twin Cities, and seeks to engage low-income, underserved communities that have traditionally be left out of car-sharing opportunities.

Project Overview
Since becoming an autonomous organization in 2017, HOURCAR has identified engagement and inclusion in disadvantaged communities as a priority. This led to the creation of Increased Access Hubs, located in neighborhoods where the median income is less than $49,200 or 200% of the poverty guideline for a family of four. Currently there are 8 Increased Access Hub locationsIn addition, HOURCAR plans to add 6 more Increased Access Hubs in North Minneapolis and East St. Paul. For this project, HOURCAR seeks to build staff and organizational capacity to foster strong partnerships within these neighborhoods, with a goal to identify, mitigate, and/or eliminate barriers to carsharing.

Funding Request
Funding from this request will support the creation and implementation of a comprehensive outreach strategy that effectively engages communities with an Increased Access Hub. Components of the strategy include:

- A Stakeholder's Committee made up of local community leaders and advocates;
- A full-time Community Engagement Manager who will leverage community partnerships, engage residents, and promote the benefits of car-sharing across the region;
- Customized marketing and communication materials; and
- Focus groups with residents to determine the opportunities and challenges unique to their communities.

Without TDM funds, HOURCAR does not have the organizational capacity to foster relationships in Increased Access Hub communities or determine the barriers to usage. This project allows HOURCAR to increase engagement, mitigate user challenges, understand the needs within Increased Access hub neighborhoods, and create a process for a sustained and thriving multimodal community.

Project Name:	TDM Cultural Ambassadors
Applicant:	Move Minnesota
Project Location:	along the BRT C Line (Minneapolis and Brooklyn Center)
Requested Award Amount:	$308,166
Total Project Cost:	$385,208

Project Description & Benefits

In this two-year pilot program, Move Minnesota will work along the newly-built BRT C Line to develop and apply a new behavioral change model that employs ambassadors to develop change within specific cultural contexts. This TDM innovation model will prioritize and access cultural communities along the corridor, with the goals of shifting travel behavior and creating greater equity in cultural community access and use of transportation. This pilot model will be developed and tested over a 2-year period, with the intent of replication across other cultural communities in Minneapolis and Saint Paul.

While traditional TDM relies on individual marketing and surveys, these tools are not culturally appropriate for many communities of color. The cultural context of any evaluative tool has significant impact on its effectiveness and results, and culture should be core to strategy to successfully engage a community.

The TDM Cultural Ambassador model is centered around this principle. Over a two-year period, we will build relationships with trusted individuals and organizations who have historically struggled to have meaningful, safe access to walking, bicycling, and transit. This pilot project will focus primarily on communities of color in North Minneapolis and Brooklyn Center, including public, residential, educational, and employment sites that are relevant to those communities. Together with trusted partners, we will work to develop culturally-relevant multimodal TDM programming that speaks to the specific issues that prevent these communities from accessing transportation resources. By connecting residents to this new transit resource, as well as highlighting the walking and bicycling connections that create neighborhood access, this project will not only reduce congestion, but increase physical activity and support residents in reducing or eliminating their reliance on a car.

Parking FlexPass at ABC Ramps: Integrating Parking and Transit Options for Sustainable Mobility

The Parking FlexPass at ABC Ramps project is an innovative way to leverage existing transportation infrastructure and systems to address our region's mobility challenges by changing travel behavior with flexible purchase options for ABC Ramp parking contract holders.

To reduce Single Occupancy Vehicle (SOV) travel to downtown Minneapolis, this project will build a program with broad organizational support that allows commuters to have more commute mode flexibility. Currently many employers offer benefits for either parking or transit. Many commuters express a desire to have more flexibility than is currently offered – to drive some days and use transit other days.

This project will create a product that that employers can include in their benefits packages that allows commuters to have a guaranteed parking space on days they need to drive and use transit on other days. The product could provide other benefits such as access to car share, bike share, carpooling and more. The plan for Parking FlexPass at ABC Ramps was created over several months in 2018 by MnDOT, the City of Minneapolis, the University of Minnesota, Move Minneapolis, and other stakeholders.

The funding for the Parking FlexPass at ABC Ramps project will be used to:

1. Complete Systems Integration and Software Development

Integrate systems that allows the cost that commuters pay each month to be used for both parking and transit These systems include but are not limited to parking revenue control systems, Metro Transit and pre-tax employer benefits. This project is unique from previous efforts to encourage SOV parkers to use transit in that it will partner with employer benefit administrators (like Wage Works) to offer the program to employees through their employer's pre-tax benefit packages. The project team will also promote the program directly to commuters with parking contracts.

2. Develop product pricing

The ABC Ramps Transportation Program will work to find price purchase levels that fall between SOV parking contracts on the high end and a monthly transit pass on the low end.

3. Marketing and outreach

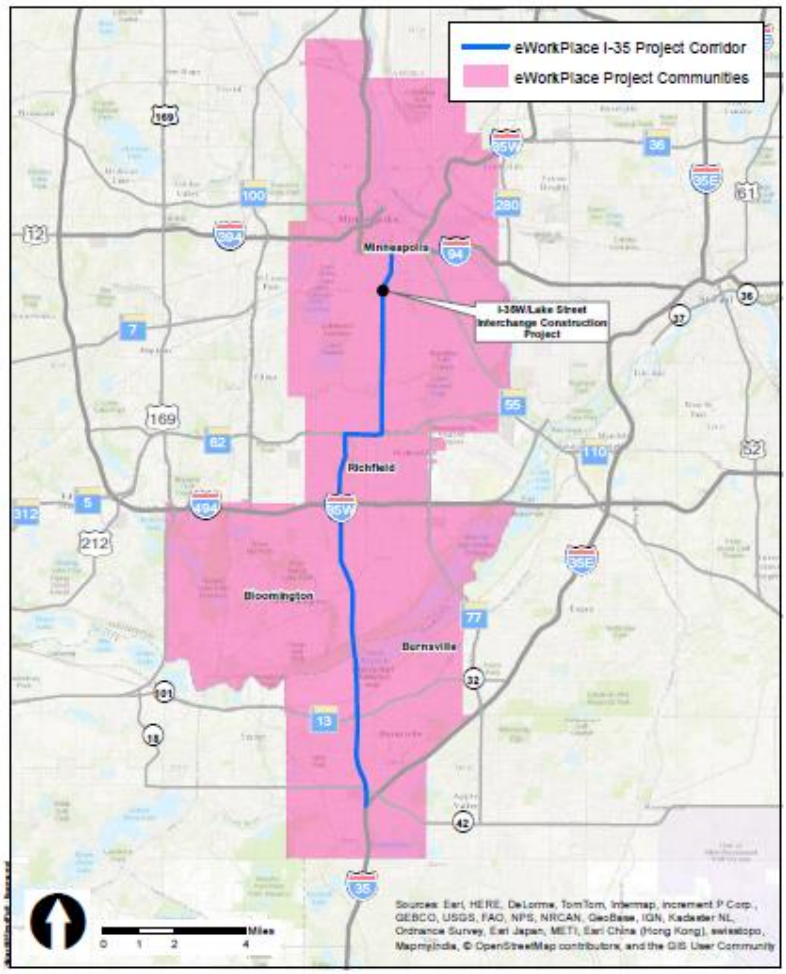
The new product will need extensive marketing and outreach effort to reach employers and commuters. Employers will need to learn about it so they can add it their benefits packages. There will likely be a contract with the Downtown Minneapolis TMO, Move Minneapolis, to help support this effort.

4. Conduct performance measures to measure impact on travel behavior

The University of Minnesota will be responsible for collecting travel behavior change. This may be done using the Daynamica App or other means. If the app is selected a sub-set of participants would be offered incentives to carry a mobile phone that tracks their travel behavior for a short sample period.

eWorkPlace Phase 4

This project promotes telework as a choice to commuters throughout the I-35W corridor and offers free consulting services to Twin Cities employers so they have strong and durable telework policies. Along the I-35W split into downtown Minneapolis, the corridor is one of the most heavily traveled routes in the Twin Cities Metropolitan Area. Highway capacity in this corridor is severely constrained due to 35W@94 Crosstown to Midtown construction expected to last through 2022. This project has disrupted already congested conditions on I-35W, causing conditions that push both employers and commuters to rethink their commute options. MnDOT has collaborated closely with eWorkPlace to share the free services that the program provides.



eWorkPlace will enter its fourth phase (eWorkPlace Phase 4) with successful award of this grant application, building on a history of successful outreach to employers. eWorkPlace will continue to maintain the service lines that have made the program successful, including the website, social media presence, webinars and "lunch and learns" with employers, and outreach to previous project participants. However, in this phase eWorkPlace will add deliberate, direct outreach to employees for referrals to employers and boasts a new formalized partnership with Move Minneapolis. Move Minneapolis is a trusted voice for commuting options among downtown employers, many of whom employ I-35W commuters. Move Minneapolis provides a strong connection to downtown Minneapolis employers, a connection built on trust for promoting solutions to employers facing loss of parking and employees clamoring for more flexible telework options.

Outreach to employees will utilize social media reconnaissance completed in Phase 3 and focus on building a movement of remote work supporters locally and connect local remote workers to one another. This work includes potential partnership with private business (e.g. local coffee chains) as well as Minnesota Department of Employment and Economic Development Workforce Centers both to promote the program and offer physical space for telework to take place. For their part, Workforce Centers are scattered through the metro, and could offer low-cost options for telework opportunities and collaboration across disciplines and job areas as well as needed interaction for happy workers. The more that local remote workers connect to one another, the more a movement of telework can be built and others see it as a viable option.

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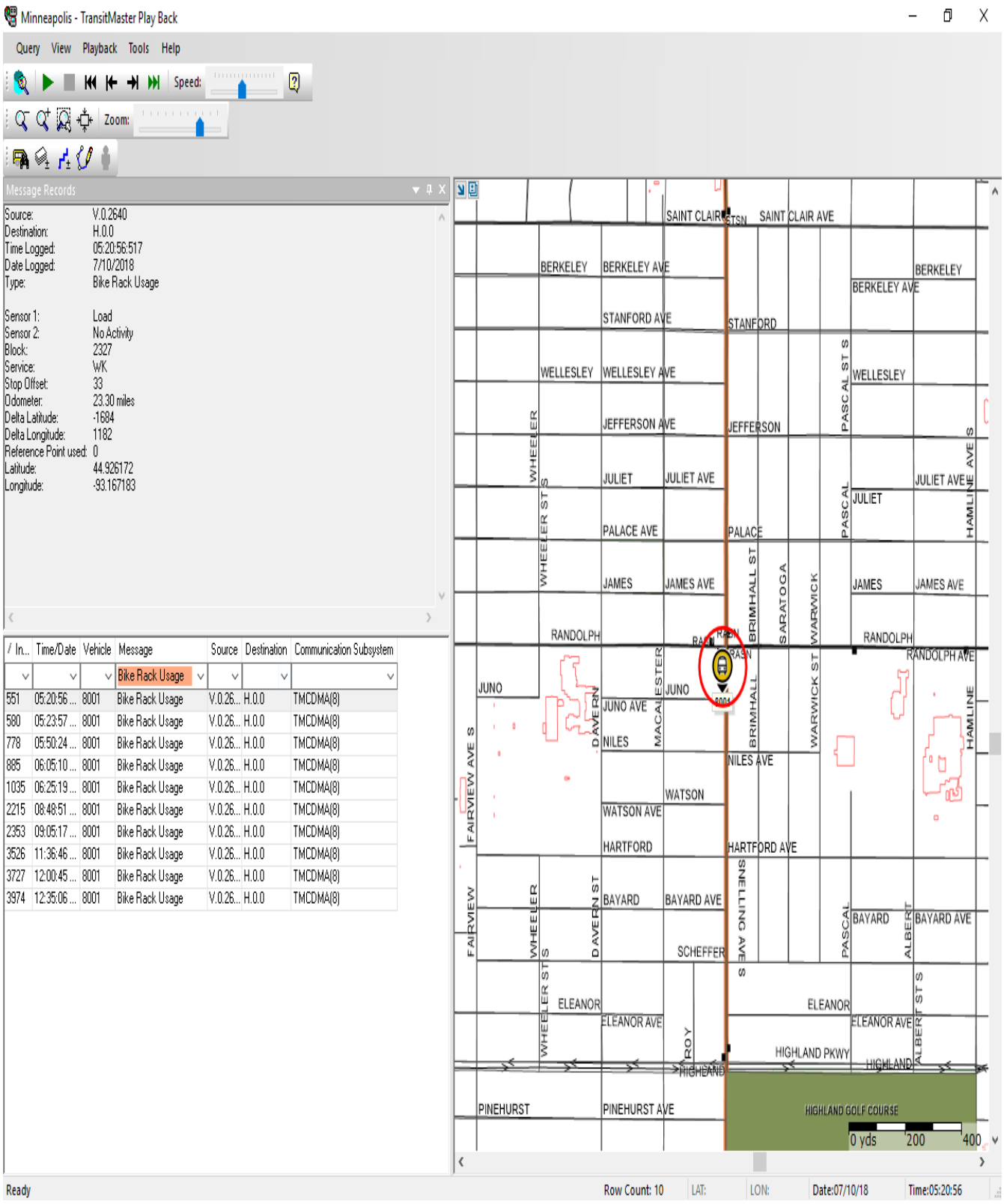
This project will expand on the popular Metro Transit app that lunched in November 2016. Since launching, the Metro Transit app has been downloaded more than 200,000 times. In its current state the app is focused on helping people use and pay for transit service in the Twin Cities metro area. It's core features as of the end of this month are fare payment, trip planning tools and information, Go-To Card management, Text for Safety (a public safety texting service), Guaranteed Ride Home and Ride Matching. One can see that this app offers customers robust access to the tools they need to take a trip on Metro Transit. While it opens those doors, where it fails is when transit is not the best option for a user.

If transit doesn't work, a user must rely on another app if they are looking from a non-SOV way to travel. If they need to switch between many apps every time they want to take a trip, they may end up defaulting to SOV travel rather than sort through a half dozen apps to make a trip. If there was a tool in which customers could browse all their options and pay for whatever method of travel they chose, they will end up using a single app more often and see more options at once. This, in turn, can help them reduce reliance on personal vehicles and use sustainable, shared mobility options more often. Additionally, Metro Transit has a built-in payment mechanism that could handle all financial transactions from the customer side. This could help to reduce the needs to manage multiple payment accounts and potentially more layers of complication.

While there are other travel aggregators in the market, such as Transit App, what Metro Transit can offer that no private company can is a neutrality and lack of profit driven service. All current travel aggregators are profit driven and make their money off referral fees. For example, if someone books a Nice Ride trip via the Transit App, Nice ride pays a fee to them. This increases costs to the provider and can be difficult to justify for smaller shared mobility solutions that are not backed by venture capitol with deep pockets like many of the big-name players in shared mobility. This could also open doors for participation for small, local providers that don't have the ability to absorb the additional costs of being on one of more for-profit travel aggregator.

As Metro Transit already has the app, there already exists a base platform to built the above functionality into. The large start up costs of building the app from the ground up have already been incurred so all funding from this grant would go towards developing the technology that would support shared mobility integration and the technology to support it. Some the development work that would need to be done would be integrating shared mobility API (something that many already offer), adapting the current payment tool and back end to accommodate paying for multiple types of services, integrating trip planning tools that show all the modes available and developing any addition supporting software development needs.

For the first phase of shared mobility integration, it is proposed that Nice Ride be the first to be included. As a non-profit and supportive partner, they present the fewest technical challenges (they already have an advanced app) as well as a demonstrated willingness to work with Metro Transit on the goal of shared mobility integration (see attached letter of support). This would not rule out others by any means, but just shows that there is already at least one local shared mobility provider eager to be a part of an enhanced Metro Transit app. Others could and would be included as well as they were willing to sign one. Through many conversations with providers, as well as looking at industry trends, there is an eagerness to be part of transit apps from companies like Lyft, Uber, Car2Go and more throughout the US and the world and we expect incredible interest for their inclusion on the Metro Transit app.



Screenshot of the TransitMaster Play Back application showing bike rack usage on a Metro Transit bus. The software is ready for an expansion of the rack sensors.

175 KB

Nice Ride Minnesota Proposal Summary

Project Name: Bike Share Integration, Inclusion, and Regional Expansion

Applicant: Nice Ride Minnesota, a nonprofit mobility manager

Planning/Public Engagement website: www.niceride-newparkingzonesplanning.org.

Through its unique relationship with the City of Minneapolis and Motivate/Lyft, Nice Ride Minnesota is poised to oversee a privately-funded dramatic expansion of bike sharing in the Twin Cities while assuring that public goals for quality, reliability, equity, and order are met. We are not seeking public funds to capitalize this expansion. We are seeking public funds to influence how it will integrate with public transit, to reach neighborhoods impacted by poverty and obesity, and to shape the regional expansion of e-bike sharing to maximize its potential to change commuting behavior.

Specifically, we are seeking $300,000 of public funding for a $1,000,020 project budget, including the following scope:

User-Interface Integration

Assessment of feasibility and scope, and potential development and communication of a User-Interface Integration Plan with Metro Transit staff and consultants (Moovel), including seeking endorsement of the Twin Cities Shared Mobility Collaborative.

Implementation of the User-Interface Integration Plan, including, potentially based of feasibility, through (1) integration of dockless bike unlocking with Metro Transit "Go-To" program and (2) bike share integration with Metro Transit App.

Marketing, incentives, and partnerships to encourage use of Go-To Card and Metro Transit App to access bikes, particularly among low-income populations.

Inclusion and Equity

Staffing of "equity manager"/"neighborhood ambassador" position (directly or through contracts with non-profit partners).

Discounts and incentives to drive utilization of dockless bike sharing in low-income neighborhoods impacted by obesity and diabetes associated with sedentary lifestyle (using innovative approaches that provide “automatic” subsidies for trips to and from targeted neighborhoods and for TAP riders).

Regional Expansion/Innovative Deployment

Development and approval of plan for implementation of e-bike share in suburban communities at locations that have a strong use-case for e-bike commuting and reduction of motor vehicle trips, such as by co-location with transit, TOD, park-and-ride, and regional bike trails along SW Light Rail route. (Example locations--proximate to St. Louis Park SW Light Rail and West End)

Allocation of bikes, e-bikes, and charging equipment hardware to target projects.

2018 TDM Application Summary--Commuter & community bicycle access

Applicant: Minneapolis Bicycle Coalition, doing business as Our Streets Minneapolis
Funding request: $230,000
Total project cost: $287,500 (20% local match of $57,500)
Project location: Minneapolis, especially downtown and nearby neighborhoods

Project description
The commuter & community bicycle access project will reduce driving and grow biking and walking in Minneapolis through three connected components.

1) We will work with employers to encourage workplace incentives and other policies to encourage biking and walking to work, such as providing a daily cash incentive to walk or bike to work, discounts on health insurance premiums, or free Nice Ride memberships. For companies that adjust policies, we will offer commuter bicycle commuting support such as trainings and targeted promotions. We will work with Move Minneapolis to maximize the impact of this work.

2) We will coordinate an access program connected with Nice Ride Minnesota to promote usage in traditionally underserved communities. This is especially important opportunity with the expansion to dockless bike share and we would focus extra attention on serving people in areas where bike share access is increasing. This work includes managing discounted Nice Ride access programs with partner organizations and event outreach and other promotion to inspire and support more people to use bike share. Nice Ride is supportive of us doing this work and would partner with us.

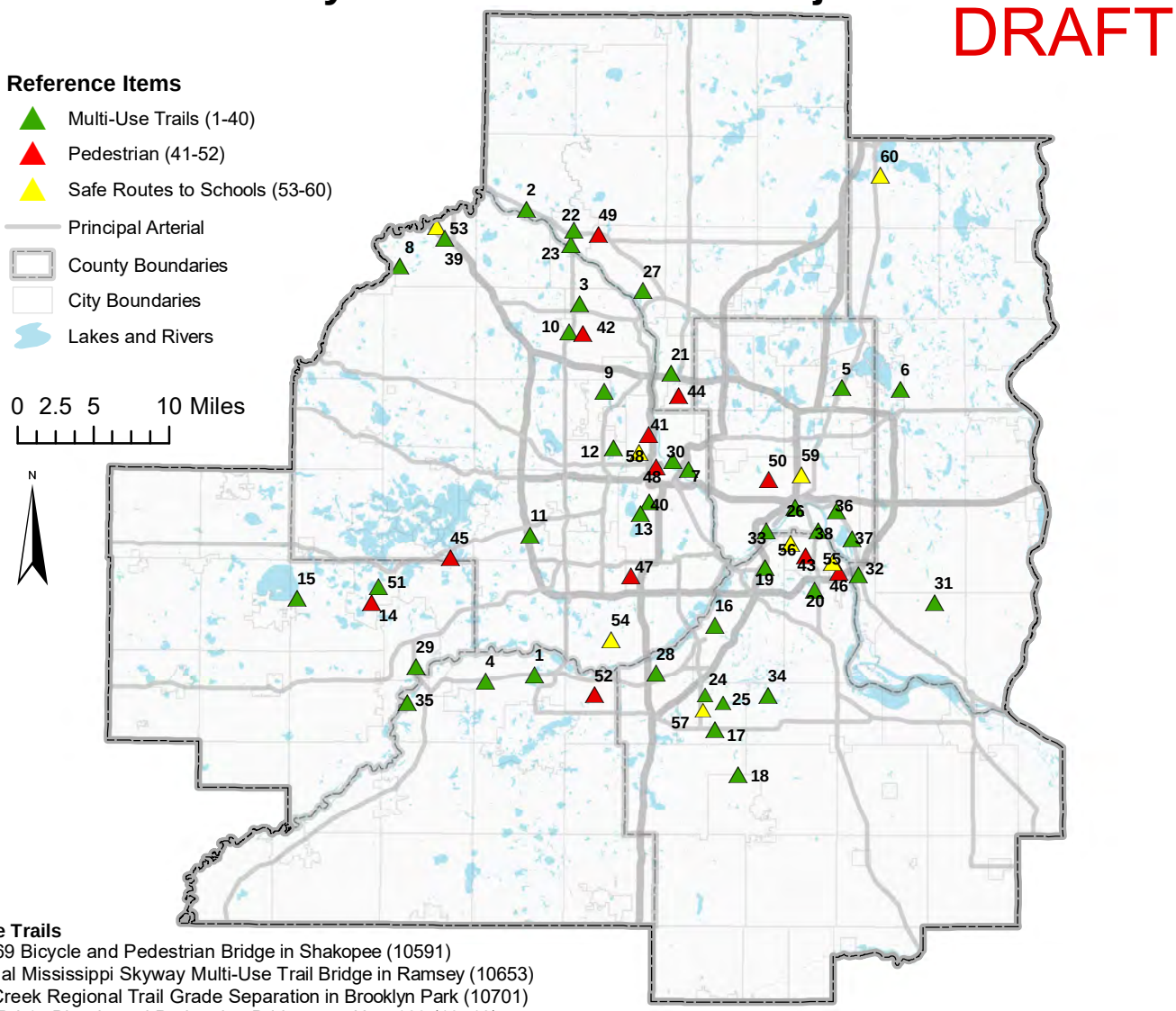
3) We would create a community bicycle ambassador program to support and develop new community bicycle champions in communities that have typically been underinvested in for biking. This work would connect strongly with the Nice Ride access work. We would contract with individual community leaders or connected organizations to champion biking through rides and promotions.

Benefits
This work is particularly timely as downtown Minneapolis and nearby neighborhoods have a lot of large road construction projects contributing to congestion, including the 35W Access Project, and commuters are looking for good alternatives. At the same time, biking is becoming an easier option with expanded dockless Nice Ride bike share and new bikeways.

We estimate that this work will reduce 316 average daily drive commute trips and directly serve about 2,000 people (an average of 354 users per day). The innovative work to promote workplace policies that better incentivize biking and walking to work can hopefully become a local and national model that can leave impact far beyond this. And the access and ambassador work with Nice Ride is critical as Nice Ride expands to dockless to ensure that the service is seen as serving everyone. This work can support building a culture of biking in new communities and impact far beyond the direct reach of the program as well.

Locations of 2018 Submitted Applications for Regional Solicitation Bicycle and Pedestrian Projects

DRAFT



Multi-Use Trails

1. Hwy 169 Bicycle and Pedestrian Bridge in Shakopee (10591)
2. Regional Mississippi Skyway Multi-Use Trail Bridge in Ramsey (10653)
3. Rush Creek Regional Trail Grade Separation in Brooklyn Park (10701)
4. Count Rd 17 Bicycle and Pedestrian Bridge over Hwy 169 (10718)
5. Bruce Vento Regional Trail in Ramsey County (10744)
6. County Rd 12 Multi-Use Trail in Washington County (10778)
7. University Ave and 4th St SE Protected Bikeways in Minneapolis (10791)
8. Crow Hassan Park Reserve to Lake Independence Regional Trail Connection in Rogers and Hanover (10836)
9. Bass Lake Rd Multi-Use Trail in Crystal (10848)
10. Bottineau Blvd Multi-Use Trail in Osseo and Brooklyn Park (10849)
11. Excelsior Blvd Multi-Use Trail in Minnetonka (10850)
12. Bassett Creek Regional Trail in Golden Valley (10854)
13. 36th St W Pedestrian and Bicycle Connection in Minneapolis (10866)
14. Lake Minnetonka Regional Trail in Carver County (10885)
15. Lake Waconia Regional Trail in Carver County (10886)
16. Minnesota River Greenway in Eagan (10894)
17. County Rd 42 Multiuse Trail and Crossing in Apple Valley (10895)
18. North Creek Greenway in Lakeville and Farmington (10896)
19. River to River Greenway in Mendota Heights (10897)
20. Inver Grove Heights Babcock Trail (10898)
21. Fridley 7th St and 57th Ave Trail Connections (10899)
22. Anoka Riverwalk West Rum River Trail (10908)
23. Anoka 4th Ave Trail Connection Rum River Trail (10909)
24. Apple Valley County Rd 38 Trail (10915)
25. Apple Valley Johnny Cake Ridge Rd Trail (10917)
26. Kellogg Blvd Capital City Bikeway in Saint Paul (10929)
27. Coon Creek Regional Trail and Pedestrian Bridge in Coon Rapids (10938)
28. Hwy 13 and Nicollet Ave Pedestrian Crossing (10941)
29. Circle the Brick Trail Connection in Chaska (10970)
30. Hennepin Ave and 1st Ave NE Bicycle and Pedestrian Facilities (10973)
31. Central Greenway Multi-Use Trail Segments in Cottage Grove and Woodbury (11003)
32. County Rd 38 Multi-Use Trail in Washington County (11004)
33. Sam Morgan Regional Trail in Saint Paul (11025)
34. Rosemount Greenway Downtown Trail (11033)
35. Merriam Junction Trail in Scott County (11036)
36. Fish Hatchery Trail in St. Paul (11040)
37. Point Douglas Regional Trail in St. Paul (11041)
38. Robert Piram Regional Trail Grade Separation in St. Paul (11042)
39. Rogers I-94 Pedestrian Bridge (11049)
40. Midtown Greenway Accessible Connections in Minneapolis (11050)

Pedestrian

41. Lyndale Ave North Pedestrian Safety Improvements in Minneapolis (10776)
42. West Broadway Ave BLRT Streetscape Improvements (10833)
43. West St. Paul Wentworth Sidewalk Construction (10902)
44. Central Ave Pedestrian Enhancement Project in Columbia Heights (10903)
45. Galpin Lake Pedestrian Improvements in Shorewood (10948)
46. Concord Exchange Pedestrian Improvements in South St. Paul (10966)
47. 69th St West Pedestrian Improvements in Richfield (10979)
48. ADA Retrofits at Blue and Green Line Extension Station Areas (10995)
49. Round Lake Blvd Pedestrian Accommodations over US 10 in Coon Rapids (10996)
50. Front Ave Sidewalk Gap Infill in Saint Paul (11012)
51. County Rd 11 Pedestrian Crossing Improvements in Victoria (11043)
52. County Rd 16 ADA Pedestrian Improvements in Savage (11047)

Safe Routes to Schools

53. Hassan Elementary School Trail in Rogers (10724)
54. Bloomington 102nd St Improvements (10807)
55. South St. Paul Secondary Safe Routes to School (10869)
56. West St. Paul Bidwell Street Sidwalk Improvements (10901)
57. Greenleaf Elementary Galaxie Crossing in Apple Valley (10916)
58. Near North Safe Routes to School in Minneapolis (10921)
59. Bruce Vento Elementary Safe Routes to School in Saint Paul (10934)
60. Goodview Ave Pedestrian Underpass in Forest Lake (10964)

CITY OF SHAKOPEE

TH 169 BICYCLE AND PEDESTRIAN BRIDGE/QUARRY LAKE TRAIL PROJECT SUMMARY

The US 169 Bicycle and Pedestrian Bridge/Quarry Lake Trail Project is located within Shakopee, the county seat of Scott County, and provides a direct connection to the Tier 1 RBTN corridor along CSAH 101. This new section of trail and pedestrian bridge is a Tier 2 RBTN Corridor in the 2040 Transportation Plan. The project eliminates a significant gap in the local and regional trail system between residential, educational and commercial areas south of US 169 and employment and recreational destinations north of US 169. The proposed trail/bridge connects an existing trail north of Dean Lake across US 169 to Quarry Lake Park and the CSAH 101 trail (part of the MN Valley State Trail).

The project consists of a 7-span (750 foot) pedestrian and bicycle bridge over US 169. In addition to the bridge, the proposed project includes approximately 1,350 feet of trail with 150 feet south of US 169 to replace and tie into an existing trail and the remaining 1,200 feet north of US 169 to connect to the Quarry Lake Park trail entrance (Figures 1 and 2).

Freeway US 169 is a major barrier for pedestrian and bike users. This project connects the south and north trail systems within Shakopee at a needed location. There are no grade-separated crossings of US 169 between CSAH 83 and Stagecoach Rd. The Stagecoach Rd. crossing is 4.9 miles from CSAH 83 by bicycle and adjacent to an active railroad switching yard; it can be blocked for up to a half-hour - multiple times per day. From the proposed project location, cyclists and pedestrians are currently required to travel 3.1 miles to reach the Stagecoach Rd crossing and often experience significant delays before being able to cross due to trains. Safe connections across the highway are needed to facilitate pedestrian and bicycle transportation to and from recreational, residential, commercial, institutional and industrial areas.

This project will eliminate the last gap between areas south and north of US 169. As shown in Figure 2, the City of Shakopee has a robust system of trails both north and south of US 169. However, the trails are not currently linked across US 169 at the east side of the city. This project enhances local and regional trail connectivity, removes regional barriers, provides a grade separation between high-speed traffic and pedestrians/bicyclists and fills a gap in the Shakopee and regional trail network. When complete, bicyclists and pedestrians will be able to make seamless connections to the Minnesota Valley State Trail, trails along CSAH 16, CSAH 83, CSAH 42, 12th Ave. and trails in Bloomington. The project improves access for users to reach several major employers on both sides of US 169, including Shutterfly, Rosemount-Emerson, Amazon, Bayer, Datacard, MyPillow, Entrust, as well as employers and residents of Bloomington, Minnesota.

The City of Shakopee is requesting $2,752,000 federal funding for this project. The city will match 20% of the estimated project costs which equates to $688,000. The estimated total project cost is $3,440,000. This project is feasible to start in 2021, if funding is available earlier. Otherwise, the project start date would be in 2022.

Regional Mississippi Skyway Multiuse Trail Bridge

Project Location:

Highway 10/169 Corridor,
City of Ramsey, Anoka County

Federal Funds Request:

Federal: $3,240,000
Local Match: $810,000
Project Total: $4,050,000

Local Investments:

This is a shovel ready project that the city will initiate as soon as funding is designated.

- $100K TOD Grant for Preliminary Design
- MRT connection with south bridge touchdown point at the Mississippi River Regional Trail land donated by private developer—valued > $100,000
- $490k National Park Service investment for Final Plans and Spec for construction of the skyway extension
- Level 2 Layout approval by MnDOT, Bridge #02053
- Removal of overhead power near south touchdown point
- Realignment of the Central Anoka County Regional Trail to connect the Ramsey Northstar Station with CSAH 116 and utilize the future Mississippi Skyway to cross TH 10/169

Project Purpose

The Regional Mississippi Skyway Multiuse Trail Bridge will provide a *vital, non-motorized, grade-separated connection* across Highway 10/169 to the Center of Ramsey (COR), a 400-acre Transit Oriented Development area within the City of Ramsey. Specifically connecting the Northstar Transit Station, mixed use amenities, 750 households within a half-mile (288 more to be constructed within a year), and the Mississippi River Regional Trail. The 4-lane divided principal arterial is a significant non-motorized barrier, connecting Minneapolis-St. Paul to St. Cloud, and carrying up to 47,500 vehicles per day (4% heavy truck) through the City of Ramsey.

Immediate Need

Today, a continuous pedestrian system does not exist along Highway 10/169 resulting in pedestrians walking and biking along the roadway shoulders and crossing the 4-lane divided highway at unmarked locations. The past 10 years have seen five crashes involving a pedestrian or bicyclist. **Two of these crashes resulted in a pedestrian fatality.**

Biker on shoulder during winter months

Continued development of the Ramsey COR and the Regional Park on the opposite side of the highway, has the city, county, and MnDOT concerned for the significant increase in non-motorized trips across Highway 10/169 that it will draw. In addition, the city has recently initiated the Ramsey Highway 10 Corridor Improvement Project which will result in a singular vision to reduce a significant number of private and local access points along the highway. While beneficial to motorized safety and mobility, it further degrades the already unsafe non-motorized environment along Highway 10/169 by allowing for increased motorized speeds and capacity. The Highway 10 project recognizes the Mississippi Skyway as an integral project component to address non-motorized deficiencies and safety issues.

Funding the Mississippi Skyway project benefits the Highway 10/169 corridor's role in regional transportation and economy in terms of efficient freight movement and connections to jobs and services. Heavy traffic volumes, severe back-ups, and traffic delays impact accessibility and safety for pedestrians and bicyclists in addition to vehicle traffic. Roadway and non-motorized system improvements, to diminish local highway trips, are equally important to reduce congestion and improve safety along the Highway 10/169 corridor.

The bridge connection between two east-west continuous regional trails will remove the need for pedestrians and bicyclists to utilize the highway shoulders or cross the 4-lane divided highway to reach the several regional destinations in the project area.

Project Benefits

- Eliminates physical non-motorized barrier
- Grade-separate connection between regional destinations
- Connects a RBTN Tier 1 and Tier 2 corridor
- Integrates and extends existing and planned regional infrastructure
- Promotes non-motorized transportation in an area that provides jobs and services
- Supports Northstar Transit connections
- *Effective nexus between housing, transportation, employment, and recreation*

Project Summary

Project Name – Rush Creek Regional Trail Grade Separation at Hennepin CSAH 103

Applicant – City of Brooklyn Park

Project Location – Rush Creek Regional Trail at Winnetka Avenue (CSAH 103) in the City of Brooklyn Park, Hennepin County

Project Map –

8757_GRAPHIC_Rush Creek Trail_Layout

Total Project Cost – $1,213,000 **Requested Federal Dollars** - $970,000

Before Photo –

Project Description – The proposed project provides a safer trail experience with the construction of an underpass along Three Rivers Park District's Rush Creek Regional Trail at Winnetka Avenue (CSAH 103). Currently, the Rush Creek Regional Trail requires trail users to cross Winnetka Avenue at-grade, a two-lane undivided roadway with a posted speed limit of 50 mph, currently carrying 6,900 vehicles per day. An additional challenge at this crossing is the trail's dense foliage that limits the visibility for motorists traveling at 50 mph to view oncoming trail users, making it difficult to safely navigate the crossing.

Project Benefits – The proposed Rush Creek Regional Trail Grade Separation will provide the following benefits:

- Eliminates the pedestrian/bicyclist/in-line skater conflict with vehicular traffic and ensures that 3.7 continuous miles out of the 9.65-mile regional trail will be completely separated from vehicular traffic.
- Supports recent and anticipated investment within and adjacent to the project corridor including the Blue Line LRT Oak Grove Transit Station and park-and-ride facility, Target Northern Campus Expansion, Gateway Business Park, and NorthPark Business Park.
- Underserved residents will benefit from better access to the area's jobs and improved transit facilities/routes.

One Page Summary

Project Name: CH 17 Pedestrian/Bicycle Bridge
Applicant: Scott County
Project Location: City of Shakopee
Route: From CSAH 16 to US 169 and CSAH 17 NW Ramp

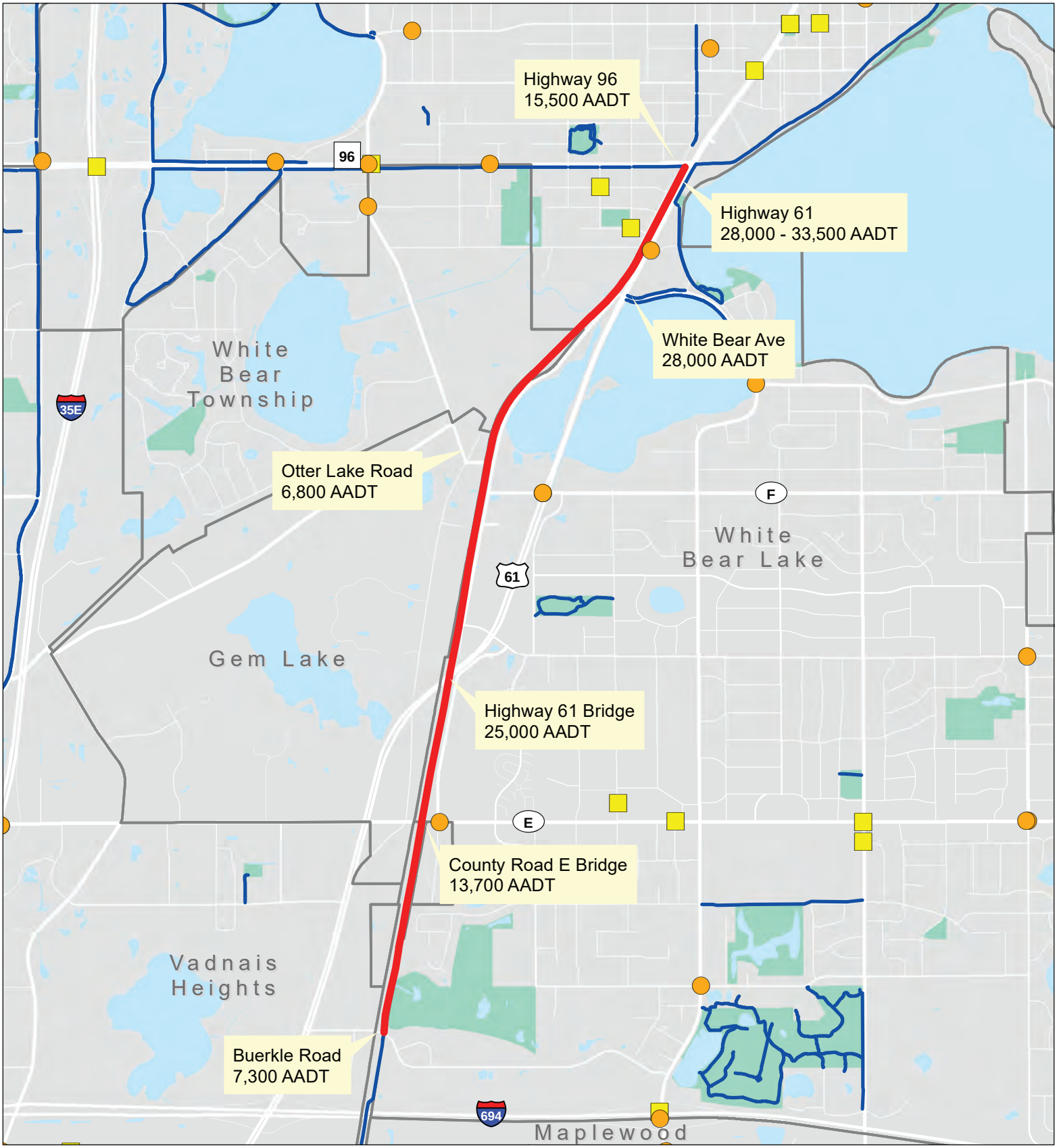
Requested Award Amount: $950,080
Total Project Cost: $1,187,600

Location Map

Project Description: The project will construct a pedestrian/bike overpass of TH 169 on the west side of CSAH 17 from CSAH 16 to the NW ramp of TH 169 and a trail segment gap along the west side of CSAH 17 in existing right-of-way. CSAH 17 is an A-Minor Expander in Scott County. CSAH 17/TH 13 runs the entire north-south distance through the County. There is no existing trail crossing on the west side of CSAH 17 to connect residents that live on either side of TH 169 and west of CSAH 17. The bike and pedestrian bridge on the west side of CSAH 17 closes the gap and provides a facility that crosses TH 169, a major barrier for a RBTN Tier 2 Alignment. The project will provide a direct pedestrian link to the Marschall Road Transit Center, which is located on the west side of CSAH 17. Since there is no trail on the west side of CSAH 17 along the transit center's frontage, there is no way for pedestrians/bicyclists to conveniently access the transit center and connect with the non-motorized travel linkage in this corridor. In addition, the project will connect residents on the southwest side of US 169 to a community grocery store/shopping area on the northwest side of US 169.

Project Benefits: Close System Gap, Provides bike/ped access to Marschall Road Transit Station

Bicycle and Pedestrian Crashes in Project Area (2010 - 2014)



Project
Existing Trail or Bike Lane
Crashes Involving Pedestrians
Crashes Involving Bicyclists

N

0 0.5 1 Miles

Project Summary: CSAH 12 (75th/Stillwater Road) Trail Rehabilitation and ADA Compliant Improvements from CSAH 29 (Hilton Trail) to CSAH 15 (Manning Avenue) in the City of Mahtomedi and Grant Township

This is application is a request for $756,978.99 in funding for trail rehabilitation and ADA compliant improvements on the trail along CSAH 12 between CSAH 29 and CSAH 15 in the City of Mahtomedi and Grant Township.

The existing trail along CSAH 12 was originally constructed over 40 years ago. Since that time, there has been one mill and overlay project to improve the trail's condition, taking place over 22 years ago. This trail has been a critical part of the community's non-motorized transportation network for decades. Throughout this time, the trail has never been ADA compliant and creates a barrier for those with accessibility needs to safely and confidently use the trail facility.

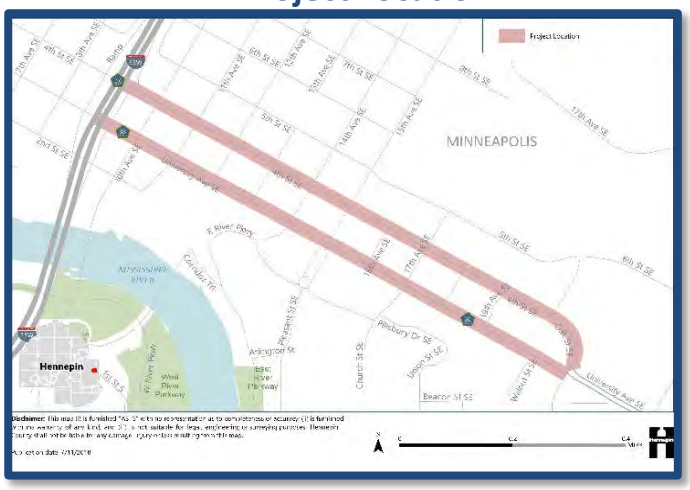
The proposed project includes rehabilitation of the existing multi-use trail along CSAH 12, an A-Minor Reliever, in the city of Mahtomedi and Grant Township. The trail's surface will be rehabilitated and improvements will be added to ensure the trail is compliant with ADA requirements. This will benefit the wide variety of trail users. The trail provides convenient access to the many commercial areas, community resources and neighborhoods of Willernie, Mahtomedi and Grant. It connects the community to critical services like the Wildwood Library, Mahtomedi City Hall, Mahtomedi Fire Station and St Andrew's Church. St. Andrew's Church, located on CSAH 12, is an active community with many resources targeted towards crisis and low-income populations. Students and staff at Mahtomedi High School, Mahtomedi Middle School, and Wildwood Elementary School are also able to take advantage of trail access as they are all located along CSAH 12.

The trail will be especially beneficial for the underrepresented populations in the area. Within 2 miles of the project location are 5 senior living facilities. Additionally, Lincoln Place, a workforce housing complex, is located at the corner of Hilton Trail and CSAH 12. Providing an improved trail will help these populations to use the trail and give them an opportunity for active living and promote recreation.

On a regional scale, CSAH 12 serves as an important link for Mahtomedi, Willernie, Grant Township, and White Bear Lake to Stillwater and the larger St. Croix River Valley. Nearly 10,000 vehicles drive on the roadway every day. The adjacent trail improvements will help provide a better regional connection between the aforementioned cities. This is especially important given the trail is a part the Metropolitan Council's Regional Bicycle Transportation Network (RBTN) and is designated as a Tier 1 alignment.

The trail improvements along CSAH 12 will also help provide efficient access to the nearby Brown's Creek trail that terminates in Stillwater and the Gateway State Trail which spans from St. Paul to north of Stillwater. Area residents and visitors will enjoy safer and accessible facilities.

Project Location



Existing Conditions

Project Overview

Project Name:	CSAH 36 (University Avenue SE) and CSAH 37 (SE 4th Street) Enhanced Bikeway
Roadway:	CSAH 36 (University Avenue SE) and CSAH 37 (SE 4th Street)
Project Termini:	I-35W to SE Oak Street
Project Location:	City of Minneapolis

Solicitation Information

Applicant:	Hennepin County
Funding Requested:	$5,500,000
Total Project Cost:	$9,575,000

Project Information

The proposed project will construct a permanent, raised protected bikeway barrier along CSAH 36 (University Avenue SE) and CSAH 37 (SE 4th Street) wherever feasible, and appropriate to provide a permanent and durable vertical barrier between bicycle and automobile travel lanes. In coordination with Metro Transits Route 6 Corridor Bus and Bus Stop Modernization' project the project will enhance bus stops, constructing floating bus stops where feasible. The project will construct protected intersections at appropriate locations where two protected bikeways intersect.

Project Benefits

The proposed project will provide a safe, comfortable and separated space along these corridors that is dedicated for bicyclists. It will also greatly reduce crash rates at intersections by enhancing visibility therein and creating more predictable movements for all modes of travel. Additionally, it eliminates conflict between bicyclists and buses, as it reconfigures the roadway so that buses do not stop to load and unload in designated bike lanes. The project will also upgrade curb ramps and signals to be ADA compliant, providing a benefit to people walking and transit users.

Crow River Regional Trail

Project Summary

Project Name: Connecting Crow Hassan Park Reserve to the Lake Independence Regional Trail

Applicant: Three Rivers Park District

Project Location: Hennepin County Road 19 and 117 (109th Avenue North) to the Crow-Hassan Park Reserve trailhead parking lot, west of the Park Preserve Road and Hennepin County Road 203 (Park Drive) intersection

Total Project Cost: $1,336,755 Requested Federal Amount: $1,069,404 Local Match Amount: $267,351

Project Description

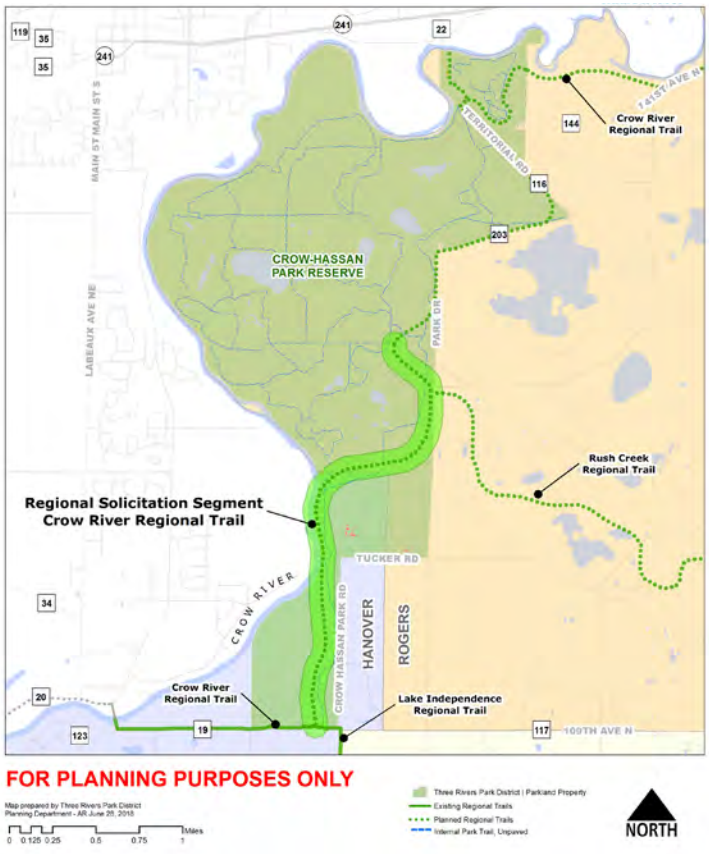
This project will construct a 2.8-mile portion of the Crow River Regional Trail in the Crow-Hassan Park Reserve in the northwest corner of Hennepin County. The trail extents of this segment are from Hennepin County Road 19 and 117 (109th Avenue North) to the Crow-Hassan Park Reserve trailhead parking lot, west of the Park Preserve Road and Hennepin County Road 203 (Park Drive) intersection.

Project Elements

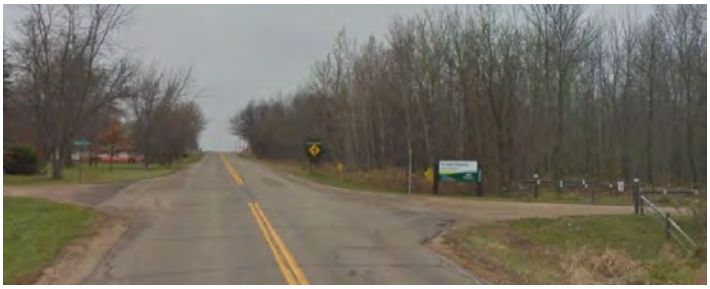
- A 10-foot wide, off-street, multi-use trail through the Crow-Hassan Park Reserve
- Direct connections to the existing Lake Independence Regional Trail, a segment of the existing Crow River Regional Trail, and the future Rush Creek Regional Trail
- Visual touchpoint with the Crow River
- ADA compliant trail design

Project Benefits

- Fill a gap for people walking and bicycling between Crow-Hassan Park Reserve and the existing Crow River Regional Trail that crosses the Crow River in Hanover and the Lake Independence Regional Trail.
- Provides a safe, continuous and contiguous trail corridor for all ages, physical abilities and travel modes
- Provide a direct bicycle and pedestrian cross-jurisdictional connection between the cities of Hanover and Rogers, and eventually connect with the cities of Maple Grove and Dayton
- Provides an important north-south bicycle and pedestrian connection that parallels Hennepin County Road 203, which does not have any existing sidewalks or bicycle accommodations
- Connects to an existing RBTN Tier 2 alignment on Hennepin County Road 19 and will eventually intersect with a RBTN Tier 1 Search Corridor located along Hennepin County Road 116/Territorial Road in Rogers



Before Conditions



Proposed Conditions (Similar Regional Trail)

HENNEPIN COUNTY
MINNESOTA

2018 REGIONAL SOLICITATION

Project Location

Existing Conditions

Project Overview	
Project Name:	CSAH 10 (Bass Lake Road) Multi-Use Trail
Roadway:	CSAH 10 (Bass Lake Road)
Project Termini:	CSAH 8 (W Broadway Avenue) to Xenia Avenue N
Project Location:	City of Crystal

Solicitation Information	
Applicant:	Hennepin County
Funding Requested:	$457,220
Total Project Cost:	$571,525

Project Information

Hennepin County is proposing to construct a multi-use paved trail along the south side of Bass Lake Road (CSAH 10) from W Broadway Avenue (CSAH 8) to Yates Avenue N. Additionally, Hennepin County will construct a trail on the north side of Bass Lake Road from Yates Avenue to Bottineau Boulevard for people traveling westbound, and will stripe on-street bike lanes on the north and south sides of Bass Lake Road between Yates Avenue and Xenia Avenue in order to connect to existing bike lanes. The segment between Sherburne Avenue and Bottineau Boulevard (CSAH 81) will be constructed by the City of Crystal as part of the Becker Park redesign. Crossing improvements across Bottineau Boulevard will be constructed as part of the Blue Line Extension Light Rail Transit project, and crossing improvements at additional intersections will be evaluated as part of this project.

Project Benefits

The proposed project fills a bikeway gap as identified in Hennepin County's *2040 Bicycle Transportation Plan* , and will improve safety by providing a separated space for people to walk and bike. Upon completion of this project, people biking and walking will have a safe and comfortable connection to Becker Park, the proposed Bass Lake Road light rail station, and the Crystal Lake Regional Trail.

HENNEPIN COUNTY
MINNESOTA

2018 REGIONAL SOLICITATION

Project Location

Existing Conditions

Project Overview	
Project Name:	CSAH 81 (Bottineau Boulevard) Multi-Use Trail
Roadway:	CSAH 81 (Bottineau Boulevard)
Project Termini:	CSAH 109 (85th Avenue N) to 1st Avenue NW
Project Location:	Brooklyn Park and Osseo

Solicitation Information	
Applicant:	Hennepin County
Funding Requested:	$1,562,348
Total Project Cost:	$1,952,935

Project Information

Bottineau Boulevard (CSAH 81) is a major north-south connection, linking Minneapolis and the northwest suburbs. It is a divided rural highway, with high speed and vehicle volumes and no dedicated facilities for people walking and biking. As part of this project, Hennepin County will construct a multi-use paved trail along Bottineau Boulevard (CSAH 81) from 85th Avenue N (CSAH 109) to 1st Avenue NW in Brooklyn Park and Osseo. The multi-use trail will meet ADA requirements, accommodate two-way directional traffic, incorporate wayfinding signage, and provide local access points.

Project Benefits

The proposed project is identified as a Tier 1 alignment in the RBTN and will fill the final gap in the Crystal Lake Regional Trail. The trail will serve as a crucial first and last mile connection to the future light rail station at 85th Avenue N and W Broadway Avenue. People walking and biking will also have a safe and direct connection to numerous regional trails and parks, as well as access to a popular commercial corridor in Downtown Osseo.

Project Name: Excelsior Boulevard Multi-Use Trail

Applicant: City of Minnetonka
Project Location: Excelsior Boulevard (CSAH 3) from Kinsel Road to Shady Oak Road
Total Project Cost: $3,695,000
Requested Federal Award Amount: $2,956,000
Local Match: $739,000 (20% of total)

Project Description:
The City of Minnetonka is proposing to construct a 10-foot wide bituminous multi-use trail along Excelsior Boulevard (CSAH 3) between Kinsel Road and Shady Oak Road. The project will eliminate two trail gaps along Excelsior Boulevard, resulting in a continuous trail (approximately 3.5 miles long) between the Glen Lake neighborhood in Minnetonka and Hopkins. The project will significantly improve regional connectivity as it will serve as an alignment for a Tier 2 Regional Bicycle Transportation Network (RBTN) Corridor and connect to several Tier 1 RBTN alignments that are part of the LRT regional trail network near downtown Hopkins.

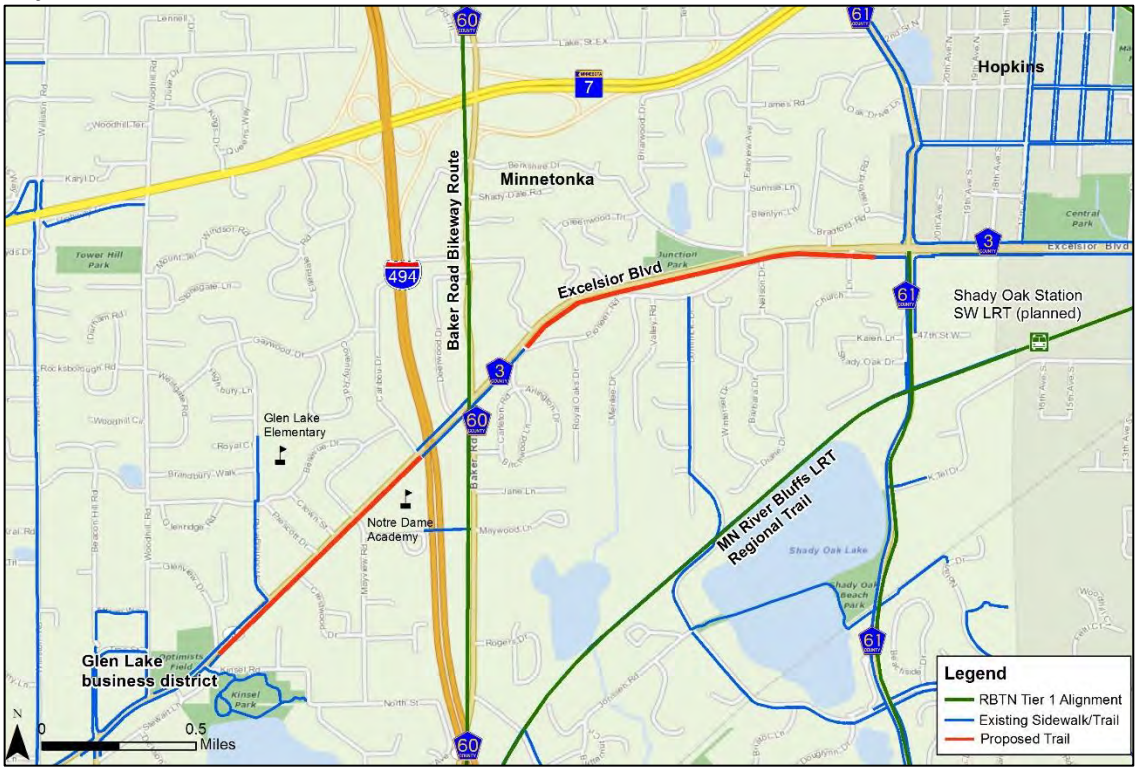
Project Benefits:

- Eliminate a gap in the multimodal network
- Utilizes existing bike/ped crossing over I-494 (a major barrier)
- Reduce risk of crashes and conflicts between bike/peds and vehicles
- Access to existing and planned transit services
- Improve multimodal access for disadvantaged populations

Key Connections:

- RBTN (Tier 1 & Tier 2 access)
- LRT Regional Trail Networks
- Future Shady Oak Station for the SWLRT
- Future redevelopment at the Shady Oak Station area
- Glen Lake senior living facilities and neighborhood businesses
- Downtown Hopkins
- Two elementary schools and several childcare facilities
- Several local parks

Project Area:



Bassett Creek Regional Trail
Project Summary

Applicant – Three Rivers Park District
Project Location – Golden Valley Road (CSAH 66) between Regent Ave. & Bonnie Lane in Golden Valley, Hennepin County
Total Project Cost – $2,004,500 **Requested Federal Amount** - $1,635,600 **Local Match Amount** - $408,900

Project Description:

This project will construct the Bassett Creek Regional Trail along Golden Valley Road (CSAH 66) between Regent Avenue and Bonnie Lane. Combined with the Blue Line LRT project (Bonnie Lane to Xerxes Avenue) and Golden Valley Road Station improvements, this project closes the final gap of the seven-mile Bassett Creek Regional Trail connecting French Regional Park in Plymouth to Theodore Wirth Park in Minneapolis through New Hope, Crystal and Golden Valley.

Proposed project elements include:

- A 10-foot wide, off-street, multi-use trail on south side of Golden Valley Road.
- Construction within existing right-of-way, to the greatest extent possible to minimize property impacts.
- Curb reconstruction and associated storm sewer work along the entire south curb line.
- Courage Kenny Rehabilitation Institute enhancements addressing bus stop, crosswalk, and various users/abilities.
- Traffic signals replaced at Hidden Lakes Parkway and Noble Avenue where impacted by the trail.

Project Benefits include:

- Provide a safe, continuous and contiguous corridor for all ages, physical abilities and travel modes, spanning five communities and eliminating four significant physical barriers (TH 169, CP Rail, TH 100, and Burlington Northern Rail).
- Generate regionally significant 175,000+ annual visits.
- Connect to 24 existing bus stops and future METRO Blue Line Extension LRT Golden Valley Road Station at Theodore Wirth Parkway.
- Improve the area's livability, support active living and provide a transportation option for those without access to a vehicle.
- Connect to Theodore Wirth Park, Armstrong Senior High School, Plymouth Middle School, Beacon Academy Charter School, Courage Kenny Rehabilitation Institute, Minneapolis Neurology Clinic, Schapiro Center for Multiple Sclerosis, Parkinson's Specialty Care Center, Golden Valley Fire Station, and various retail centers/health clinics/churches/gas stations/parks/etc.

Before Conditions:

Approaching Noble Avenue Intersection: Bikelane gap, no boulevard, no clear zone from utility poles/vehicles, some pavement heaving

Noble Avenue Crossing: narrow sidewalk, bikelane gap, signal pole in middle of sidewalk

Hidden Lakes Parkway Intersection at Courage Kenny Rehabilitation Institue: bikelane gap, no bouelvard, bus stop, crosswalk, substandard curb, narrow sidewalk shared between able-bodied people walking and biking and people with physical and cognitive diasabilities often using wheel chairs, walkers, canes and similar

After Condition:

Bassett Creek Regional Trail Segment in Crystal: example of similar, recently constructed urban segment.

36th St W Pedestrian and Bicycle Connection
Richfield Rd to Dupont Ave S

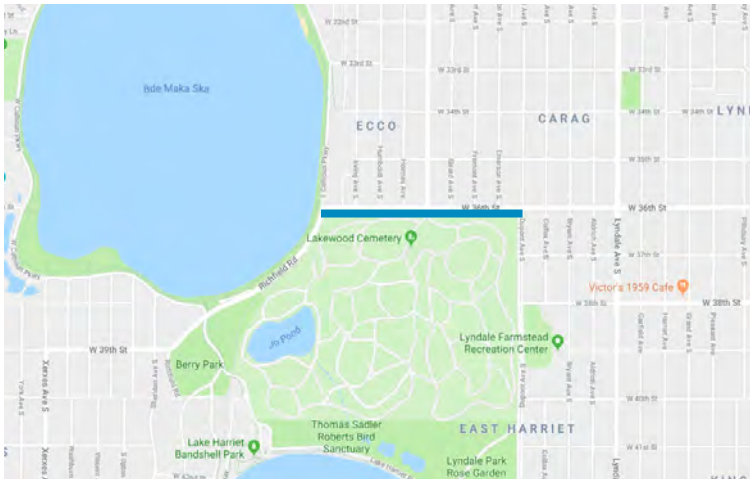
Minneapolis
City of Lakes

Project Background

The proposed project will construct a new sidewalk and bicycle path on the south side of 36th St W between Richfield Rd and Dupont Ave S. The corridor is identified in the Minneapolis Pedestrian and Bicycle plans as a critical sidewalk and bikeway gap. 36th St W provides a direct connection between the Uptown neighborhood of Minneapolis and Bde Mka Ska and the regional Chain of Lakes trails.

The City of Minneapolis installed an interim pedestrian and bicycle facility in 2014 using striping and plastic bollards. Since installation, pedestrian and bicycle traffic has increased 30 percent on the street. The City aims to build upon this success and construct a permanent facility to further improve safety and access.

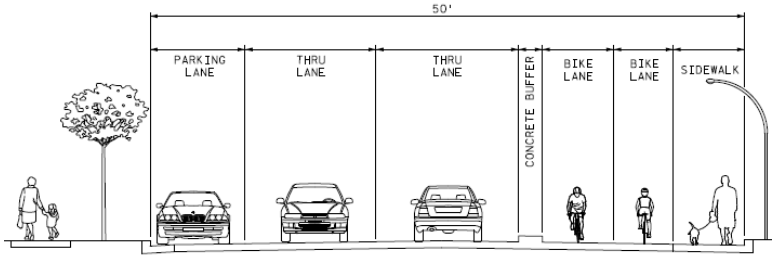
Project Area



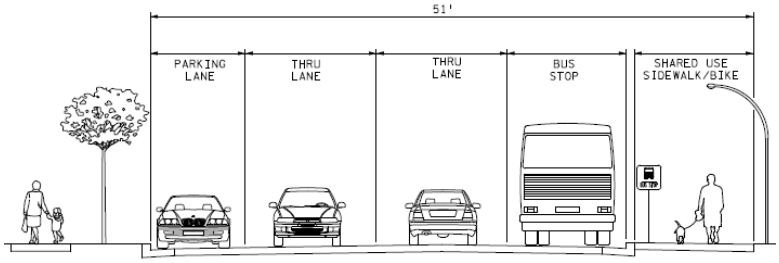
Project Goals

- Provide a permanent sidewalk and bikeway separated from motor vehicle traffic
- Upgrade intersections to improve safety and access for pedestrians and bicyclists through signal, lighting, and curb ramp improvements.
- Upgrade bus stops to improve safety and access for transit customers.

Proposed Design



Proposed Typical Design



Proposed Design at Bus Stop Locations

Existing Conditions

Average Number of Daily Users

530 pedestrians

210 bicyclists

3 Metro Transit bus routes, including the hi-frequency Route 6

12,000 motor vehicles

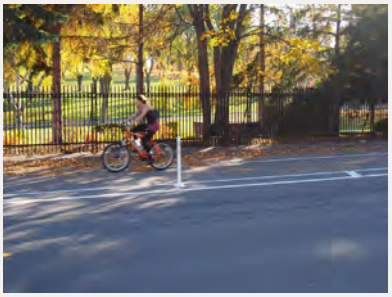
Source: Minneapolis Bicycle & Pedestrian Counts (2017) and Minneapolis Public Works (2015-2017), Metro Transit.

Existing Pedestrian and Bicycle Facility

The proposed project aims to improve the existing interim facility and provide a permanent sidewalk and bikeway.

Typical existing cross section with the pedestrian space and bikeway separated from motor vehicle traffic by striping and plastic bollards.

View approaching the intersection of Richfield Rd and the connection to the Bde Mka Ska and the regional Chain of Lakes Trails, a Tier 2 regional bikeway.



A bicyclist rides on the existing interim facility on 36th St W towards the connection to Bryant Ave S, a Tier 1 regional bikeway.

A transit customer waits for the Route 23. The interim facility includes bus stop waiting areas, but transit customers must still board from the roadway.

Carver County

Lake Minnetonka Regional Trail

from Stieger Lake Boat Launch to CSAH 13

Project Information

Project Location:
City of Victoria, Carver County

Federal Funding Request:
$555,280

Total Project Cost:
$694,100

Project Description

The proposed project is to pave a 1.0 mile segment of the existing Lake Minnetonka Regional Trail between the Stieger Lake boat launch and CSAH 13 (Rolling Acres Rd.) in the City of Victoria. The project includes an enhanced pedestrian crossing treatment for the regional trail at CSAH 13 (Rolling Acres Rd.). Paving this segment of trail and adding the crossing aid infrastructure will close the unpaved gap between the TH 5 underpass and the constructed trail that connects to the MN Landscape Arboretum.

Project Benefits

Multimodal

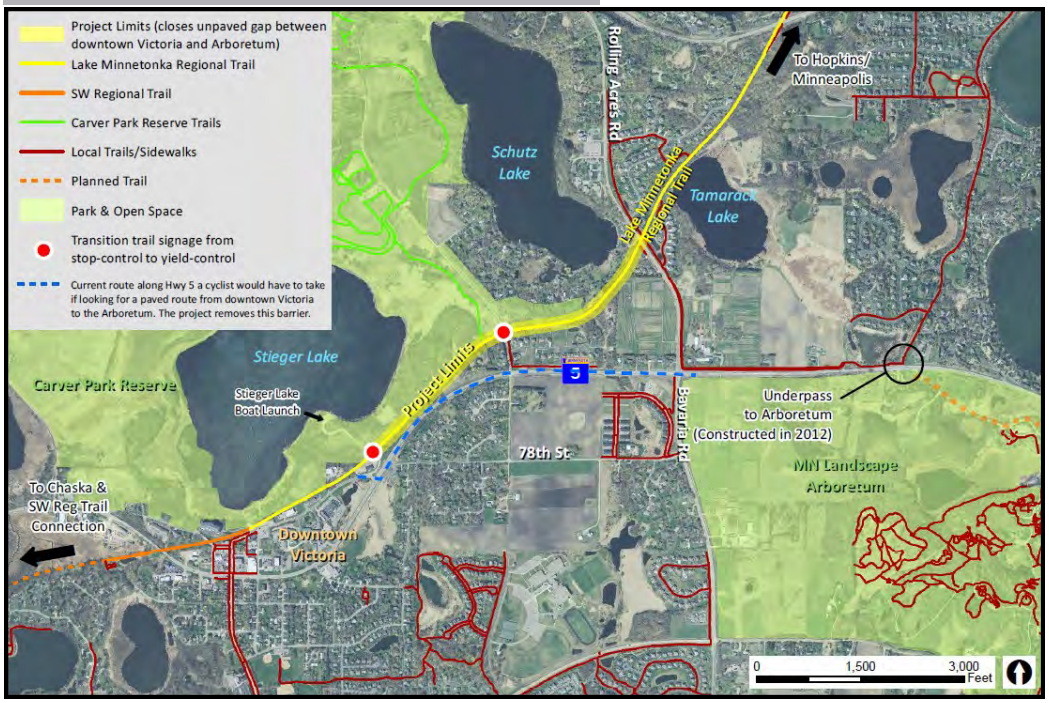
- Pave existing Regional Trail
- Connect to regional destinations

Safety

- Install pedestrian crossing aid at CSAH 13 (Rolling Acres Rd.)

Existing Conditions Pictures

Project Location & Concept Overview Map



Regional Significance

The Lake Minnetonka Regional Trail is identified as a Tier 1 alignment in the Regional Bicycle Transportation Network (RBTN). Closing this unpaved gap will seamlessly connect the paved trail facility to the MN Arboretum, to downtown Victoria, which is a pedestrian-friendly mixed-use center, and to the Carver Park Reserve, a popular park that hosts a variety of programs and attracts thousands of visitors throughout the year. With the proposed project in place, trail users of all capabilities will be able to easily walk, skate, or ride between all three destinations.

Contact Information

Lyndon Robjent, P.E.
PW Director/County Engineer

Carver County Public Works
11360 Highway 212, Suite 1
Cologne, MN 55322
Phone: 952-466-5200

Carver County

Lake Waconia Regional Trail

from Old Beach Rd. to CR 155/CSAH 92

Project Information

Project Location:
Laketown Township, Carver County; northeast of the City of Waconia

Federal Funding Request:
$1,498,320

Total Project Cost:
$1,872,900

Project Description

The proposed Lake Waconia Regional Trail project is construction of approximately 1.9 miles of a shared use, separated, paved trail facility beginning at Old Beach Rd at the City of Waconia city limits, extending through Lake Waconia Regional Park, and running along the west side of CSAH 92 north to the CR 155/CSAH 92 intersection. The western endpoint connects to pedestrian and bicycle facilities in the City of Waconia and downtown Waconia destinations and the northern endpoint connects to the Lake Waconia boat launch and CR 155. CR 155 connects north to the Dakota Rail Regional Trail and Crown College.

At the northern endpoint of the project at the intersection of CR 155 and CSAH 92, pedestrian and bicycle crossing is proposed to direct non-motorists across CR 155. The pedestrian crossing treatment will include pedestrian warning signs and flashers as well as a crossing treatment. Additional safety improvements will be made at the southern end of the regional trail corridor with the addition of pedestrian ramps at CSAH 92 in order to accommodate on-road users transitioning to the off-road facility or connecting to the regional park.

Project Benefits

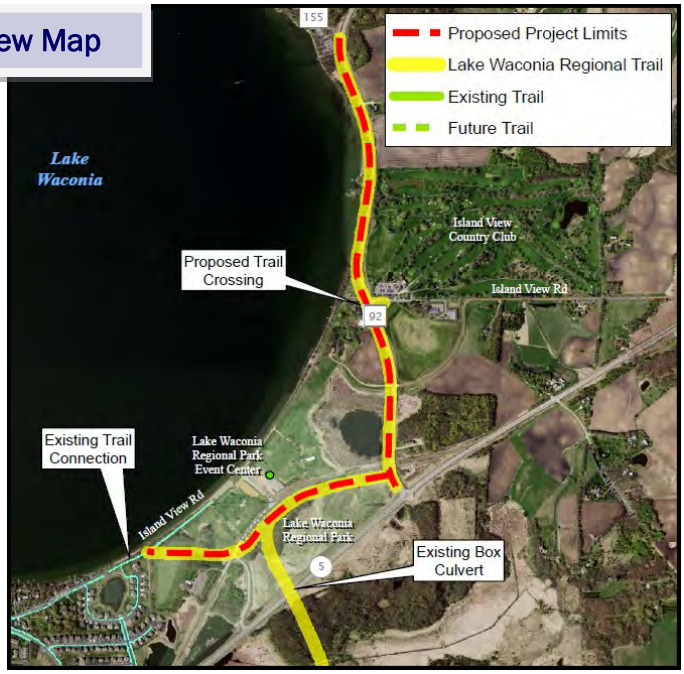
Multimodal

- Construct 1.9 mile Regional Trail
- Connect to regional destinations

Safety

- Install pedestrian crossing aid at CR 155
- Install pedestrian ramps

Project Concept Overview Map



Existing Conditions Pictures

Regional Significance

The Lake Waconia Regional Trail project follows Tier 1 and Tier 2 RBTN alignments. The Tier 1 RBTN alignment is defined for the southern section of the project through Lake Waconia Regional Park, paralleling TH 5. The Tier 2 RBTN alignment is defined for the northern section of the project along CSAH 92 (Laketown Pkwy.). The Tier 2 RBTN alignment was included in the project because it utilizes existing grading on the west side of CSAH 92, which was planned for this future trail facility. The construction of this project works toward completing the long-term vision for the trail network in the City of Waconia and Carver County as well as supports the areas active living goals.

Contact Information

Lyndon Robjent, P.E.
PW Director/County Engineer

Carver County Public Works
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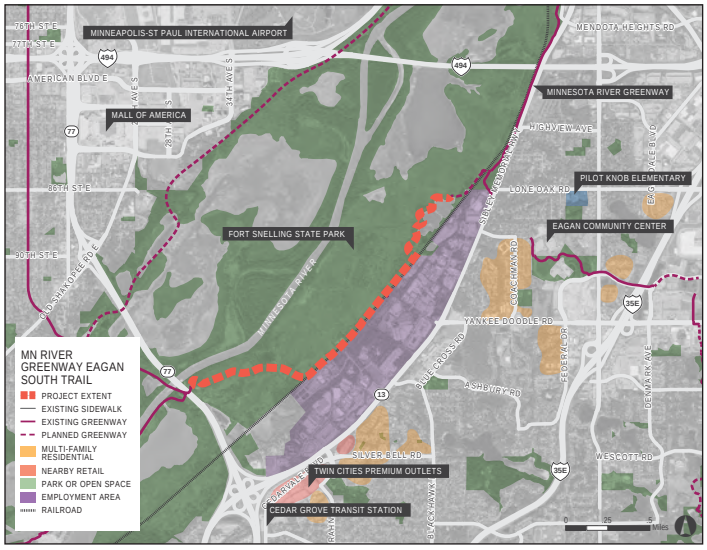
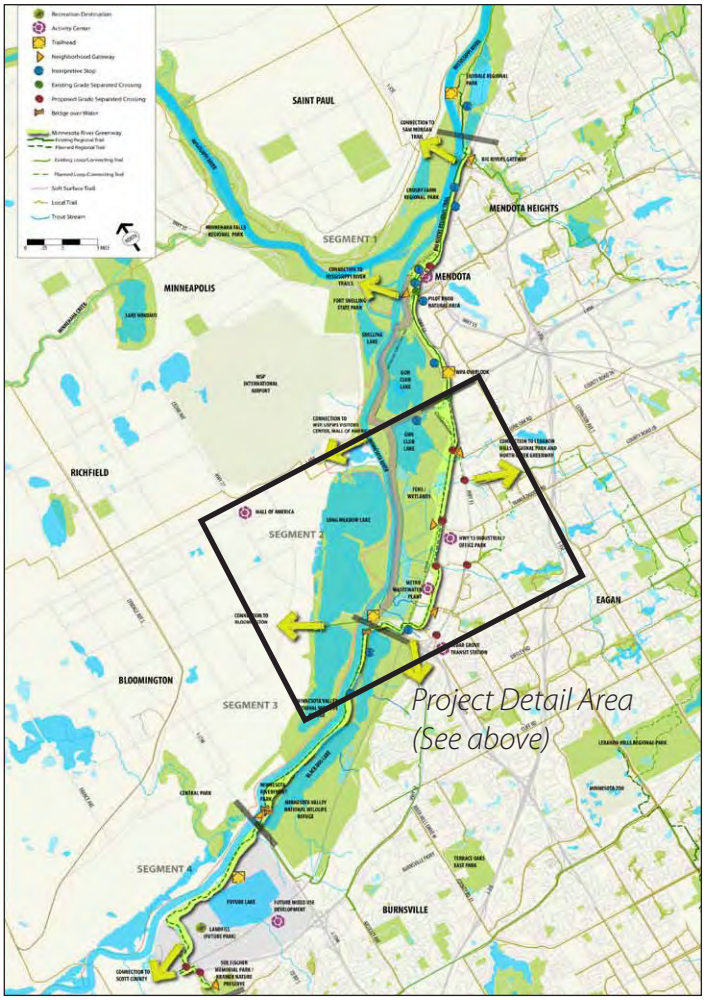
Phone: 952-466-5200

Minnesota River Greenway - Fort Snelling

DAKOTA COUNTY



Proposed trail route



Minnesota River Greenway Regional Trail Concept Plan

Project Location:	Eagan
Requested Award Amount:	$3,508,000
Total Project Cost:	$4,385,000

PROJECT DESCRIPTION

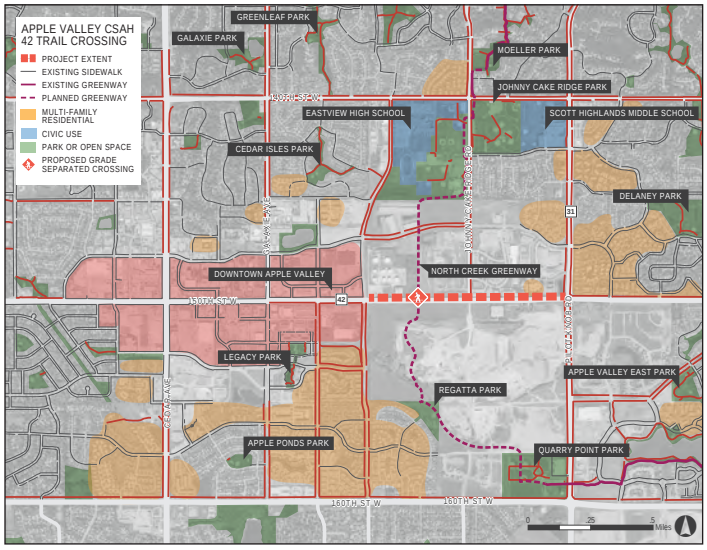
The Minnesota River Greenway - Fort Snelling trail segment will complete a 2.75 mile gap in the 17-mile Minnesota River Greenway Regional Trail, an important regional trail that will provide views and access to the Minnesota River through several suburban Twin Cities communities.

PROJECT BENEFITS

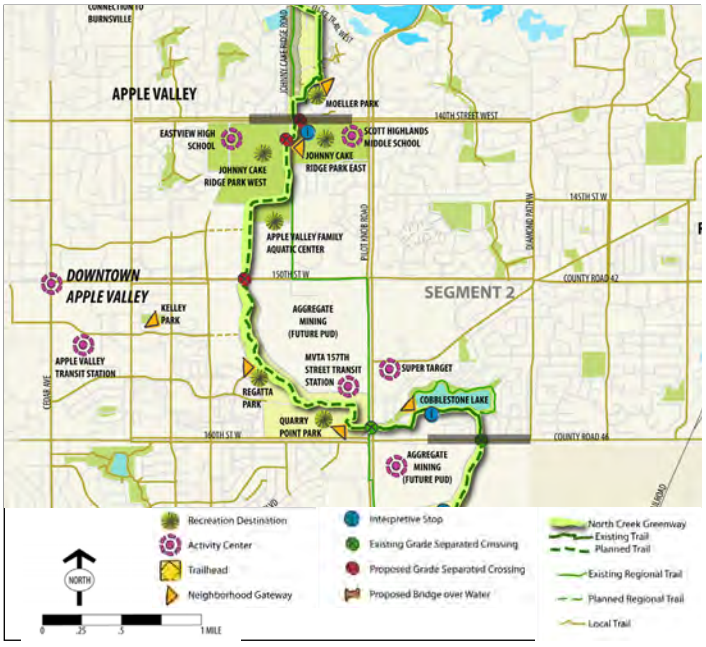
- *Provides local connections to Fort Snelling State Park*
- *Completes a long planned regional trail between Burnsville and downtown Saint Paul*
- *Fills a gap between the popular Big Rivers Regional Trail and the Burnsville segment of Minnesota River Greenway Regional Trail*
- *Continued collaboration and trail development will link a major system of trails in the Minnesota River Valley from Ortonville to Le Sueur to St. Paul*
- *Connects trails in Burnsville, Eagan, Bloomington, Mendota Heights, Minneapolis, St. Paul and beyond*
- *Key connections include the Cedar Avenue and 494 bridges*
- *Commuters will gain a safer, scenic, more direct route when this project is completed*
- *Immerse visitors in the expansive Minnesota River Valley, providing views and long vistas that feel far removed from the urban environment*
- *Provides new opportunities for underserved populations in adjacent communities to access the outstanding natural resources at Fort Snelling State Park and the Minnesota Valley National Wildlife Refuge*

Apple Valley CSAH 42 Trail Crossing

DAKOTA COUNTY



Project Location



North Creek Greenway Segment 2 Concept Plan

Project Location:	Apple Valley
Requested Award Amount:	$____
Total Project Cost:	$_____

PROJECT DESCRIPTION

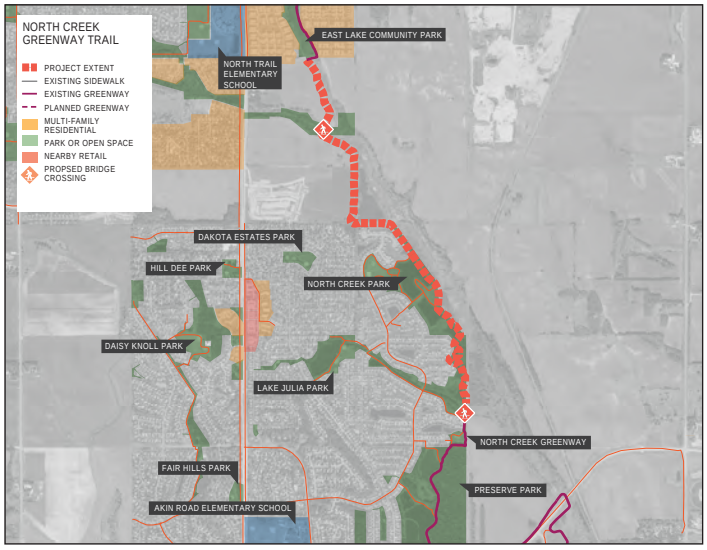
The CSAH 42 Trail Crossing project will complete a "missing link" in the pedestrian and bicycle network of the City of Apple Valley. The proposed 1.0 mile trail segment has been designated as a Tier 2 RBTN alignment and will run along the south side of CSAH 42 (150th Street West) between Flagstaff Avenue in the west and Pilot Knob Road in the east. The project will include a grade-separated crossing of CSAH 42 just east of Flagstaff Avenue.

PROJECT BENEFITS

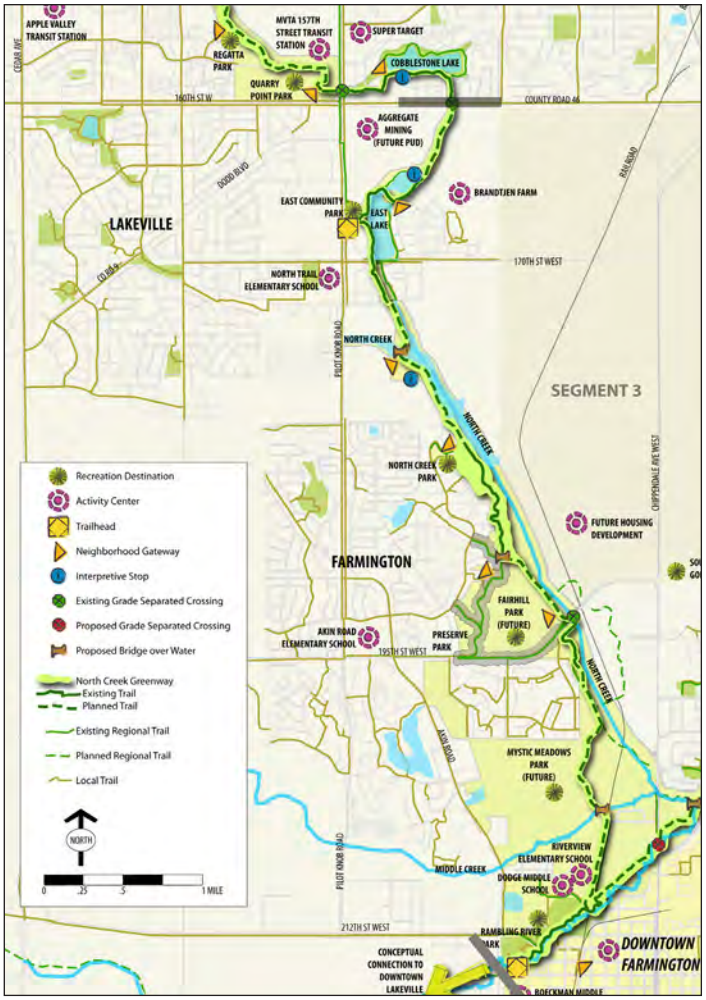
- *Provides local connections between existing trails at Flagstaff Avenue and Pilot Knob Road*
- *Ensures safe, direct, and comfortable crossing of CSAH 42 for pedestrians and bicyclists that is grade-separated*
- *Fills an important gap/crossing within the North Creek Greenway Regional Trail system*
- *Provides key connections between transit investments of the METRO Redline, as well as future transit along CSAH 42*
- *Commuters will gain a safer, more direct route when this project is completed*
- *Provides new opportunities for underserved populations in surrounding areas to safely access employment centers, general services, and education*

North Creek Greenway Trail

DAKOTA COUNTY



Proposed trail route



North Creek Greenway Segment 3 Concept Plan

Project Location:	Lakeville and Farmington
Requested Award Amount:	$480,000
Total Project Cost:	$600,000

PROJECT DESCRIPTION

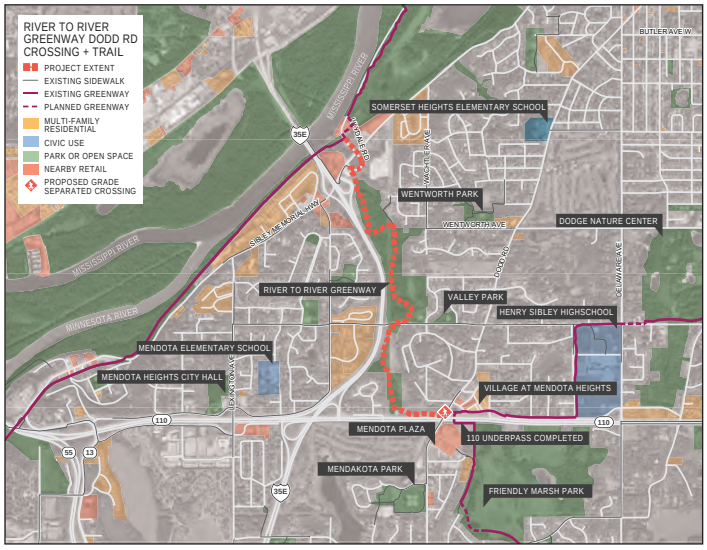
The North Creek Greenway Trail project will complete a priority gap in the 14-mile North Creek Greenway Regional Trail, an important regional trail that will provide a transportation and recreational natural environment corridor between several suburban Twin Cities communities.

PROJECT BENEFITS

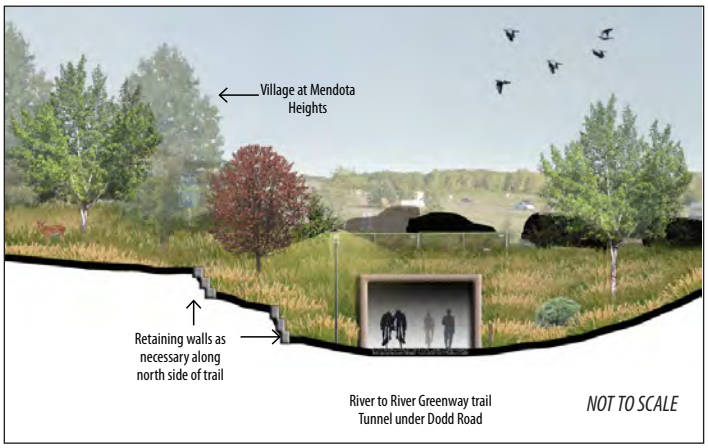
- *Connects two already-completed sections of the North Creek Greenway Regional Trail*
- *Provides connections to local trail systems of Lakeville and Farmington, connecting to neighborhoods, parks, and other regional destinations*
- *Fills a priority gap identified in the North Creek Greenway Master Plan*
- *Connects regional destinations such as Downtown Farmington, the Cobblestone commercial center, and the future employment center of "Orchard Place" in Apple Valley*
- *Provides crossings across the physical barrier of North Creek, while preserving the natural greenway of the creek*
- *Provides new opportunities for underserved populations in surrounding communities to access the outstanding natural resources of the North Creek corridor ,while connecting to employment centers, educational opportunities, and services in the region*

River to River Greenway – Valley Park Trail & TH 149 underpass

DAKOTA COUNTY



Proposed trail route



Dodd Road Underpass Concept - looking east

Project Location:	Mendota Heights
Requested Award Amount:	$1,152,000
Total Project Cost:	$1,440,000

PROJECT DESCRIPTION

The River to River Greenway - Valley Park Trail and TH 149 Underpass, will improve trail conditions through Valley Park and create a new grade separated crossing of Dodd Road. The proposed underpass is located approximately 100 feet north of the intersection of Dodd Road and Highway 110. This underpass and trail will improve local and regional connectivity and safety as it will provide a contiguous two-mile trail connection between Saint Paul and Dakota County communities along I-35E and across the Mississippi River, two significant barriers to pedestrian and bicycle connectivity.

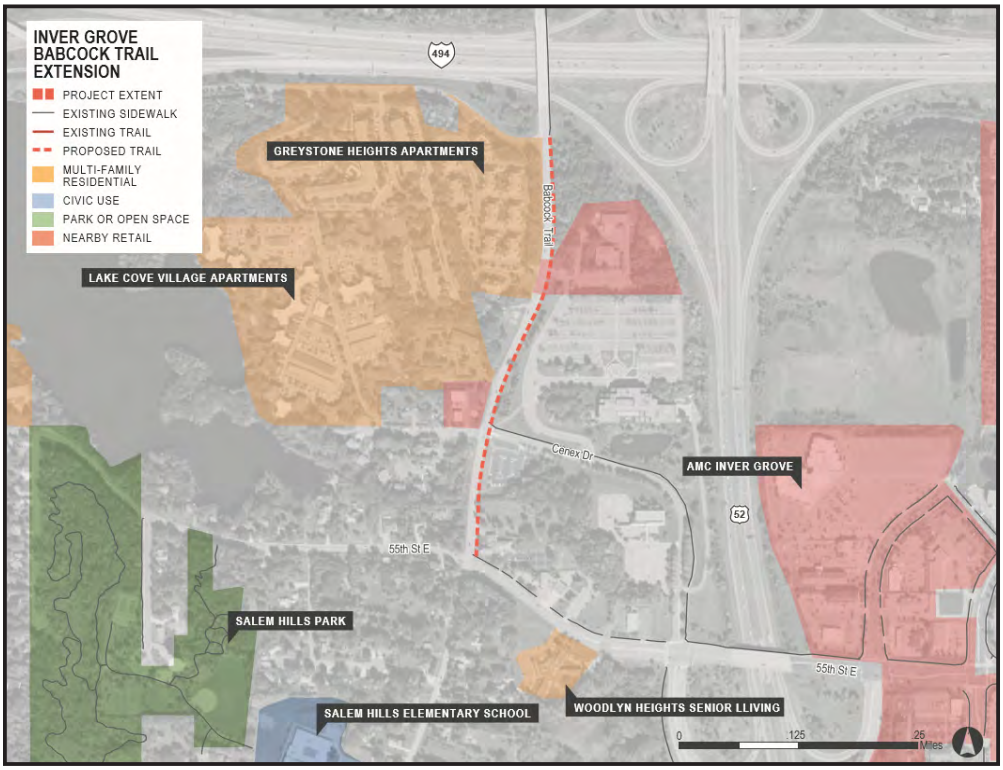
PROJECT BENEFITS

- *Improves pedestrian and bicyclist safety along the River to River Greenway and for local residents crossing Dodd Road*
- *Provides a continuous trail connection from Mississippi River in Lilydale to Mississippi River in South St. Paul and to Lebanon Hills Park in Eagan*
- *Reduces trail user and vehicle conflicts at the intersection of Dodd Road and Hwy 110*

Dodd Road Underpass Concept - looking north

Inver Grove Heights Babcock Trail

MULTI-USE TRAIL



Proposed trail route

PROJECT OVERVIEW

Length: 0.5 miles

Total Cost: $375,200

Federal Amount: $300,160

Match Amount: $75,040

PROJECT DESCRIPTION

The Inver Grove Heights Babcock Trail will complete a gap in the pedestrian and bicycle network of the City of Inver Grove Heights and will provide a safe transportation facility in an area of high bicycle and pedestrian demand.

PROJECT BENEFITS

- *Provides local connections to commercial areas both north and south of I-494 E*
- *Connects to regional trails including the River to River Greenway and the Mississippi River Trail*
- *Fills a gap between the trail along the I-494 E bridge and the existing network of City trails and sidewalks to the south and east*
- *Employees at CHS Inc. will gain a safer area in which to travel and recreate*
- *Direct access to neighborhood amenities including a church, convenience store, and restaurant for residents in the area*
- *Improved safety for pedestrians and bicyclists*
- *Access to transit*

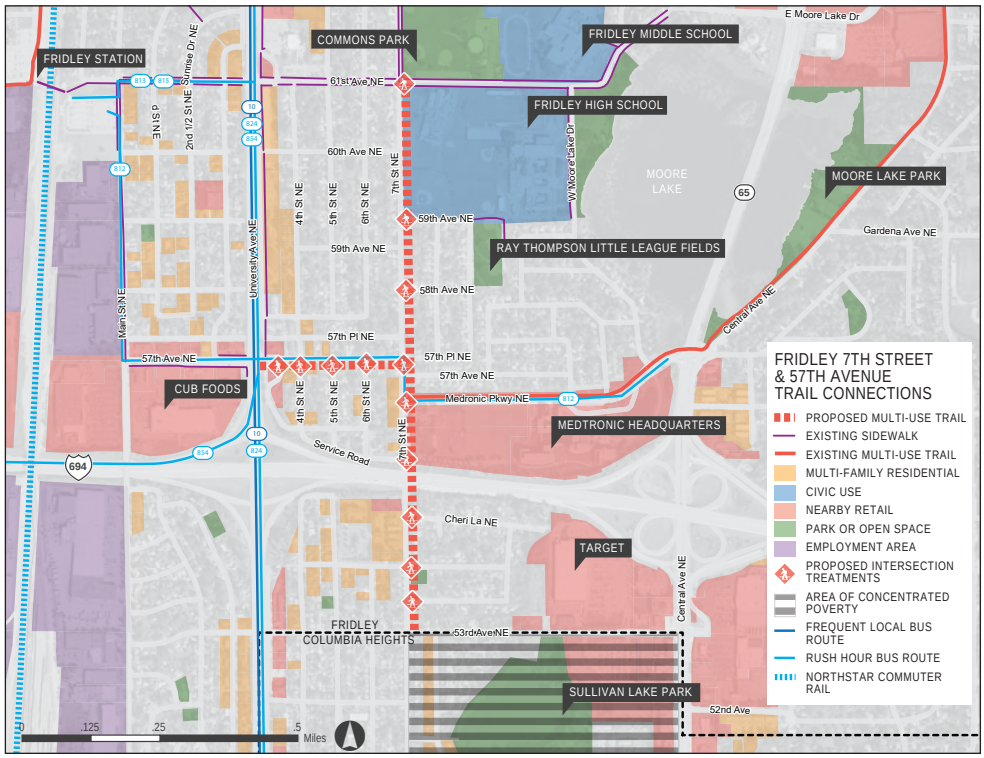
Existing Conditions

7th Street & 57th Avenue Trail Connection

FRIDLEY, MN

PROJECT DESCRIPTION

The 7th Street and 57th Avenue Trail Connection project will complete a gap in the bicycle and pedestrian network in an area that is key to public transit and multi-modal connections to schools, employment areas, and commercial areas. The project includes the construction of a raised multi-use trail along the east side of 7th Street between 61st Avenue and 53rd Street, construction of a multi-use trail on 57th Avenue between 7th Street and University Avenue. The trail design includes extension of a curb and boulevard, high visibility crossing treatments, curb ramps and associated signage.



Proposed trail route

PROJECT BENEFITS

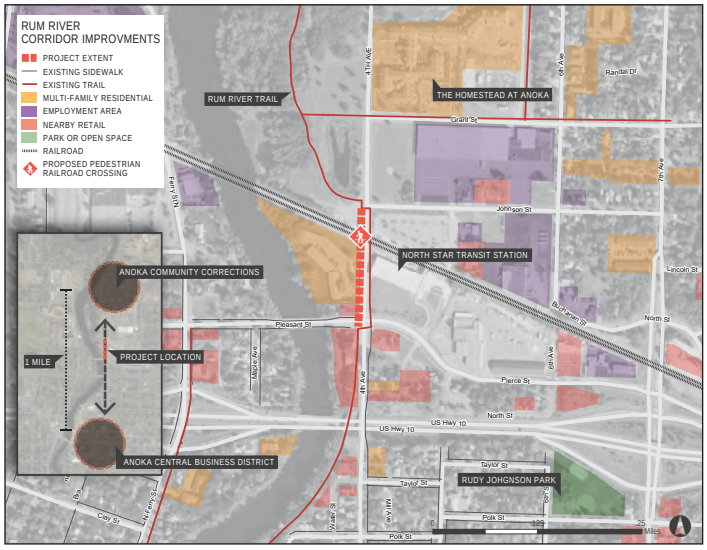
- *Completes a gap in the bicycle and pedestrian trail network in a key location in Fridley*
- *Builds off of the existing multi-modal network of public transportation in the area, linking users to the Fridley Station and multiple bus routes*
- *Provides a neighborhood amenity for the elderly, people with disabilities, and people with mobility challenges*
- *Services a neighborhood with low-income populations and lower rates of car ownership*
- *Identified in Safe Routes to School Planning, as well as identified in the Fridley Active Transportation Plan and supported by the City of Fridley Comprehensive Plan*
- *Proposed trail design and alignment was determined through a thorough community engagement effort which included installation of a temporary demonstration trail and gathering community feedback, as well as outreach at Fridley Middle and High School*
- *Trail to be built completely within the right of way, with no easements or tree removal necessary for construction*

Project Location:	Fridley
Requested Award Amount:	$129,030
Total Project Cost:	$645,150

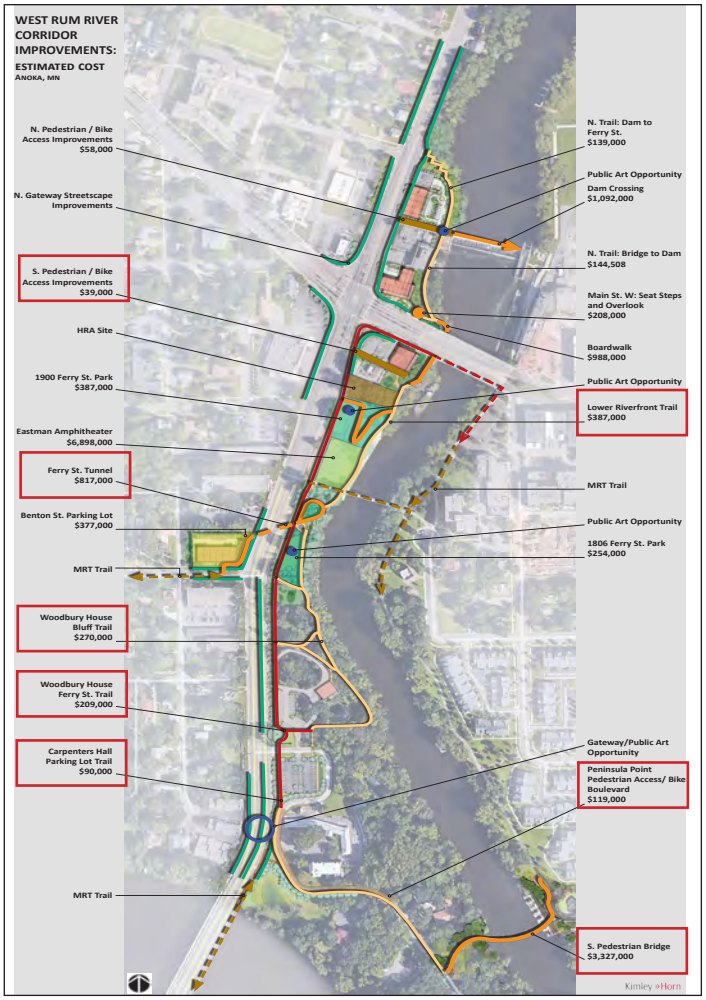
View along 7th Street within the project area. Currently, pedestrians are forced to walk in the road. The proposed project will separate bicyclists and pedestrians from vehicular traffic and provide a necessary community amenity

Anoka Riverwalk West Rum River Trail

CITY OF ANOKA



Proposed trail route



Rum River Corridor Improvements
(highlighted areas are included as part of this grant request)

Project Location:	City of Anoka
Requested Award Amount:	$5,000,000
Total Project Cost:	$6,309,600

PROJECT DESCRIPTION

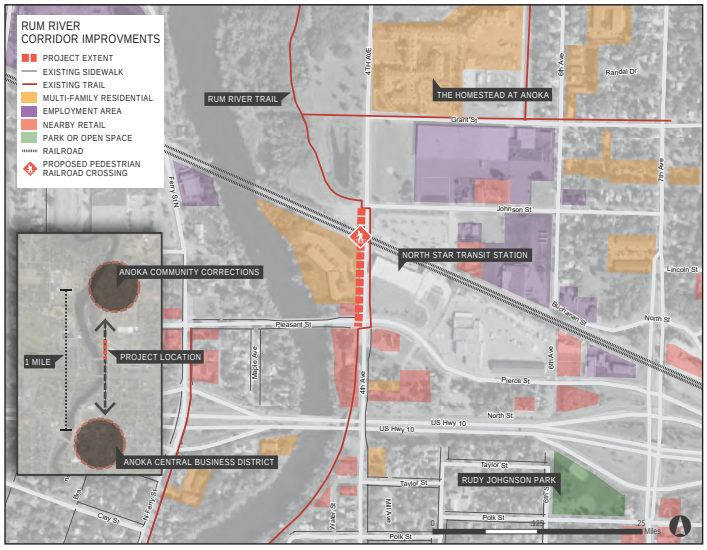
The City of Anoka is seeking funding for a pedestrian bridge, pedestrian tunnel, and trail improvements (0.56 miles) along the Rum River. The trail improvements will run parallel to Highway 169 from Main Street to the Highway 169 Mississippi bridge crossing. At the southern termini, the proposed trail will extend across the Rum River by constructing the proposed pedestrian bridge. The proposed project will also address a Mississippi Regional Trail (MRT) crossing at Highway 169 and Benton Street.

PROJECT BENEFITS

- *The proposed improvements can coincide with MnDOT's Highway 169 mill and overlay project scheduled for 2020*
- *The proposed project will address a missing link between the Mississippi Regional Trail (MRT) and Anoka's Central Business District. The proposed pedestrian/bridge will also help better connect the regional trail network to neighborhoods of concentrated poverty and race.*
- *The proposed project has the opportunity to increase Northstar Ridership by overcoming the barriers that hamper pedestrian and bicycle connections between the Anoka Transit Station, Mississippi Regional Trail (MRT), and Regional Bicycle Transportation Network (RBTN).*
- *The proposed project will separate pedestrians and bicyclists from Highway 169 (Principal Arterial), while providing a more defined route for the user. Current pathways along this segment of highway are difficult to maneuver, especially when linking to the MRT. Wayfinding signage and the Benton Street pedestrian tunnel will also help provide better continuity.*

4th Ave Trail Connection - Rum River Trail

CITY OF ANOKA



Project Location

Existing Conditions
(4th Avenue at Johson Street- facing southbound)

Existing Conditions
(4th Avenue north of Pierce Street- facing northbound)

Project Location:	Anoka
Requested Award Amount:	$450,000
Total Project Cost:	$585,000

PROJECT DESCRIPTION

The City of Anoka is seeking funds to construct a 10 foot wide trail (approximately 0.17 miles) on the west side of 4th Avenue (County Road 31) between Johnson Street and Pierce Street (County Road 30). Today, there is no sidewalk or trail along the west side of the road. This has resulted in a number of safety and connectivity issues for pedestrians/bicyclists wishing to access the Anoka Northstar Station. For example, pedestrians/bicyclists traveling along the Rum River Trail to the Anoka Northstar Station (via 4th Avenue) must travel in the road (approximately 700 feet) to Pierce Street to safely access a crossing. Trail users who chose to continue south into Anoka's Central Business District must also travel in the road to reach a pedestrian crossing over Highway 10 (Principal Arterial). The trail gap along 4th Avenue has created circuitous and unsafe routes for pedestrians and bicyclists accessing this crossing.

PROJECT BENEFITS

- *Reduce pedestrian and bicycle exposure, while improving access and mobility.*
- *Support and enhance the RBTN network.*
- *Address a 0.17 mile gap in the Rum River Trail and remove trail users off the road between Pierce Street and Johnson Street.*
- *Enhance transit ridership along the Northstar Commuter Rail*
- *Eliminate circuitous pedestrian and bicyclists routes over Highway 10.*
- *Safely channel pedestrians and bicycle over the BNSF railroad lines.*

Apple Valley CSAH 38 Trail

DAKOTA COUNTY

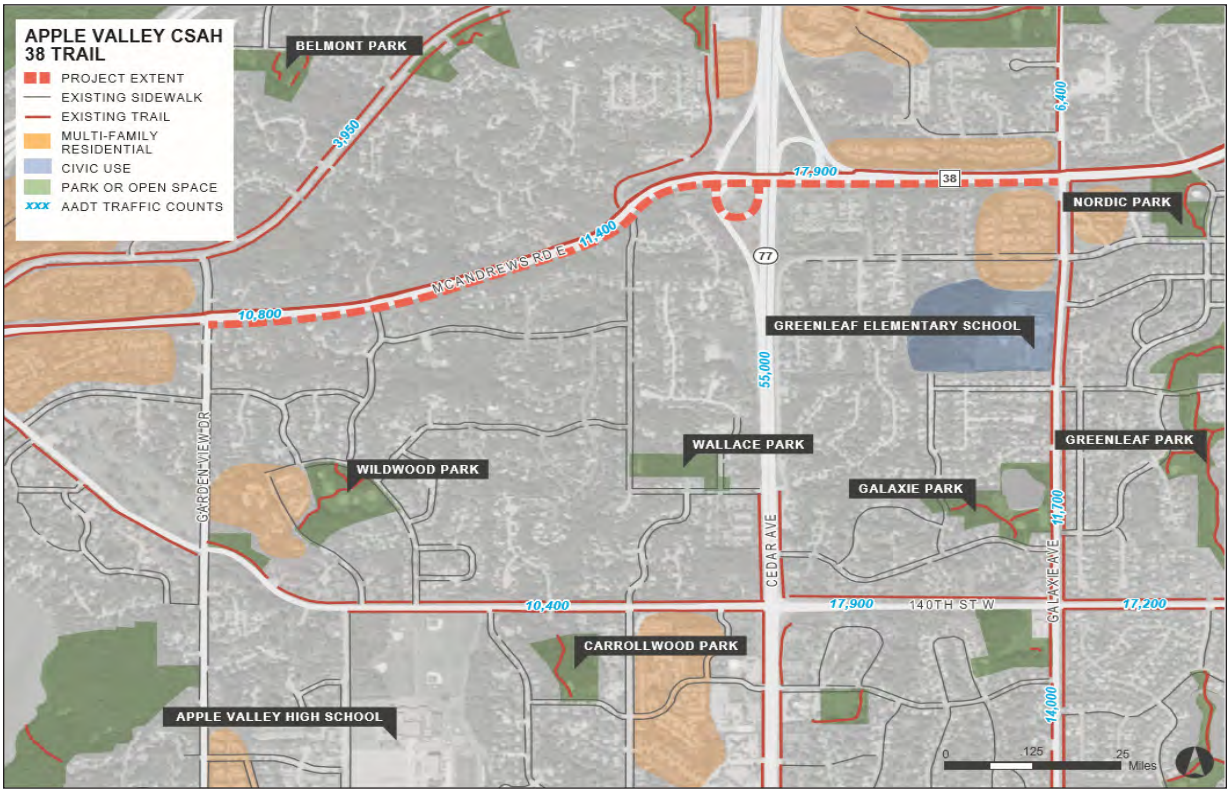
PROJECT DESCRIPTION

The Apple Valley CSAH 38 Trail will complete a 1.6-mile "missing link" in the pedestrian and bicycle network of the City of Apple Valley, serving several nearby community parks and multi-family residential developments and connecting with existing trails running east and west including the North Creek Greenway, a 14-mile regional trail.

Project Location:	Apple Valley
Requested Award Amount:	$3,418,688
Total Project Cost:	$4,273,360

PROJECT BENEFITS

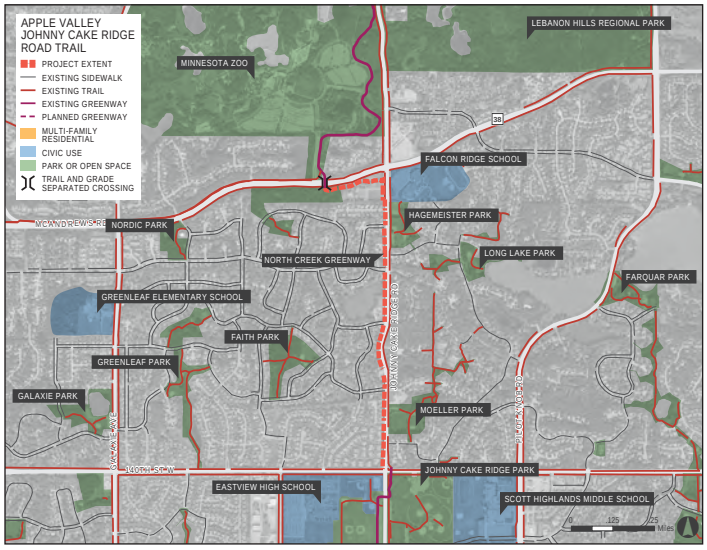
- *Completes a "missing link" in the trail network along the south side of CSAH 38*
- *Provides local connections to several community parks*
- *Removes the Cedar Avenue overpass as an east-west barrier to bicyclists and pedestrians by creating a trail along the south side of the overpass*
- *Connects to the North Creek Greenway, a 14-mile trail reaching destinations including the Minnesota Zoo, Legbanon Hills Regional Park, and the Vermillion River.*
- *Commuters will gain a more direct route when this project is completed*
- *Improved safety along CSAH 38 by providing a paved trail separated from the roadway with ADA-compliant crossing improvements where currently bicyclists and pedestrians must travel along the shoulder*
- *Enhanced access to transit*



Proposed trail route

Apple Valley Johnny Cake Ridge Road Trail

DAKOTA COUNTY



Proposed trail route

Existing Conditions: Looking north at Johnny Cake Ridge Road and the existing west side trail

Project Location:	Apple Valley
Requested Award Amount:	$515,484
Total Project Cost:	$644,355

PROJECT DESCRIPTION

The Apple Valley Johnny Cake Ridge Road Trail fills a gap in the 4-mile North Creek Greenway Regional Trail, an important regional trail reaching from the Vermillion River to Lebanon Hills Regional Park. The project includes constructing a wider trail fitting regional standards in place of a narrower, existing trail.

PROJECT BENEFITS

- *Provides local connections to the Minnesota Zoo, Falcon Ridge School, and Eastview High School*
- *Completes a segment of the North Creek Greenway between Empire Township and Apple Valley*
- *Continued collaboration and trail development will link a major system of trails within Dakota County*
- *Connects trails in Eagan, Lakeville, and Farmington*
- *Key connections include: Lebanon Hills Regional Park, the Vermillion River, and Whitetail Woods Regional Park*
- *Commuters will gain a safer, scenic, more direct route when this project is completed*
- *Provide visitors and residents views environments that feel far removed from the urban environment*
- *Provides new opportunities for underserved populations in adjacent communities to access the outstanding natural resources atLebanon Hills Regional Park and Whitetail Woods Regional Park*

Kellogg Boulevard – Capital City Bikeway Phase I

Project Summary

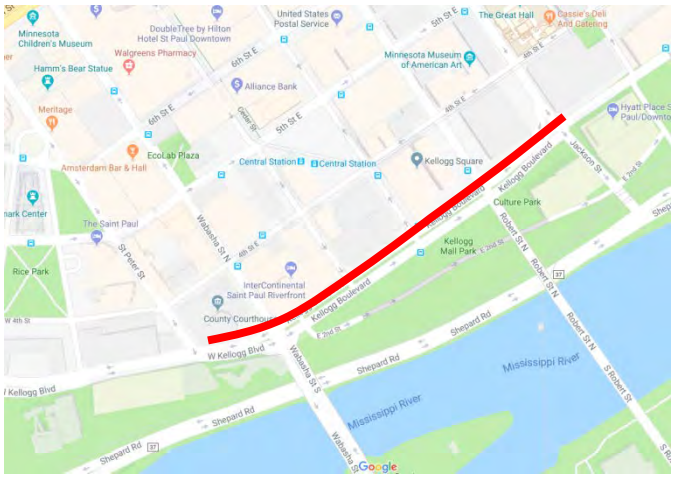
Applicant: City of Saint Paul

Capital City Bikeway: The Capital City Bikeway is a planned 4 mile network of off-street trails throughout downtown Saint Paul. The first mile was constructed along Jackson Street in 2016-2018 and is pictured below. The Kellogg Boulevard Phase I will implement a bikeway of similar design on Kellogg Boulevard from Jackson Street to Saint Peter Street.

Scope: This is not a roadway reconstruction project, but the project will impact and narrow the roadway to create space for the bikeway on the north side of Kellogg Boulevard. The scope includes, curb & gutter, sidewalk reconstruction, signal improvements, relocating existing medians, ADA improvements, improved lighting, and other improvements.

Cost: $5,312,000 federal; $1,328,000 local; $6,640,000 total

Project Location:



Representative Image:
This image is from Jackson Street. The bikeway Implemented on Kellogg Boulevard would be Aesthetically similar, with an emphasis on Spurring economic development by creating attractive public spaces and functional bikeways.

COON CREEK REGIONAL TRAIL AND PEDESTRIAN BRIDGE OVER COON RAPIDS BOULEVARD

PROJECT MAP:

Existing Conditions

Visualization of Proposed Bridge

Conceptual Plan Rendering

PREPARED BY:

COON RAPIDS Minnesota

APPLICANT:
City of Coon Rapids

ROUTE:
CSAH 1

CITY WHERE PROJECT IS LOCATED:
Coon Rapids

COUNTY WHERE PROJECT IS LOCATED:
Anoka

REQUESTED AWARD AMOUNT:
$3,360,000

TOTAL PROJECT COST:
$4,500,000

PROJECT DESCRIPTION:
Coon Creek Regional Trail Crossing of Coon Rapids Boulevard Closes a Transportation Network Gap.

Coon Rapids Boulevard is a high traffic volume roadway that is a barrier to pedestrian and bicycle connections on the Coon Creek Regional Trail. A traffic signal exists at Avocet Street, where the Coon Creek Regional Trail intersects with Coon Rapids Boulevard, that allow pedestrians and cyclists to cross Coon Rapids Boulevard. However, comments received during the planning process revealed a perception that the pedestrian crossing is difficult and a barrier to pedestrian use, particularly for children and senior citizens that may have a slower walking pace. In the future, this pedestrian unease will increase as Coon Rapids Boulevard is widened (see Anoka County 2010 Coon Rapids Boulevard Corridor Study) and as traffic volumes increase.

There is a need in for a pedestrian bridge or other separated crossing near the Avocet Street intersection with Coon Rapids Boulevard. In addition to the usual concerns regarding the extreme width of the right of way and high traffic volumes, the portion of Coon Rapids Boulevard east of Avocet Street has a curving, somewhat rural highway feel which can lead to conflicts with pedestrians and cyclists if motorists don't recognize they are reentering an urbanized area that could have pedestrians crossing the street.

The Coon Creek Regional Trail bridge also improves the connection to the Mississippi River Regional Trail, which is less than a mile south of Coon Rapids Boulevard and provides access for Coon Rapids residents to other regional, state and national trails.

PROJECT BENEFITS:
- Increased safety for trail users due to grade separation over 29,000vpd four lane highway
- More efficient regional trail crossing will reduce delays compared to existing at-grade crossing
- Facilitate continuous trips to regional destinations (Coon Rapids Dam Regional Park and Bunker Hills Regional Park)
- Accommodate a broad range of cyclist abilities and preferences to attract a wide variety of users
- Enhances economic development in the Port Riverwalk development area
- Provides connections to high-frequency arterial bus route in suburban community

Project Name: Highway 13 and Nicollet Avenue Grade Separated Pedestrian Crossing

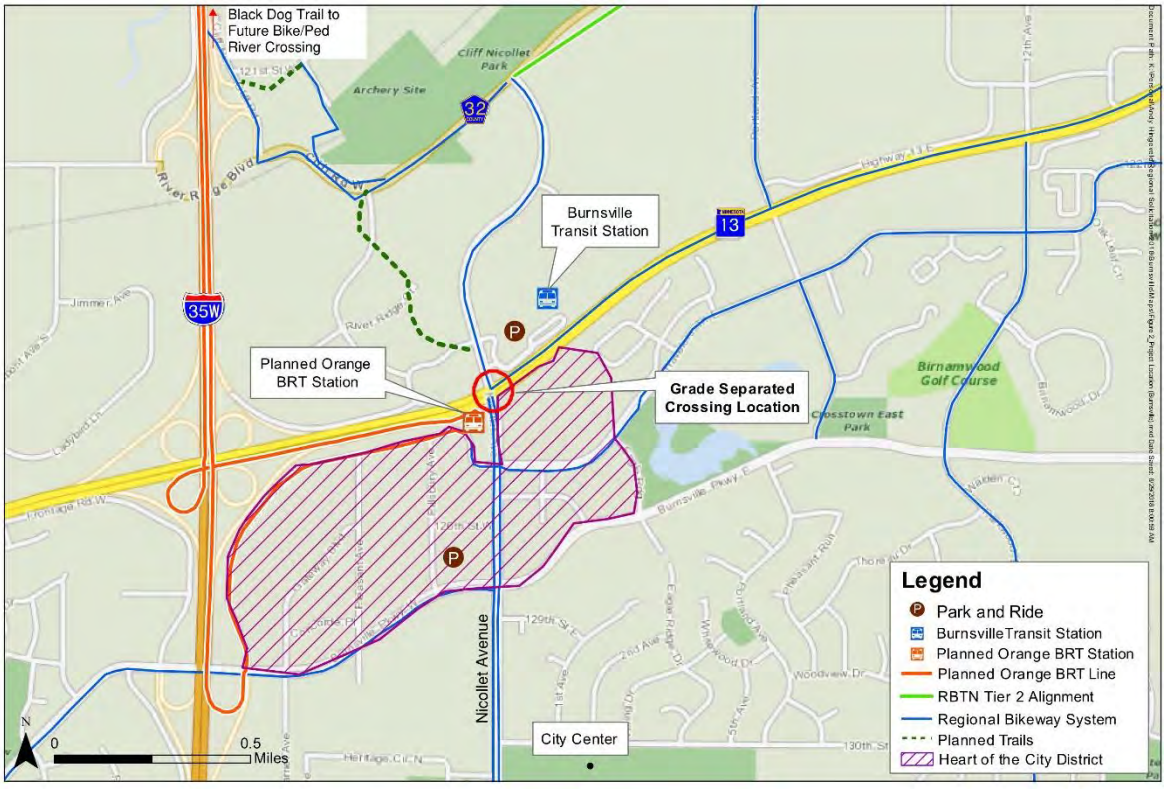
Applicant: City of Burnsville
Project Location: Intersection of Trunk Highway 13 and Nicollet Avenue
Total Project Cost: $2,780,000
Requested Federal Amount: $2,224,000
Local Match: $556,000 (20% of total)

Project Description:
The City of Burnsville is proposing a grade separated pedestrian/bicyclist crossing near the intersection of Trunk Highway (TH) 13 and Nicollet Avenue. TH 13 is a Principal Arterial expressway and serves as a major barrier for the regional bikeway system. The pedestrian and bicyclist crossing of TH 13 will connect to regional trails along a Regional Bicycle Transportation Network (RBTN) Tier 1 corridor and enhance non-motorized access to the Burnsville Transit Station, the planned Orange Line BRT Station, and employment and high-density residential units within the surrounding area.

Project Benefits:
- Safe bicycle and pedestrian access over a major regional bikeway barrier (TH 13)
- Reduce risk of crashes and conflicts between bike/peds and vehicles
- Access to existing and planned transit services
- Improve multimodal access for disadvantaged populations

Key Connections:
- Burnsville Transit Station
- Planned Orange Line BRT Station
- Heart of the City District
- RBTN (Tier 1 & Tier 2 access)
- Black Dog Trail/Minnesota River Greenway

Project Area:



Circle the Brick Trail Project

Project Location:

Along Highway 61 in
the City of Chaska on former
C & NW Railroad Corridor

Federal Funds Request:

Federal: $1,197,792
Local Match: $299,488
Project Total: $1,497,240

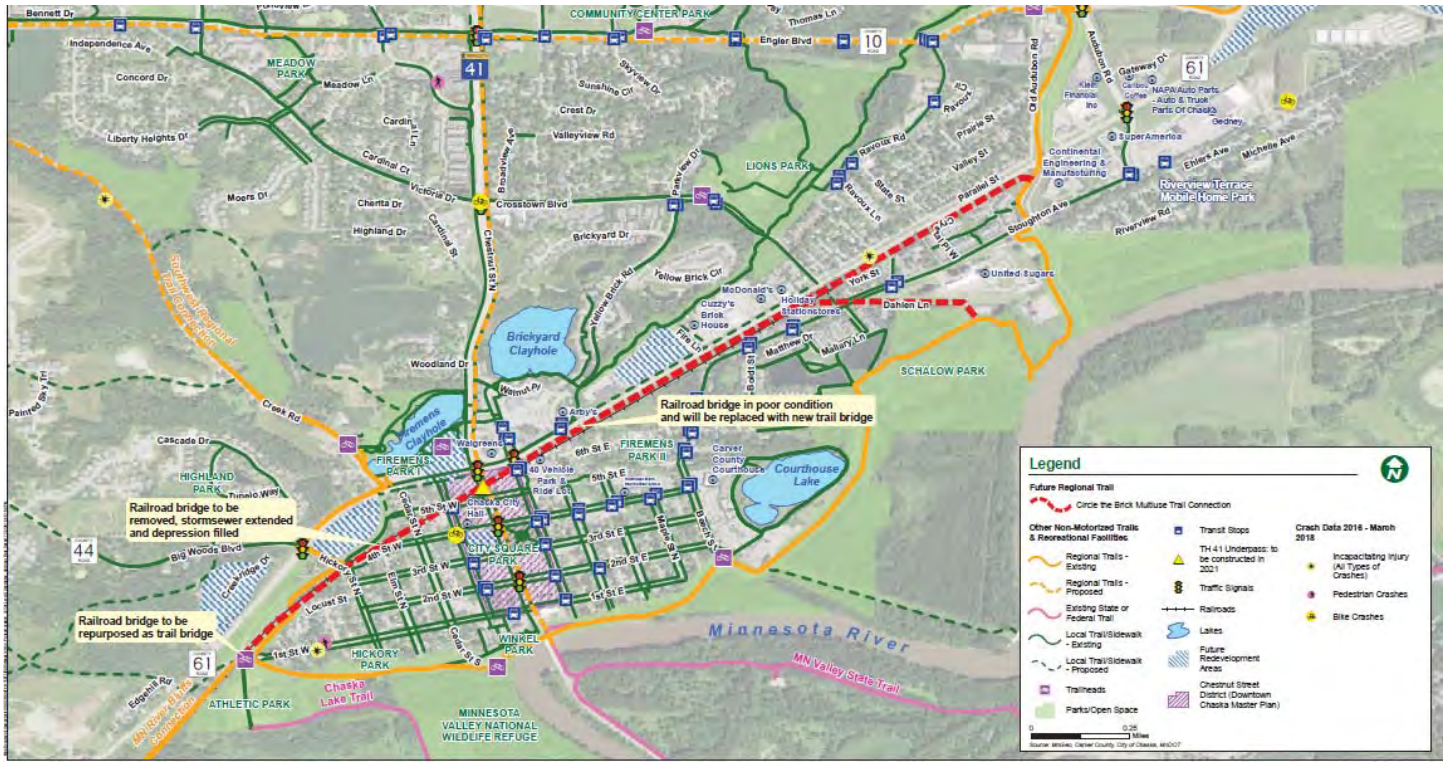
The Circle the Brick Trail Project will connect into the Southwest Regional Trail Connection while also providing a continuous 5-mile bicycle and pedestrian loop of Downtown Chaska, and along an RBTN Tier 1 Alignment. This project will provide a centralized link that improves connections between recreational and commercial destinations, disadvantaged neighborhoods, transit, parks, and regional and state trails.

Chaska was once a leading Minnesota manufacturer of brick. The old brick yards have since been developed into recreational destinations and core commercial areas, within the downtown area, generating bicycle and pedestrian demand along the County Highway 61 and Highway 41 corridors. This is apparent from the foot paths found along much of the proposed alignment, especially in areas adjacent County Highway 61.

The City, in partnership with Carver County and MnDOT, are planning significant investments along Highways 61 and 41 in the downtown to improve mobility for all modes. Over $100M in public investment in downtown has been occurring and is still ongoing. These efforts progressively revitalize the downtown and its connections benefitting all community businesses and populations.

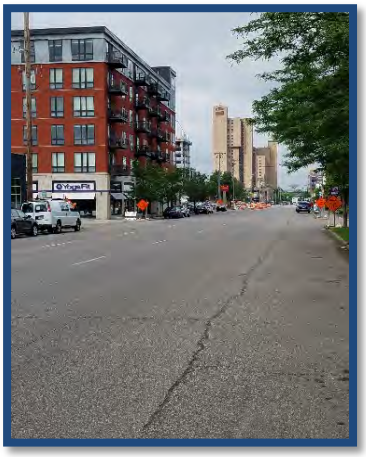
Summary of Benefits

- 10’ wide paved trail (ADA accessible)
- Direct connection to Highway 61 and downtown destinations
- Make the presence of pedestrians and bicyclist known to highway traffic
- Marked crosswalks with lighting and signage
- Connects disadvantaged populations to community destinations
- Connection to transit



Project Location

Existing Conditions



Project Overview

Project Name:	CSAH 52 (Hennepin Avenue and 1st Avenue) Bicycle and Pedestrian Facilities
Roadway:	CSAH 52 (Hennepin Avenue and 1st Avenue)
Project Termini:	Main Street NE to 8th Street SE
Project Location:	City of Minneapolis

Solicitation Information

Applicant:	Hennepin County
Funding Requested:	$5,500,000
Total Project Cost:	$7,872,486

Project Information

The Hennepin Ave and 1st Ave Bicycle and Pedestrian Facilities Project includes CSAH 52 (Hennepin Ave and 1st Ave NE), a one-way pair, in Northeast Minneapolis on the east side of the Mississippi River. Due to the number of destinations and businesses, there are high volumes of people walking, biking, taking transit, and driving along both streets during the majority of the day. Currently, there are no bicycle facilities along this corridor and sidewalk space is limited and inadequate given the high number of pedestrians. This project will provide bicycle facilities, bumpouts where feasible, ADA curb ramps, and APS in order to create a safe, comfortable, and accessible environment for all modes.

Project Benefits

The proposed project will provide a high level of comfort, convenience and safety for people biking, walking and rolling along the corridor. The bike facilities will provide a direct connection into and out of the Job Concentration Area of Downtown Minneapolis. Given the number of transit stops along this corridor, the bike facilities will provide a much needed first and last mile connection for nearby residents and visitors and will also separate vulnerable users from moving vehicles, reducing potential conflicts. The addition of bumpouts, ADA curb ramps, and APS will provide a safe environment for people of all ages and abilities.

Project Summary: Central Greenway Regional Trail Segments and Crossing along CSAH 19 in the Cities of Cottage Grove and Woodbury

The Central Greenway Regional Trail is a vision for a continuous north/south trail in Washington County. The adopted trail master plan covers the two existing segments of trail as well as the proposed trail between I-94 and Cottage Grove Ravine Regional Park in Woodbury and Cottage Grove. This segment of the Central Greenway is designated as a Tier 2 alignment on the Metropolitan Council's Regional Bicycle Transportation Network. Washington County is asking for $5,273,120 in funding to construct a 10-foot wide (minimum) multi-use off-road trail that runs along two sections of CSAH 19 and two grade separated crossings as part of the Central Greenway Regional Trail. The first section is a 0.69 mile stretch running south from Dale Road in Woodbury and the second is a 1.78 mile stretch running from 80th Street to the new entrance to Cottage Grove Ravine Regional Park in Cottage Grove. The trail crossings will include a trail underpass south of 85th Street and a trail overpass at the new entrance to Cottage Grove Ravine Regional Park. This trail will close a gap in both the local trail network and in the Regional Bicycle Transportation Network (RBTN). The existing trail stops at these points and puts users on rural highway. This trail would close the remaining gaps in the southern segment of the trail system.

Central Greenway will provide a direct connection for the suburban communities of Lake Elmo, Cottage Grove and Woodbury. The long term vision of the trail will connect these communities through a safe and direct route to each other and surrounding destinations. It will be open to pedestrians and cyclists, and permitted electric ADA accessibility equipment. This trail will not be open to motorized vehicles or equestrian uses, except for maintenance or law enforcement. It will also allow users to cross the highway safely at the grade separated crossings.

This trail segments proposed in this application will link users to existing and future housing developments creating more non-motorized transportation options for the community. The Central Greenway has the support of the Cities of Cottage Grove and Woodbury as they are dedicated to making safer commuting connections and trails for their communities. Implementing these trail segments will create a safe, off-road facility for users of all ages and abilities. The trail will also provide access to Washington County's Cottage Grove Service Center, Cottage Grove City Hall and Police Department, Cottage Grove Ravine Regional Park and multiple schools.

Google Maps

155 21st St

CSAH 38 Trail

Image capture: Aug 2017 © 2018 Google

Newport, Minnesota

Google, Inc.

Street View - Aug 2017

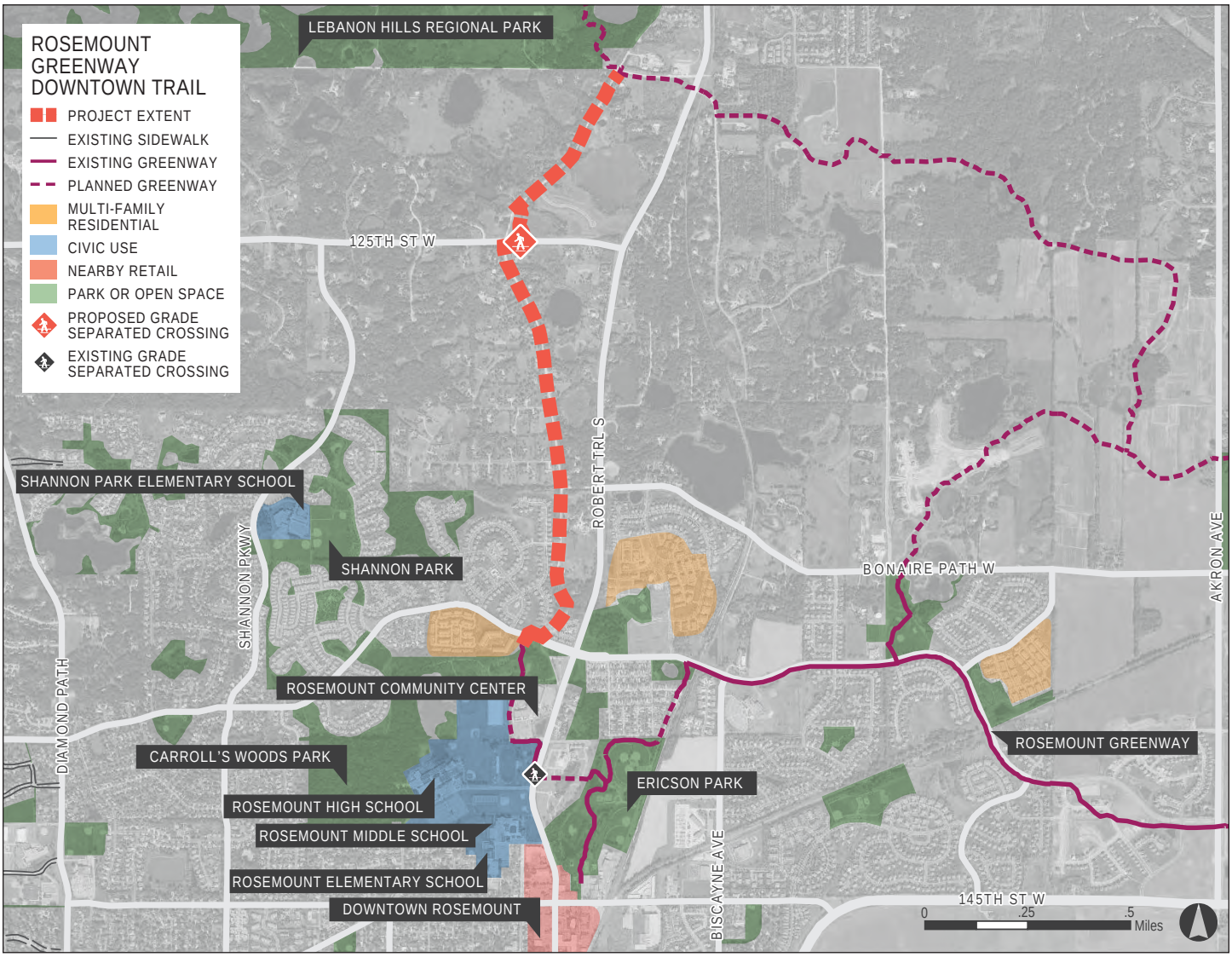
The Sam Morgan Regional Trail is a major trail and Tier 1 RBTN Alignment that follows along the east bank of the Mississippi River from Hidden Falls-Crosby Farm Regional Park to Indian Mounds Regional Park in Saint Paul. This project proposes to reconstruct Segment 1 of that trail, the first segment to be constructed in 1991. Segment 1 has degraded in condition as it has approached the end of its useful life. Portions of Segment 1 have already had to be reconstructed.

The Sam Morgan Regional Trail is heavily used. There were 540,000 visits to the trail in 2016. It serves as primary commuter trail for bicyclists, in part because of its direct connection to several other Tier 1 RBTN Alignments. In addition to reconstructing most of Segment 1, this project also proposes to reconstruct the trail along Elway St, one of those other connecting Tier 1 Alignments, in preparation for a realignment project for Lexington Pkwy which will eventually carry it through to Elway St.

The construction phase of the project is estimated at $2,347,000, of which, $1,877,600 is being requested with this application and $469,400 will be matched by the City of Saint Paul through its share of future Parks and Trails Legacy funding and Metro Parks CIP funding. All design and engineering costs will also be funded by those sources.

This project will result in a trail that is safer, more comfortable to use, and more accessible to all users. The trail's connectivity to major destinations and other Tier 1 RBTN Alignments makes this project a high priority to fund.

Rosemount Greenway Downtown Connection



Project Location

Project Location:	Rosemount
Requested Award Amount:	$1,360,000
Total Project Cost:	$1,700,000

PROJECT DESCRIPTION

The City of Rosemount is seeking funding for a 2.2 mile gap in the Rosemount Regional Greenway, a critical transportation link for northwestern Rosemount. The segment will begin at the southern boundary of Lebanon Hills Regional Park on 120th Street West at the Eagan and Rosemount border. The trail travels south along Dodd Boulevard to connect to the existing Rosemount Greenway at Connemara Trail. The project includes a grade separated crossing of McAndrews Road (CSAH 38), a county highway with an AADT of more than 6,000 vehicles.

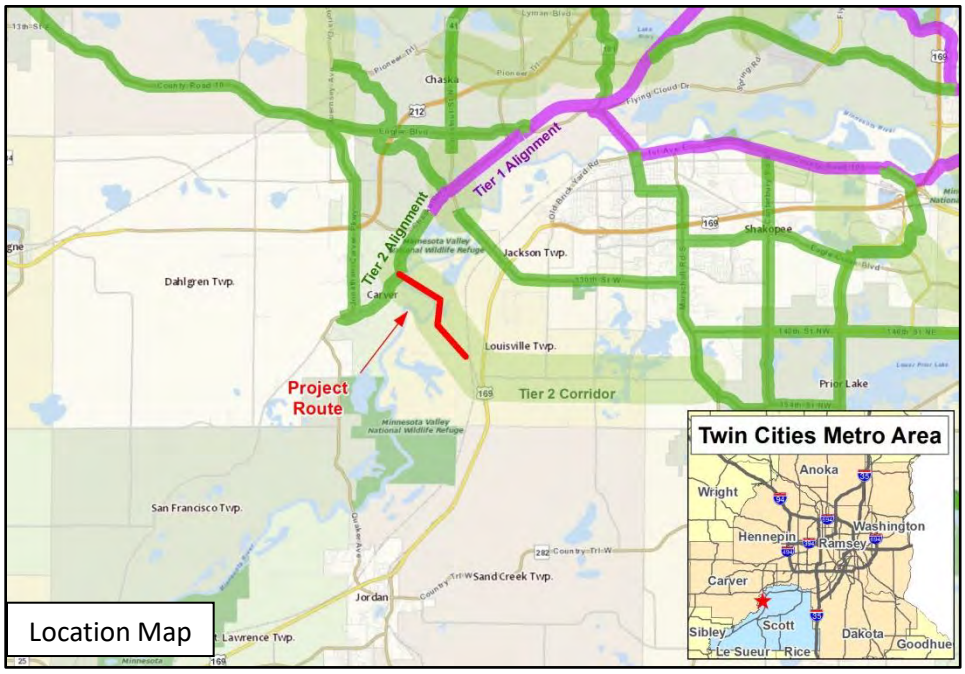
PROJECT BENEFITS

- *The proposed trail will fill an important gap in the regional trail network, connecting residential areas to the amenities of Downtown Rosemount as well as the Lebanon Hills Regional Park.*
- *The proposed trail provides a critical bicycle transportation link addressing system gaps identified in the 2040 Transportation Policy Plan.*
- *Eliminating the gap in Rosemount's trail network will provide a direct connection to the Rosemount Transit Station, located just south of Connemara Trail.*

One Page Summary

Project Name: Merriam Junction Trail
Applicant: Scott County
Project Location: Louisville Township
Route: From Louisville Swamp Trailhead to City of Carver/Carver County

Requested Award Amount: $5,500,000
Total Project Cost: $10,400,000.



Location Map

Project Description: The Merriam Junction Trail (former Union Pacific rail line under ownership by Scott County) in Louisville Township is a 2-mile planned regional trail segment within Scott County from the City of Carver in Carver County to the Louisville Swamp Trailhead (Merriam Junction) near the future interchange of US 169 and Scott County CSAH 14. The trail will help non-motorized users cross Scott County's largest regional barrier, the Minnesota River, into Carver County and to the Minnesota River Bluffs Regional Trail. The next closest crossing is over 2 miles away and does not have bike and pedestrian friendly accommodation. The Trail is located within a RBTN Tier 2 Corridor.

Project Benefits: The Merriam Junction Trail will provide the only non-vehicle oriented bridge crossing into Carver County from Scott County. The project will provide access to the US Fish and Wildlife Property, and provide a Regional Bicycle transportation Network (RBTN) connection and alignment.

The Fish Hatchery Trail is a trail designated as part of the Mississippi River Trail, and is a Tier 1 RBTN Alignment that follows along the west side of Trunk Highway 61 and then through parkland from Battle Creek Regional Park to its connection with the Sam Morgan Regional Trail in Saint Paul. The trail was originally constructed in conjunction with a highway construction project on TH 61 in the 1980s. The portion of the trail along TH 61 is supported by an embankment that has failed due to erosion and water issues. This necessitated closing the trail in 2016. The other segment of trail through parkland has degraded in condition as it has approached the end of its useful life. This project proposes to stabilize the embankment, and then reconstruct the full 1.4 mile length of the trail.

The Fish Hatchery Trail is heavily used for transportation and recreational purposes. It serves as a primary commuter trail for bicyclists into downtown Saint Paul from the East Side of Saint Paul and the East Metro. The closure of the trail has had a tremendously negative impact on the community. There is significant pressure from the community to make permanent repairs to the trail to re-open it.

The construction phase of the project is estimated at $2,771,000, of which, $2,216,800 is being requested with this application and $554,200 will be matched by the City of Saint Paul through its share of future Parks and Trails Legacy funding and Metro Parks CIP funding. All design and engineering costs will also be funded by those sources.

This project will re-open a major commuting artery and connecting line between parks of regional significance. That connectivity makes this project a high priority to fund.

The Point Douglas Regional Trail is a planned trail and Tier 1 RBTN Alignment that follows along Point Douglas Rd and Trunk Highway 61 Bailey Rd in Newport to Indian Mounds Regional Park in Saint Paul. This project proposes to construct the first phase of that trail, from Bailey Rd to Battle Creek Regional Park. A 0.6 mile portion of this alignment was constructed in the 1980s and has degraded in condition as it has approached the end of its useful life. That segment will be reconstructed with this project.

The Point Douglas Regional Trail corridor is one of two sections of the Mississippi River Trail in Saint Paul that is on-road and the only one without any bicycle facilities. It serves as a commuter route for bicyclists into downtown Saint Paul. This project would greatly increase safety for users of this corridor by taking those uses off the street and onto a separated trail.

The construction phase of the project is estimated at $6,440,000, of which, $5,152,000 is being requested with this application and $1,288,000 will be matched by the City of Saint Paul through its share of future Parks and Trails Legacy funding and Metro Parks CIP funding. All design and engineering costs will also be funded by those sources.

This project will result in a new facility that is safer for all users of the corridor. The opportunity to close a major gap in Saint Paul's bicycle network makes this project a high priority to fund.

The Robert Piram Trail Pedestrian Bridge provides a grade-separated pedestrian connection through the Southport Industrial District. The bridge parallels existing railroad tracks and would tie into the proposed Robert Piram Regional Trail. The bridge structure would be 14' wide on piers accommodating a 12' wide trail. It's alignment begins adjacent to existing wetland areas, crosses over two sets of railroad tracks and Barge Channel Road, then drops down to tie into the proposed trail.

The desire for this bridge stems from the Railroad's willingness to temporarily vacate a portion of their tracks providing an at-grade trail connection, but reserving the right to re-activate the railroad tracks at any time, thus creating a gap in the regional trail system. This bridge would provide a permanent connection for the regional trail through Southport and over the Union Pacific Railroad tracks. The Southport Industrial District is a busy commercial and freight area. This bridge would allow for a physical separation of vehicle and pedestrian uses as well. This pedestrian bridge is part of the Robert Piram Regional Trail, a 3.7 mile trail connection from Harriet Island to South Saint Paul. As part of a multi-state national trail, it will close a gap in our regional trail system, bringing quality of life and economic benefits to St. Paul and the entire metropolitan region.

The construction phase of the project is estimated at $7,107,130, of which, $5,500,000 is being requested with this application and $1,607,130 will be matched by the City of Saint Paul through its share of future Parks and Trails Legacy funding and Metro Parks CIP funding. All design and engineering costs will also be funded by those sources.

This project will result in a new facility that is safer for all users of the corridor. The safety benefits make this project a high priority to fund.

Rogers I-94 Pedestrian Bridge

Project Summary

Applicant— City of Rogers

Project Location— Pedestrian Overpass of Interstate I-94 from Hynes Road and 137th Avenue

Total Project Cost — $3,800,000 **Requested Federal Amount— $2,800,000** **Local Match Amount— $1,000,000**

Project Description:

This project will construct a pedestrian overpass of Interstate I-94 and Industrial Boulevard located in Rogers, Northwest Hennepin County. Eliminating the barrier of the interstate that divides the north and south segments of the community.

Proposed project elements include:

- Construct a multi-use trail connecting the north half and south half of Rogers
- Overpass would include a ramp on the north side of I-94 and a helix on the south side.
- Proposed bridge span of 300 feet

Project Benefits include:

- The project will reconnect the community which is bisected north and south by Interstate 94.
- Enable the connection of the Rogers Cross Community Trail System that links existing (and proposed future) neighborhood parks, Crow Hassan Park Reserve, and several natural resource protected areas and public natural open space.
- Provides a traffic separated Interstate crossing that has no conflict points with traffic, allowing increased in safe pedestrian movements between the north and south sections of the community
- Eliminates the on-going significant safety hazard in youth and young adults utilizing a stormwater drainage culvert as a crossing point of Interstate 94

Before Conditions:

Unsafe Crossing: Stormwater conduit that children in Rogers have used to cross Interstate 94

Industrial Blvd Rogers MN: Street view from Industrial Blvd looking north towards I-94, Pedestrian Bridge would cross approximately in this location

RENDERING B - WESTBOUND I-94

After Conditions:

West Bound I-94: Rendering of the finished Pedestrian Bridge spanning Interstate 94 in Rogers, Minnesota

Accessible connections to the Midtown Greenway

Summary of 2018 regional solicitation application for federal funding

Description

This project will create ADA-compliant access to the Midtown Greenway in Minneapolis just east of Uptown, filling a 1.5-mile gap in ADA access.

It will connect one of the nation's best urban trails with a dense and vibrant area of Minneapolis that continues to add jobs and housing.

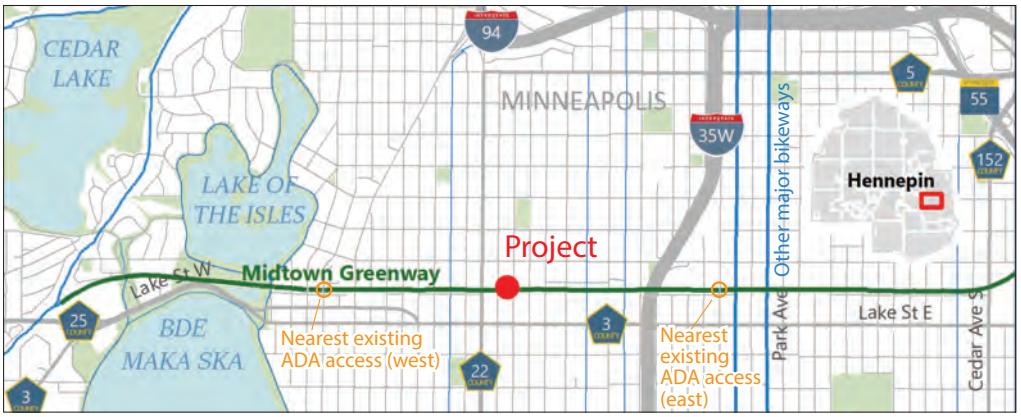
The connection will improve safety with a paved trail, reducing pedestrian and bicyclist exposure to motor vehicles on nearby urban streets with high crash risk and reducing falls.

Residents who need accessible and affordable transportation will be connected to transit, jobs and recreation along the 5.5-mile Midtown Greenway and regional bikeways.

Existing conditions with concept illustration overlay

Proposed concept

Location



Context

- Central and high-activity district of Minneapolis near Uptown
- Destinations within 1/2 mile include schools, Somali mall and services for adults and children with disabilities
- Connects to highly used Midtown Greenway and regional trail system
- Surrounding residents need accessibility and affordable transportation

Regional benefits

- Closes access gap to RBTN Tier 1 Midtown Greenway
- Links Lyndale Ave. / Lake St. with Grand Rounds via Midtown Greenway
- Connects the region with 23,663 jobs within one mile
- Reduces need to travel through intersections with high pedestrian crash rates

Project:

Install paved access ramps from Harriet and/or Garfield avenues to the Midtown Greenway (grade-separated biking and walking "expressway")

Location:

Minneapolis, east of Lyndale Avenue and north of Lake Street

Connectivity:

- Midtown Greenway (RBTN Tier 1)
- Uptown Minneapolis
- Lake Street
- Lyndale Avenue
- Six transit routes with in 1/4 mile
- Fills 1.5-mile gap in Greenway ADA access

Total cost:

$1,400,000

Amount requested:

$1,120,000

Applicant:

Hennepin County

Hennepin

Lyndale Ave North Pedestrian Safety Improvements

22nd Ave N to 40th Ave N

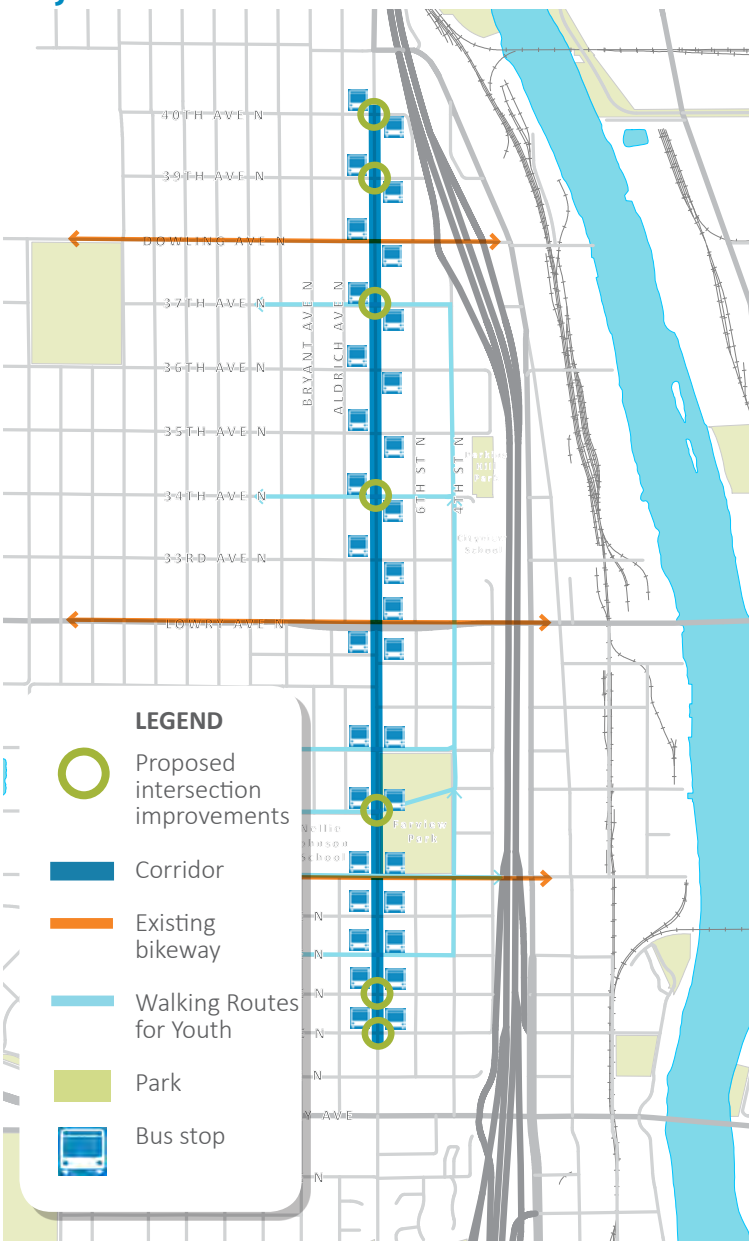
Minneapolis
City of Lakes

Project Background

The proposed project will provide pedestrian safety improvements and ADA accessibility at intersections along the Lyndale Avenue North corridor between 22nd Avenue North and 40th Avenue North, a high crash rate corridor in Minneapolis. Crossing improvements may include curb extensions, pedestrian crossing medians, an upgraded traffic control device and APS push buttons, new ADA-compliant pedestrian ramps, and bus loading zones.

The corridor is identified in the Minneapolis Pedestrian Crash Study as part of the Pedestrian Crash Concentration Corridor and High Injury Network. Lyndale Avenue North also serves as a transit corridor in north Minneapolis and has several schools, parks, and commercial areas. Given the community's low rate of auto ownership, safe and comfortable pedestrian access to transit services along Lyndale Avenue North is key for area residents' access to the broader metropolitan area for work, school, services, recreation and retail needs.

Project Area



Existing Conditions

Average Number of Daily Users

480 pedestrians

30 bicyclists

2 Metro Transit bus routes on Lyndale
6 Metro Transit bus routes cross Lyndale

8,000 - 11,000 motor vehicles

Source: Minneapolis Bicycle & Pedestrian Counts (2016) and Minneapolis Public Works (2017), Metro Transit.

Corridor Context

Typical existing cross section with an under-utilized parking lane, southbound travel lane, and northbound curbside travel lane.

Identified Issues

16 Reported pedestrian/vehicle crashes between 2011-2015

4 Fatal (1) or Incapacitating pedestrian injuries (3) as a result of traffic crashes

Project Goals

The proposed project aims to create safe and comfortable crossing opportunities for pedestrians while encouraging slower vehicle speeds. Intersection improvements may include:

Traffic control device and APS push buttons

Curb Extensions

ADA-Compliant Curb Ramps

Pedestrian Median

Project Summary

Project Name – West Broadway Avenue BLRT Streetscape Improvements

Applicant – City of Brooklyn Park

Project Location – West Broadway Avenue from 74th Avenue to Oak Grove Parkway in the City of Brooklyn Park, Hennepin County

Total Project Cost – $6,179,354.00 **Requested Federal Dollars** - $1,000,000

Before Photo –

WEST BROADWAY AVENUE AT BROOKLYN BOULEVARD (LOOKING SOUTH)

Project Description – As part of the Bottineau Light Rail Transitway (BLRT), West Broadway Avenue through Brooklyn Park will be completely reconstructed as a multi-modal transit corridor supporting several modes of transportation. Hennepin County, Metropolitan Council, and the City of Brooklyn Park have worked to create a unified vision within the 3.5 miles of West Broadway between 74th Avenue and Oak Grove Parkway. Streetscape visioning goals have been established as:

- Re-envision the West Broadway Corridor as a multi-modal transit corridor that supports LRT, pedestrian, and bicycle connections.
- Maximize and strategically align public and private investments in the corridor to support transit-oriented development (TOD) through catalytic investments in life-cycle housing, commercial development, and public infrastructure.
- Promote economic opportunity by improving access to jobs and supporting business recruitment and expansion along the corridor.

Project Benefits – The West Broadway Streetscape Plan will transform the West Broadway Corridor into four distinct districts in which will all have future light rail transit stops:

- Retail at Brooklyn Boulevard
- Employment at 93rd Avenue
- Mixed Use at Oak Grove Parkway
- Institutional at 85th Avenue

Among these districts, common themes exist in types of plantings, decorative concrete, fencing, lighting, and benches. Guiding principles to create a multi-modal corridor vision was outlined and a unified approach to streetscaping has been adopted in the West Broadway Streetscape Framework Manual.

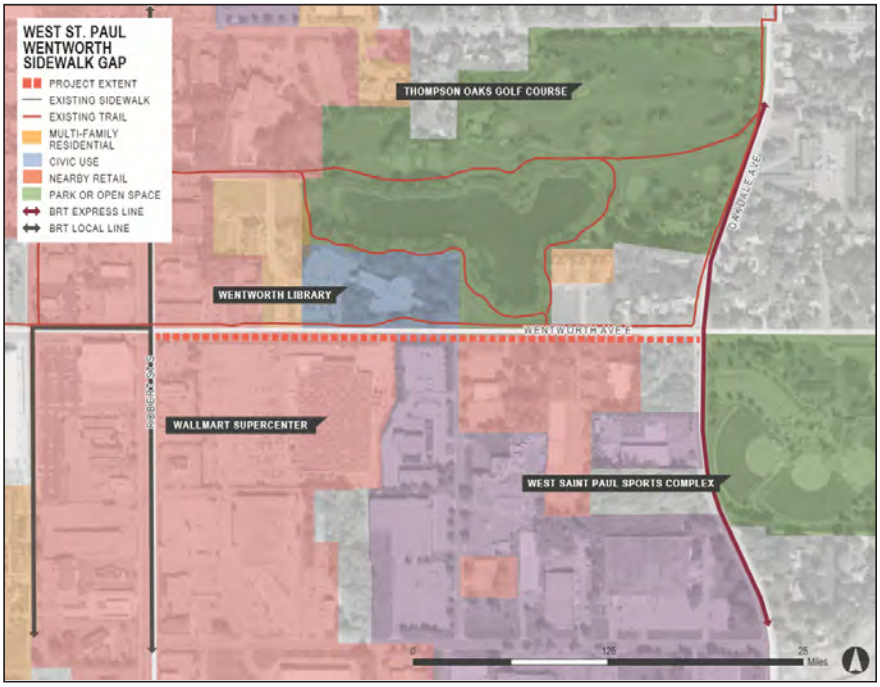
West St. Paul Wentworth Sidewalk Gap

PEDESTRIAN FACILITITIES

PROJECT DESCRIPTION

The West St. Paul Wentworth Sidewalk Gap is a 0.5-mile gap in the sidewalk network of the City of West St. Paul. The City is proposing to construct a sidewalk along the south side of Wentworth Avenue from Robert Street to Oakdale Avenue. This sidewalk will allow pedestrians in the area to travel safely to nearby destinations, including the Robert Street commercial corridor, the River to River Greenway, and the West St. Paul Sports Complex.

Requested Award Amount:	$263,848
Total Project Cost:	$329,810



Proposed sidewalk route

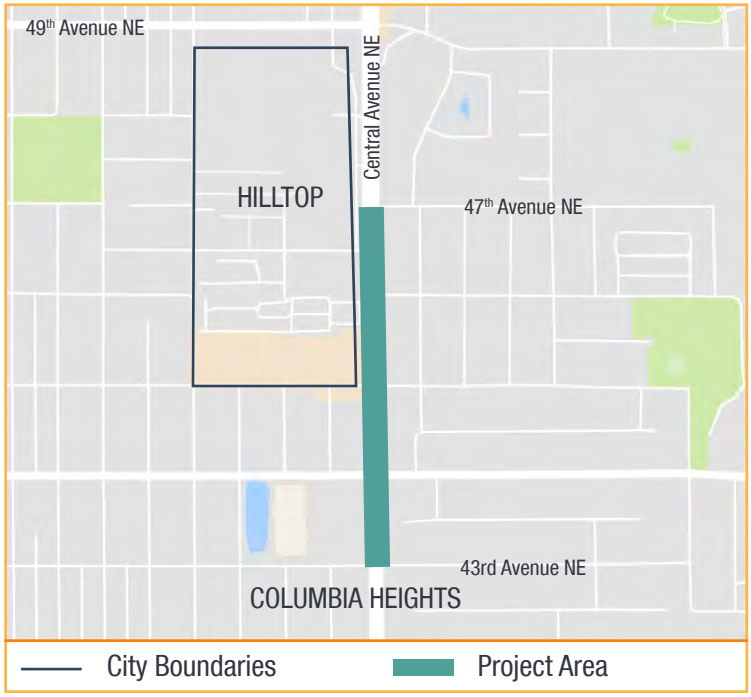
PROJECT BENEFITS

- Improves safety for those who must travel along Wentworth - a B Minor Arterial with more than 10,000 AADT.
- Provides local connections to community amenities such as the West St. Paul Sports Complex, the Wentworth Library, and the Robert Street commercial corridor.
- Increases pedestrian safety along the corridor by providing a separated area for pedestrians to travel off Wentworth Avenue
- Connects pedestrians to the River to River Greenway, an 8-mile regional trail linking West St. Paul, Mendota Heights, and South St. Paul.
- Provide safe access to jobs and recreation opportunities for the increasing number of area residents
- Enhanced access to transit located at either end of the project corridor

Sidewalk would be installed on the south side of Wentworth to provide connectivity for 0.5 miles through commercial, residential, and employment areas

CENTRAL AVENUE REVITALIZATION PROJECT

PROJECT MAP:



BEFORE PHOTO:

PROJECT AREA EXISTING CONDITIONS

Central Avenue, looking north, just north of 43rd Avenue NE

PREPARED BY:

COLUMBIA HEIGHTS

APPLICANT:

City of Columbia Heights

ROUTE:

Central Avenue from 43rd Avenue NE to 47th Avenue NE

CITY WHERE PROJECT IS LOCATED:

Columbia Heights

COUNTY WHERE PROJECT IS LOCATED:

Anoka

REQUESTED AWARD AMOUNT:

$1,000,000

TOTAL PROJECT COST:

$1,830,000

PROJECT DESCRIPTION:

The proposed project will incorporate several improvements with the goal of improving the safety, functionality and traveling experience for pedestrians along Central Avenue NE from 43rd Avenue NE to 47th Avenue NE. The improvements include replacing deficient sidewalks with wider walks, new pedestrian ramps at intersections, improved lighting for pedestrians and vehicles, driveway reconstruction at adjacent businesses to accommodate the new sidewalk. New sidewalk will be shifted further from the roadway where possible within the available ROW and commercial driveways will be narrowed where feasible within the corridor. The proposed improvements include the addition of a pedestrian-activated signal (HAWK) at 43rd Avenue and curb extensions on 44th Avenue to reduce crosswalk lengths. Central Avenue NE is an important pedestrian corridor, connecting adjacent low-income and transit-dependent residents with commercial land uses and transit facilities. Central Avenue is currently one of the most heavily traveled transit corridors in the Twin Cities area.

PROJECT BENEFITS:

- Completes the gap in adequate pedestrian facilities along Central Avenue in Columbia Heights
- Improves pedestrian safety; particularly at crossings and near large activity centers, such the future Hy-Vee
- Provides an investment in the community, which is undergoing parallel infrastructure upgrades and redevelopment efforts

Project Name: Galpin Lake Road Pedestrian Improvements

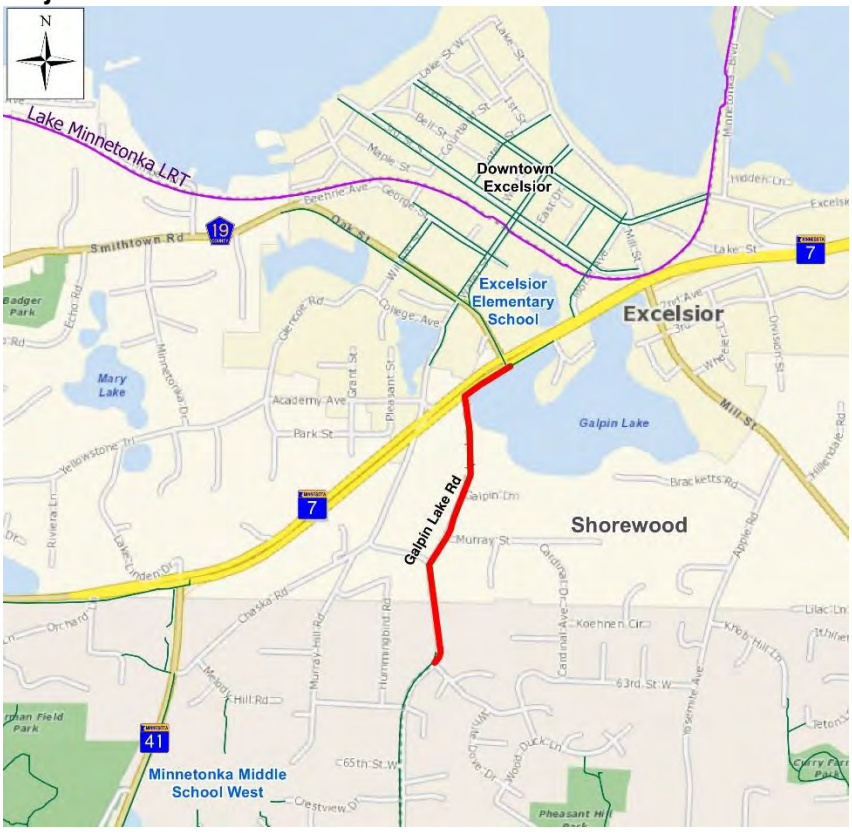
Category: 2018 Pedestrian Facilities
Applicant: City of Shorewood
Project Location: Galpin Lake Road from Pheasant Drive to TH 7 and along TH 7 from Galpin Lake Road to Oak Street
Total Project Cost: $1,250,000
Requested Federal Amount: $1,000,000
Local Match: $250,000 (20% of total)

Project Description:
The City of Shorewood is proposing a dedicated pedestrian walkway along Galpin Lake Road. Galpin Lake Road is currently a 24-foot wide road with 12-foot lanes and no shoulders. The proposed project, approximately 0.6 miles in length, will eliminate sidewalk gaps and allow pedestrians to access the existing sidewalk at the intersection of State Highway 7 and Oak Street (CSAH 19) in Excelsior; completing the sidewalk/trail network between Lyman Boulevard in Chanhassen to Trunk Highway 7 in Shorewood. In addition to enhanced roadway safety for bike/peds and vehicles, the project includes installation of storm sewer to improve stormwater runoff.

Project Benefits:
- Safe pedestrian and bicycle access along Galpin Lake Road
- Eliminate sidewalk/trail network gaps
- Reduce risk of crashes and conflicts between bike/peds and vehicles
- Improved stormwater management resulting in better water quality

Key Connections:
- Connects communities of Shorewood, Chanhassen, and Excelsior
- Excelsior Commercial District
- Lake Minnetonka LRT Regional Trail
- Transit Stops (Bus routes: 570, 671, 684, and 698)

Project Area:



Concord Exchange Streetscape Improvements

Project Location:

Concord Exchange,
City of South Saint Paul

Federal Request:

Federal Request: $1,000,000
Local Match: $1,800,000
Project Total: $2,800,000

Local Investments:

- Concord/Grand Avenue Gateway Streetscape and Redevelopment Plan

Project Benefits:

- Eliminates physical non-motorized barrier
- Connects disadvantaged populations to transit, jobs, and services
- Increases safety with ADA compliance, bump-outs, and pedestrian lighting
- Updated streetscaping and transit stops

The Concord Exchange Streetscape Improvements project will provide a welcoming and safe pedestrian environment in one of the primary business districts in South St Paul, that includes a major Manufacturing/Distribution Center and several transit connections. South St Paul is a community in which many residents rely on non-motorized transportation. Adjacent residential neighborhoods include several high density affordable housing options. Two of these facilities, owned and operated by the city, are the Nan McKay and John Carroll Highrises, totaling 296 one-bedroom apartments designed for independent living with income-based rent. The minimum age requirement for admission is 50 years of age but preference is given to applicants 62 years of age or older, persons with verified disability, and veterans or spouses of veterans. Residents of these facilities are of populations most negatively impacted by deficiencies in the current Concord Exchange pedestrian system.

Concord Exchange is located in the city's historic commercial core that once served the largest stockyards in the world. In the last decade, redevelopment has brought more light industrial jobs to the area. Recent job-based redevelopment, historic roots of this area, affordability, and vacant lots have caught the eye of developers focused on infill sites rather than expansion of greenfield development. This has led to the current conversion of the old Wells Fargo building, on Concord Exchange, into a 68-unit apartment complex and potential for new commercial businesses and offices in the project area. In addition, the closely parallel MN Highway 156 (Concord Street) is slated for 2021 reconstruction and turnback to support redevelopment and connectivity and increase safety and efficiency for all modes of transportation. Project improvements will support economic development, facilitate more non-motorized travel to and from Concord Exchange, and draw regional and recreational travelers from the nearby Mississippi Regional River Trail.

Deficiencies and Safety

The current pedestrian system is a barrier, especially to individuals with limited physical ability, as it is not ADA compliant. The existing sidewalks are made up of pavers installed in the 1970's, and in areas are a tripping hazard and do not clearly indicate the pedestrian walkway. Project improvements include:

- ADA compliant curb ramps at all intersections
- Clearly articulated 6'-10' concrete pedestrian walkway
- Improved aesthetics and pedestrian lighting to encourage walking
- 5'-6' amenity zone for trees, benches, lighting, and bus shelters


69th St Pedestrian Improvements
Xerxes Avenue to Penn Avenue
Xerxes
Penn Ave
69TH STREET- PERMANENT SOLUTION CONCEPT
Before
Parking
After
Narrowed street
Curb
Sidewalk
Retaining walls

ADA retrofits at Blue and Green Line extension station areas

Summary of 2018 regional solicitation application for federal funding

Description

This project will construct ADA-compliant curb ramps and upgrade traffic signals with APS within the walkshed of the future Green Line and Blue Line LRT Stations.

It will enable thousands of residents, many who are low income and people of color, to make fully accessible first and last mile connections with the regional transit network.

Additionally, residents with mobility issues who need accessible and affordable transportation will be better connected to transit and jobs.

Existing analysis of deficient to compliant curb ramps on Hennepin County roadways

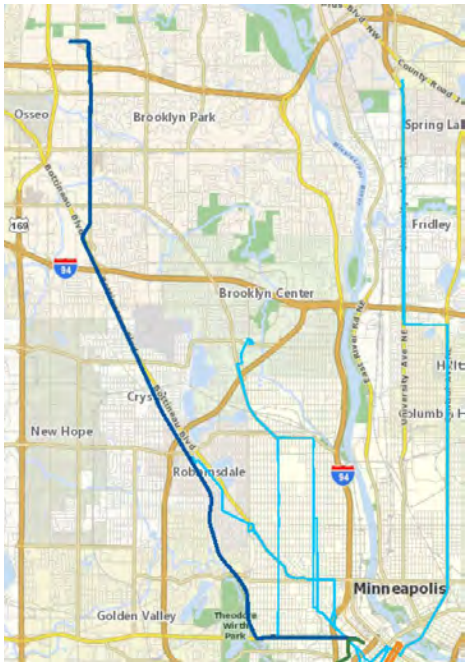
Context

- Walkshed of future Green and Blue Line extensions station areas
- Access to Downtown Minneapolis and other job concentration areas
- First and last mile connections for residents and businesses
- Surrounding residents need accessibility and affordable transportation

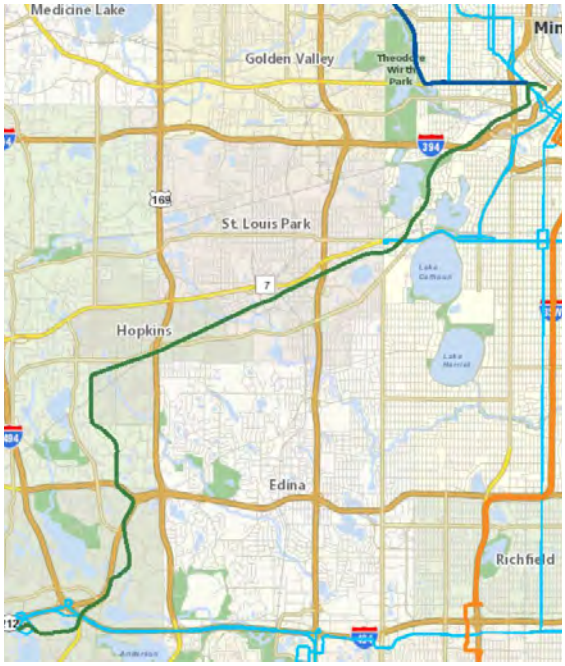
Regional benefits

- Provides ADA compliant access to the regional transit network
- Links suburban communities with Downtown Minneapolis and job concentration areas
- Connects the region with 300,000+ jobs within one mile

Location



Blue Line Extension



Green Line Extension

Project:
Construct ADA compliant curb ramps and upgrade signals with APS within walkshed of Green and Blue Line extension stations

Location:
Minneapolis, St. Louis Park, Hopkins, Minnetonka, Eden Prairie, Golden Valley, Robbinsdale, Crystal, Brooklyn Park

Connectivity:
- Downtown Minneapolis
- Multiple Job Concentration Areas
- First and last mile connections to LRT stations

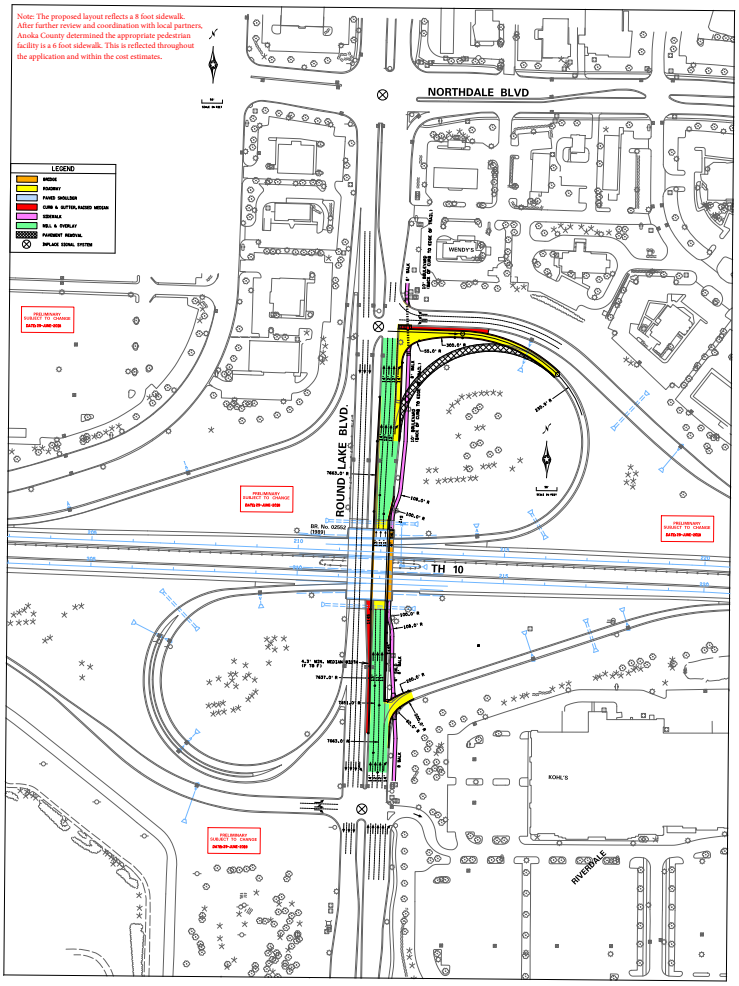
Total cost:
$1,250,000Y

Amount requested:
$1,000,000

Applicant:
Hennepin County

Hwy. 10/Round Lake Blvd. Sidewalk Improvements

ANOKA COUNTY



Project Layout

Project Location:	Coon Rapids
Requested Award Amount:	$1,000,000
Total Project Cost:	$1,758,400

PROJECT DESCRIPTION

Anoka County is seeking funds to construct a 6 foot sidewalk (approximately 0.23 miles) on County State Aid Highway (CSAH) 9 (Round Lake Boulevard) at the Highway 10 interchange. Today, this is the only gap in the CSAH 9 corridor's pedestrian network. This has resulted in a number of safety and connectivity issues for pedestrians wishing to cross Highway 10 (Principal Arterial) between neighborhoods and a heavily concentrated commercial/retail and light-industrial hub (~650 acres). As a result, pedestrians crossing Highway 10 along CSAH 9 are forced to travel in the road, while overcoming other barriers (e.g., exit ramps, concrete medians, and water retention ponds) to access their destination. The proposed improvements will help overcome these barriers and safely connect pedestrians between the north and south side of Highway 10.

PROJECT BENEFITS

- *The proposed project is significant in nature given its ability to link neighborhoods of concentrated poverty and race to a large employment hub, which includes light-industrial, office, retail and commercial.*
- *The proposed project will address a significant pedestrian gap in the CSAH 9 corridor's comprehensive pedestrian network between the Mississippi River and the City of Andover (~ 6 miles).*
- *The proposed improvements will close a gap in the transit user's "first-and-last" mile experience between the Riverdale Transit Station and a regional commercial hub/job center.*

Round Lake Blvd. (southbound) at Highway 10 westbound off ramp

Front Avenue Sidewalk Gap Infill – Pedestrian Facilities Application

Applicant: City of Saint Paul
Requested Award Amount: $376,800
Project Total Capital Cost: $471,000

Project Components

1. Sidewalk construction along south side of Front Avenue from Dale St. to Mackubin St. Construction to include some relocation of existing curb line and construction of retaining walls.
2. ADA-compliant curb ramps at Kent St. and Mackubin St. intersections
3. Paved bus waiting areas at Kent St. and Mackubin St.

Background

The proposed project includes construction of new sidewalk along the south side of Front Avenue between Dale Street and Mackubin Street. This sidewalk gap connects pedestrians with the Como/Front/Dale intersection, designated as a neighborhood node in Saint Paul's draft 2040 Comprehensive Plan. Neighborhood nodes are compact, mixed-use areas that provide shops, services, neighborhood scale civic and institutional uses, recreational facilities and employment close to residences. Saint Paul prioritizes pedestrian-friendly urban design in these locations and development that enables residents to achieve daily needs within walking distance.

Due to existing right-of-way widths and grades, sidewalk construction will entail a combination of retaining wall construction and moving existing curb lines to accommodate a sidewalk and boulevard. Curb ramps at Como Ave and Front St. will be entirely reconstructed to achieve ADA compliance. This will result in enhanced connectivity for pedestrians and transit riders to businesses at the Como/Front/Dale intersection and nearby destinations including Crossroads Elementary, RiverEast Elementary and Secondary, Front Park, and Marydale Park.

Facing west on Front Avenue, east of Dale St.

Carver County

CSAH 11 Pedestrian Crossing

Improvements at 86th St/Deer Run Dr & 82nd St Intersections

Project Information

Project Location:
City of Victoria, Carver County

Federal Funding Request:
$470,720

Total Project Cost:
$588,400

Project Benefits

Safety

- Install pedestrian crossing aids
- Install center median
- Upgrade pedestrian ramps

Multimodal

- Connect to regional destinations

Project Description

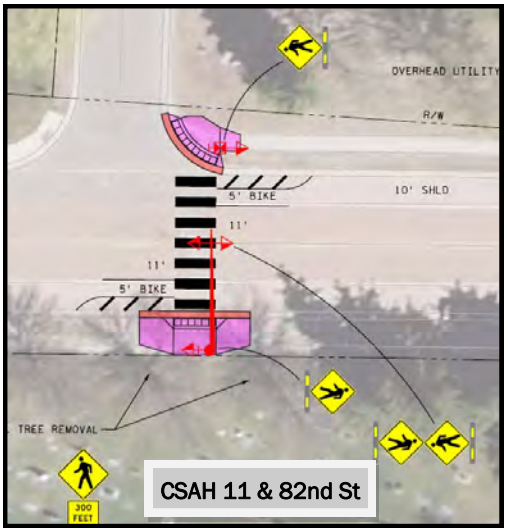
The CSAH 11 Pedestrian Crossing Improvements Project (ADA) includes two key crossing locations along the CSAH 11 (Victoria Dr.) corridor, an A-Minor Connector, within the City of Victoria at 82nd St. and 86th St./Deer Run Dr. These crossing locations will better connect the neighborhoods on the west side of the CSAH 11 barrier to the existing continuous pedestrian and bicycle system on the east side of the county highway that carries 8,700 vehicles a day.

CSAH 11 and 82nd Street Intersection: An enhanced pedestrian crossing with overhead flashing pedestrian activated beacon will be installed along with larger more visible crosswalk markings and upgraded curb ramps. Parking areas will also be restricted near the intersection to provide clear sightlines between pedestrians at or near the crosswalk and the county highway traffic.

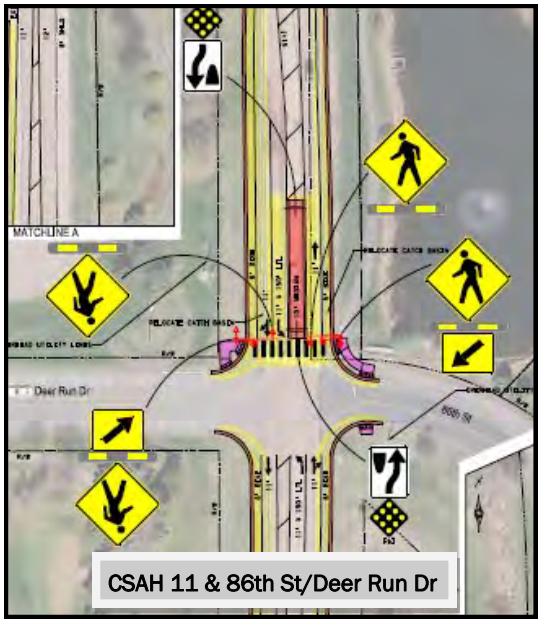
CSAH 11 and Deer Run Drive Intersection: An enhanced pedestrian crossing with overhead flashing pedestrian activated beacon and advanced warning beacons with larger more visible crosswalk markings and updated curb ramps. A new median island will provide for pedestrian refuge and shorter exposed crossing distances.

Existing Conditions Picture

Layout Insets



CSAH 11 & 82nd St



CSAH 11 & 86th St/Deer Run Dr

Regional Significance

The CSAH 11 corridor is an RBTN Tier 2 Corridor. These pedestrian crossings will improve connections for neighborhoods to key community destinations such as the downtown, community recreation center, schools, parks, and regional trails.

Contact Information

Lyndon Robjent, P.E. | PW Director/County Engineer

Carver County Public Works | 11360 Highway 212, Suite 1 | Cologne, MN 5532
Phone: 952-466-5200

One Page Summary

Project Name: CSAH 16 (McColl Drive) Pedestrian Improvements
Applicant: Scott County
Project Location: City of Savage
Route: From TH 13 to Dakota County Line

Requested Award Amount: $256,000
Total Project Cost: $320,000
Construction Year: 2022

Location Map

Project Description: The Scott County Highway (CH) 16 Americans with Disability Act (ADA) Pedestrian Improvement Project in Savage just East of State Trunk Highway (TH) 13 to the Dakota County Line will improve the ADA pedestrian elements along the corridor to current National standards. The focus of the improvements will be replacing the current curb ramps at all intersections with ADA compliant ramps. This includes, but is not limited to, ensuring the ramps have appropriate grade percent inclines, large enough landing areas and all ramps will have truncated domes. Additionally, the project will take a corridor perspective and ensure the cross slopes and sidewalk pavement conditions meet the needs of all physically and sensory disabled users.

Scott County's 2018 ADA Transition Plan for Highway Public Right-of-Ways identified this CH 16 corridor (McColl Drive) as one of the last remaining corridors in an urban area not complying with National standards. The Plan also identified the need to construct sidewalk and ADA curb ramps as independent projects, without corresponding roadwork, as an implementation measure to address ADA needs on a faster timeline.

The ADA compliant features will aid in moving the auto-oriented corridor to a more multimodal pedestrian, bicycle and transit friendly space that safely accommodates all modes of travel.

Project Benefits: Improve ADA conditions, Close System Gap, Provides bike/ped access to the Savage Civic Center

Hassan Elementary School Trail

Project Summary

Applicant— City of Rogers

Project Location— County State Aid Highway 144 Between Orchid Ave and Marie Ave in Rogers, Hennepin County

Total Project Cost — $977,000 **Requested Federal Amount— $652,000** **Local Match Amount— $325,000**

Project Description:

This project will construct the Hassan Elementary Safe Routes to School Trail along CSAH 144 between Orchid Ave and Marie Ave in Rogers, Northwest Hennepin County. Combined with the existing trail connecting Rogers Middle School to Hassan Elementary, this project will provide the final link between the school facilities located north of I-94 and both sides of the State Highway 101.

Proposed project elements include:

- A 10 foot wide off-street multi-use trail on the Southside of CSAH 144.
- 100% of necessary right of way needed for construction is in place by the use of existing road right of way and city secured easements.
- Curb installation to provide proper separation from off-road trail section.
- Storm water improvements.
- Hassan Elementary crosswalk enhancements to address noncompliant ADA existing conditions

Project Benefits include:

- This project will provide a safe and continuous multiuse trail for all ages, physical abilities, and travel modes eliminating significant barriers that divide the Community
- This project is identified in the Rogers SRTS Implementation Plan that was completed in 2016
- This project aligns with the Regional Adopted Plans of Thrive MSP 2040.
- Improves access to destinations including Hassan Elementary to Rogers Middle School, Rogers High School, North Community Park, and various retail establishments.

Before Conditions:

Looking east, from Orchid Ave at CSAH 144

Looking east from CSAH 144 at proposed location of trail

Looking east from Hillplace Drive along CSAH 144

After Conditions:

Rogers Middle School SRTS Trail: This segment of trail was completed by the City of Rogers in 2016 which would be similar to the Hassan Elementary Trail

2018 Metropolitan Council Regional Solicitation – Project Summary

Project Name: Bloomington Olson Schools Safe Routes to School Improvement

Applicant: City of Bloomington

Project Location: Olson Elementary and Middle Schools along W 102nd Street

Project Details:

- Total Project Cost - $377,277
- Requested Federal Dollars - $301,781

Project Description:

The proposed project includes constructing roadway, driveway, sidewalk and crossing modifications that redirect most school-aged pedestrians away from the busy driveway. The proposed sidewalk along W 102nd Street and the west side of the driveway will redirect students to a new marked crosswalk inside the school's circulation drive to enter the school site. This new crossing location is removed from turning activity and gap selection at the main driveway intersection along W 102nd Street. Appropriate school crossing signs will be installed at this crossing (located in their parking lot/access roadway) to provide increased visibility for students crossing.

Other improvements at the main driveway include median modifications to provide driver guidance, improved receiving capacity, pedestrian refuge islands, a marked crosswalk and stop bar for motorists leaving the site. The construction of an eastbound right-turn lane will also better define motorists making a right turn into the site and improve sight lines for drivers and pedestrians at the driveway intersection.

Project Benefits:

- Increase the number of students who walk/bike to school by providing a safer route to and from school.
- Improve pedestrian safety at the Olson Elementary and Middle School driveway at W 102nd Street.
- Reduce congestion along W 102nd Street by allowing motorists to enter the school campus from the east and west simultaneously.
- Improve sight lines and provide refuge and guidance for pedestrians crossing the main driveway.

CITY OF BLOOMINGTON MINNESOTA

South St. Paul Secondary Safe Routes to School (SRTS)

Project Location:

Marie Avenue,
City of South St. Paul

Federal Request:

Federal: $ 1,000,000
Local Match: $780,000
Project Total: $1,780,000

Local Investments:

- Statewide Health Improvement Grant for Development of SRTS Plan
- Completion of district-wide SRTS Plan
- Preliminary Engineering Plan and Cost Estimate

Project Benefits:

- Addresses many deficiencies and safety issues within an area serving several school facilities and the City's core commercial area
- ADA compliance
- Continuous bicycle facilities in a designated RBTN Tier 1 Corridor

Project Purpose

The South St. Paul Safe Routes to School Infrastructure Project will provide designated safe crossings along Marie Avenue (3rd Ave to 9th Ave), and 2nd Street (Marie Ave to 9th Ave) in front of South St. Paul Secondary. Project improvements will improve connections for surrounding residential neighborhoods to South St. Paul Secondary, Lincoln Center Elementary, Central Square Community Center, South St. Paul Educational Foundation, Adult Basic Education Center, the South St. Paul Library and several local businesses.

Immediate Need

Due to close proximity of school facilities, higher housing density, and low income population, a large percentage (approximately 20%) of students walk or bike to and from South St. Paul Secondary School. Parent, staff, and student responses collected as part of a recently completed SRTS Planning Study made it clear that current deficiencies in the pedestrian system raise safety concerns and keep many parents from encouraging their children to walk and bike to school. In the past 3 years, ten accidents involving a bicyclist occurred in the project area, one of which was a fatal.

Deficiencies and Safety

The following highlights the issues and concerns to be addressed by this project:

- Existing sidewalks along Marie are aged, narrow, and in substandard condition. Children are often seen walking or biking in the road or boulevard.
- Several pedestrian ramps in the project area are not ADA compliant
- Marie Avenue is designated as a Tier 1 RBTN alignment and currently has no existing bicycle facilities. Bike lanes, as part of this project, will serve both a SRTS and regional non-motorized transportation purposes.
- Several primary intersections providing access to South St Paul Secondary and Lincoln Center Elementary are skewed and have sightline issues.
- Closely spaced and offset intersections along Marie Avenue, from 9th Avenue N to 3rd Avenue N, create many conflict points between Marie Avenue traffic, side street traffic, and pedestrians and bicyclists accessing the schools and the City's core commercial area

Bidwell Street Sidewalk Improvements

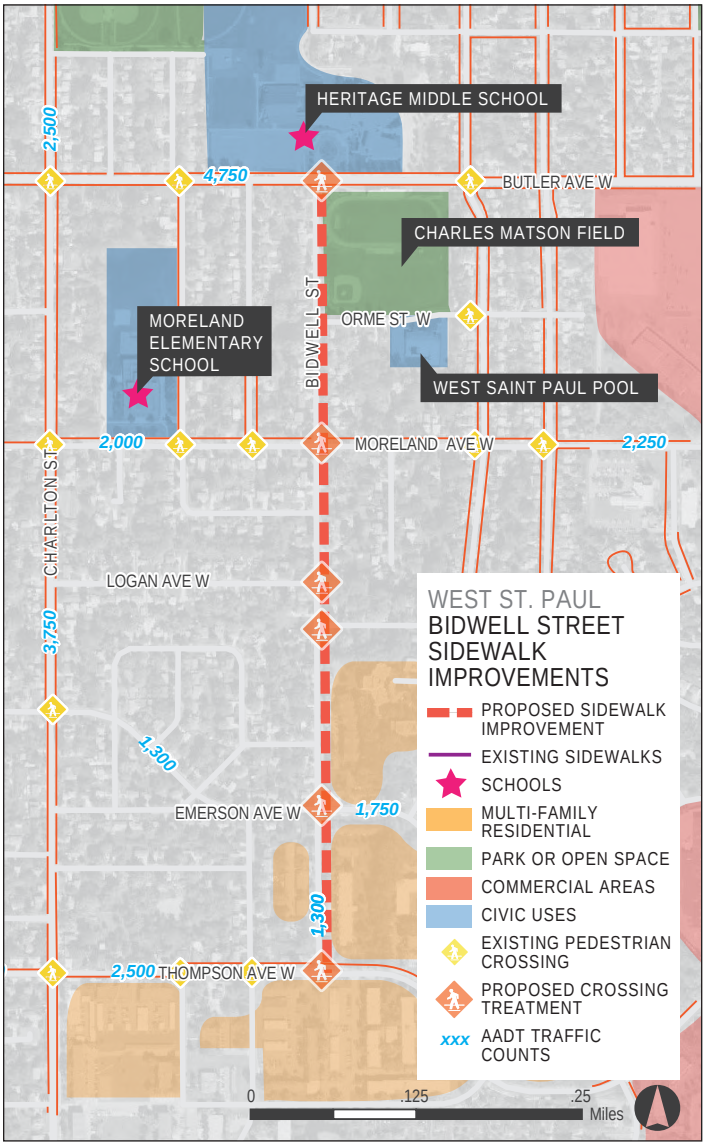
SAFE ROUTES TO SCHOOL

PROJECT DESCRIPTION

The Bidwell Street Sidewalk Improvements project will provide a sidewalk along an important corridor for students to walk and bike comfortably and safely to and from Moreland Elementary and Heritage Middle School in West St. Paul. The project includes a sidewalk along 3,700 ft of Bidwell Street, along with a boulevard, curb ramps, signage and pedestrian crosswalk markings.

Project Location:	West St. Paul
Requested Award Amount:	$560,000
Total Project Cost:	$700,000

Existing Site Photo: Bidwell Street looking south from Butler Avenue at Heritage Middle School. A path has been worn in the project location, where students typically walk to avoid sharing the road with vehicles.



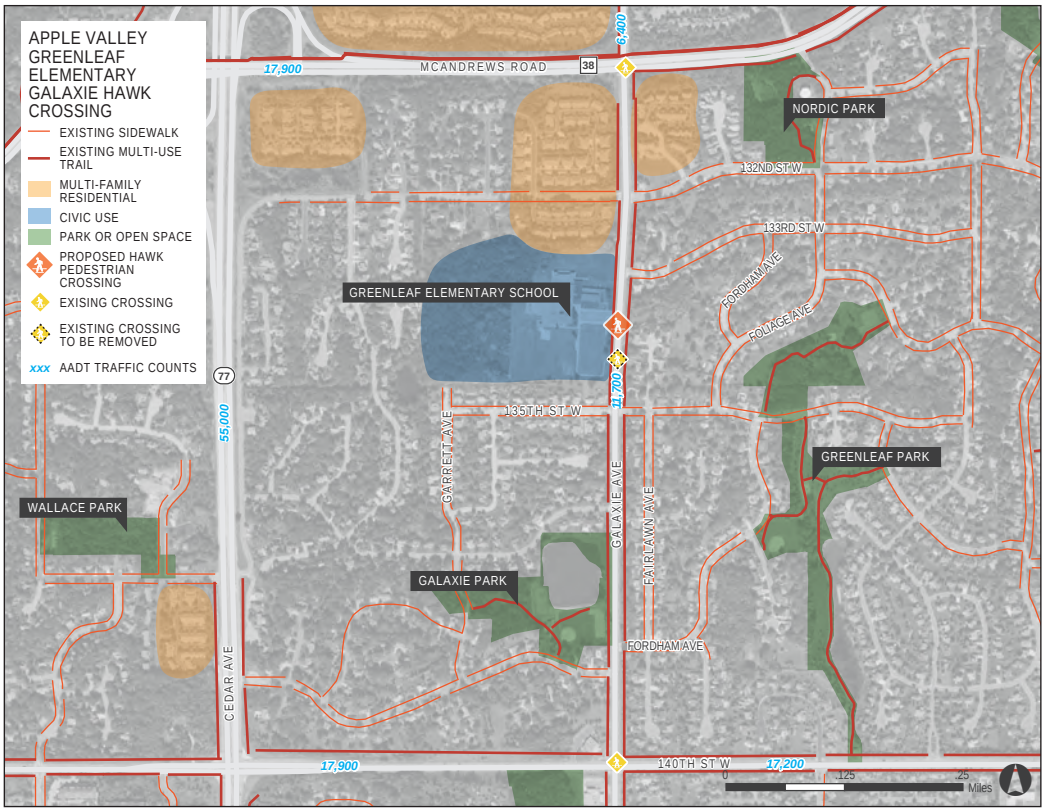
Proposed Project Area

PROJECT BENEFITS

- *Provides local pedestrian access to areas of high density housing*
- *Provides a pedestrian connection to service two public transit corridors (Bidwell Street and Thompson Avenue)*
- *Completes an gap in the sidewalk network, identified in the 2011 Bicycle and Pedestrian Plan, as well as the 2011 Safe Routes to School Plans*
- *Connects pedestrians to popular community destinations such as Charles Matson Field*
- *The proposed sidewalk provides an alternative north-south route to Charlton Street, a collector street with twice as much traffic as Bidwell Street located one block west of Moreland.*
- *Through pedestrian crosswalk markings and curb ramps integrated into the project design, the sidewalk improvements will serve parents with strollers, people who use mobility aids, and seniors*

Galaxie Avenue HAWK Crossing at Greenleaf Elementary School

APPLE VALLEY, MN



Proposed Project Area

PROJECT DESCRIPTION

The Galaxie Avenue HAWK Crossing at Greenleaf Elementary School will provide a High-Intensity Activated Crosswalk (HAWK) beacon, which will stop traffic and allow students to cross the road safely as they walk or bike to school. The project includes installation of the signal, high-visibility crosswalk markings, a curb cut and curb ramp on the both sides of the road and a raised median extension. Users will be able to activate the signals at the crossing. This project will decrease the distance between safe crossings for pedestrians in the area.

Project Location:	Apple Valley
Requested Award Amount:	$198,240
Total Project Cost:	$247,800

Existing Site Photo: Galaxie Avenue looking north to the project site.

PROJECT BENEFITS

- *Decreased distances between safe crossings for pedestrians, leveraging an existing pedestrian crossing at the south entrance of Greenleaf Elementary*
- *Raised visibility of pedestrians in the roadway through high-visibility crosswalk markings (zebra crossings)*
- *User-activated design will allow for traffic to flow normally during non-peak times*
- *Additional curb cut and curb ramp will increase accessibility for pedestrians with disabilities and mobility challenges*
- *The HAWK beacon signal will build off of the well-connected pedestrian facilities existing throughout the neighborhood to the east of Galaxie Avenue*

Near North SRTS Improvements
16th Avenue North Bicycle Boulevard

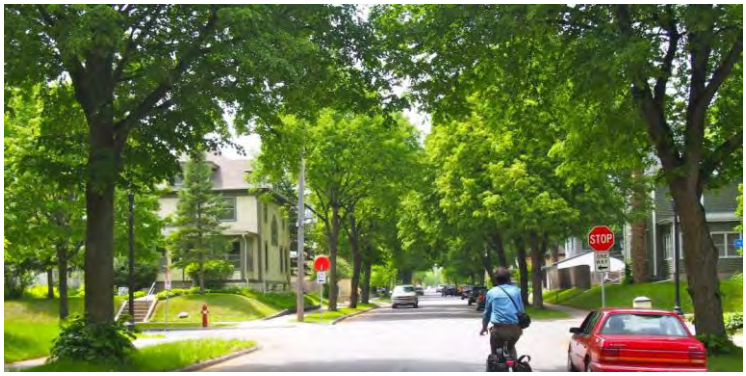
Project Name – Near North Safe Routes to School (SRTS) Improvements

Applicant – City of Minneapolis

Project Location – 16th Avenue North between Queen Avenue North and Aldrich Avenue North in the City of Minneapolis, Hennepin County

Requested Federal Dollars - $1,000,000

Total Project Cost – $1,250,000



Project Description – The proposed project will improve bicycle and pedestrian safety along 16th Avenue North for all user and abilities and encourage students to use active forms of transportation. The proposed Near North Safe Routes to School bicycle boulevard project will implement pedestrian and bicycle-related improvements along 16th Avenue North between Queen Avenue North and Aldrich Avenue North to establish a safe and comfortable connection to Franklin Middle School, North High School, other bikeway facilities, parks, and other key destinations in the project area.

Project Benefits – The project will improve access to key destinations for North High School and Franklin Middle School students, as well as Northside residents. The project will improve the pedestrian and bicycle environment through traffic calming treatments such as curb extensions, ADA ramp upgrades, speed humps, bicycle boulevard signs and pavement markings, speed tables, traffic diverters, or upgrades to traffic signals. At major and minor crossings, the proposed project will include treatments to improve pedestrian and bicycle crossing visibility, safety, and comfort. By improving multimodal crossings, increasing the visibility of all users, and reducing vehicle travel speeds, the proposed bicycle boulevard will improve multimodal safety, comfort, and access to key destinations for all users.

Traffic calming measures in the form of curb extensions and speed bumps will reinforce the bike boulevard by reducing vehicle speeds. Bicycle boulevard markings will provide driver guidance to reduce their speeds and be attentive to bicycle and pedestrian traffic. Intersection treatments will include ADA ramp upgrades and crossing treatments such as curb extensions, medians, diverters, or traffic circles will be considered to improve multimodal safety and comfort.

Bruce Vento Safe Routes to School Application

Applicant: City of Saint Paul
Requested Award Amount: $842,528
Project Total Capital Cost: $1,053,160

Project Components

1. Curb extensions and ADA compliant curb ramps along Case Avenue between Westminster and Arcade (up to 8 curb extensions)
2. Curb extensions and ADA compliant curb ramps along Arkwright Street between Case and Maryland (up to 10 curb extensions)
3. Bicycling facility along Arkwright
    a. Combination striped bike lane and shared lane markings from Cuyuga to the northern terminus of Arkwright
    b. Construction of offroad facility from Arkwright terminus to the Gateway Trail, approx. 60 feet total length
4. Sidewalk gap infill and ADA compliant curb ramps within one mile of Bruce Vento Elementary. Potential corridors include Westminster, Whitall, Rose, Arkwright, Magnolia and Geranium

The Project Map identifies existing sidewalk gaps in the vicinity of Bruce Vento Elementary and preliminary locations for curb extensions on Arkwright Street and Case Avenue within the project extents noted on the map. Exact locations of new sidewalk and curb extensions will be finalized with consideration to stakeholder priorities identified during community engagement for the project.

Background

The proposed project includes new infrastructure to enhance the walking and bicycling environment around Bruce Vento Elementary. Bruce Vento Elementary completed a Safe Routes to School plan in 2017. Infrastructure elements included in this application address needs identified through the school's Safe Routes to School planning process and in the City of Saint Paul's Bicycle Plan (adopted 2015), Roadway Safety Plan (2016), and draft Pedestrian Plan (underway). The City of Saint Paul seeks to make corridor-wide improvements that can systematically improve safety along entire segments of Case Avenue and Arkwright Street. These will create safe walking and bicycling opportunities for students and community members throughout the school neighborhood as they travel to destinations.

Forest Lake Safe Routes to School (SRTS)

Project Location:

City of Forest Lake in Washington County at Hwy 97 and Goodview Ave/8th Street intersection

Application Category:

Bicycle and Pedestrian Facilities – **Safe Routes to School**

Funding Information:

STP Requested Award Amt: $1,000,000
Local Match: $260,000
Project Total: $1,260,000

Project Benefits:

- Addresses many deficiencies and safety issues in an area serving several school facilities
- ADA compliance
- Direct connection to designated RBTN Tier 1 Alignment and Hardwood Creek Regional Trail
- Integrates and extends existing and planned infrastructure
- Reduces conflict points and crash potential at key intersection

Project Description

Forest Lake is a growing community in northern Washington County with several major roadways intersecting the City, including I-35, TH 8, TH 61 and TH 97. Forest Lake Area High School and Century Junior High School are located along the south side of TH 97, on the west and east sides of Goodview Avenue. Together, these schools serve over 2,700 students. Currently, there are no continuous sidewalks or trails connecting these schools to the surrounding neighborhoods. Children must walk and bike on the shoulders of TH 97 and wait for a gap in traffic to use the crosswalk on TH 97 between Goodview Ave and 8th Street segments.

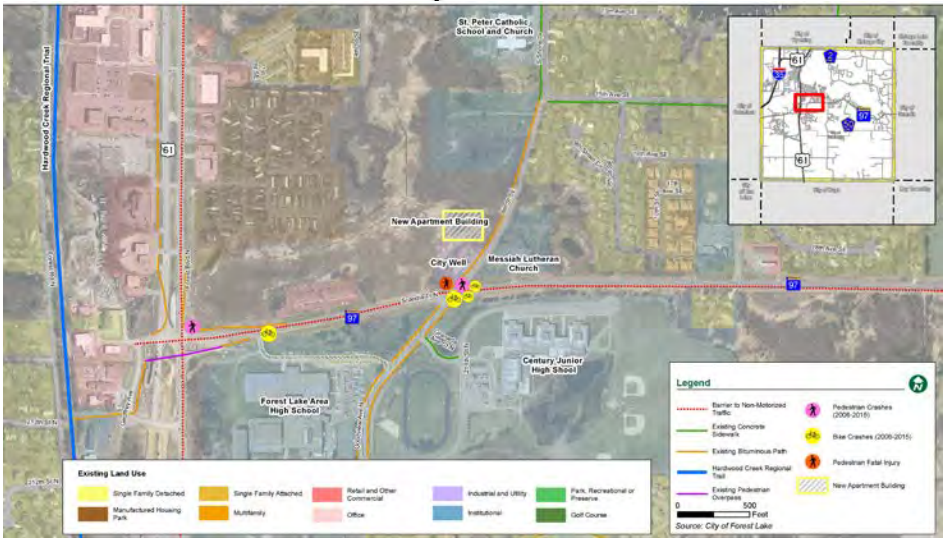
Deficiencies and Safety

The Hwy 97/Goodview Ave intersection has several challenges for pedestrians and bicyclists: long crossing distance (120' to 135'), high speed traffic, heavily skewed intersecting roadways limiting driver sight lines, and distracted drivers who fail to yield to pedestrians in the marked crosswalk. These conditions result in an unsafe environment for students; there is a relatively low volume of students walking or biking to school despite the proximity of neighborhoods. There have been three bicycle and two pedestrian crashes at this intersection since 2013, including one fatal crash and one possible injury crash. *In 2016, a student was fatally hit by a car at this intersection while walking home from school, highlighting the deficiencies and need for improvements at this intersection.*

Project Benefits

The project includes the following improvements:

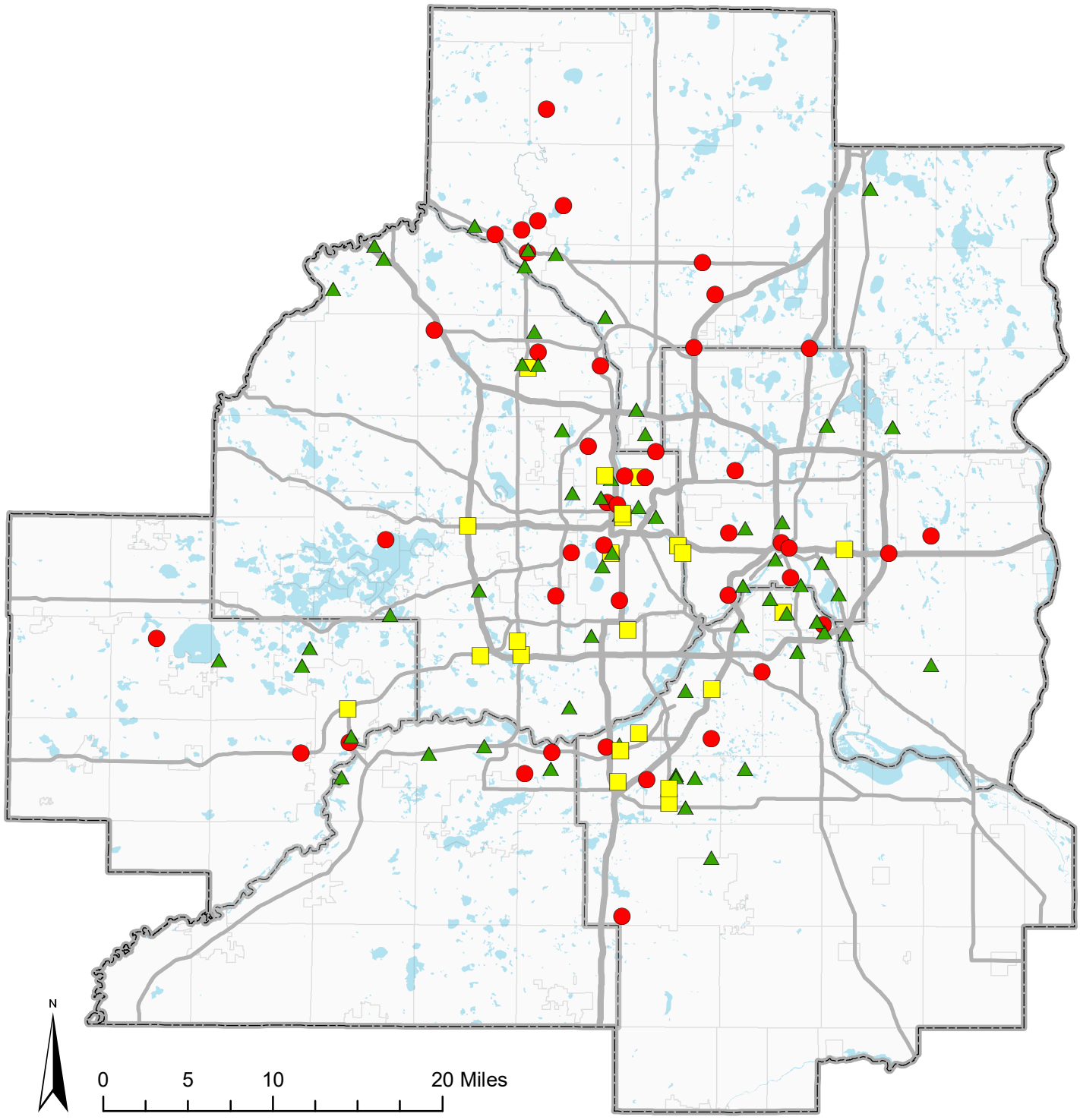
- Grade-separated pedestrian underpass along the west side of the intersection.
- Trail along the west side of 8th Street from the intersection/underpass to existing sidewalk connection.
- Trail along the south side of TH 97 west of the intersection/underpass, connecting to existing regional trail facilities at Hwy 61.



In addition to providing a safe, grade separated crossing of Hwy 97 for students, this project will provide direct access to Hardwood Creek Regional Trail via the Hwy 61 overpass. Upon completion of this project, trail users will be able to cross both Hwy 97 and 61, the two busiest roads in Forest Lake, without interacting with vehicle traffic, providing access to neighborhoods, Forest Lake Area High School and Century Junior High School, businesses, and several community resources.

Locations of 2018 Submitted Applications for Regional Solicitation Projects

DRAFT



Reference Items

- Principal Arterial
- County Boundaries
- City Boundaries
- Lakes and Rivers

Modal Funding Category

- Roadways
- Transit and Travel Demand Management
- Bicycle and Pedestrian

REGIONAL SOLICITATION SCORING COMMITTEE STRUCTURE (2018)

Roadway Expansion

#	Measure	Scorer	Organization
Chair		**Joe Lux**	**Ramsey County**
1A	Congestion/PA Study	Tony Fischer	MTS- Metropolitan Council
1B	Connection to Jobs/Students	Mark Hansen	Coon Rapids
1C	Regional Truck Corridor Tiers	Dave Burns	MTS
2A	Current daily person throughput	Mark Hansen	Coon Rapids
2B	2040 ADT		
3A	Socio/Economic	Gloria Jeff	MnDOT
3B	Housing	Tara Beard	Community Development – Metropolitan Council
4	Infrastructure Age	Robert Ellis	Eden Prairie
5A	Vehicle Delay Reduction	Jacob Rezac	Dakota County
5B	Emissions Reduction	Innocent Eyoh	MPCA
6	Crash Reduction	Lars Impola	MnDOT
7A	Multimodal	Liz Heyman	Minneapolis
8	Risk Assessment Form	Colleen Brown	MnDOT
9	Cost Effectiveness	Dave Burns/Joe Barbeau	MTS- Metropolitan Council

Roadway Reconstruction/Modernization And Traffic Management Technologies

RM	TMT	Measure	Scorer	Organization
Chair			**Kim Lindquist**	**City of Rosemount**
1A		Congestion/PA Study	Tony Fischer	MTS- Metropolitan Council
	1A	Functional Classification	Rachel Wiken	MTS- Metropolitan Council
1B		Connection to Jobs/Students	Dan McCormick	Carver Co
1C		Regional Truck Corridor Tiers	Dave Burns	MTS- Metropolitan Council
	1C	Integration with Existing TM Systems	Joe Gustafson	Washington County
	1D	Coordination with other Agencies	Jason Pieper	Hennepin County
2A		Current daily person throughput	Dan McCormick	Carver County
2B		2040 ADT		
3A		Socio/Economic (Benefits/Impacts)	Doug Fischer	Dakota County
3B		Housing	Tara Beard	Community Development – Metropolitan Council
4A	4	Construction/Reconstruction Date	Anne Weber	St. Paul
4B		Deficiencies	J Sass and J MacPherson	Dakota Co and Anoka Co
5A	5A	Vehicle Delay Reduction	Ken Ashfeld	Maple Grove
5B	5B	Emissions Reduction	Curt Kobilarcsik	Scott County
6	6A	Crash Reduction	Lars Impola	MnDOT
	6B	Safety Issues in Project Area	Jarret Hubbard	Scott County
7	7	Transit Connections	Jack Forslund	Anoka County
8	8	Risk Assessment Form	Colleen Brown	MnDOT
9	9	Cost Effectiveness	Dave Burns/Joe Barbeau	MTS- Metropolitan Council

Roadway: Bridges

#	Measure	Scorer	Organization
Chair		**Jenifer Hager**	**Minneapolis**
1A	Average Distance to nearest Roadway	Dave Burns	MTS- Metropolitan Council
1B	Connection to Jobs/Students	Jim Kosluchar	Fridley
1C	Regional Truck Corridor Tiers	Dave Burns	MTS- Metropolitan Council
2A	Current daily person throughput	Jim Kosluchar	Fridley
2B	2040 ADT		
3A	Socio/Economic (Benefits/Impacts)	Gloria Jeff	MnDOT
3B	Housing	Tara Beard	Community Development – Metropolitan Council
4A	Bridge Sufficiency	Jordan Kocak	Hennepin County
4B	Load Posting		
5	Transit Connections	Andy Gitzlaff	Ramsey Co.
6	Risk Assessment Form	Colleen Brown	MnDOT
7	Cost Effectiveness	Dave Burns/Joe Barbeau	MTS- Metropolitan Council

Transit Expansion and Transit Modernization

TE	TM	Measure	Scorer	Organization
Chair			**Jan Lucke**	**Washington County**
1A	1A	Job/Manu/Education Connect	Aaron Bartling	MVTA
1B	1B	Transit connectivity	Aaron Bartling	MVTA
2		New Annual Riders	Daniel Pena	MTS- Metropolitan Council
	2	Existing Annual Riders		
3A	3A	Socio/Economic (Benefits/Impacts)	Amy Vennewitz	MTS- Metropolitan Council
3B	3B	Housing	Tara Beard	Community Development – Metropolitan Council
4		Emissions reduction	Amanda Smith	MPCA
	4	Description of Emissions Reduced	Amanda Smith	MPCA
-	5	Project Improvements for Users	Anna Flintoft	Metro Transit
5A	6	Multimodal Connections/Elements	Emily Jorgensen	Wash Co
6	7	Risk Assessment Form	Colleen Brown	MnDOT
7	8	Cost Effectiveness	Dave Burns/Joe Barbeau	MTS- Metropolitan Council

TDM

	Measure	2018	Organization
Chair		**Lisa Freese**	**Scott Co**
1	Capitalize on facilities/resources	Angie Stenson	Carver County
2	Usage	M. Thompson	Plymouth
3A	Socio/Economic (Benefits/Impacts)	JooHee Pomplun	Alliance for Metropolitan Stability
3B	Housing	Tara Beard	Community Development – Metropolitan Council
4A	Congested roadways	Mark Filipi	MTS- Metropolitan Council
4B	VMT reduced		
5	Innovation	Jason Gottfried	Hennepin County
6A	Tech Capacity	Shawn Walding	Metro Transit
6B	Project Continuation	Carl Jensen	MnDOT
7	Cost Effectiveness	Dave Burns/Joe Barbeau	MTS- Metropolitan Council

Multiuse Trails and Bike Facilities

	Measure	Scorer	Organization
Chair		**Craig Jenson**	**Scott County**
1	RBTN	Steve Elmer	MTS- Metropolitan Council
2A	Population	Mackenzie T Bargen	MnDOT
2B	Snow and Ice Control	Bob Byers	Hennepin County
3A	Socio/Economic (Benefits/Impacts)	Dan Marckel	Community Development – Metropolitan Council
3B	Housing	Tara Beard	Community Development – Metropolitan Council
4A	Gaps/Barriers	Gina Mitteco	MnDOT
4B	Correct Deficiencies	Don Pflaum	Minneapolis
5A	Transit/Ped Elements/Connections	Jen Lehmann	MVTA
6	Risk Assessment Form	Colleen Brown	MnDOT
7	Cost Effectiveness	Dave Burns/Joe Barbeau	MTS- Metropolitan Council

Pedestrian Facilities & Safe Routes to School

Ped	SRTS	Measure	Scorer	Organization
Chair			**Lynne Bly**	**MnDOT**
1		Job/Manu/Education Connect	Daniel Pena	MTS- Metropolitan Council
	1	Integration of 5 E's	Sara Pflaum/ Dave Cowan	MnDOT
2		Pop/employment	Matthew Rosenbloom-Jones	MVTA
	2A	Bike/Walk proportion	Dave Jacobson	SW Transit
	2B	Nearby student population		
3A	3A	Socio/Economic	Carol Hejl	Minnetonka
3B	3B	Housing	Tara Beard	Community Development – Metropolitan Council
4A		Overcome barriers	Scott Yonke	Ramsey County
4B		Correct deficiencies		
	4A	Overcome barriers (SRTS)	Sara Pflaum/ Dave Cowan	MnDOT
	4B	Correct deficiencies (SRTS)		
5A		Transit/Bike Elements/Connectivity	Michael Mechtenberg	Metro Transit
	5A	Public engagement process	Sara Pflaum/ Dave Cowan	MnDOT
6	5B	Risk Assessment Form	Colleen Brown	MnDOT
7	6	Cost Effectiveness	Dave Burns/Joe Barbeau	MTS- Metropolitan Council