



Application

01972 - 2014 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

02273 - 40th Street Pedestrian Bridge Over I-35W

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 12/01/2014 3:39 PM

Primary Contact

Name:*	Steven	Hay		
	<small>Salutation</small>	<small>First Name</small>	<small>Middle Name</small>	<small>Last Name</small>
Title:	Transportation Planner			
Department:	Public Works			
Email:	steven.hay@minneapolismn.gov			
Address:	City of Minneapolis			
	309 2nd Avenue South			
	Room 300			
*	Minneapolis	Minnesota	55401	
	<small>City</small>	<small>State/Province</small>	<small>Postal Code/Zip</small>	
Phone:*	612-673-3884			
	<small>Phone</small>	<small>Ext.</small>		
Fax:	612-673-2048			
What Grant Programs are you most interested in?	Regional Solicitation - Bicycle and Pedestrian Facilities			

Organization Information

Name: MINNEAPOLIS,CITY OF
Jurisdictional Agency (if different):

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

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

Project Information

Project Name 40th Street Pedestrian Bridge Over I-35W
Primary County where the Project is Located Hennepin
Jurisdictional Agency (If Different than the Applicant):

Bridge 9618 is a shared-use overpass carrying pedestrians and bicyclists over I-35W in south Minneapolis at 40th Street. The proposed project would widen the deck of the bridge, raise the bridge, and improve its aesthetics. The bridge is a primary link connecting two phases of the RiverLake Greenway. It is the sole connection over I-35W between 38th Street and 42nd Street. This bridge is the primary connection for pedestrians and bicycles for neighborhoods on the east side of I-35W to the recreational facilities on the west side.

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

The current bridge has a width of only 8-feet between the handrails. The MnDOT Bikeway Facility Design Manual has a minimum recommended width of 12-feet. The proposed bridge rehabilitation will bring the bridge up to current design standards.

The bridge is functionally obsolete and marginally serves its current purpose. The current bridge has only 15 feet of vertical clearance over southbound I-35W traffic. The proposed rehabilitation of the pedestrian bridge will provide a vertical clearance of at least 17'-4" over I-35W, which meets current design standards.

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

Project Length (Miles)

0.1

Connection to Local Planning:

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

Connection to Local Planning

Minneapolis Bicycle Master Plan (2011) pages 108, 112, 134, 186.

Minneapolis Pedestrian Master Plan (2009) pages 3-4, 9, 72, 80, A-11, A-13, B-5, B-8. Minneapolis Plan for Sustainable Growth (2009) pages i-11, i-13, 2-4, 2-5, 2-6, 10-20. Minneapolis Climate Action Plan (2013)page 27.

City of Minneapolis 2015 Budget - Mayor's Recommended Capital Program (page G20).

Project Funding

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

If yes, please identify the source(s)

Federal Amount \$1,000,000.00

Match Amount \$325,000.00

Minimum of 20% of project total

Project Total \$1,325,000.00

Match Percentage 24.53%

Minimum of 20%

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

Source of Match Funds City of Minneapolis Local Funds

Preferred Program Year

Select one: 2018

Project Information

County, City, or Lead Agency City of Minneapolis

Zip Code where Majority of Work is Being Performed 55409

(Approximate) Begin Construction Date 09/01/2017

(Approximate) End Construction Date 08/01/2018

LOCATION

From:
(Intersection or Address) Stevens Avenue

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

To:
(Intersection or Address) 2nd Avenue South

Type of Work

Bridge rehabilitation, approaches

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

BRIDGE/CULVERT PROJECTS**(If Applicable)**

Old Bridge/Culvert?

Yes

New Bridge/Culvert?

Structure is Over/Under

I-35W

(Bridge or culvert name):

Specific Roadway Elements**CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES****Cost**

Mobilization (approx. 5% of total cost)	\$50,000.00
Removals (approx. 5% of total cost)	\$75,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$50,000.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$850,000.00
Retaining Walls	\$0.00
Noise Wall	\$75,000.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$150,000.00
Other Roadway Elements	\$0.00
Totals	\$1,250,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$75,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$75,000.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Transit and TDM Contingencies	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$0.00
Totals	\$0.00

Totals

Total Cost	\$1,325,000.00
Construction Cost Total	\$1,325,000.00
Transit Operating Cost Total	\$0.00

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

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

2. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

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

3. Applicants must not submit an application for the same project in more than one funding sub-category.

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

4. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Multiuse trails & bicycle facilities must be between \$125,000 and \$5,500,000. Pedestrian facilities and Safe Routes to School must be between \$125,000 and \$1,000,000.

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

5. The project must comply with the Americans with Disabilities Act.

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

6. The project must be accessible and open to the general public.

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

7. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

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

8. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

9. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

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

10. The project applicant must send written notification regarding the proposed project to all affected communities and other levels and units of government prior to submitting the application.

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

Requirements - Bicycle and Pedestrian Facilities Projects

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

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

2. The project must exclude costs for study completion, preliminary engineering, design, construction engineering, or other similar costs (eligible costs include construction and materials, right-of-way, and land acquisition).

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

3. The project must exclude work which is required as a condition of obtaining a permit or concurrence for a different transportation project.

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

4. Seventy percent of the project cost must fall under one of the following eligible activities:

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

For Safe Routes to School Projects Only

5. All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

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

6. All schools benefiting from the SRTS program must conduct after-implementation surveys. These include the student tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

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

7. The applicant must have a Safe Routes to School plan or planning process established to be eligible for funding. MnDOT staff will notify Metropolitan Council staff of all agencies eligible for funding. If an applicant has a new Safe Routes to School plan and has not previously notified MnDOT Safe Routes to School staff of the plan, the applicant should contact Nicole Campbell (Nicole.M.Campbell@state.mn.us; 651-366-4180) prior to beginning an application to discuss the plan and confirm eligibility. MnDOT staff will send updated applicant eligibility information to Metropolitan Council staff, if necessary.

Check the box to indicate that the applicant understands this requirement and will contact MnDOT Safe Routes to School staff, if necessary, to confirm funding eligibility.

Other Attachments

File Name	Description	File Size
40th Street Pedestrian Bridge Construction.pdf	Details of proposed construction technique for 40th Street Pedestrian Bridge	254 KB
40th Street Pedestrian Bridge Photos.pdf	Photos of 40th Street Pedestrian Bridge	307 KB
40th Street Pedestrian Construction Sequence.pdf	Proposed construction sequencing for 40th Street Pedestrian Bridge	121 KB
MnDOT Letter I-35W 40th St Ped Bridge.pdf	Letter of support from MnDOT for 40th Street Pedestrian Bridge over I-35W	38 KB
Regional Solicitation Application Letter 2014.pdf	Letter of commitment for local match funds.	404 KB

Measure A: Project Location Relative to Jobs, Manufacturing and Education

Select all that apply:

Direct connection into, on an adjacent street, or within a Job Concentration

Direct connection into, on an adjacent street, or within a Manufacturing/Distribution Location

Direct connection into, on an adjacent street, or within an Educational Institution

Project provides a direct connection into, on an adjacent street, or within an existing local activity center identified in an adopted county or city plan

City or County Plan Reference

Response (Limit 700 characters; approximately 100 words)

The 40th Street Pedestrian Bridge provides a direct connection to Martin Luther King Park and the Dr. Martin Luther King Recreation Center, located just west of I-35W. The 40th Street Bridge provides access to these important neighborhood amenities across the barrier of I-35W. Specifically, the bridge provides residents of the Bryant neighborhood convenient access to the recreational facilities. (Reference: The Minneapolis Plan for Sustainable Growth; Access Minneapolis Pedestrian Master Plan; Bicycle Master Plan)

Upload Map

40th Regional Economy Map.pdf

Measure A: Cost Effectiveness

Existing Population Within One-Half Mile (Integer Only)	16077
Existing Employment Within One-Half Mile (Integer Only)	1634
Completed by Metropolitan Council Staff	
Total Project Cost	\$1,325,000.00
Cost Effectiveness for Population	\$82.42
Cost Effectiveness for Employment	\$810.89
Upload Map	40th Street Population Map.pdf

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Racially Concentrated Area of Poverty	Yes
Project located in Concentrated Area of Poverty	Yes
Projects census tracts are above the regional average for population in poverty or population of color	
Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly.	Yes

Response (Limit 1,400 characters; approximately 200 words)

The 40th Street Pedestrian Bridge provides local access to important neighborhood amenities, specifically Martin Luther Kind Park and Dr. Martin Luther King Recreation Center located just west of I-35W. The existing bridge does not meet current design standards. The improved bridge will provide a safer and more attractive connection across I-35W for children, people with disabilities, and the elderly as well as low-income populations located east of I-35W.

Upload Map	40th Socioeconomic Map.pdf
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Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Minneapolis	0.1
	0

Total Project Length

Total Project Length	0.1
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Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
Minneapolis	0.1	0.1	97.0	1.0	97.0
		0	97	1	97

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	0.1
Total Housing Score	97.0

Measure A: Gaps, Barriers and Continuity/Connections

Response (Limit 1,400 characters; approximately 200 words)

The 40th Street Bridge is heavily used by both pedestrians and bicyclists and provides an important crossing of the barrier presented by I-35W. MnDOT's Bikeway Facility Design Manual (MBFDM) recommends connections between neighborhoods over high-volume, high-speed arterial roadways when the spacing between signalized crossings is more than 450 feet. The distance between 38th Street and 42nd Street is approximately 2500 feet. Consequently, the 40th Street Bridge provides a convenient crossing over I-35W for a large area of south Minneapolis.

Measure B: Project Improvements

Response (Limit 1,400 characters; approximately 200 words)

The safety problems that are addressed by this bridge rehabilitation include reducing congestion on an aging bridge by widening the deck to meet current bicycle/pedestrian path standards. Improving a bicyclists sight distance is critical in this area where the bridge and the bicycle boulevard are not in perfect alignment with each other, causing bicyclists to navigate an offset while avoiding pedestrians and other bicyclists on the narrow bridge. Another important factor is raising the vertical clearance over I-35W which will bring the bridge up to current vertical clearance standards. With other proposed improvements to I-35W that are currently programmed by Mn/DOT, this will complete all needed work to the segment of I-35W from downtown to the crosstown (TH 62).

Measure A: Transit Connections

Existing Routes Directly Connected to the Project	146, 156, 460, 464, 465, 467, 470, 472, 475, 476, 477, 478, 479, 491, 492, 535, 552, 553, 554, 558, 578, 579, 597, 684, 695
Planned Transitways Directly Connected to the Project (alignment and mode determined and identified in the 2030 TPP)	I-35W BRT (METRO Orange Line Extension)
Existing Routes Indirectly Connected Within One-Half Mile of the Project	11, 18, 23, 113, 115, 133, 135, 146, 156, 460, 464, 465, 467, 470, 472, 475, 476, 477, 478, 479, 491, 492, 535, 552, 553, 554, 558, 568, 578, 579, 597, 684, 695
Planned Transitways Indirectly Connected Within One-Half Mile of the Project (alignment and mode determined and identified in the 2030 TPP)	I-35W BRT (METRO Orange Line Extension), Nicollet Avenue Arterial BRT
Upload Map	40th Street Transit Connections Map.pdf

Response

Met Council Staff Data Entry Only

Route Ridership Directly Connected	3134808.0
Transitway Ridership Directly Connected	3232000.0
Route Ridership Indirectly Connected	5946758.0
Transitway Ridership Indirectly Connected	4256000.0

Measure: Bicycle Connections

Response (Limit 1,400 characters; approximately 200 words)

The 40th Street Pedestrian Bridge is a critical component of The RiverLake Greenway, that provides an east-west link between the heavily used Chain of Lakes Trails (near Lake Harriet) and the Mississippi Rivers West River Parkway Trail. The Chain of Lakes Trails link Lake Calhoun, Lake Harriet, Lake of the Isles, among several other scenic and environmental destinations. The West River Parkway Trail follows the Mississippi River as it winds through Minneapolis. The RiverLake Greenway is an important east-west link in the Minneapolis and regional bicycle network.

Measure: Multimodal Facilities

Response (Limit 1,400 characters; approximately 200 words)

The 40th Street Pedestrian Bridge is a critical component of the RiverLake Greenway, which is an important east-west link in the Minneapolis and regional bicycle network connecting the Chain of Lakes trails with the Mississippi River. The RiverLake Greenway provides an east-west route on local streets with lower vehicular traffic volumes than other streets in the vicinity.

While there are no specific transit elements included in this project, the 40th Street Pedestrian Bridge links to numerous transit routes on both sides of I-35W including the planned Nicollet-Central Streetcar line.

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application, only Park-and-Ride and other construction projects require completion of the Risk Assessment below. Check the box below if the project does not require the Risk Assessment fields, and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment

1)Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred Yes

100%

Stakeholders have been identified

40%

Stakeholders have not been identified or contacted

0%

2)Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed

100%

Layout or Preliminary Plan started Yes

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion 08/01/2016

3)Environmental Documentation (10 Percent of Points)

EIS

EA

PM Yes

Document Status:

Document approved (include copy of signed cover sheet) 100%

Document submitted to State Aid for review 75%

Document in progress; environmental impacts identified 50%

Document not started Yes 0%

Anticipated date or date of completion/approval 08/01/2016

4)Review of Section 106 Historic Resources (15 Percent of Points)

No known potential for archaeological resources, no historic resources known to be eligible for/listed on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge Yes

100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated

80%

Historic/archaeological review under way; determination of adverse effect anticipated

40%

Unknown impacts to historic/archaeological resources

0%

Anticipated date or date of completion of historic/archeological review:

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (15 Percent of Points)

(4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)

No Section 4f/6f resources located in the project area Yes

100%

Project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received

100%

Section 4f resources present within the project area, but no known adverse effects

80%

Adverse effects (land conversion) to Section 4f/6f resources likely

30%

Unknown impacts to Section 4f/6f resources in the project area

0%

6)Right-of-Way (15 Percent of Points)

Right-of-way or easements not required Yes

100%

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

100%

Right-of-way or easements required, offers made

75%

Right-of-way or easements required, appraisals made

50%

Right-of-way or easements required, parcels identified

25%

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

0%

Right-of-way or easements identification has not been completed

0%

Anticipated date or date of acquisition

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project Yes

100%

Railroad Right-of-Way Agreement is executed (include signature page) 100%

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

60%

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

40%

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

0%

Anticipated date or date of executed Agreement

8)Construction Documents/Plan (10 Percent of Points)

Construction plans completed/approved (include signed title sheet)

100%

Construction plans submitted to State Aid for review

75%

Construction plans in progress; at least 30% completion

50%

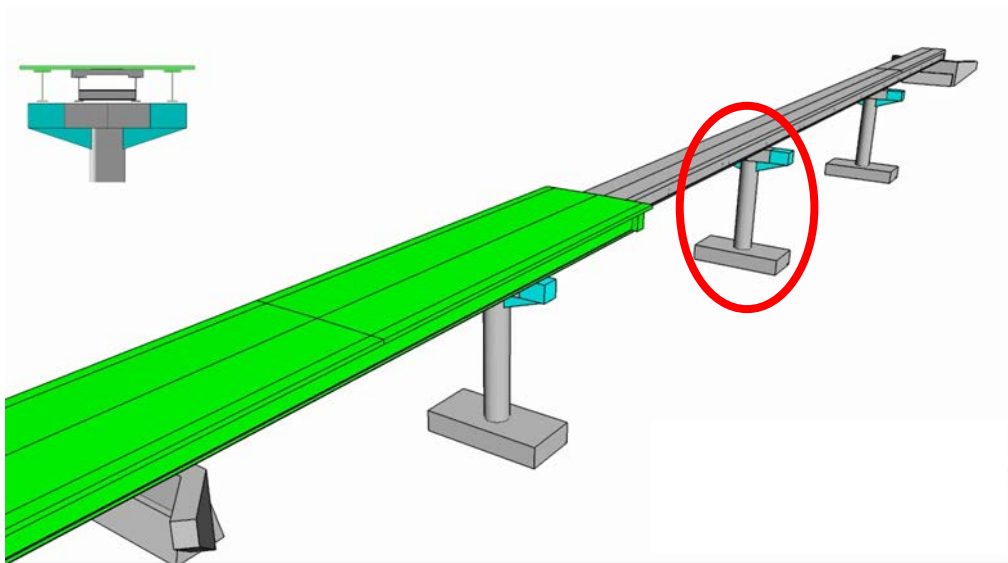
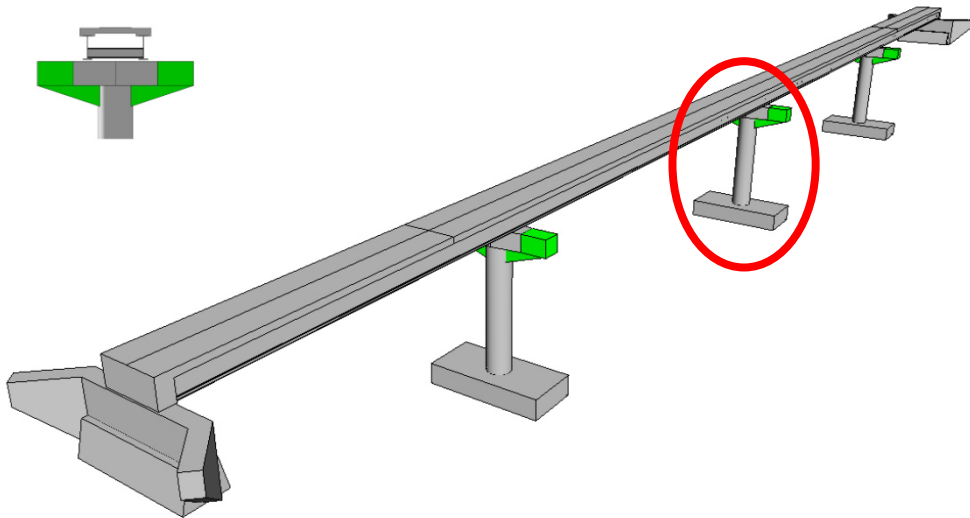
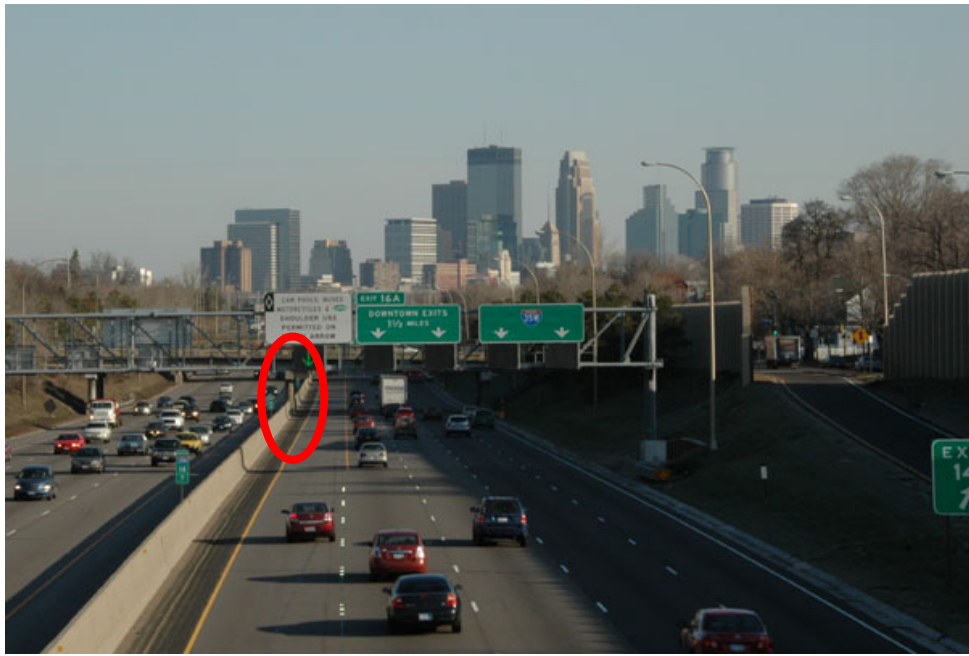
Construction plans have not been started Yes

0%

Anticipated date or date of completion 08/01/2018

9)Letting

Anticipated Letting Date 07/03/2017





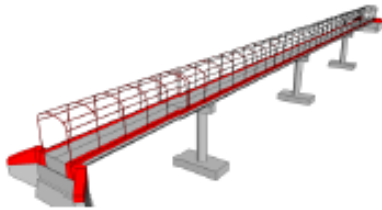
40th Street Pedestrian Bridge Over I-35W – Minneapolis Regional Solicitation Application 2014

40th Street Pedestrian Bridge – Proposed Construction

ANTICIPATED CONSTRUCTION SEQUENCE



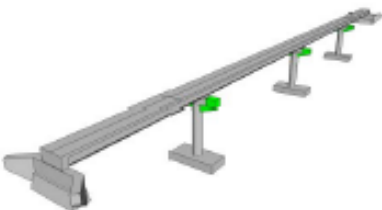
STAGE 1: Prior to Rehabilitation



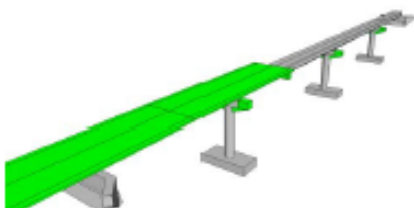
STAGE 2: Remove canopy, partial deck and partial abutment



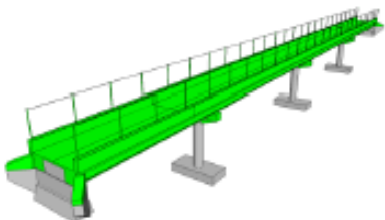
STAGE 3: Items remaining after removal work



STAGE 4: Add pier brackets to support future beams



STAGE 5: Slide new superstructure into position



STAGE 6: Reconstruct abutment, construct parapet with pedestrian fence



Minnesota Department of Transportation

Metro District
1500 West County Road B-2
Roseville, MN 5511

November 25, 2014

Steven Hay
Department of Public Works
City of Minneapolis
309 2nd Ave S, Rm 300
Minneapolis, MN 55401

RE: Regional Solicitation Application for I-35W 40th Street Pedestrian Bridge

Dear Mr. Hay:

Thank you for requesting a letter of support from MnDOT for the Metropolitan Council's 2014 Regional Solicitation. Your application for the I-35W 40th Street Pedestrian Bridge project impacts MnDOT right of way on I-35W.

MnDOT, as the agency with jurisdiction over I-35W, supports this city project to remodel the bridge. Details of a future maintenance agreement with the city will be determined during project development to define how the project will be maintained; however, ped/bike amenities that impact MnDOT right of way are normally owned and maintained by the local agency.

This project currently has no funding from MnDOT.

Sincerely,

A handwritten signature in blue ink that reads "Scott McBride".

Scott McBride, P.E.
Metro District Engineer

Cc: Elaine Koustoukos, Metropolitan Council
April Crockett, MnDOT Metro District – West Area Manager

An Equal Opportunity Employer





Minneapolis
City of Lakes

**Department of
Public Works**

Steven A Kotke, P.E.
City Engineer
Director

350 South 5th Street - Room 203
Minneapolis MN 55415

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

December 1, 2014

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

RE: 2014 Regional Solicitation Applications

Dear Ms. Koutsoukos,

The City of Minneapolis Department of Public Works is submitting a series of applications for the 2014 Regional Solicitation for Federal Transportation Funds. The applications and the required matching funds have been authorized by the Minneapolis City Council as described in the Official Proceedings of the Council meeting of November 14, 2014. The relevant action is excerpted below:

*The TRANSPORTATION & PUBLIC WORKS and WAYS & MEANS Committees submitted the following reports:
T&PW & W&M - Your Committee, having under consideration the 2014 Regional Solicitation for Federal Transportation Funds, now recommends:*

- a) That the proper City officers be authorized to submit a series of applications for federal transportation funds through the Metropolitan Council's Regional Solicitation Program, as set forth in Petn. No. 277734; and*
- b) That the proper City officers be authorized to commit local funds per federal requirement to support the approved projects.*

On roll call, the result was:

Ayes: Reich, Frey, Gordon, Yang, Warsame, Goodman, Cano, Bender, Quincy, A. Johnson, Palmisano, President Johnson (12)

Noes: (0)

Absent: Glidden (1)

The report was adopted.

The specific applications are described in the attached "Request for City Council Committee Action."

Thank you for the opportunity to submit these applications.

Sincerely,

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





Request for City Council Committee Action from the Department of Public Works

Date: November 10, 2014

To: Honorable Kevin Reich, Chair Transportation & Public Works Committee

Referral to: Honorable John Quincy, Chair Ways and Means/Budget Committee

Subject: **City of Minneapolis Submission for 2014 Regional Solicitation for Federal Transportation Funds**

Recommendation:

- A. Authorize proper city officers to submit a series of applications for federal transportation funds through the Metropolitan Council's Regional Solicitation Program.
- B. Authorize proper city officers to commit local funds per federal requirement to support the approved projects.

Previous Directives:

- None

Department Information:

Prepared by: Steven Hay, P.E., Transportation Planner, Transp. Planning & Programming, 673-3884
Don Elwood, P.E., Director, Transportation Planning & Engineering, 673-3622

Approved by: _____

Steven A. Kotke, P.E., Director of Public Works

Presenter in Committee: Steven Hay, P.E., Transportation Planner, Transportation Planning & Programming

Reviews

Permanent Review Committee (PRC):	Approval N/A
Civil Rights Approval	Approval N/A
Policy Review Group (PRG):	Approval N/A

Financial Impact

Action is within the Business Plan

Community Impact

Living Well: Minneapolis is safe and livable and has an active and connected way of life.
Great Places: Natural and built spaces work together and our environment is protected.
A City that Works: City government runs well and connects to the community it serves.

Supporting Information

The City will prepare a series of applications for the 2014 Regional Solicitation for Federal Transportation Funds in response to the current Metropolitan Council solicitation. Below is a summary of the eligible project areas along with a brief description of eligible city projects. Each submission will require a minimum local match for construction in addition to the costs for design, engineering, administration and any additional construction costs to fully fund the project. The available funding is for construction in 2018 and 2019.

The Regional Solicitation for federal transportation project funding is part of the Metropolitan Council's federally-required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. The funding program and related rules and requirements are established by the U.S. Department of Transportation (USDOT) and administered locally through collaboration with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Minnesota Department of Transportation (MnDOT).

The following list of projects will be submitted in each program area.

Project Name	Program	Requested Amount	Minimum Local Match Required
8 th Street South	Roadways	\$7,000,000	\$1,750,000
Broadway Street NE	Roadways	\$7,000,000	\$1,750,000
10 th Avenue SE Bridge Rehabilitation	Roadways	\$7,000,000	\$1,750,000
40 th Street Bicycle & Pedestrian Bridge over I-35@	Bicycle & Pedestrian Facilities	\$1,600,000	\$400,000
U of M Protected Bikeways	Bicycle & Pedestrian Facilities	\$1,000,000	\$250,000
High Quality Connection between Orange Line Transit Station at Lake Street and the Midtown Greenway	Bicycle & Pedestrian Facilities	\$2,880,000	\$720,000
North Loop Pedestrian Improvements	Bicycle & Pedestrian Facilities	\$1,000,000	\$250,000
Emerson & Fremont Avenues North Pedestrian Improvements	Bicycle & Pedestrian Facilities	\$1,000,000	\$250,000
High School Transit Connections	Bicycle & Pedestrian Facilities	\$1,000,000	\$250,000
Totals		\$29,480,000	\$7,370,000

Regional Solicitation Programs

Recently, the Metropolitan Council and the Transportation Advisory Board (TAB) carried out an extensive evaluation and redesign of the Regional Solicitation. Projects will now be submitted and evaluated based on mode rather than federal funding program (i.e., STP, CMAQ, and TAP). The application process has been streamlined and the modal approach provides TAB with more flexibility to match federal funding to the highest performing projects that are submitted.

Applications are now grouped into three primary modal evaluation categories with each category including several sub-categories as detailed below:

1. Roadways Including Multimodal Elements
 - Roadway Expansion
 - Roadway Reconstruction/Modernization
 - Roadway System Management
 - Bridges
2. Bicycle and Pedestrian Facilities
 - Multiuse Trails and Bicycle Facilities
 - Pedestrian Facilities
 - Safe Routes to School Infrastructure
3. Transit and Travel Demand Management (TDM) Projects
 - Transit Expansion
 - Travel Demand Management
 - Transit System Modernization

The City will submit 9 funding applications in the following program categories:

1. Roadways including Multimodal Elements
 - Roadway Reconstruction
 - 8th Street S (Hennepin to Chicago)
 - Broadway Street NE (Stinson to Industrial Boulevard)
 - Bridges
 - 10th Avenue SE Bridge Rehabilitation
2. Bicycle & Pedestrian Facilities
 - Multiuse Trails & Bicycle Facilities
 - 40th Street Pedestrian & Bicycle Bridge over I-35W
 - U of M Protected Bikeways (19th Ave SE/15th Ave SE – Riverside Ave to NE Diagonal)
 - High Quality Connection between Orange Line Transit Station at Lake Street and the Midtown Greenway
 - Pedestrian Facilities
 - North Loop Pedestrian Improvements
 - Emerson & Fremont Avenues North
 - Safe Routes to School Infrastructure
 - High School Transit Connections

Details of the 9 proposed projects are described below.

Roadways including Multimodal Elements

8th Street South

This project will reconstruct 0.72 miles of 8th Street in downtown from Hennepin Avenue to Chicago Avenue. The project will consist of complete removal and replacement of the pavement, curb and gutter, and driveways. The project will also include landscaping, pedestrian level street lighting, and upgraded signals where warranted. Sidewalks may also be replaced and widened, particularly at bus stop locations.

Broadway Street NE

This project will reconstruct approximately 0.8 miles of Broadway Street NE from Stinson Boulevard to Industrial Boulevard. A major component of this project is the construction of multimodal elements including the filling of sidewalk gaps and the construction of some type of bicycle facility. The bicycle facility could be on-street bike lanes or an off-street multiuse trail.

10th Avenue SE Bridge Rehabilitation

This project proposes to rehabilitate the reinforced concrete 10th Avenue Bridge over the Mississippi River. This will address the ongoing deterioration of concrete areas on the bridge's spandrel columns, floor beams, arches, and deck. The total construction cost for the bridge rehabilitation is approximately \$13 Million to \$28 Million, depending on specific elements of the project. A previous federal allocation of \$3.3 Million must be turned back in order to be eligible to apply for funds through this Regional Solicitation.

Bicycle and Pedestrian Facilities

40th Street Pedestrian Bridge Over 35W

This project is the renovation of the 40th Street Pedestrian Bridge over 35W to include trail widening, structural improvements, and aesthetic enhancements. This project is part of the RiverLake Greenway Corridor from the Chain of Lakes to the Mississippi River. The bridge is functionally obsolete and marginally serves its current purpose. As a primary bicycle artery for Minneapolis, the bridge should meet current geometric standards for a shared-use facility to safely convey pedestrians and bicyclists over I-35W. The proposed project would widen the deck of the bridge to accommodate bicycle users, raise the bridge, and improve its aesthetics.

U of M Protected Bikeways

Protected bikeways would be installed on 19th Avenue SE from Riverside Avenue, across the 10th Avenue Bridge to University Avenue, and on 15th Avenue SE from University Avenue to Como Avenue, then continuing north to the NE Diagonal Trail, the exact alignment north of Como Avenue is still to be determined.

High Quality Connection between Orange Line Transit Station at Lake Street and the Midtown Greenway

This is one of the key project elements of the Transit Access Project at 35W and Lake Street. This will be an important connection linking transit users at the proposed Bus Rapid Transit station to the Midtown Greenway, which today is an important east-west pedestrian and bicycle facility and in the future will contain additional fixed rail transit service. The connection will accommodate both pedestrians and bicyclists, with enhancements in the form of public art, landscaping and place-making.

North Loop Pedestrian Improvements

This project would include the implementation of a variety of pedestrian-related improvements to the North Loop Neighborhood. These improvements would likely include signal upgrades, ADA-compliant curb ramps, enhanced crosswalks, pedestrian level street lighting, and landscaping.

Emerson and Freemont Avenues North

Enhancements to the pedestrian realm would be implemented on Emerson Avenue North from Plymouth Avenue to 33rd Avenue North and on Freemont Avenue North from Plymouth Avenue to 44th Avenue North. These improvements would likely include pedestrian bumpouts at select locations, ADA-compliant curb ramps, signal enhancements, improved crosswalks, and landscaping. These improvements will be coordinated with the development and implementation of Metro Transit's Arterial BRT D-Line.

High School Transit Connections

This project will prioritize pedestrian safety improvements near high schools, focusing on access to nearby transit stops. Minneapolis high school students currently receive free or discounted Go-To Cards in lieu of yellow school bus service, making these transit connections vital. High schools are only recently eligible for federal Safe Routes funding, while they represent a large proportion of student walkers and bikers in the city.

Regional Economy

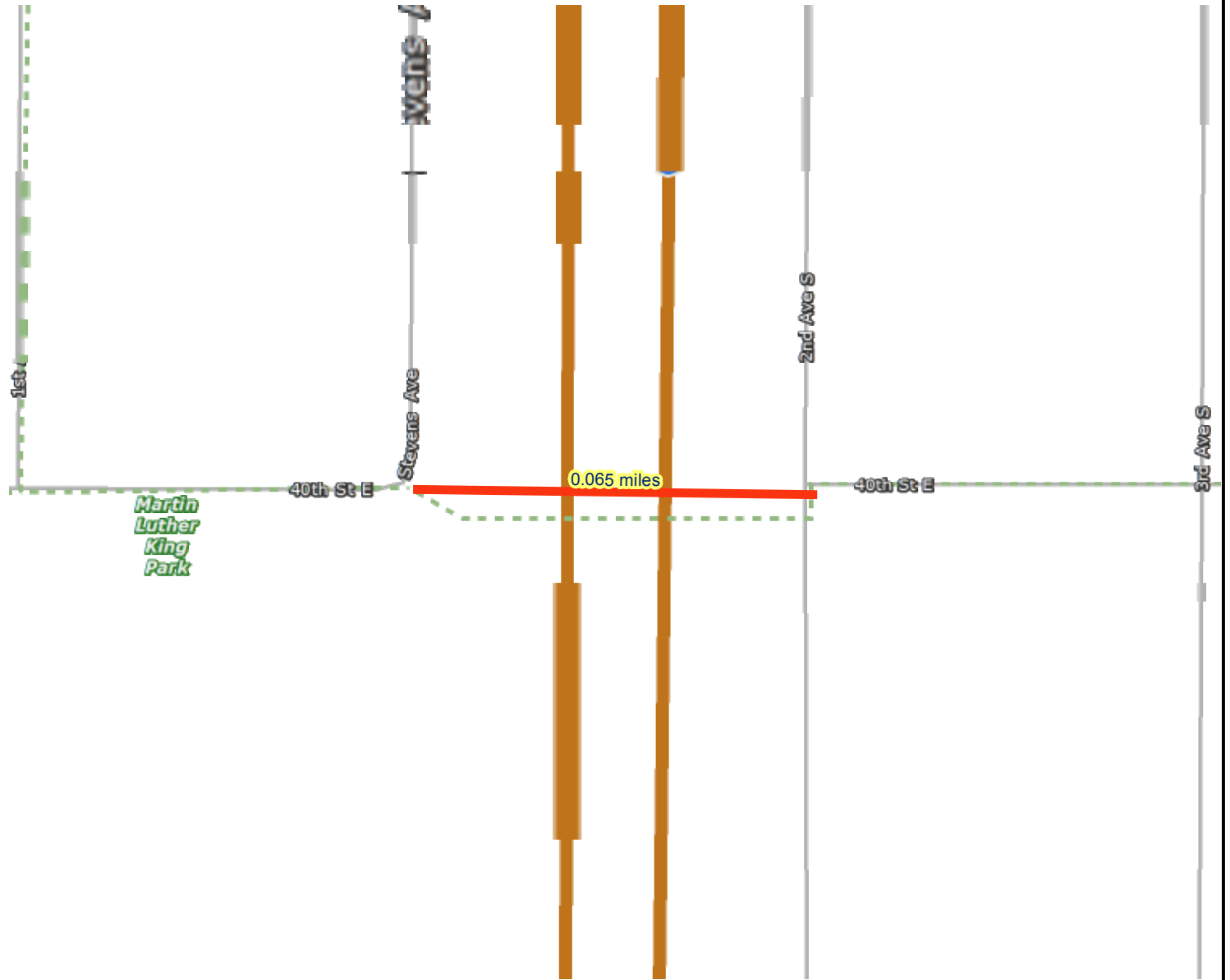
Pedestrian Facilities Project: 40th Street Pedestrian Bridge Over I-35W | Map ID: 1416852625652

Results

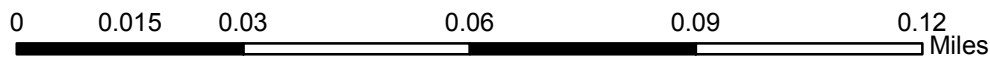
Project **NOT IN** area of Job Concentration.

Project **NOT IN** to area of Manufacturing and Distribution.

Project **NOT CONNECTED** to area of Education Institutions.



- Project
- PostSecondary Education Centers
- Manufacturing/Distribution Centers
- Job Concentration Centers



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LandscapeRSA5



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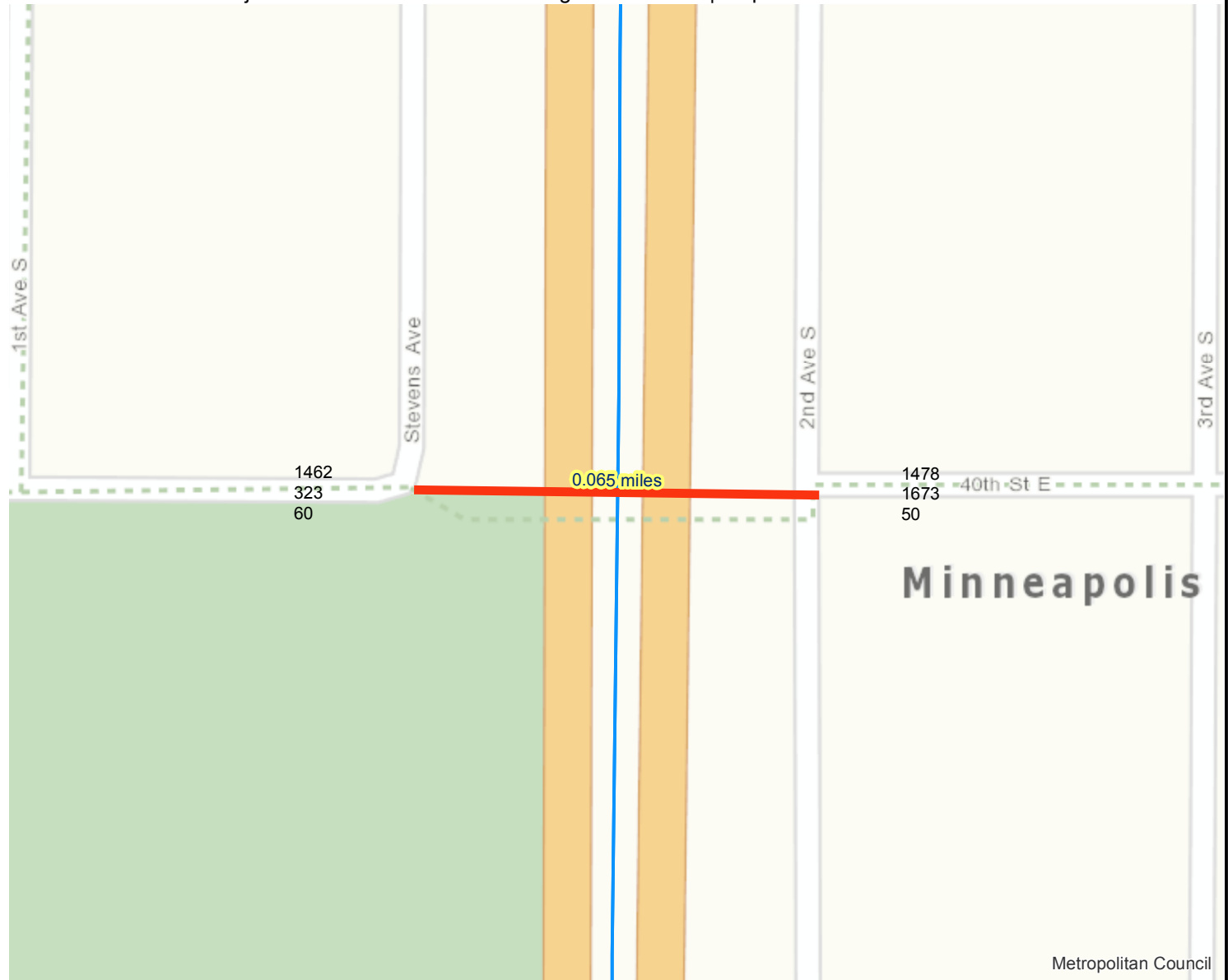


Population Summary

Pedestrian Facilities Project: 40th Street Pedestrian Bridge Over I-35W | Map ID: 1416852625652

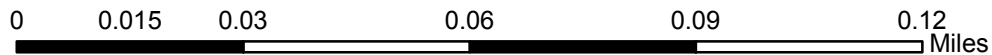
Results

Within HALF Mile of project:
Total Population: 16077
Total Employment: 1634



Project School

2010 TAZ



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LandscapeRSA4



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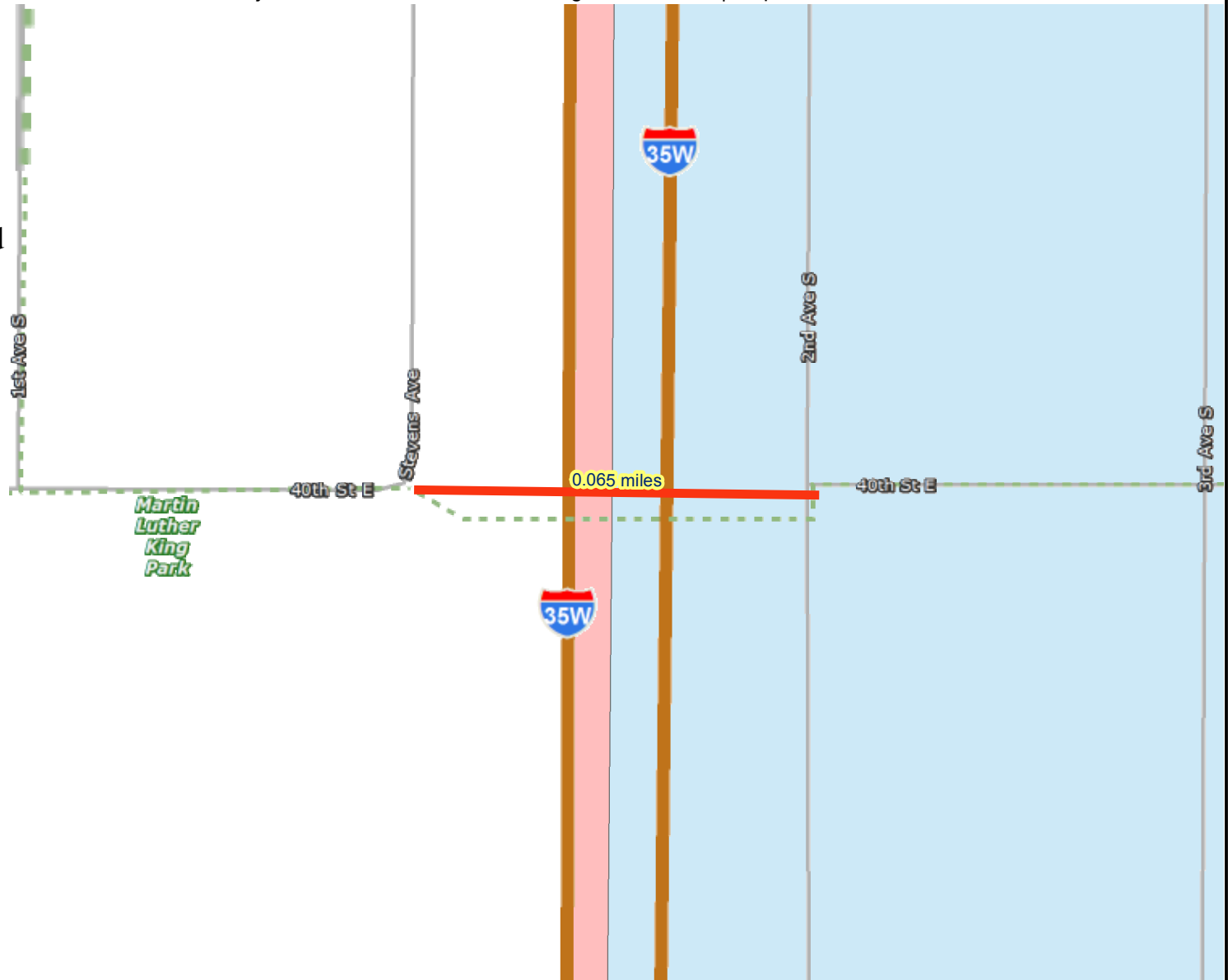


Socio-Economic Conditions

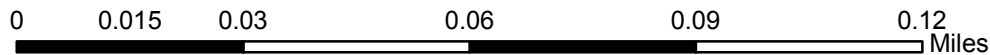
Pedestrian Facilities Project: 40th Street Pedestrian Bridge Over I-35W | Map ID: 1416852625652

Results

Project **IN** a racially concentrated area of poverty.



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



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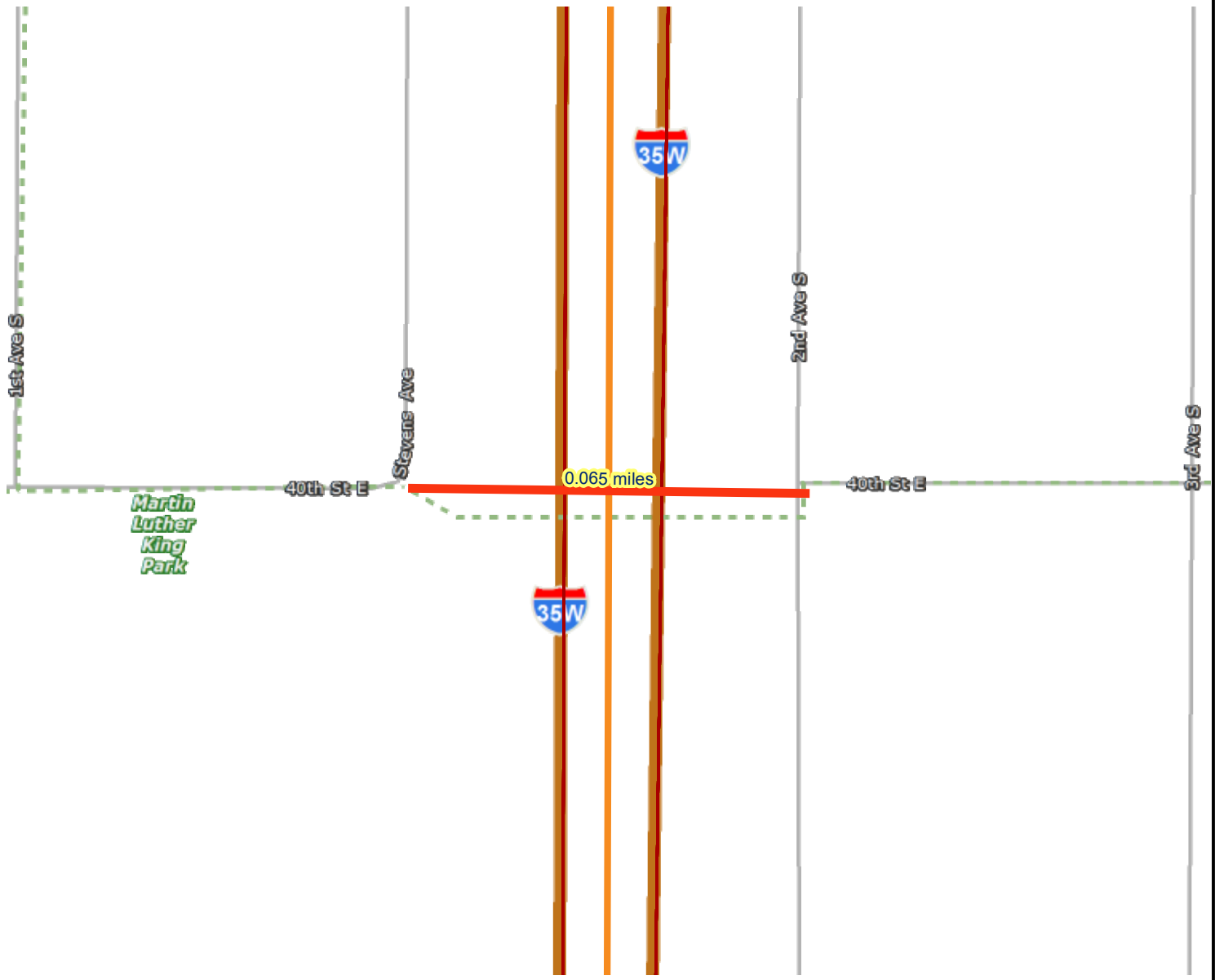


Results

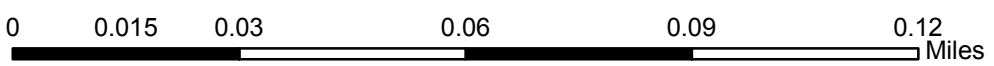
Transit with a Direct Connection to project:
 146 156 460 464 465 467 470 472 475 476 477
 478 479 491 492 535 552 553 554 558 578 579
 597 684 695
 *Orange Line

Transit within HALF mile of project:
 11 18 23 113 133 135 146 156 460 464
 465 467 470 472 475 476 477 478 479 491 492
 535 552 553 554 558 568 578 579 597 684 695

*Orange Line
 *Niccollet
 *indicates Planned Alignments



— Project
 — Transit Routes
 Planned Alignments
• Active Stop
— BRT, Orange Line



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 LandscapeRSA3



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