

02017 Congestion Mitigation/Air Quality (CMAQ) Application – Transit Capital

INSTRUCTIONS: Complete and return completed application to the Metropolitan Council. **Applications must be received by 12:00 PM at the Metropolitan Council on April 11, 2014.**

Office Use
Only

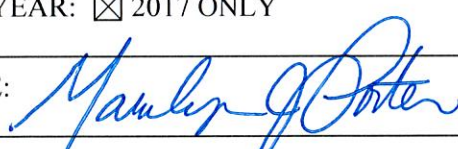
I. GENERAL INFORMATION

1. APPLICANT: Metropolitan Council			
2. JURISDICTIONAL AGENCY (IF DIFFERENT): Metropolitan Council			
3. MAILING ADDRESS: 560 Sixth Avenue North			
CITY: Minneapolis	STATE: MN	ZIP CODE: 55411	4. COUNTY: Hennepin
5. CONTACT PERSON: Pat Jones	TITLE: Assistant Director, Engineering and Facilities		PHONE NO.(612)(349.7606)
6. CONTACT E-MAIL ADDRESS: pat.jones@metrotransit.org			

II. PROJECT INFORMATION

7. PROJECT NAME: TH 77/Cedar Grove Transit Station Project
8 .BRIEF PROJECT DESCRIPTION: Construct a center median on-line transit station on TH 77 north of Diffley Rd. (similar to 46 th Street Station on I-35W South) and enclosed walkway to existing Cedar Grove Station and Park&Ride. This project will reduce the METRO Red Line BRT round trip travel time by more than four minutes in the northbound direction and six minutes in the southbound direction. Currently, METRO Red Line buses must exit the TH77 corridor at Diffley Road and travel 4 miles on the local roads to and from the transit station for both north- and southbound trips.
9. INDICATE PROJECT OR PROGRAM CONSTRUCTION LETTING, COMPLETION, OR FULLY OPERATION DATES: Construction Letting: January, 2015. Project Completion: March 2016.

III. PROJECT FUNDING

10. Are you applying for funds from another source(s) to implement this project? Yes: X No <input type="checkbox"/>	
If yes, please identify the source(s): State Bonds and CTIB	
11. FEDERAL CMAQ AMOUNT REQUESTED: \$ 7,000,000	15. MATCH % OF PROJECT TOTAL: 54% (Minimum of 20%)
12. MATCH AMOUNT: \$7,600,000	16. PROGRAM YEAR: <input checked="" type="checkbox"/> 2017 ONLY
13. PROJECT TOTAL: \$14,600,000	17. SIGNATURE: 
14. SOURCE OF MATCH FUNDS: Dakota County Railroad Authority, CTIB, State Bonds	18. TITLE: <i>Director of Engineering & facilities.</i>

1. Project Description

Include a detailed project description (no more than one page) of what you will be doing with the funds. Include location, type of improvement, etc.

The METRO Red Line bus rapid transit (BRT) service began operations in June 2013 with five stations. The Red Line provides all-day frequent transit service between the Apple Valley Transit Station at 155th Street and the Mall of America in Bloomington, where it connects to the regional light rail transit (LRT) system via the Blue Line. Future phases of the Red Line envision additional stations in Eagan and Apple Valley and a geographic extension south to Lakeville, where several stations would be located.

The Cedar Grove Transit Station is located on Nicols Road in the Cedar Grove neighborhood in the city of Eagan. This location is in the southeast quadrant of the Hwy 13/Hwy 77 interchange. Access to the station from TH 77 is provided via the Diffley Road interchange and Nicols Road. The current route takes extra time and delays the transit trip since the station does not have direct access to TH 77. The Cedar Grove Transit Station is owned by the Metropolitan Council and is served by METRO Red Line, local and express buses operated by MVTA and BlueXpress.

Since early 2012, the Dakota County Regional Railroad Authority (Authority) collaborated with the Minnesota Department of Transportation (Mn/DOT) to develop concepts to improve access to the Cedar Grove Transit Station, a stop on the METRO Red Line. Unlike other stations on this route, Cedar Grove does not have direct access to Trunk Highway (TH) 77. Transit vehicles must exit the freeway and travel a significant distance on local streets to the existing station, causing over ten minutes of additional travel time. This delay prompted the acceleration of the Cedar Grove Transit Station improvement project, which was originally scheduled as a Stage III activity beginning in 2020.

After a year of study and engagement, on January 7, 2014, the Authority adopted Concept “G”, which provides for a center median station on TH 77 with an enclosed walkway to the existing Cedar Grove Transit Station; a concept similar to the 46th Street Station on Interstate 35W. The Council also adopted Concept “G” at the Metropolitan Council meeting of February 12, 2014. This concept provides the greatest overall reduction in travel time for the METRO Red Line at the least cost. The project is currently estimated at \$14.6 million.

Benefits:

- Reduce passenger total trip travel time (bus + walking) by an average 6 minutes per round trip
- Reduce round trip bus travel time by 10 minutes (20%+)
- Expected to reduce peak bus need from 5 buses to 4 for long term capital savings
- Anticipated Annual O&M Savings of approximately \$396,000
- Additional anticipated O&M Savings of approximately \$68,000 if MOA Renovation is implemented and buses are re-routed off of 28th Avenue.
- Anticipated Passenger Time Savings of approximately \$518,000 in value
- Aligns with future TH77 managed (MnPASS) lane which will further improve travel time

Project Partners:

- Dakota County
- Metro Transit
- MVTA
- MnDOT
- City of Eagan
- City of Apple Valley

Leverages:

- \$87M public investment in METRO Red Line

2. Regional Significance

- A. This criterion addresses how the proposed project integrates with the existing transit infrastructure and the region's transit vision. Describe how the project is consistent with the Transportation Policy Plan (TPP), is specifically included in the TPP, and/or addresses a transportation problem or need identified in the TPP. Provide additional information as necessary to describe how this project is of regional significance.

The proposed project maximizes the benefit of the public investment of \$87M recently made in the METRO Red Line, by significantly reducing the round trip route time for the METRO Red Line BRT Service.

In addition the proposed project is consistent with the Transportation Policy Plan (TPP) as follows:

Policy 2: Prioritizing for Regional Transportation Investments

Strategy 2a. System Preservation: The project investment preserves an existing investment and improves the operation and maintenance of the transit system and facility.

Strategy 2e. Multimodal Investments: The project improves pedestrian and transit access between the Cedar Grove Park and Ride and the transitway on TH 77.

- B. Identify the population and number of jobs within ½ mile of project

At present, the following people and jobs are within ½ mile of the project:

- Total population: 57 with population of color: 21 or 37 percent (Source: U.S. Census Bureau Decennial Census, 2010, Block Level data)
- There are 54 jobs within ½ mile of project (Source: Minnesota Department of Employment and Economic Development's Quarterly Census of Employment and Wages, 2012).

However the Paragon Outlet Center, which is scheduled to open in August 2014, is within the ½ mile buffer of the project (see Attachment E) and is anticipated to create anywhere from 1,600 to 2,000 jobs.

3. Usage and Impacts of the Project

- A. Describe the total estimated ridership served in opening year of project.

The current baseline ridership for Red Line is approximately 244,596 annual rides. With the opening of the TH 77/Cedar Grove Transit Station Project, it is anticipated that 40,872 new rides will be added annually. So, the total estimated ridership served in the opening year is anticipated to be 285,468 rides.

- B. Provide estimated new ridership in opening year of project.

It is anticipated that each one-way trip will gain an additional rider due to the time savings. So, with 40,872 annual one-way trips, it is estimated that there will be 40,872 annual new rides associated with the TH 77/Cedar Grove Transit Station Project.

- C. Provide estimate of any expected operating cost savings or increases due to implementation of project.

The proposed Cedar Grove Transit Station Access Improvement Concept G improves the accessibility of the existing station, reducing the METRO Red Line total round trip travel time by more than 10 minutes (4.3 minutes (15.4%) in the northbound direction and 5.9 minutes (24.6%) in the southbound direction). The new station will reduce annual Red Line O&M costs by an estimated \$464,000, and is anticipated to produce passenger time savings valued at approximately \$518,000. Note, that in order to receive the full operations and maintenance savings benefit, this project must be completed in conjunction with the renovation of the Mall of America Transit Center and the re-routing of buses off of 28th Ave. Together these three result in a need for fewer buses: One less bus during peak service, attributed solely to the Cedar Grove Access Project, and one less bus during all other weekday trips, approximately 2/3 of this can be attributed to the Cedar Grove

Access Project. The savings shown above include only the Cedar Grove Access Project portion of the savings assuming all three occur. If however only the Cedar Grove Access Project occurs, then a \$396,000 savings in operations and maintenance is expected. These savings include values associated with route time savings and layover time savings, due to the removal of the need for an additional peak period bus.

4. Equity

- A. Describe how this project will serve or impact low-income and minority populations

It is not anticipated that this project will have a significant impact on low-income or minority populations.

- B. Provide number of low-income and minority population within ½ mile of project

Low Income Population – U.S. Census Bureau only provides socioeconomic data for all population at the Tract and Block Group level. Due to the geography of the station area, using Tract or Block Group level data would include more population outside than within the station area and therefore is not a reliable measure.

The U.S. Census Bureau’s Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES) provides some characteristics of workers that might be helpful. LODES characterizes workers primary jobs at the Block level in three income categories. According to LODES, of the 27 workers living in the station area in 2011, 3 made \$15,000 or less, 10 made \$15,001 to \$39,996, and 14 made more than \$39,995. To be clear, this data is only represents the primary job of workers. The data does not say anything about household incomes. It does not reflect total income of workers with multiple jobs. It does not measure poverty.

- C. Identify Racially Concentrated Areas of Poverty (RCAP) with direct connections to the projects (see RCAP map – Attachment B, page 5).

There are no Racially Concentrated Areas of Poverty with direct connections to this project.

5. Project Readiness

Applicants must complete the Project Implementation Schedule form (shown on Attachment C, page 6) and provide a detailed project schedule with estimated completion dates. Rating under this criterion will be based on how many steps have been taken toward implementation of the project. These steps reflect a federally-funded project development path. Projects must be implemented in FFY 2017. Projects may be completed using Advanced Construction with pay back in 2017.

On January 10, 2012, the Dakota County Regional Railroad Authority (Authority) authorized an agreement with the Minnesota Department of Transportation (Mn/DOT) to develop concepts to improve access to the Cedar Grove Transit Station, a stop on the METRO Red Line (Resolution No. 12-005). Unlike other stations on this route, Cedar Grove does not have direct access to Trunk Highway (TH) 77. Transit vehicles must exit the freeway and travel a significant distance to the existing station, causing a considerable increase in travel times. Improving access will reduce travel times, which is important for the continued success of the METRO Red Line. The DCRRRA took action to adopt the METRO Red Line Cedar Grove Transit Station Access Improvement Concept G at its January 7, 2014 meeting. On February 12, 2014, the Council adopted Concept “G” (Business Item 2014-31), which is a center median station with an enclosed walkway connecting to the existing Cedar Grove Transit Station. In those actions, Dakota County staff and Metropolitan Council staff also recommend that Metro Transit serve as the lead agency for the station design and construction. This action was supported by the project’s Technical Advisory Committee (TAC) and recommended by the Policy Advisory Committee (PAC). These committees involved participating agencies in project recommendations.

The Council has authorized an agreement with DCRRA to fund the design of this project and design is expected to begin in the summer of 2014. CMAQ funds for construction would be obligated no later than FFY 2017.

6. Project Costs

A. Provide a detailed project budget

Design and Delivery	\$1,500,000
Construction	\$13,100,000
Total	\$14,600,000

B. Identify the anticipated project costs, funding sources, and calculate the percentage of funding sources. Indicate which funding sources are secured. (CMAQ cannot exceed 80%).

Cedar Grove Transit Station Improvements

Sources	2014 (PE, FD)		2015 (Const.)		Total	
	Funding	Split	Funding	Split	Funding	Split
Federal	\$ -	0%	\$ 7,000,000	53%	\$ 7,000,000	48%
State	\$ 300,000	20%	\$ 1,457,200	11%	\$ 1,757,200	12%
CTIB	\$ 694,188	46%	\$ 3,687,912	28%	\$ 4,382,100	30%
Local	\$ 505,812	34%	\$ 954,888	7%	\$ 1,460,700	10%
Total	\$ 1,500,000	100%	\$ 13,100,000	100%	\$ 14,600,000	100%

7. Emissions Reduction

The applicant must explain how the project will reduce vehicle miles traveled and provide an estimate of annual VMT reduction, along with an explanation of the methodology.

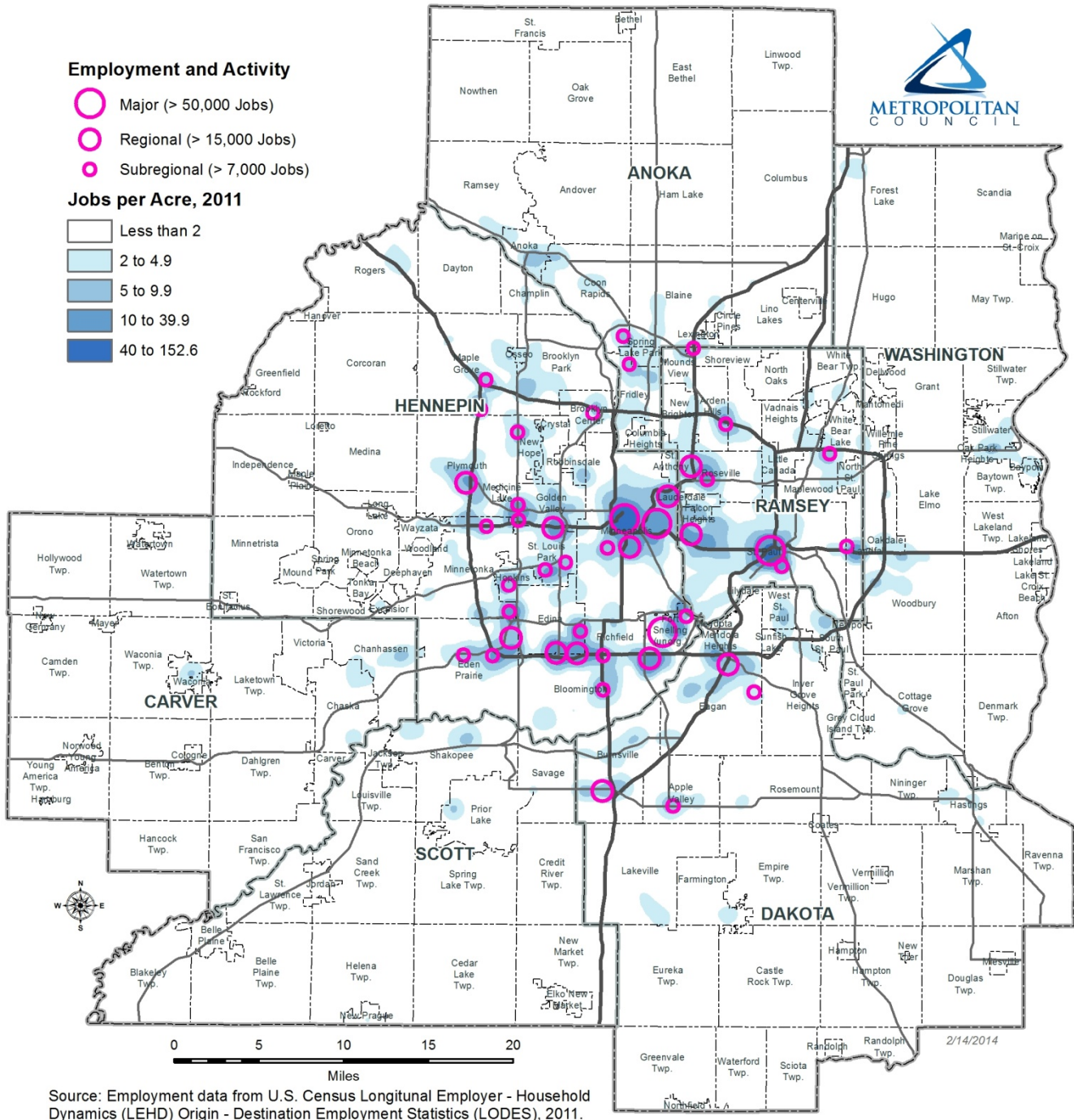
Using the estimated annual reduction in VMT, Metropolitan Council staff will calculate the vehicle emissions reduction.

With respect to buses, every round trip along the Transitway serving the Cedar Grove Transit Station will be reduced in length by approximately 4 miles due to the construction of the new online station. Currently, the Red Line serves 65 round trips through the Cedar Grove Transit Station on weekdays and 34 round trips through the Cedar Grove Transit Station on Saturdays, Sundays and Holidays. Assuming that a standard week contains 5 weekdays and 2 weekend/holiday days, then in a standard week Red Line will service 393 roundtrips. With 52 weeks in a year it is estimated that the Red Line services 20,436 annual roundtrips through the Cedar Grove Transit Station. If this level of service is maintained it is anticipated that this project will result in an annual reduction of approximately 81,744 VMT.

In addition it is anticipated that each one-way trip will gain an additional rider due to the time savings, such that there will be 40,872 annual new rides. Assuming an average distance traveled of 8.7 miles (the distance between the 147th Street Station and the Mall of America) and that each of these riders would have otherwise made their trip in a single occupant vehicle, then an annual reduction of approximately 355,587 VMT is anticipated.

This results in a total anticipated annual reduction of 437,331 VMT due to the construction of an on-line station on HWY 77 at Cedar Grove Transit Station.

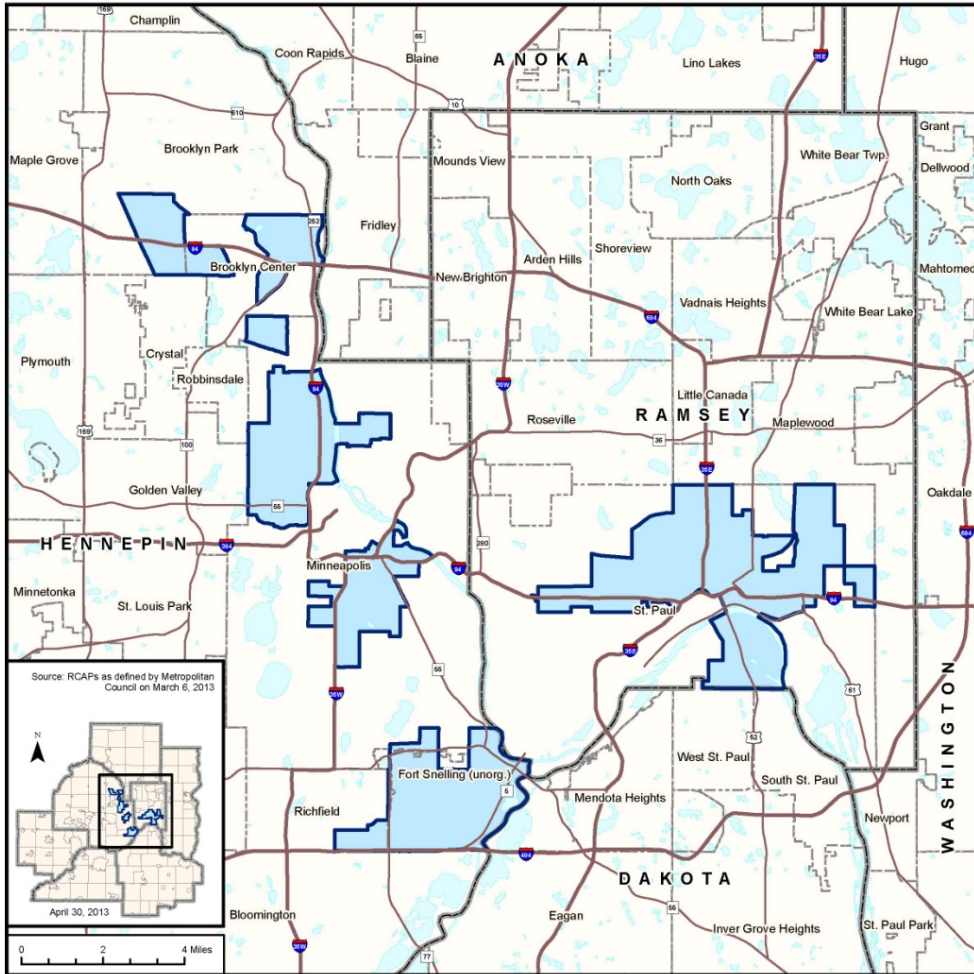
Attachment A Regional Job and Activity Centers



Attachment B

Racially Concentrated Areas of Poverty (RCAP)

RCAP (40% or More People at 185% Poverty and 50% or More People of Color)



RACIALLY CONCENTRATED AREAS OF POVERTY MAP

Racially Concentrated Areas of Poverty (RCAP) are areas where more than 50 percent of the residents are people of color and more than 40 percent of the residents have incomes less than or equal to 185 percent of the Federal poverty line. The region's RCAPs are clustered in its urban core and inner-ring suburbs. Central cities such as Minneapolis and St. Paul and inner suburban areas such as Brooklyn Center, Brooklyn Park, Richfield, and Fort Snelling include census tracts that are RCAPs.

The city of Minneapolis is home to the region's largest number of RCAP tracts. Of the 38 RCAP tracts located in Minneapolis, 20 of them are in North Minneapolis while the rest are in South Minneapolis. Suburban areas such as Brooklyn Park and Brooklyn Center include three and two contiguous RCAP tracts, respectively.

Saint Paul has the region's largest contiguous RCAP, which extends over 33 census tracts. These tracts cover neighborhoods such as East Saint Paul, Dayton's Bluff, Payne-Phalen, North End, West Side and areas around the eastern part of the University corridor. The area around Fort Snelling also has an RCAP area with four contiguous census tracts, two of which are located in Richfield, one in Fort Snelling and the other one partially in Fort Snelling and partially in Minneapolis.



Attachment C
Project Implementation Schedule (REQUIRED for ALL applications)

Please check those that apply and fill in anticipated completion dates

1) **Project Scope**

Stakeholders have been identified

Meetings or contacts with Stakeholders have occurred

2) **Layout or Preliminary Plan**

Layout or Preliminary Plan started

Layout or Preliminary Plan completed

Anticipated date or date of completion: **March 2014**

3) **Environmental Documentation**

EIS EA PM

Document Status

Document not started

Document in progress; environmental impacts identified

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

Document approved (include copy of signed cover sheet)

Anticipated date or date of completion/approval: **October 2014**

4) **Right-of-Way**

No right-of-way or easements required

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

Right-of-way or easements required, parcels identified

Right-of-way or easements required, appraisals made

Right-of-way or easements required, offers made

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

Anticipated date or date of acquisition **December 2014**

5) **Railroad Involvement**

No railroad involvement on project

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

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

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

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

Anticipated date or date of executed Agreement _____

6) **Construction Documents/Plan**

Construction plans have not been started

Construction plans in progress; at least 30% completion

Construction plans submitted to State Aid for review

Construction plans completed/approved (include signed title sheet)

Anticipated date or date of completion: **December 2014**

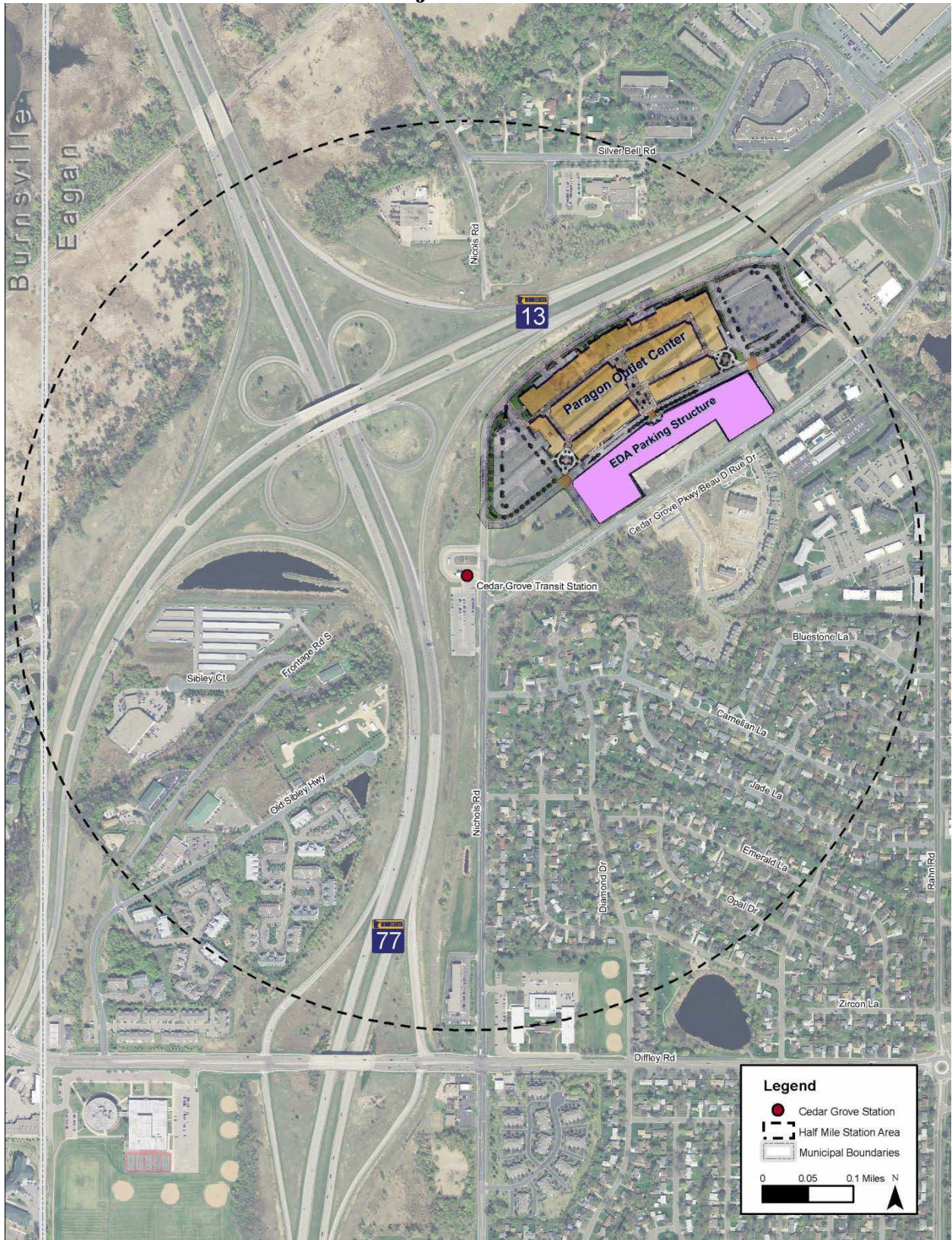
7) **Letting**

Anticipated Letting Date: **January 2015**

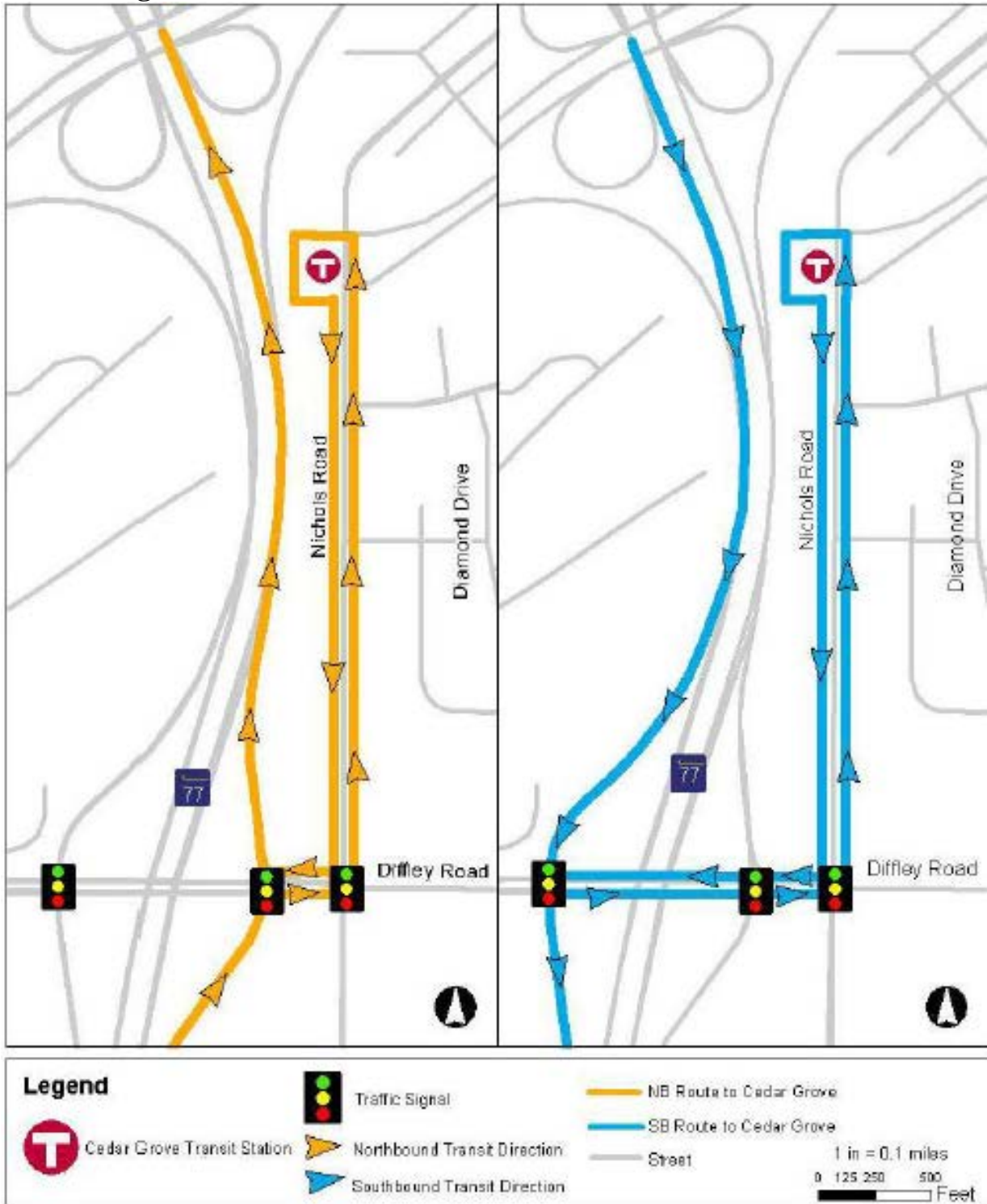
Attachment D
Project Concept



Attachment E Project Location



Attachment F Existing Access Routes from HWY 77 to Cedar Grove Park and Ride



Attachment G
Letters of Support

- **MNDOT Letter of Support**
- **Dakota County Letter of Support**
- **City of Eagan Letter of Support**



Minnesota Department of Transportation

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

Office Telephone: (651) 234-7700

Fax: (651) 234-7708

April 2, 2014

Kristine V. Elwood, P.E.
Transit and Multi-Modal Programs Manager
Dakota County Transportation Department
14955 Galaxie Ave.
Apple Valley, MN 55124

Subject: 2017 CMAQ Request for Projects - Cedar Grove Transit Access

Dear Ms. Elwood:

Thank you for requesting a letter from MnDOT in support of CMAQ funding for the Cedar Grove Transit Access project in 2017.

MnDOT, as the agency with jurisdiction over TH 13 and TH 77, is aware of and understands the Cedar Grove Transit Access project and the potential impacts to our roadway system. We find that the project is consistent with the Transportation Policy Plan (TPP) and Minnesota State Highway Investment Plan (MnSHIP).

We recognize that the proposed Cedar Grove Transit Station Access Improvement Concept G (Center Station with Pedestrian Bridge) improves the accessibility of the existing station, reducing the METRO Red Line round trip travel time by more than four minutes in the northbound direction and almost six minutes in the southbound direction.

MnDOT supports this proposed project for federal CMAQ funding in 2017, but our support does not constitute financial commitment to share in the cost of the project. Additionally, MnDOT does not commit to operate and maintain the facility and expects that Metro Transit would assume this responsibility for the useful life of the improvement.

Sincerely,

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

Scott McBride, P.E.
Metro District Engineer

Cc: Sheila Kauppi, South Area Manager
Jon Solberg, South Area Planner
Pat Bursaw, Metro Planning, Program Management and Transit
Arlene McCarthy, Director Metropolitan Transportation Services

An Equal Opportunity Employer





April 8, 2014

Susan Haigh, Chair
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101-1805

Dakota County
Regional Railroad Authority

Dakota County
Administration Center
1590 Highway 55
Hastings, MN 55033

651.438.4418
Fax 651.438.4405

Dear Chair Haigh,

On behalf of Dakota County Regional Railroad Authority (DCRRA) I am pleased to provide this letter indicating our support for the Metropolitan Council's request for 2017 Congestion Mitigation and Air Quality (CMAQ) funds for improvements to the METRO Red Line, Cedar Grove Online Station. The Red Line provides Dakota County citizens with enhanced connections to important regional destinations.

Construction of this project is a high priority for the DCRRA for several reasons. The project provides benefits to riders, creates jobs, supports economic development. The project will improve the overall travel time for riders by saving ten minutes on a round trip over the existing travel time. Construction of the Cedar Grove Station improvements as quickly as possible will provide improved access to the 440,000 square foot Paragon Outlet Mall that will open this August, supporting access for up to 1650 employees and thousands of patrons of the new development.

The DCRRA is committed to being a financial partner in this project. The adopted DCRRA 2014-2018 Capital Improvement Program (CIP) has established \$1,460,700 of DCRRA funds as the 10% local match for the Cedar Grove Online Station project.

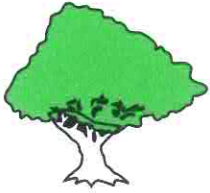
The DCRRA looks forward to working with the Metropolitan Council to continue to improve the Red Line. Please contact me or Kristine Elwood, Transit Office Manager, at 952-891-7104 if you need further information.

Sincerely,

A handwritten signature in black ink that reads "Paul J. Krause". The signature is written in a cursive style with a large, prominent "P" and "K".

Paul J. Krause, Chair
Dakota County Regional Railroad Authority

c: Arlene McCarthy, Metropolitan Council
Pat Jones, Metro Transit



City of Eagan



Mike Maguire
Mayor

Paul Bakken
Cyndee Fields
Gary Hansen
Meg Tilley
Council Members

Dave Osberg
City Administrator

April 4, 2014

Ms. Kristine Elwood
Transit and Multi-Modal Programs Manager
Dakota County Transportation
Western Service Center
14955 Galaxie Avenue
Apple Valley, MN 55124

**Re: TH 77 Managed Lane and Cedar Grove Transit Station Access
Engineering Study - Resolution of Support**

Dear Kristine:

In action taken at its meeting of April 1, 2014, the Eagan City Council approved a resolution of support for the final recommendations of the Highway 77 (Cedar Avenue Freeway) Managed Lane and Cedar Grove Transit Access Engineering Study. Enclosed for your file please find City of Eagan Resolution of Support 14-29.

The City of Eagan has participated with Dakota County, Minnesota Valley Transit Authority, the Minnesota Department of Transportation and other cities in the consideration of these transportation improvements that are important to the City. The City has also invested substantially in the development of a transit-oriented plan for the Cedar Grove Redevelopment Area to integrate transit opportunities with the uses located throughout the area. The proposed transit station access improvements will reinforce those efforts by making access to and from jobs, homes and shopping in the area faster and more convenient.

The City truly appreciates your sponsorship and support of the engineering study. The study process was very successful as a result of effective public and stakeholder involvement and the City Council is very comfortable with the recommendations that have been selected. The recommendations are good for Eagan, all of the study participants and the public at large. Please feel free to contact me at (651) 675-5637 with any questions or for further discussion.

Sincerely,

Russ Matthys, P.E.
Public Works Director

Enclosure: Resolution of Support

c: Mark Krebsbach, Transportation Director/County Engineer
Tim Plath, Transportation Operations Engineer

Municipal Center
3830 Pilot Knob Road
Eagan, MN 55122-1810
651.675.5000 phone
651.675.5012 fax
651.454.8535 TDD

Maintenance Facility
3501 Coachman Point
Eagan, MN 55122
651.675.5300 phone
651.675.5360 fax
651.454.8535 TDD

www.cityofeagan.com

The Lone Oak Tree
The symbol of
strength and growth
in our community.

**RESOLUTION OF SUPPORT
TRUNK HIGHWAY 77 (CEDAR AVENUE FREEWAY) MANAGED LANE and
CEDAR GROVE TRANSIT STATION ACCESS
ENGINEERING STUDY RECOMMENDATIONS**

WHEREAS, the Minnesota Department of Transportation (MnDOT) has completed the preparation of the Highway 77 (Cedar Avenue Freeway) Managed Lane and Cedar Grove Transit Access Engineering Study (Study); and

WHEREAS, the Policy Advisory Committee for the Study has recommended Option 2B for the Highway 77 Managed Lane to MnDOT, including construction of a third lane from 138th Street in Apple Valley to near Diffley Road in Eagan and the restriping of the existing bus shoulder between Diffley Road and Hwy 13 and elimination of the bus shoulder from Hwy 13 to Old Shakopee Road; and

WHEREAS, the recommendation also states that the benefits of the Hwy 77 Managed Lane project cannot be fully achieved without improvements to manage or reduce congestion along westbound I-494 between Hwy 77 and I-35W in the Richfield/Bloomington area; and

WHEREAS, the Policy Advisory Committee for the Study has recommended Concept G for the Cedar Grove Transit Access to MnDOT, including a new center transit platform located in the Highway 77 median with an enclosed climate-controlled pedestrian crossing over the northbound lanes of Highway 77 to the existing Cedar Grove station; and

WHEREAS, on April 1, 2014, the Eagan City Council considered the Study; and,

WHEREAS, the majority of these transportation projects are proposed within the City of Eagan and are deemed important to the City Eagan.

NOW, THEREFORE, BE IT RESOLVED that the City of Eagan hereby supports the Policy Advisory Committee's recommendations regarding the Trunk Highway 77 (Cedar Avenue Freeway) Managed Lane and Cedar Grove Transit Station Access Engineering Study.

DATED this 1st day of April, 2014



Mike Maguire, Mayor

ATTEST:



Christina M. Scipioni, City Clerk

CERTIFICATION

State of Minnesota
County of Dakota
City of Eagan

I hereby certify that the foregoing Resolution is a true and correct copy of a Resolution presented to and adopted by the City Council of Eagan at a duly authorized meeting thereof held in the City of Eagan, Minnesota, on the 1st day of April, 2014, as disclosed by the records of said City in my possession.



Christina M. Scipioni, City Clerk