



Application

04786 - 2016 Multiuse Trails and Bicycle Facilities

05233 - Mississippi Skyway - Multiuse Bridge and Regional Transportation Systems Connector

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 07/15/2016 1:57 PM

Primary Contact

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***** Ramsey Minnesota 55303
City State/Province Postal Code/Zip

Phone:* 763-433-9853
Phone Ext.

Fax:

What Grant Programs are you most interested in? Regional Solicitation - Bicycle and Pedestrian Facilities

Organization Information

Name: RAMSEY, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

7550 SUNWOOD DR NW

*

RAMSEY

Minnesota

55303

City

State/Province

Postal Code/Zip

County:

Anoka

Phone:*

612-427-1410

Ext.

Fax:

PeopleSoft Vendor Number

0000020986A3

Project Information

Project Name

Mississippi Skyway - Multiuse Bridge and Regional
Transportation Systems Connector

Primary County where the Project is Located

Anoka

Jurisdictional Agency (If Different than the Applicant):

The proposed Mississippi Skyway pedestrian bridge is an extension of the existing skyway's over Veteran's Drive and the Northstar Rail Station - over TH 10/TH 169, and the frontage road to the touch-down point at the regional trail. The Multiuse bridge will provide a critical, direct pedestrian and bicycle connection between the City of Ramsey's 400-acre pedestrian and transit-oriented "The COR" development, the Ramsey Northstar Station, Ramsey Park & Ride, Mississippi West Regional Park, and the Mississippi River Regional Trail. Currently, TH 10/TH 169 and the parallel BNSF Railroad and Metro Transit Northstar Commuter Rail corridor are barriers to safe pedestrian and bicycle access between The COR and the regional destinations on either side of TH 10/TH 169.

A rendering of the project may be found on page 1 of the Illustrative Context attachment.

At its heart, the project is about overcoming boundaries to safe bicycle and pedestrian circulation while expanding and enhancing multi-modal transportation, ADA accessibility, economic development and recreational options to promote a livable, vibrant region and community.

The Mississippi Skyway provides the connection between regional amenities creating an effective nexus between housing, transportation, employment and recreation. The Mississippi Skyway will link existing and future public investments with a single project, enhancing the value of each.

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

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

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

Construct new br. #02053

Project Length (Miles) 0.15

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 \$3,626,160.00

Match Amount \$906,540.00

Minimum of 20% of project total

Project Total \$4,532,700.00

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds City of Ramsey's Park Trust Fund

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

Preferred Program Year

Select one: 2021

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

Additional Program Years:

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

Project Information

County, City, or Lead Agency City of Ramsey

Zip Code where Majority of Work is Being Performed 55303

(Approximate) Begin Construction Date 07/01/2022

(Approximate) End Construction Date 09/01/2023

Name of Trail/Ped Facility: Mississippi Skyway

(i.e., CEDAR LAKE TRAIL)

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

From: Northstar Rail Station, 7665 Veterans Drive
(Intersection or Address)

To:
(Intersection or Address)

*DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY
IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR*

Or At: Touch-down easement (donated by private party) south of
Riverdale Drive NW

Primary Types of Work

Bike/pedestrian bridge and railstation enhancement

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

#02053

Structure is Over/Under
 (Bridge or culvert name):

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
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	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (do not include in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$0.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$4,532,700.00
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	\$4,532,700.00

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
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00

Subtotal	\$0.00
Other Costs - Administration, Overhead,etc.	\$0.00

Totals

Total Cost	\$4,532,700.00
Construction Cost Total	\$4,532,700.00
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 2040 Transportation Policy Plan, the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

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

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan objectives and strategies that relate to the project.

The Mississippi Skyway is a pedestrian bridge extension of the existing skyway over Veterans Drive from the 800-stall public parking ramp to the Northstar Ramsey Rail Station. The extension will continue over TH 10/TH 169 to the Regional Park and Trail on the south side of the highway and frontage road.

This section of TH 10/TH 169 is a barrier to pedestrian and bicycle movements at the Ramsey Station. It is a 4-lane divided highway that is a primary east-west route in Anoka County, serving as a commuter corridor to the Minneapolis/Saint Paul Metropolitan Area with annual average daily traffic of 39,000 vehicles per day in the immediate project area. BNSF runs parallel to the highway, and there has been a nearly 40 percent increase in freight traffic since 2012, with 71 trains per day each day at present.

List the goals, objectives, strategies, and associated pages:

The project is thoroughly consistent with the 2040 Transportation Policy Plan's goals, objectives and strategies, most specifically the Guiding Principles, Chapter Seven, Section 6, pages 6 and 7, (partially listed due to character limitations) within the quotes below:

~ "Overcome physical barriers and eliminate critical systems gaps."

The proposed extension of the bicycle and pedestrian bridge both addresses gaps and barriers within the regional systems, and at the same time will improve convenience and continuity for bicyclists and ADA accessibility.

~ "Facilitate safe and continuous trips to regional

destinations."

Developing the proposed multiuse trail and bicycle facility (skyway extension) within the Regional Bicycle Transportation Network will improve the convenience and safety of bicycling and ADA accessibility along, and connecting to, existing facilities - including the Mississippi River Trail and the regional park.

~ "Integrate and/or supplement existing and planned infrastructure."

The Mississippi Skyway provides the connection between regional amenities creating an effective nexus between housing, transportation, employment and recreation. The Mississippi Skyway will LINK EXISTING AND FUTURE PUBLIC INVESTMENTS WITH A SINGLE PROJECT, ENHANCING THE VALUE OF EACH.

~ "Provide improved opportunities to increase the share of trips made by bicycle."

The dramatically improved, safe connections the skyway extension will accomplish - together with access to transit will increase the likelihood of choosing bicycling for transportation over other travel modes.

(Limit 2500 characters; approximately 750 words)

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. 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 the Minnesota Department of Transportation 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.

The Mississippi Skyway is identified in both Ramsey's Master Park and Trail Plan (mapping as part of Ramsey's Comprehensive Plan, Chapter 10, page 15), and Capital Improvement Program (CIP Supplement, 2015-2019, page 5), as well as Anoka County Parks' Master Plan (adopted 2011) for Mississippi West Regional Park (page 7).

List the applicable documents and pages:

(Limit 2500 characters; approximately 750 words)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

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

5. 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

6. 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

7. 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. Funding amounts by application category are listed below.

Multiuse Trails and Bicycle Facilities: \$250,000 to \$5,500,000

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$1,000,000

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

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

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

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

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

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

10. 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

11. 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

12. 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

13. The project applicant must send written notification regarding the proposed project to all affected state and local 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

Multiuse Trails on Active Railroad Right-of-Way:

2.All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

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

Safe Routes to School projects only:

3.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.

4.All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel 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 applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

Requirements - Bicycle and Pedestrian Facilities Projects

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor Yes

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

Project is not located on or directly connected to the RBTN, but is part of a local system and identified within an adopted county, city or regional parks implementing agency plan.

Upload Map

1468533379578_RBTNOrientation_June2016.pdf

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	5200
Existing Employment Within One Mile (Integer Only)	2966
Upload the "Population Summary" map	1468533412765_PopulationSummary_June2016.pdf

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

Project located in Area of Concentrated Poverty:

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:

The results of the Socio-Econ Map indicate the project is located in 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.

The location of the project, however, is in relatively close proximity to areas that are above the regional average of concentrated poverty as shown in the exhibit on page 8 of the attachment entitled Illustrative Context. Because the local trail network intersects with these areas above the regional average of concentrated poverty, those populations will also have direct access to the Mississippi Skyway and the Mississippi West Regional Park to the south. In addition, with a direct link to the Northstar Ramsey Station, the Mississippi Skyway provides a safe and direct access point to the Mississippi River Trail (MRT) for riders of the Northstar Commuter Rail as well as other local transit riders connecting at the Ramsey Station.

Response (Limit 2,800 characters; approximately 400 words)

In terms of Ramsey's efforts to promote affordable housing, local initiatives include the Housing Assistance Policy, and zoning requirements within The COR of 10 units per acre or greater.

The following are recent projects within The COR: Seasons of Ramsey (completed in 2014) provides 25 units at or below 30% Average Median Income and 25 units at 50% AMI. Sunwood Village (2016) provides 43 units at or below 60% AMI, and 4 units at or below 30% AMI. The Gables provides 78 units at or below 50% AMI. Symphony at Town Center also provided 180 units at or below 50% AMI. To the northeast, Town Center Gardens provided 210 units at or below 50% AMI. Additionally, City Council approved a new D.R. Horton development for 2016 construction with 77 units at 13 units per acre.

All of the above housing will benefit from improved connectivity the Mississippi Skyway will provide, as many of the households benefiting from the project are likely single-vehicle households, whereby each member of the household may not have consistent access to an automobile. The skyway will allow safe access to the regional park and trails, and the MRT for it's utility as a bike to work route.

To the east of Mississippi West Regional Park and the proposed south touch-down of the skyway, Rivenwick Village provided 210 units at or below 50% AMI. These residents will be well positioned for easy access to the Northstar Commuter Rail Station, and parks and places to work in The COR once the skyway connection is completed.

The response should address the benefits, impacts, and mitigation for the populations affected by the project.

Upload Map

1468533925265_SocioEconomicConditions_June2016.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Ramsey, city	0.8
	1

Total Project Length

Total Project Length (Total Population)	0.15
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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
		0	0	0	0

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	0.8
Total Housing Score	0

Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

Gap improvements can be on or off the RBTN and may include the following:

- *Providing a missing link between existing or improved segments of a regional (i.e., RBTN) or local transportation network;*

- *Improving bikeability to better serve all ability and experience levels by:*

- *Providing a safer, more protected on-street facility;*

- *Improving crossings at busy intersections (signals, signage, pavement markings); OR*

- *Improving a bike route or providing a trail parallel to a highway or arterial roadway along a lower-volume neighborhood collector or local street.*

Barrier crossing improvements (on or off the RBTN) can include crossings (over or under) of rivers or streams, railroad corridors, freeways, or multi-lane highways, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. (For new barrier crossing projects, data about the nearest parallel crossing (as described above) must be included in the application to be considered for the full allotment of points under this criterion).

Closes a transportation network gap and/or provides a facility that crosses or circumvents a physical barrier Yes

Improves continuity and/or connections between jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability)

Improves Continuity and/or Connections Between Jurisdictions Yes

The Mississippi Skyway will close a gap in the community, cross a barrier, and improve continuity and connections between several jurisdictions. The project will facilitate a safe, grade-separated ADA compliant pedestrian and bicycle connection between Northstar Rail Station in The COR and the Mississippi River Trail, and across the existing barrier of the TH 10/TH 169 corridor and Northstar/BNSF railroad corridor.

TH 10/TH 169 is a 4-lane divided highway, posted at 60 MPH that is a primary east-west route in Anoka County, serving as a commuter corridor to the Minneapolis/St. Paul Metropolitan Area with annual average daily traffic in excess of 39,000 vehicles per day in the immediate project area.

BNSF's two tracks runs parallel to TH 10, with a nearly 40 percent increase in freight traffic since 2012. Presently there are 71 freight trains each day. (In addition to freight trains, these tracks also facilitate the Northstar Commuter Rail system.)

The closest alternate pedestrian and bicycle crossing of TH 10 is at the Armstrong Boulevard interchange. A user traveling from the Ramsey Northstar Station area of The COR to the proposed south touch-down point of the Mississippi Skyway by way of Armstrong Boulevard would travel an additional 1.7 miles or an estimated 35 minutes of walking time. Such an extensive non-direct route would be prohibitive from a user's standpoint, and will continue to invite illegal pedestrian crossings as has been problematic throughout the highway and railroad corridors.

Absent a pedestrian overpass, TH 10/TH 169, the railroad corridor and the parallel Riverdale Drive will continue to act as a physical barrier between Ramsey's mixed-use development, commuter rail station, and regional investments on both sides of

Response (Limit 2,800 characters; approximately 400 words)

the highway and the public natural resources associated with the Mississippi River.

The project physically connects the jurisdictions of the National Park Service, Metropolitan Transit, the Metropolitan Regional Park system, Anoka County's trails and parks, Ramsey's trails (which connect to the county roads), Anoka County's Motor Vehicle License Center, the Mississippi River Regional Trail (managed by municipalities and the county), over MnDOT's TH 10/TH 169.

The proposed Mississippi Skyway will be quite literally the nexus of transportation and mode choice in the region with connections to the 800-stall covered park and ride facility with electric vehicle charging stations, free to use Trek bikes with bike lockers, local and regional roadways, comprehensive trail and sidewalk systems, convenience and accessibility for the ADA community, Metro Transit (commuter rail with bus service); and even the MN DNR State Water Trail itself, accessible at the boat landing in the regional park.

Measure B: Project Improvements

Providing the grade-separated and ADA accessible Mississippi Skyway for pedestrians and bicyclists between destinations and origins will result in clear safety benefits - and this will also have an outcome of safer conditions for motorists' as well, by removing potential conflicts and distractions from the highway and intersections within one mile.

The 2014 Highway 10 Access Planning Study, conducted by MnDOT, Metropolitan Council and Anoka County cited: "Key Finding: Highway 10 is a challenging corridor for pedestrians and bicyclists". And detailed that, "High traffic volumes and high speeds make Highway 10 intimidating for pedestrians and bicyclists... Many pedestrians do not cross Highway 10 properly due to delays or inconvenience. There have been six reported bicycle crashes and five reported pedestrian crashes in the study area within the last 10 years. This includes four pedestrian fatalities; two fatalities were at a location without marked crosswalks and two fatalities were at a marked crosswalk."

Response (Limit 2,800 characters; approximately 400 words)

At the same time as Anoka County Parks is developing Mississippi West Regional Park, residential development is rapidly occurring in The COR, the 400-acre mixed-use and pedestrian oriented development surrounding the Northstar Station. Two more apartment buildings as an example, are leasing now for occupancy in 2016 - one on either side of rail station. Forecasts are for 6,550 more people within The COR in the next years.

2011-2015 crash data is not separately available for bicyclists and pedestrian in the immediate project area. Please consult 'Figure 9 - Injury and Fatal Crashes' an excerpt from the 'Highway 10

Access Planning Study' and included in the attachment entitled Illustrative Context, on page #15.

Measure A: Multimodal Elements

The Ramsey Northstar Commuter Rail Station and Park & Ride facility, with publicly available Electric Vehicle charging stations and bike lockers, provide accessible, affordable and quick transit access to the larger metro region. The parking ramp, Northstar Station and the adjoining Ramsey Municipal Center Campus (and police station) each have security cameras and both Metro Transit and the City of Ramsey Police regularly patrol the areas.

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

The Mississippi Skyway would be directly connected to the Northstar Station, enhancing ridership, convenience and accessibility. The heated and cooled Northstar Station facilitates a 35-minute ride to the region's largest job center, downtown Minneapolis. Furthermore, at the Northstar's terminus at Target Field Station in downtown Minneapolis, Blue Line transit connections are available to the airport, Mall of America, and employment sites in Minneapolis neighborhoods. The Green Line provides additional access to the University of Minnesota, Downtown Saint Paul, and many Saint Paul neighborhoods.

The Municipal Center contains a library, restrooms, and has publicly available Wi-Fi, as does Northstar, enhancing the travel experience. On both sides of the proposed project there are existing benches and outdoor furniture, and full lighting along the sidewalks and trails.

Transit Projects Not Requiring Construction

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

[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 Yes

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion 12/31/2014

3) Environmental Documentation (5 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% date submitted

Document in progress; environmental impacts identified; review request letters sent Yes

50%

Document not started

0%

Anticipated date or date of completion/approval 07/03/2017

4)Review of Section 106 Historic Resources (10 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are 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%

Unsure if there are any historic/archaeological resources in the project area

0%

Anticipated date or date of completion of historic/archeological review: 12/31/2014

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (10 Percent of Points)

4(f) Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?

6(f) Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?

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

100%

No impact to 4f property. The 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%

Project impacts to Section 4f/6f resources likely coordination/documentation has begun

50%

Project impacts to Section 4f/6f resources likely coordination/documentation has not begun

30%

Unsure if there are any impacts to Section 4f/6f resources in the project area

0%

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

Right-of-way, permanent or temporary easements not required Yes

100%

Right-of-way, permanent or temporary easements has/have been acquired

100%

Right-of-way, permanent or temporary easements required, offers made

75%

Right-of-way, permanent or temporary easements required, appraisals made

50%

Right-of-way, permanent or temporary easements required, parcels identified

25%

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

0%

Right-of-way, permanent or temporary easements identification has not been completed

0%

Anticipated date or date of acquisition 01/13/2015

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)Interchange Approval (15 Percent of Points)*

**Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.*

Project does not involve construction of a new/expanded interchange or new interchange ramps Yes

100%

Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

100%

Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

0%

9)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 Yes

50%

Construction plans have not been started

0%

Anticipated date or date of completion

10)Letting

Anticipated Letting Date

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$4,532,700.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$4,532,700.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
Illustrative Context_Mississippi Skyway.pdf	This document provides additional context to illustrate benefits of this project for individual sections within the application. It includes several project maps. It is presented by section for ease of cross-reference with the online Regional Solicitation Application.	6.2 MB
MissSkyway_PopulationSummary_June2016.pdf	Population Summary (June 2016)	98 KB
MissSkyway_RBTNOrientation_June2016.pdf	Project to RBTN Orientation (June 2016)	89 KB
MissSkyway_SocioEconomicConditions_June2016.pdf	Socio-Economic Conditions (June 2016) *default scale does not display area above the regional average concentration of race/poverty to the immediate south and east of the project.	99 KB
Ped-BikeCrossing TH 10-Northstar Station MnDOT letter of support.pdf	MnDOT Letter of Support	105 KB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Mississippi Skyway | Map ID: 1466792373885



- Project
- RBTN Corridor Centerlines
- Principal Arterials
- Minor Arterials
- Railroads
- RBTN Tier 1
- RBTN Tier 2

0 0.025 0.05 0.1 0.15 0.2 Miles

Created: 6/24/2016
LandscapeRSA1



For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gis/itenew/notice.aspx>



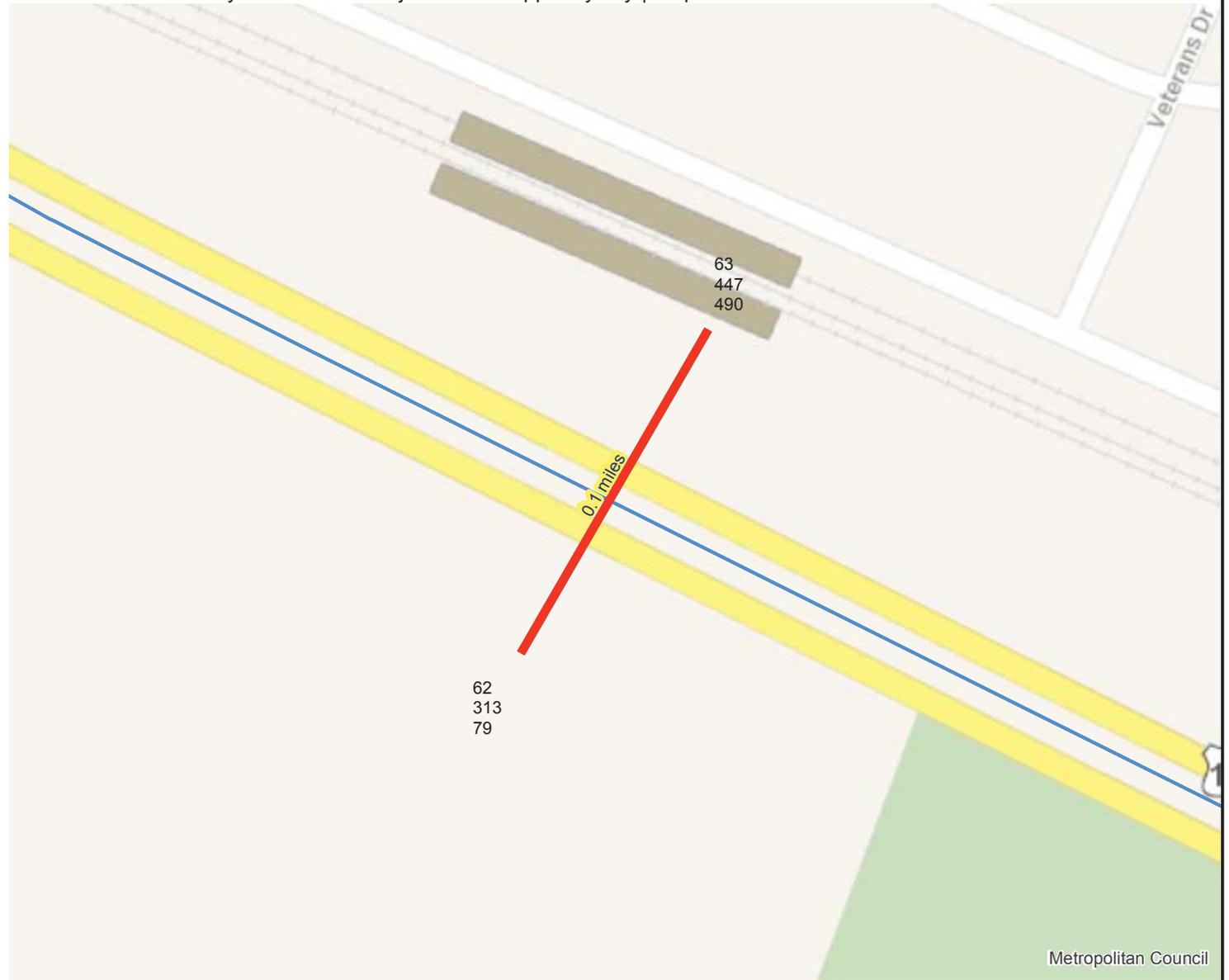
NCompass Technologies

Population Summary

Multiuse Trails and Bicycle Facilities Project: Mississippi Skyway | Map ID: 1466792373885

Results

Within ONE Mile of project:
Total Population: 5200
Total Employment: 2966



Project School

2010 TAZ



Created: 6/24/2016
LandscapeRSA4

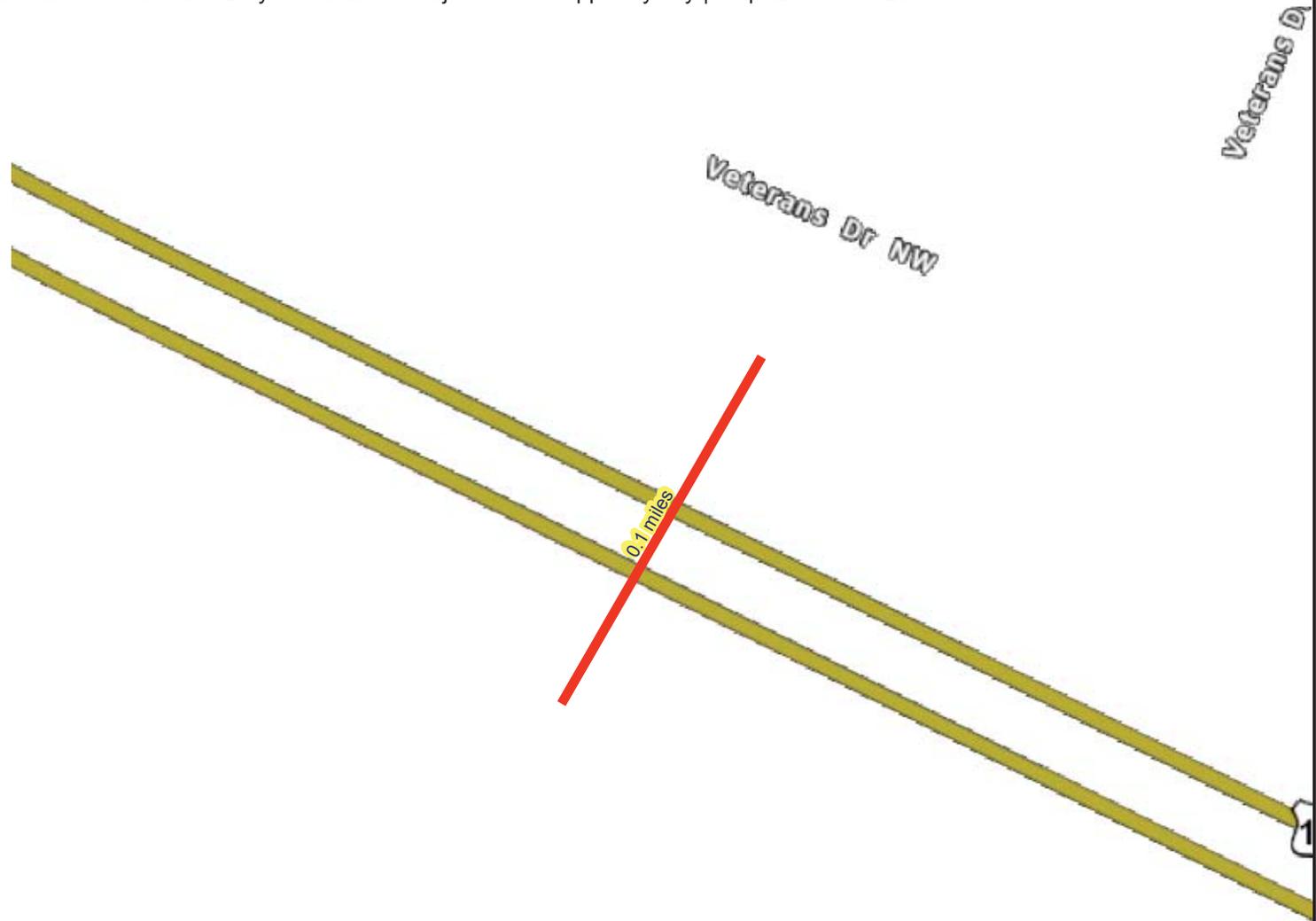


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gis/notice/notice.aspx>



Results

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:
(0 to 12 Points)



NCompass Technologies

 Project	 Area of Concentrated Poverty
 Area of Concentrated Poverty > 50% residents of color	 Above reg'l avg conc of race/poverty



Created: 6/24/2016
LandscapeRSA2



For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gisitenew/notice.aspx>



Mississippi Skyway - Multiuse Trail Bridge and Transportation Systems Connector

Illustrative Context

This document provides additional context to illustrate benefits of this project for individual sections within the Metropolitan Council Regional Solicitation application for Multiuse Trails and Bicycle Facilities. It is presented by section as shown in the table below for ease of cross-reference with the Metropolitan Council’s online Regional Solicitation Application.

Regional Solicitation Application Sections for Multiuse Trails and Bicycle Facilities
Introduction
1. Role in the Regional Transportation System and Economy
2. Potential Usage
3. Equity and Housing Performance
4. Deficiencies and Safety
5. Multimodal Facilities and Existing Connections
6. Risk Assessment/Public Engagement
7. Cost Effectiveness
Additional Letters of Support



Project Information

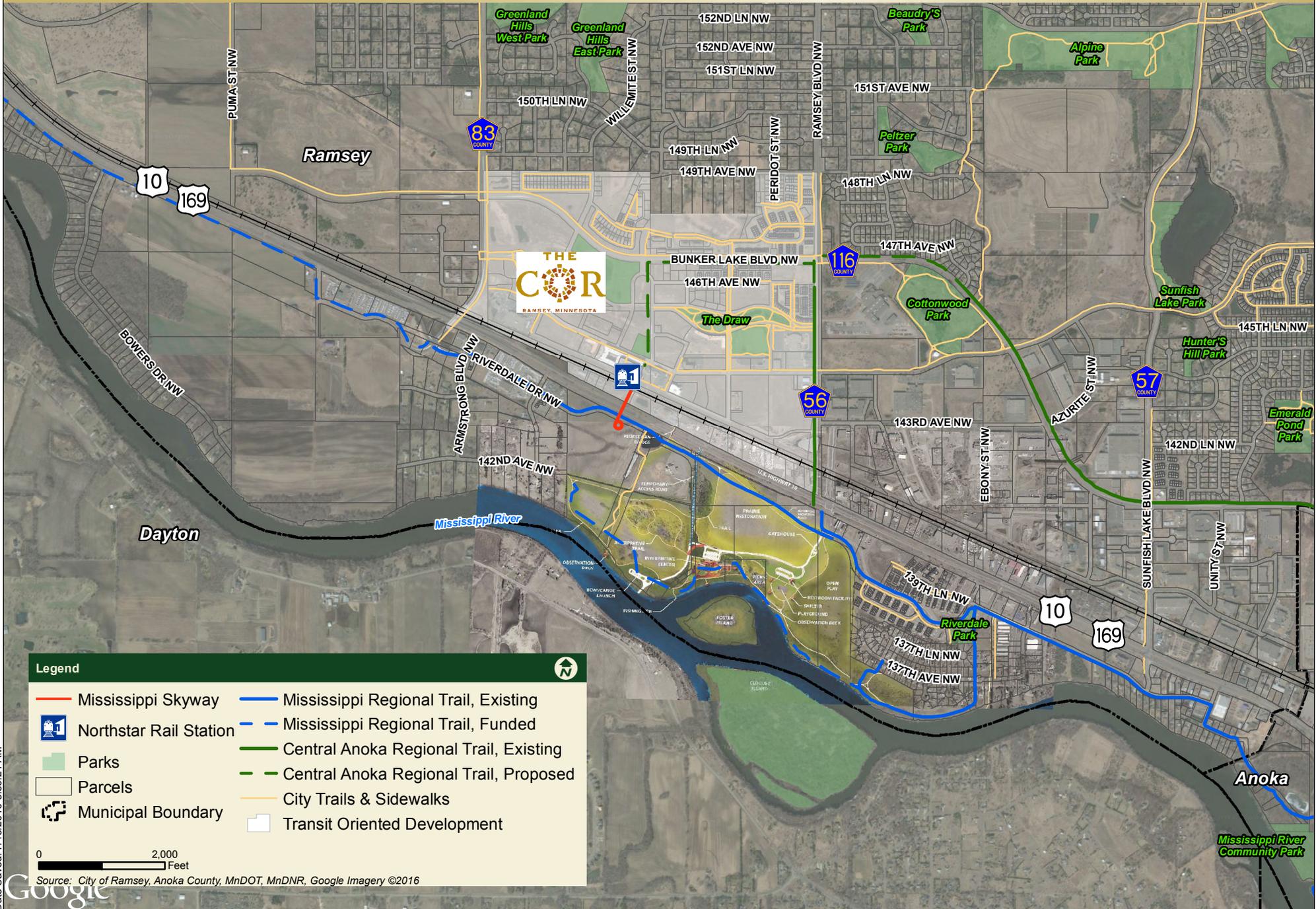
The Mississippi Skyway multiuse trail bridge and transportation systems connector will provide a critical direct pedestrian and bicycle connection between the City of Ramsey's 400-acre pedestrian-oriented Center of Ramsey ("The COR") development, the Ramsey Northstar Station, Ramsey Park & Ride and the resources associated with the Mississippi River and attendant regional amenities. At its heart, the project is about overcoming boundaries to safe bicycle and pedestrian circulation while expanding and enhancing multi-modal transportation, ADA accessibility, economic development and recreational options to promote a livable, vibrant region and community. This project benefits bicyclists and other non-motorized users, has a clear transportation purpose around connecting people to destinations, and serves both a transportation purpose and a recreational purpose.

This section of TH 10/TH 169 is a barrier to pedestrian and bicycle movements at the Ramsey Station. It is a 4-lane divided highway that is a primary east-west route in Anoka County, serving as a commuter corridor to the Minneapolis/Saint Paul Metropolitan Area with annual average daily traffic of 39,000 vehicles per day in the immediate project area. BNSF runs parallel to the highway, and there has been a nearly 40 percent increase in freight traffic since 2012, with 71 trains per day each day at present.

The Mississippi Skyway provides the connection between regional amenities creating an effective nexus between housing, transportation, employment and recreation. The Mississippi Skyway will link existing and future public investments with a single project, enhancing the value of each.



Foreground, existing wayfinding signage at the Mississippi River Trail kiosk, existing skyway system to the north of TH 10/TH 169



Legend

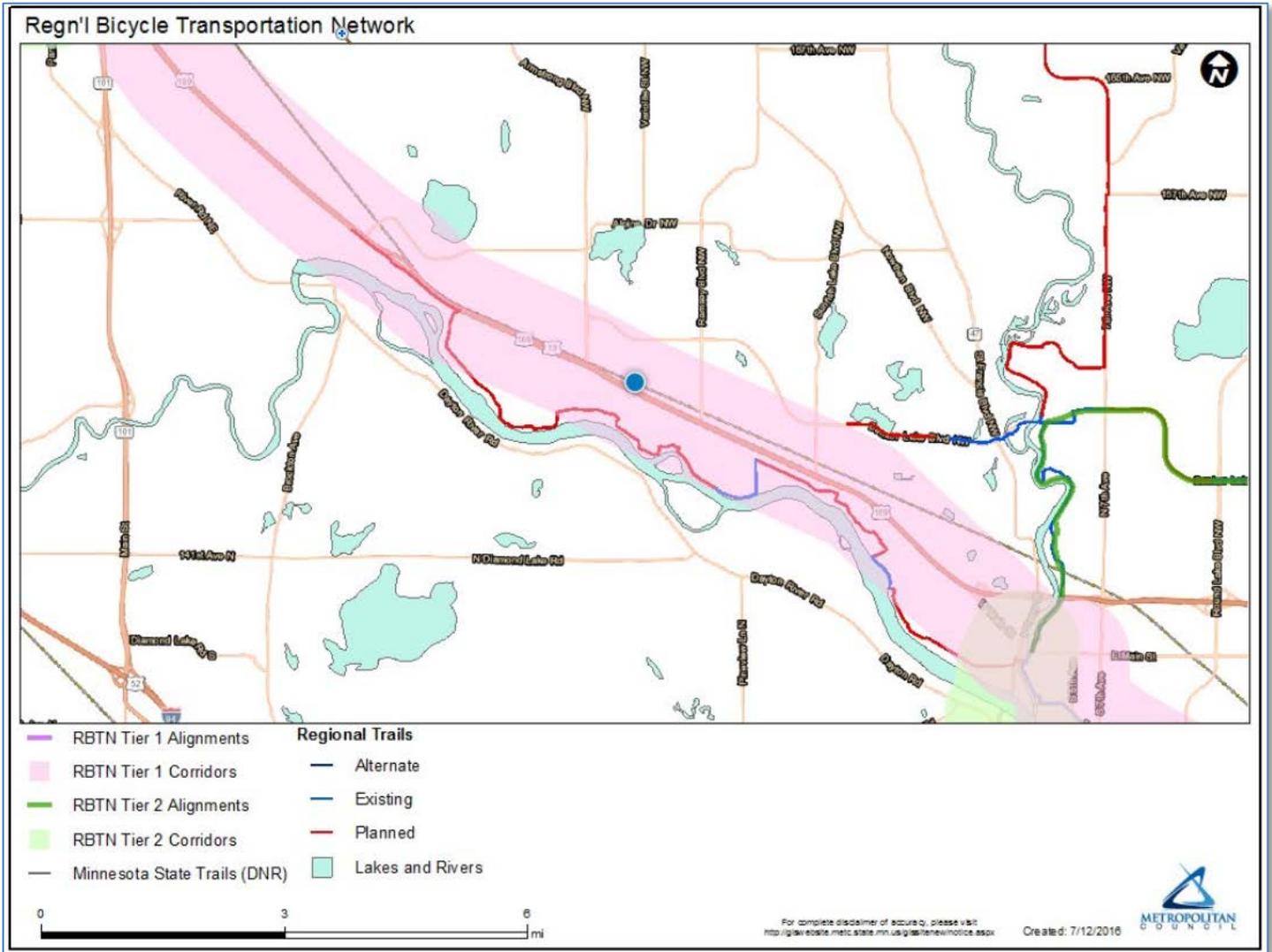
- Mississippi Skyway
- Mississippi Regional Trail, Existing
- Mississippi Regional Trail, Funded
- Central Anoka Regional Trail, Existing
- Central Anoka Regional Trail, Proposed
- City Trails & Sidewalks
- Transit Oriented Development
- Northstar Rail Station
- Parks
- Parcels
- Municipal Boundary

0 2,000
Feet

Source: City of Ramsey, Anoka County, MnDOT, MnDNR, Google Imagery ©2016

1. Role in the Regional Transportation System and Economy

The Mississippi Skyway is within a Tier 1, Priority RBTN Corridor. The following map illustrates the Mississippi Skyway's full incorporation within the RBTN Tier 1 Corridor.



The Minnesota Department of Employment and Economic Development (DEED) reports 5,700 jobs within the city of Ramsey. The existing and future land use maps from the City of Ramsey 2030 Comprehensive Plan are below with Commercial Zoning in red, and industrial land use in light purple.

Figure 5-1 Existing Land Use Map

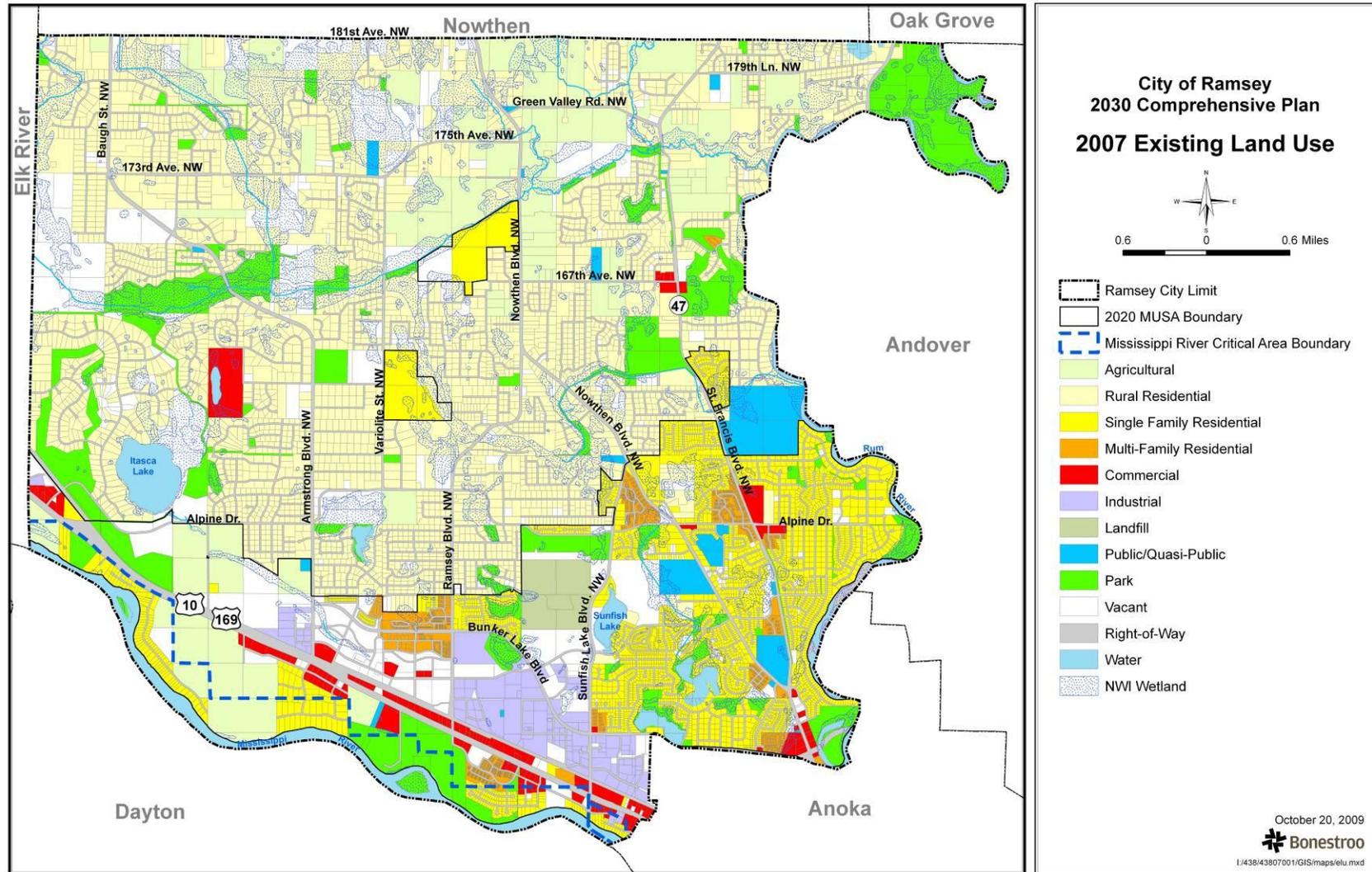
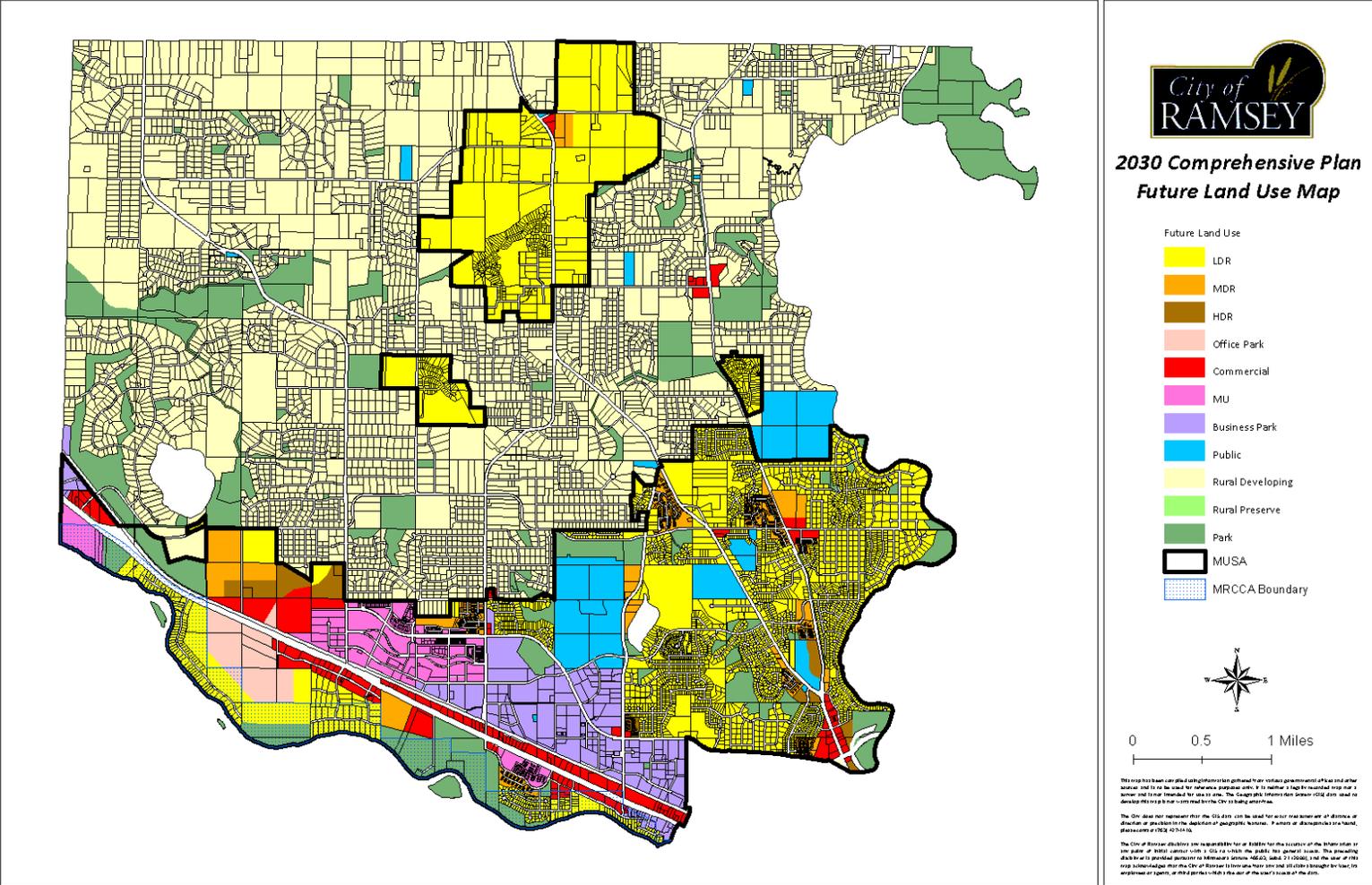


Figure 5-2 Future Land Use Map



2. Potential Usage

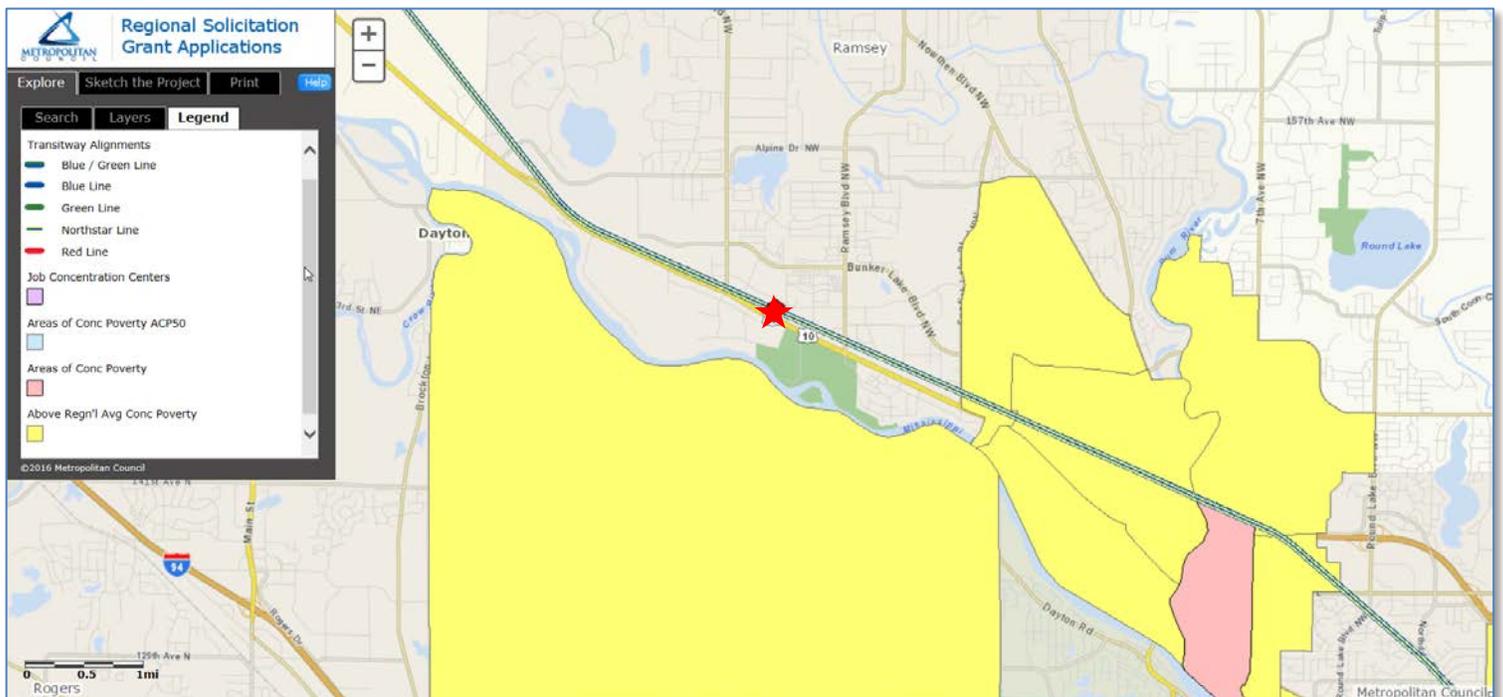
Data from the “Population Summary” map indicates:

- Existing Population within 1 Mile (100 Points): 5200
- Existing Employment within 1 Mile (100 Points): 2966

3. Equity and Housing Performance

The Socio-Econ Map indicates the project is located in 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.

The location of the project, however, is in relatively close proximity to areas that are above the regional average of concentrated poverty as shown in the following map. Because the local trail network intersects with these areas above the regional average of concentrated poverty those populations will also have direct access to the Mississippi Skyway and the Mississippi West Regional Park to the south. In addition, with a direct link to the Northstar Ramsey Station, the Mississippi Skyway provides a safe and direct access point to the MRT for riders of the Northstar Commuter Rail as well as other local transit riders connecting at the Ramsey Station.



The 2015 Housing Performance Score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. Our understanding is that the City of Ramsey will be given a score based on the average of the last five years, however, it is worth noting that several recent housing development projects have been implemented and may not be directly reflected in the score including:

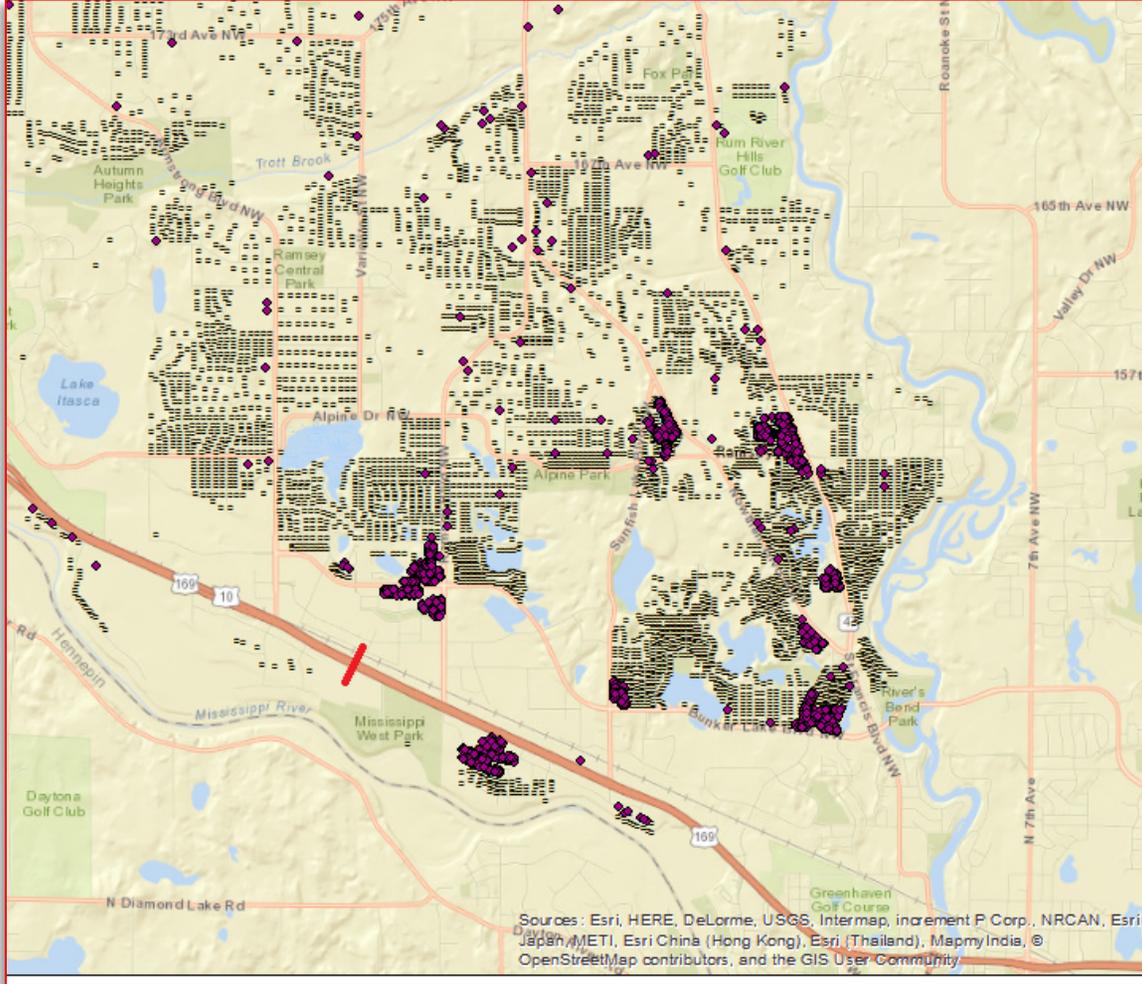
- Seasons of Ramsey (2014) provides 25 units at or below 30% Average Median Income and 25 units at 50% AMI.
- Sunwood Village (2016) provides 43 units at or below 60% AMI and 4 units at or below 30% AMI.
- The Gables provides 78 units at or below 50% AMI.
- Symphony at Town Center provides 180 units at or below 50% AMI.

- Town Center Gardens provides 210 units at or below 50% AMI.
- To the east of Mississippi West Regional Park and the proposed south touch-down of the skyway, Rivenwick Village provided 210 units at or below 50% AMI.
- City Council approved a new D.R. Horton development for 2016 construction with 77 units at 13 units per acre.

All of the above housing will benefit from improved connectivity the Mississippi Skyway will provide, as many of the households benefiting from the project are likely single-vehicle households, whereby each member of the household does not have access to an automobile. The skyway will allow safe access to the regional park and trails, and the MRT for its utility as a bike to work route.

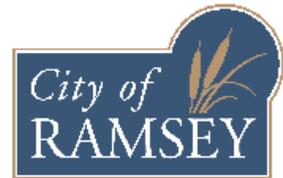
Many of these developments, including those below the average median income level, are illustrated with the housing cluster map included on the next page.

The Mississippi Skyway also aligns with Thrive MSP 2040. The narrative in the following pages outlines the project's applicability to the Thrive initiatives.



Low income housing developments, indicated by clusters of populations below the 50% Average Median Income (AMI), have access to the Center of Ramsey (COR) TOD amenities as well as the Ramsey Station and the link to the Mississippi West Regional Park via the Mississippi Skyway.

- ◆ 50% AMI
- 80% AMI



Alignment of the Mississippi Skyway with the 2040 Regional Parks Policy Plan – an evaluation of **Outcomes and Principles**



Mississippi River at the regional park



Most recent Workforce Housing in The COR, 2016



Rail and bus service can provide access to the natural-resource based Mississippi West Regional Park from the urban cities

Stewardship

Mississippi West Regional Park possesses a bounty of natural resources, including woodland habitats, restored native prairie, and a segment of the Nation’s most prominent river with Wild and Scenic designation. Advancing multi-modal connections to the park for the region’s residents and visitors is a strategic investment that makes available these rich natural assets for those not who choose not to travel by automobile. Broadening access to these regional amenities exposes people to the intrinsic beauty of the park and river, and thus builds support for on-going stewardship of natural resources and the environment.

Prosperity

Investment in the pedestrian overpass will make the commercial and retail areas on both sides of Hwy's #10 & #169 more attractive to quality business that are concerned with quality of life for their employees in terms of the ability to walk during break periods to and from the park. In addition, improved connection to the trail systems the bridge will provide for, allows a greater proportion of the workforce to commute without an automobile and expands transit access – both of which enhance economic competitiveness.

Equity

The transit-oriented development known as The COR includes a mix of residential housing choices for people of all incomes. Providing a ‘means’ to access Mississippi West Regional Park sans an automobile also means creating real choices in where residents may live, travel and recreate. The grade-separated pedestrian crossing of the highway and rail line creates the nexus between housing, transportation and recreation, and thus leverages multiple investments to build a more equitable region.



Increasingly, people are using the Northstar Commuter Rail to expand recreational access to the region’s parks and trails

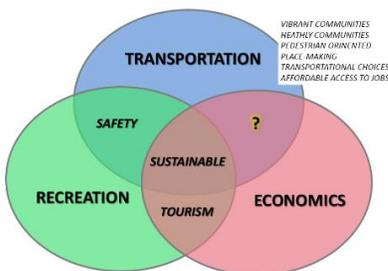
Livability

U.S. Hwy’s #10 & #169 can be a barrier to accessing Nature associated with the regional park and trail on the south side of the highway. Livability is enhanced by *one* connecting piece of infrastructure – the pedestrian crossing and bicycle facility. This will provide transportation choices, and access to Nature and outdoor experiences for a range of the region’s demographic and economic make-up. The COR is by design, pedestrian-oriented as well as transit-oriented. Aligning resources (the pedestrian bridge), supports walkable places and promotes healthy communities and active living.



Sustainability

The Mississippi Skyway exemplifies sustainability as bicycles will always be an efficient means of short trips – made more effective especially with the proposed bridge’s physical connection to the commuter rail station. With a 100-plus year lifespan, the facility will help to ensure regional vitality for generations to come. This also adds and preserves capacity for all the public and private investments it connects to, thereby quite literally investing in the future.





Integration

The pedestrian facility will be the embodiment of the intentional combining of related activities and infrastructure to achieve more effective results in coordinating the way people travel, commute, work and play. Funding the multiuse trail and bicycle and pedestrian bridge will be an example of the Council effectively working with partners and stakeholders throughout the region to complete a project that will have multiple benefits.

Collaboration

The Mississippi Skyway, with its direct connection to the National Mississippi River Trail and U.S. Bikeway #45 - when completed with a realigned Central Anoka County Trail, will be an unequaled example of collaboration in advancing the region most effectively towards shared outcomes. The pedestrian bridge is an expensive facility, no single entity has the capacity to fund it alone, and therefore a *shared* strategy is truly in the region's interest. Indeed, it is the Metropolitan Council's mission to foster these partnerships and reciprocal relationships to address regional opportunities and solutions – funding the project achieves this mission.



Accountability and Additional Directives

Funding the proposed pedestrian bridge over U.S. Hwy's #10 & #169 will fulfill the Council's mission of an equitable return on investments across the geographic region. This positions the Council, the Metropolitan Parks and Open Space Commission, regional park agencies, municipalities, the National Park Service, and state partners to effectively collaborate on:

~ Expanding the Regional Parks System to conserve, maintain, and connect natural resources identified as being of high quality or having regional importance, as identified in the 2040 Regional Parks Policy Plan



*Ramsey Station, October 2014:
People use the rail and bus service for commuting, efficient access to the airport, as well a connection to the region's trail systems*



~ Provides a comprehensive regional park and trail system that preserves high quality natural resources, increases climate resiliency, fosters healthy outcomes, connects communities, and enhances quality of life in the region

~ Promotes expanded multimodal access to regional parks, regional trails, the Mississippi National River and Recreation Area, and the transit network, and as such, strengthens equitable usage of regional parks and trails by all our region's residents - across age, race, ethnicity, income, national origin, and abilities

Summary

2040 Regional Parks Policy Plan, Chapter Four: Policy and Strategies, cites;

“Bicycle and pedestrian facilities should be coordinated between the Regional Parks System and the transportation system”.

The ‘Mississippi Skyway - Multiuse Bridge and Regional Transportation Systems Connector’ proposal, meets this objective, and addresses the multitude of meaningful *Thrive Outcomes and Principles*. Funding the Mississippi Skyway has the potential to be a model project for the Thrive MSP 2040 initiatives.

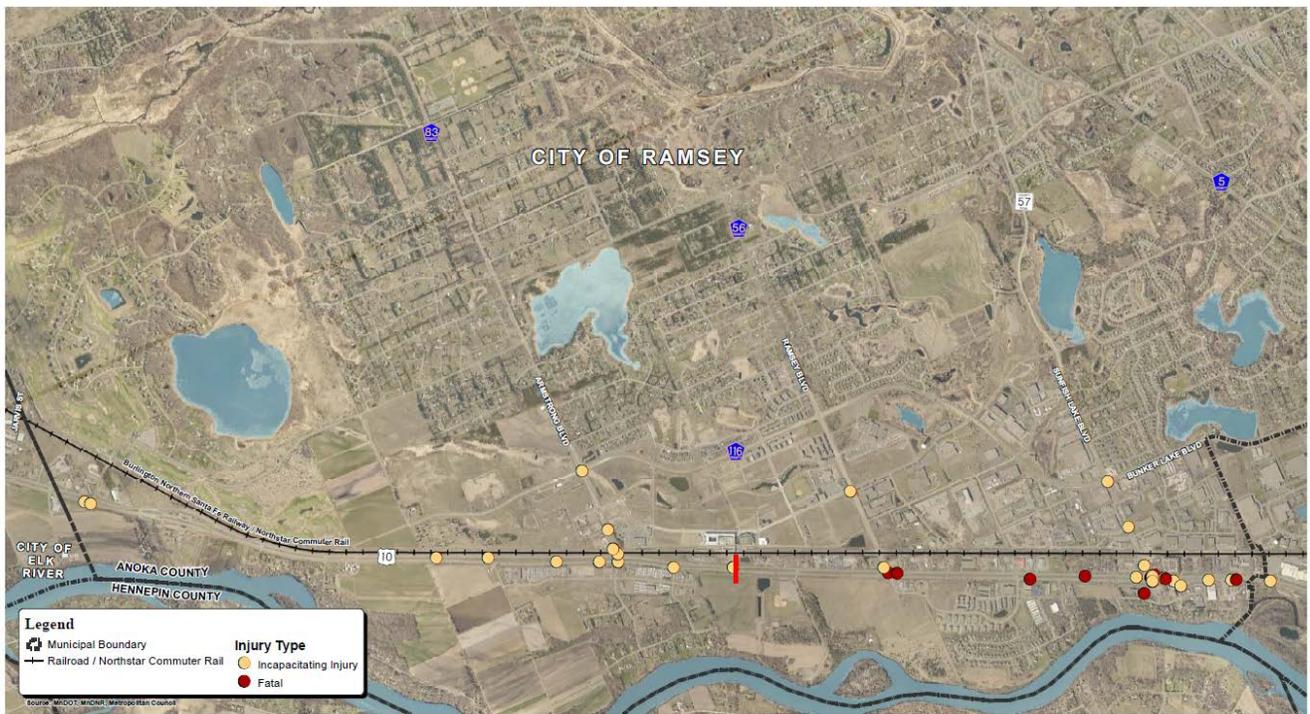
4. Deficiencies and Safety

This project closes a transportation network gap and/or provides a facility that crosses or circumvents a physical barrier, TH 10, including providing a missing link between existing or improved segments of a regional (i.e., RBTN) AND local transportation network. This barrier crossing improvements within the RBTN includes extending the crossing over a railroad corridor and a freeways to circumvent the barrier by channeling bicyclists to the grade separation.

This project also improves continuity and/or connections between jurisdictions (within the RBTN) by extending a specific bikeway facility treatment across jurisdictions from a Transit Oriented Development within the City of Ramsey to a Regional Park to improve consistency and inherent bikeability.

The following illustration from the TH 10 Access Planning Study shows injury and fatal crashes along this section of TH 10 and TH 169. The Mississippi Skyway is indicated by a red line on the map. The grade separation implemented by this project will reduce the crash potential and provide a safer environment for pedestrians, bicyclists, the ADA community, and motorists.

FIGURE 9 - Injury and Fatal Crashes (2003-2012)



HIGHWAY 10 ACCESS PLANNING STUDY

22

5. Multimodal Elements and Connections

The Mississippi Skyway improves the travel experience, safety, and security for pedestrians and bicyclists accessing the Northstar Ramsey Station and Center of Ramsey (The COR) Development and the Regional Trail System south of TH 10 and TH 169. The proposed bikeway project safely integrates all modes of transportation (bicyclists, transit, pedestrians, ADA users, and vehicles) and has the added benefit of increased ridership at the Ramsey Station both for pedestrian and bicyclists to the south from the Regional Trail System as well as additional transit riders who will ride Northstar to the Ramsey Station for the specific purpose of safely accessing the Trail system via the Mississippi Skyway.

The project also meets Primary Minnesota GO Guiding Principles including “Leveraging Public Investments to Achieve Multiple Purposes” and “Ensure Regional Connections”. A letter of support from Metro Transit is also included below to illustrate the benefits this project as it integrates with existing transit investments.



July 14, 2016

Metro Transit
560 6th Avenue North
Minneapolis, MN

Attn. TAB Coordinator

SUBJECT: SUPPORT FOR THE MISSISSIPPI SKYWAY PEDESTRIAN OVERPASS PROJECT

Dear Elaine Koutsoukos:

Foremost, thank you for your service in administrating the federal transportation funds for locally initiated projects to meet regional transportation needs. What you do aligns well with our guiding principles at Metro Transit: *"We believe that public transportation is essential to the economic vitality, environmental stability and quality of life in the Twin Cities region."*

As you know, the Northstar Commuter Rail Line is all about public transportation, connecting the northwest metropolitan area to many tens of thousands of jobs between Big Lake and Minneapolis and St. Paul. But Northstar also enhances quality of life for metro area residents, allowing affordable transportation and multimodal choices, as well as the opportunity to use Northstar to access regional parks and trails.

Did you know that all Northstar trains allow bikes and have bike racks, and that there are 1,331 bike parking spaces along the stations? And that there are more than 200 bike lockers available, including the City of Ramsey's 800-stall covered parking ramp—and, immediately adjacent to the skyway at the Ramsey station there are also electric vehicle charging stations?

For all of the above reasons, I enthusiastically support the extension of the existing skyway by Ramsey's proposal before the Transportation Advisory Board. I also support the pedestrian bridge as a rail station enhancement, as it will add ridership, both immediately and as more people call the area home.

Sincerely,

A handwritten signature in black ink, appearing to read 'John Paul Zanaska'.

John Paul Zanaska
Director, Northstar Commuter Rail
Metro Transit

6. Risk Assessment

As discussed in the Application narrative, one of the more significant potential risks to the Mississippi Skyway implementation is BNSF coordination. Early coordination, however, has already been implemented as mitigation strategy for this potential risk and minimal impacts to the BNSF Right-of-Way are anticipated. The following letter from BNSF documents this early coordination and risk mitigation between the City of Ramsey and BNSF.

The City of Ramsey has also coordinated with MnDOT and has obtained a letter of support which is also included in this section.



Douglas D. Perry, P.E.
Director Engineering
Services

BNSF Railway Company

80 - 44th Avenue N.E.
Minneapolis, MN 55421
Email:
douglas.perry@bnsf.com
Telephone: 763-782-3313
Fax: 763-782-3061

July 12, 2016

Metropolitan Council
390 Robert St. North
St. Paul, MN 55101-1805
Att. TAB Coordinator

Subject: Support for the Mississippi Skyway pedestrian overpass project

Dear Ms. Koutsoukos,

The purpose of this letter is communicate that the BNSF Railway has no objection to the proposed extension of the existing skyway. Record drawings indicate that BNSF's property line is approximately four feet to the north, of the south end of the existing skyway. In other words, the south four feet of the skyway is not on BNSF property.

I am told that within the Preliminary Engineering Report for the Mississippi Skyway that it states that the work could be easily done within the 4 foot limit if required by the contract. "During construction, the contractor would have access inside the existing structure to install a temporary barrier and demolish the existing south façade. They would also attach the new framing to the existing columns...and connect to the existing east/west enclosures/roofing/M&E systems inside the bridge."

In summary, it appears that no railroad Right-of-Way will be required for the proposed project. However, depending upon the method and means of construction, a railroad flagman may need to be present, especially if boomed equipment is used in the construction process.

Feel free to contact me if you have any questions.

Sincerely,

Douglas D. Perry, P.E.
Director Engineering Services
BNSF Railway
80 - 44th Avenue NE
Minneapolis, MN 55421
Office - (763) 782-3313



Minnesota Department of Transportation

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

July 8, 2016

Mark Riverblood
Parks and Asst. Public Works Superintendent
City of Ramsey
7550 Sunwood Dr NW
Ramsey, MN 55303

RE: Regional Solicitation Application for Pedestrian and Bike Crossing at TH 10 and Ramsey's Northstar Station

Dear Mr. Riverblood:

Thank you for requesting a letter of support from MnDOT for the Metropolitan Council/Transportation Advisory Board (TAB) 2016 Regional Solicitation. Your application for the Pedestrian and Bike Crossing at TH 10 and Ramsey's Northstar Station impacts MnDOT right of way on TH 10.

MnDOT, as the agency with jurisdiction over TH 10, would allow the grade-separated bike and pedestrian crossing included in the application for Pedestrian and Bike Crossing at TH 10 and Ramsey's Northstar Station project. Details of any future maintenance agreement with the County will be determined during project development to define how the improvements will be maintained; however, pedestrian and bike amenities that impact MnDOT right of way are normally owned and maintained by the local agency.

This project has no funding from MnDOT. In addition, the Metro District currently has no discretionary funding in year 2020 of the State Transportation Improvement Program (STIP) or year 2021 of the Capital Highway Investment Plan (CHIP) to assist with construction or assist with MnDOT services such as the design or construction engineering of the project. Please continue to work with MnDOT Area staff to assist in identifying additional project funding.

Sincerely,

Scott McBride, P.E.
Metro District Engineer

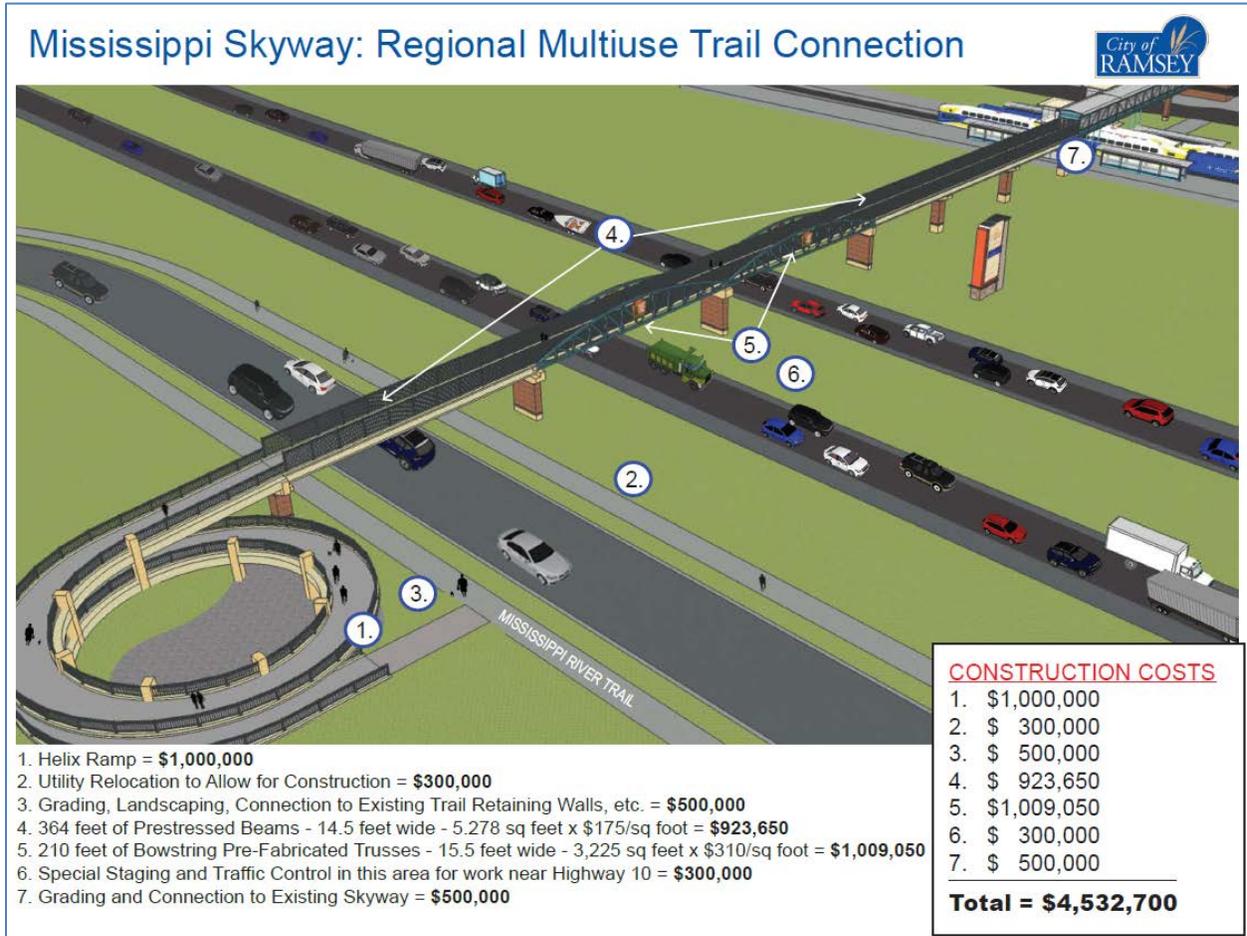
Cc: Elaine Koustoukos, Metropolitan Council
Sheila Kauppi, MnDOT Metro District – North Area Manager

An Equal Opportunity Employer



7. Cost Effectiveness

An outline of the cost breakdown for the Mississippi Skyway is included below.



Additional Letters of Support

Note from applicant:

The proposed extension of the existing skyway on the north side of TH 10 to the south side has extensive backing by the community and regional stakeholders for all the connections and benefits it will achieve. The following is a sampling of letters of support for the Mississippi Skyway—some of which were offered in 2015, and were issued referencing a different funding source (that did not have enough aid to address the \$5M project). In the interest of their time, these supporters were not asked to reissue their support for this solicitation.

Thank you for reviewing these individual's and organization's justification and request for Federal funding.

OFFICIAL ELECTRONIC CORRESPONDENCE
NATIONAL PARK SERVICE
Mississippi National River and Recreation Area
111 Kellogg Boulevard East, Suite 105
Saint Paul, MN 55101

NO HARD COPY TO FOLLOW

February 10, 2015

Mr. Mark Riverblood, Parks Superintendent
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

Dear Mr. Riverblood,

This letter is to express our enthusiastic support for the City of Ramsey's Mississippi Skyway project. The proposed pedestrian and bicycle facility is within the Mississippi National River and Recreation Area (MISS), a unit of the National Park System. The facility will accomplish a major connection to the MISS while providing important multi-modal opportunities to access parks and trails by linking the Northstar Rail Station and the 3,000-mile Mississippi River National Millennium Trail.

Since 1996, the National Park Service, through its Trails and Open Space Partnership (TOSP), has been working with the City of Ramsey and over 50 agencies and organizations to complete a continuous system of trails and open space, and now transportation system along the Mississippi River in the Twin Cities metro area. The proposed project is identified as a High Priority of the TOSP, and within the MISS's Alternative Transportation System Implementation Plan. Accordingly, and as you know, the NPS has awarded the City of Ramsey \$490,000 for this project (FLHP funds), and remains committed to continue work with the city and the TOSP to align the remaining funding for this critical project at an Alternative Transportation Node. We strongly support the city's funding request and encourage the Eastern Federal Lands Access Program to fund this project as proposed in the application.

The National Park Service looks forward to working with the Metropolitan Council, Anoka County Parks, City of Ramsey, MNDOT, and multiple partners to complete the Mississippi Skyway in achieving mutual goals for recreation, alternative transportation, economic development, and especially increased visitation of the MISS.

Sincerely,

/s/

Paul Anfinson
Superintendent

From: John & Shaaron Freeburg [<mailto:jsfreeburg@comcast.net>]

Sent: Friday, January 23, 2015 3:28 PM

To: Mark Riverblood

Subject: Re: access to the VA

Hi Mark –

Shaaron and I understand that the City is applying for Federal funding for the pedestrian bridge that is proposed to connect the rail station to our side of the highway. As you know we walk almost every day, sometimes with all of our three dogs, and really look forward to being able to walk or bike to The COR for coffee, use the Northstar, or attend the Thursday concerts. As you know we live right next to the intersection of HWY 10 and Sunfish Lake Blvd. Within the last several years at least four people have been killed at or near this intersection. Both of us are actually scared to cross HWY 10 (and the rail road tracks) because so many people run the red lights or are distracted etc. We are very grateful for the new bike path going into Anoka and allowing us to avoid going on the side of the highway. Making this path to go over the highway will help all of us on this side.

Additionally, the bridge will provide Veteran's like myself better access to the VA Clinic too. We are very happy with the new connections and opportunities the new Mississippi River Trail provides. I also see more opportunities for residents in the cities to take the comuter rail up here and bike back down without having to worry about where to put a car. I hope that you are able to get funding for this project in the very near future. I will speak to my council person regarding this as well.

Sincerely,

John A. & Shaaron L Freeburg
Residents of Ramsey for 25 years
and US Navy Veteran



Lynnette Roshell,
State Aid Engineer, and State Representative for the
Federal Lands Access Program

Subject: Ramsey's funding application

Dear Ms. Roshell,

I am writing this letter to strongly request that you support the City of Ramsey's proposal for Federal Lands Access Program funding for their pedestrian bridge project. I am the owner of Ramsey Bicycle, and my business and livelihood is dependent on people having trails, bridges and safe roadways to pedal.

Ramsey Bicycle is on Hwy 10, and I can tell you firsthand by observation and feedback from the Ramsey Cycling Club members, that highway's like this can be intimidating to cross, much less ride on – especially so for less experienced riders. When planning rides, we look for the safest routes with minimum conflicts. The bridge proposed is exactly the kind of well thought-out, connected systems we seek. Our long distance rides include those with services (restrooms, coffee shops and cafes) like those in The COR. Funding the project will benefit small business owners like me, who in turn employ local people who reinvest their income in the area.

*As a business owner who makes payroll, pays property taxes, as well as significant State and Federal income tax – Ramsey's proposed bicycle and pedestrian bridge is **exactly** the kind of project I want my Federal contributions to be directed towards.*

In conclusion, I would add, that the Northstar Commuter Rail Line is increasingly used for biking trips. Linking it to the regional park and Mississippi River Trail stretches our transportation investments further, provides more opportunities and adds to what our state and federal taxes have been used for – I encourage you to fund the "Mississippi skyway". Thanks for your consideration.

Sincerely,

Al Adams,
Ramsey Bicycle

www.ramseybicycles.com

February 5, 2015



Mark Riverblood
7550 Sunwood Drive NW
Ramsey, MN 55303

RE: Pedestrian Bridge over Hwy #10 – Mississippi Skyway

Dear Mark,

Please forward this letter to the reviewers of the Federal grant you told me about relative to the bike facility the City of Ramsey is working on. I learned of the Mississippi Skyway project while doing research for a bicycle trip from the headwaters of the Mississippi at Lake Itasca State Park, Minnesota to the Iowa border. This research included identifying places to eat, rest and overnight along the Mississippi River Trail.

Wahoo! Adventures offers a variety of events consisting of day and weekend excursions for active adventures throughout the state. We bring families, friends, couples, and coworkers together with a common interest in recreational activities, healthy lifestyles, and camaraderie. Wahoo! Adventures success as a small business is due to an attention to detail and combining quality vacation planning and outfitter services. We are always working on the diversity and value of our offerings. All-inclusive, boutique style bicycle tours as an example, range from approximately \$1,200 to \$1,800 per person for a 5-7 day excursion.

Our six year old tourism related business relies on quality natural resources and public infrastructure like connected parks and trails, and especially safe facilities along these routes. For this reason, as a business owner, I wholeheartedly support the proposed bicycle and pedestrian skyway bridging the highway, and connecting the Mississippi River Trail to the support services we discussed. Please visit our web site to learn more about our park and trail based tourism at www.mywahooadventures.com or contact me at 651.280.7299.

Sincerely,

Kerri Kolstad,
Founder
Wahoo! Adventures

January 29, 2015

Lynnette Roshell
State Aid Engineer, and State Representative
for the Federal Lands Access Program

Subject: Pedestrian Bridge Over Hwy #10

Dear Ms. Roshell,



Among the services Trott Brook Financial offers is comprehensive wealth planning and investment management. As President, a key to my firm's success is facilitating what we call 'Life and Wealth' or the intersect between quality of life and a prosperous, sustainable economic future.

Our office here at Suite 310 overlooks the rapidly expanding pedestrian oriented 'COR' development, the prominent rail station together with trails and sidewalks. These walkways are used by my employees on almost a daily basis. This is more than work site wellness, but an opportunity for people to clear their mind and return from lunch energetic, refreshed and creative in serving our clients.

I think I can speak for many business owners in The COR when I say we enthusiastically welcome the proposed pedestrian crossing over Hwy #10 as a facility that will connect us to all the park and trail investments so close, yet so far from this 400 acre commercial and residential development. Without a pedestrian bridge in the center of The COR, one simply does not have the time within a lunch hour to even walk to and back from Mississippi West Regional Park, a part of the National Park Service's 'pearls on a string' along the Great River. We welcome improved access to this park.

Trott Brook Financial's business plan includes investments in the community – which we proudly do. We also invest in our employees, so as to deliver the highest level of personal service to our family of clients. The pedestrian bridge will connect all the millions of dollars of investments in this region in one project at one location, for all of the people on both sides of the highway, and promotes tourism at the same time. From Suite 310, these economic and social benefits look like Life and Wealth, and a sustainable economic future from here. We urge you to invest in this region too.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Steffen", is written over the typed name and title.

Jim Steffen, CFP
President

Ramsey Office Plaza
7533 Sunwood Drive, Suite 208
Ramsey, Minnesota 55303
PH: 763.213.1000
FX: 763.213.1001
www.trottbrook.com



January 23, 2015

Federal Lands Access Program,
Programming Decisions Committee
Nicollet County Engineer, &
Public Works Director Seth Greenwood
1700 Sunrise Drive
St. Peter, MN 56082

Re: Letter of Support for City of Ramsey bicycle and pedestrian overpass project

Dear Mr. Greenwood and Programming Decisions Committee:

On behalf of the Board of Directors of the Mississippi River Trail, Inc. (MRT), this letter is to express our support for the City of Ramsey's bicycle and pedestrian overpass project.

The MRT is a 3,000-mile trail system traversing 10 states, 123 counties and over 400 communities along the Mississippi River. We are a partnership nonprofit organization with a Memorandum of Understanding with the National Park Service, US Fish and Wildlife Service and the Mississippi River Parkway Commission focused on cross promotion of national, state and community parks, wildlife refuges, and communities, (large and small) in order to elevate the importance of the Mississippi River as a national treasure. Our focus is on environmental education, *active transportation*, and in particular, facilitating trail connections, as we approach the 2016 Centennial of the National Park Service.

Complimentary and essential to the above goals, is supporting communities in sustainable economic development - specifically, trails and bicycle facilities that foster economic development, tourism, recreational opportunities, environmental awareness and community development.

The City of Ramsey's proposed bicycle and pedestrian bridge aligns perfectly with the mission of MRT Inc. with its economic development, tourism potential, and multi-modal connection to the Mississippi National River and Recreation Area (MNRRA). For this reason, we enthusiastically issue this letter of support.

The proposed Mississippi Skyway is also included in MNRRA's Alternative Transportation Plan as a High Priority project. Further, it would seem to be ideally matched with the Federal Lands Access Program goals for Minnesota. For all of these reasons, MRT Inc. strongly supports the Programming Decisions Committee to fund the City of Ramsey's proposal.

Sincerely,

Todd Antoine
MRT Board Chairman



Parents Allied with Children and Teachers

♦7250 East Ramsey Parkway, Ramsey, MN 55303 ♦Office: (763) 712-4200 ♦Fax: (763) 712-4201

January 21, 2015

City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

City of Ramsey:

PACT Charter School would like to express our support for the Mississippi Skyway.

PACT Charter School is a public school of choice committed to sound governance and financial stability allowing the organization to meet its vision and mission. We have a five acre, Kindergarten to twelfth grade campus located just north of U.S. Highway 10 in Ramsey.

This proposed skyway will allow our students to access the Mississippi West Regional Park and the Mississippi River without using a bus or walking on Highway 10 or crossing the very busy train traffic. I do see in the near future, students and staff using the Mississippi Trail system with their bikes. Currently we have several staff and students riding bikes to school on a regular basis.

We are in support of building the Mississippi Skyway across U.S. Highway 10 in Ramsey, MN.

Best regards,

A handwritten signature in blue ink that reads "Cory H. Klabunde".

Cory H. Klabunde
Executive Director
PACT Charter School
7250 East Ramsey Parkway
Ramsey, MN 55303

Mr. Lewis Grimm
Eastern Federal Lands Access Program,
Federal Highway Administration
21400 Ridgetop Circle
Sterling, VA 20166

Subject: Federal Lands Access Program funding application

Dear Mr. Grimm,

The purpose of this letter is to respectfully request your funding support for the City of Ramsey's proposal for Federal Lands Access Program funding for the Mississippi Skyway. This proposed pedestrian bridge will connect the parks and trails on the south side of Hwy #10 to the rail station and covered public parking facility to the north that is wrapped by the 230 unit apartment building owned and managed by Flaherty & Collins Properties.

Our Purchase Agreement and subsequent construction of the 33 million dollar, 4 story market rate apartment building was predicated on the funding and 2012 completion of the Northstar Rail Station. The rail station was but one element of the pedestrian-oriented development that our company uses as a foundation for success throughout the Midwest. Depicted below is our building with the station and proposed skyway in the foreground.

As alluded to, our business model is one that is centered on effective connections between multi-modal transportation opportunities and our mid-rise residential product. We have invested in this region due to the planning and delivery of facilities like the proposed Mississippi Skyway.

Our apartment complex and the people who live at The Residence at The COR, are an important economic engine for the area – and we see the pedestrian bridge as an integral, integrated economic component in connecting all the private and public investments made to date.

We are optimistic that you too will see the value of providing a safe, sustainable route between residential and retail areas and all the recreational opportunities associated with America's River and the National Recreation Area.



Sincerely,

A handwritten signature in blue ink, appearing to read 'Ryan Cronk'.

Ryan Cronk
Vice President, Development



Working to protect the Mississippi River
and its watershed in the Twin Cities area.

360 North Robert Street
Suite 400
Saint Paul, MN 55101
651-222-2193
www.fmr.org
info@fmr.org

January 28, 2015

Federal Lands Access Program
Programming Decisions Committee
Federal Highway Administration
21400 Ridgetop Circle
Sterling, VA 20166

Dear FHA Programming Decisions Committee,

Friends of the Mississippi River (FMR) is a local non-profit community-based organization that works to protect and enhance the Mississippi River in the Twin Cities Metropolitan Area. We have 1,700 active members and 3,000 active volunteers who care deeply about the river's unique public values.

We are writing to express our support for the Ramsey, Minnesota pedestrian overpass project and to urge the Federal Lands Access Program to fund this important initiative.

Friends of the Mississippi River supports the Ramsey, Minnesota overpass project because it will improve access to the Mississippi River and Mississippi West Regional Park. Improving public access to the riverfront and surrounding public lands increases the amount of park users, enjoyment of the park, and improves stewardship of the great natural treasure that runs through our communities, the Mississippi River.

In addition to improving access to the river and area parkland, this project will connect trails, provide safer access to the regional park on the Mississippi River, encourage multi-modal transportation, and allow users from throughout the Twin Cities Metro Area to access the regional park using the NorthStar train.

Friends of the Mississippi River supports this project and the many benefits it would bring to the residents of Ramsey, Regional Park users, transit users throughout Minnesota, and visitors from around the nation and the world. I have included my contact information below. Please do not hesitate to contact me if you would like to discuss this project further.

Thank you for your consideration of this important project.

Sincerely,

Whitney L. Clark
Executive Director
wclark@fmr.org
651-222-2193 x13



30 January 2015

Lynnette Roshell, State Aid Engineer,
and State Representative for the
Eastern Federal Lands Access Program

Subject: Pedestrian and bicycle bridge over Highways 10 & 169

Ms. Roshell:

PSD, LLC owns, manages, and sells commercial properties throughout Twin City Metropolitan, and Central Minnesota. The one essential contributor to a viable property and an enduring business, is an adequate area transportation system, which for most retail enterprises includes vehicle, pedestrian and bicycle access.

PSD, LLC owns land on both sides of US Highways 10 & 169 which is in immediate proximity to the proposed Mississippi Skyway. We also own the land that is adjacent to a portion of the existing park and trail system. Having the ability to link the trail system to large commercial developments on both sides of the highways, riders will be able to *safely* access numerous businesses and establishments which will add to the success of many businesses that are currently established, as well as, the businesses that choose to locate within Ramsey in the future.

As you may know, PSD, LLC has dedicated over one half mile of ROW to the City of Ramsey at no cost for the Riverdale Drive Extension as part of the \$2.7 million dollar Cooperative Construction Agreement project. We understand that a safe and connected transportation system is essential in maintaining commercial real estate values, viable businesses, and generating economic activity. This *same* ROW is the location of the Mississippi River Trail (MRT) that will be completed and paved this spring.

Business owners and future prospective buyers understand that safe, direct bicycle and pedestrian connections are a critical part of the aforementioned system. For this reason, PSD, LLC is dedicating over a half acre for the helix touchdown area for the pedestrian bridge – which facilitates direct connection to the MRT and trail to the river. The combined amount of the ROW and helix touchdown is valued at a minimum of \$600,000 (at \$12/sq ft) of private contributions. We are excited about all the connections the Mississippi Skyway will make, and especially improving non-vehicular access to our National Park Service unit. The project will generate tourism, and increase sales for businesses we own like The Lunchbox Coffee & Deli, adjacent to the Northstar Rail Station.

In closing, PSD, LLC respectfully requests that you support the City of Ramsey and the business community in seeing the Mississippi Skyway forward to serve this region. Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Matt Kuker".

Matt Kuker, COO
PSD, LLC

7533 Sunwood Drive, Suite 315
Ramsey, MN 55303

Phone: (763) 427-5955

Fax: (763) 427-4151

www.psdlanddevelopment.com

United States Senate

WASHINGTON, DC 20510-2309

February 2, 2015

Mr. Lewis Grimm
Eastern Federal Lands Access Program
Federal Highway Administration
21400 Ridgetop Circle
Sterling, VA 20166

Re: Federal Lands Access Program – connecting the Northstar Rail Station to the NPS

Mr. Grimm:

As you may know, I am a proponent of transit due to the beneficial effects in job creation, revitalizing domestic manufacturing, and alleviating congestion, all while improving air quality and reducing greenhouse gas emissions. We, through the Federal Lands Access Program (FLAP), have an opportunity to add considerable value to the existing Northstar Commuter Rail Line, with operations between the Twin Cities and Big Lake, Minnesota with connections to the Minneapolis/St. Paul Airport.

The City of Ramsey is applying for FLAP funding to provide a direct, elevated pedestrian connection between the Northstar Rail Station and the Mississippi National River and Recreation Area (MNRRA). This will add ridership through improved access from the opposite side of U.S. Hwy's #10 & #169, and in doing so, address the benefits above. Perhaps more importantly, this will enhance access to MNRRA by linking all the Twin Cities' metro transit systems to this park.

The 21st century economy requires investment in transportation and infrastructure systems that are integrated and that increase mobility for people. A stellar example of this, is the proposed Mississippi Skyway which is explicitly included in MNRRA's Alternative Transportation Plan as a High Priority project. For all of the reasons above, I encourage your strong consideration of this proposal. If you have any questions or need additional information, please contact Lisa Fobbe at 320-251-2721 or by email at lisa_fobbe@franken.senate.gov.

Sincerely,



Al Franken
United States Senator

July 14, 2016

Metro Transit
560 6th Avenue North
Minneapolis, MN

Attn. TAB Coordinator

SUBJECT: SUPPORT FOR THE MISSISSIPPI SKYWAY PEDESTRIAN OVERPASS PROJECT

Dear Elaine Koutsoukos:

Foremost, thank you for your service in administrating the federal transportation funds for locally initiated projects to meet regional transportation needs. What you do aligns well with our guiding principles at Metro Transit: *"We believe that public transportation is essential to the economic vitality, environmental stability and quality of life in the Twin Cities region."*

As you know, the Northstar Commuter Rail Line is all about public transportation, connecting the northwest metropolitan area to many tens of thousands of jobs between Big Lake and Minneapolis and St. Paul. But Northstar also enhances quality of life for metro area residents, allowing affordable transportation and multimodal choices, as well as the opportunity to use Northstar to access regional parks and trails.

Did you know that all Northstar trains allow bikes and have bike racks, and that there are 1,331 bike parking spaces along the stations? And that there are more than 200 bike lockers available, including the City of Ramsey's 800-stall covered parking ramp—and, immediately adjacent to the skyway at the Ramsey station there are also electric vehicle charging stations?

For all of the above reasons, I enthusiastically support the extension of the existing skyway by Ramsey's proposal before the Transportation Advisory Board. I also support the pedestrian bridge as a rail station enhancement, as it will add ridership, both immediately and as more people call the area home.

Sincerely,



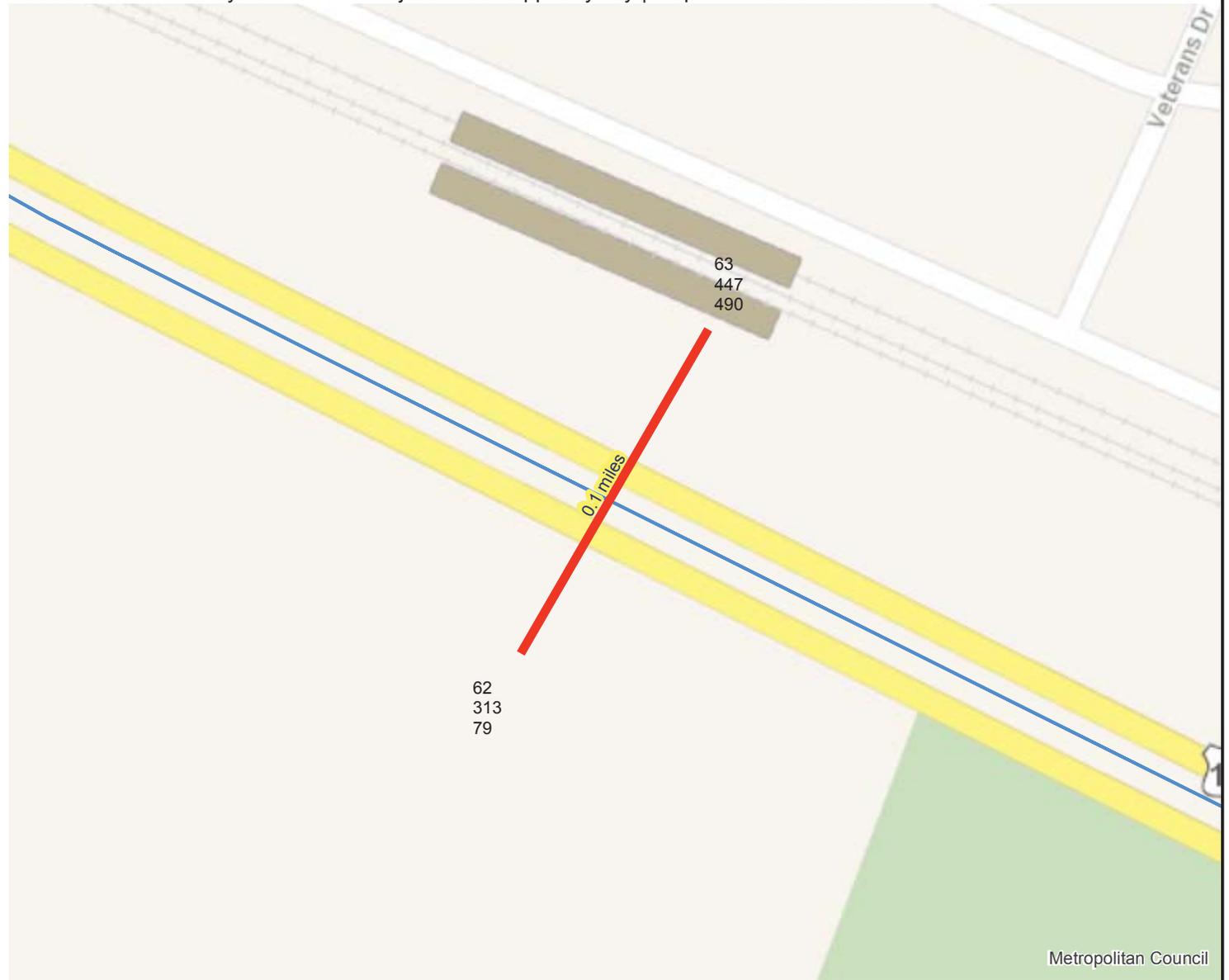
John Paul Zanaska
Director, Northstar Commuter Rail
Metro Transit

Population Summary

Multiuse Trails and Bicycle Facilities Project: Mississippi Skyway | Map ID: 1466792373885

Results

Within ONE Mile of project:
Total Population: 5200
Total Employment: 2966



Project School

2010 TAZ



Created: 6/24/2016
LandscapeRSA4

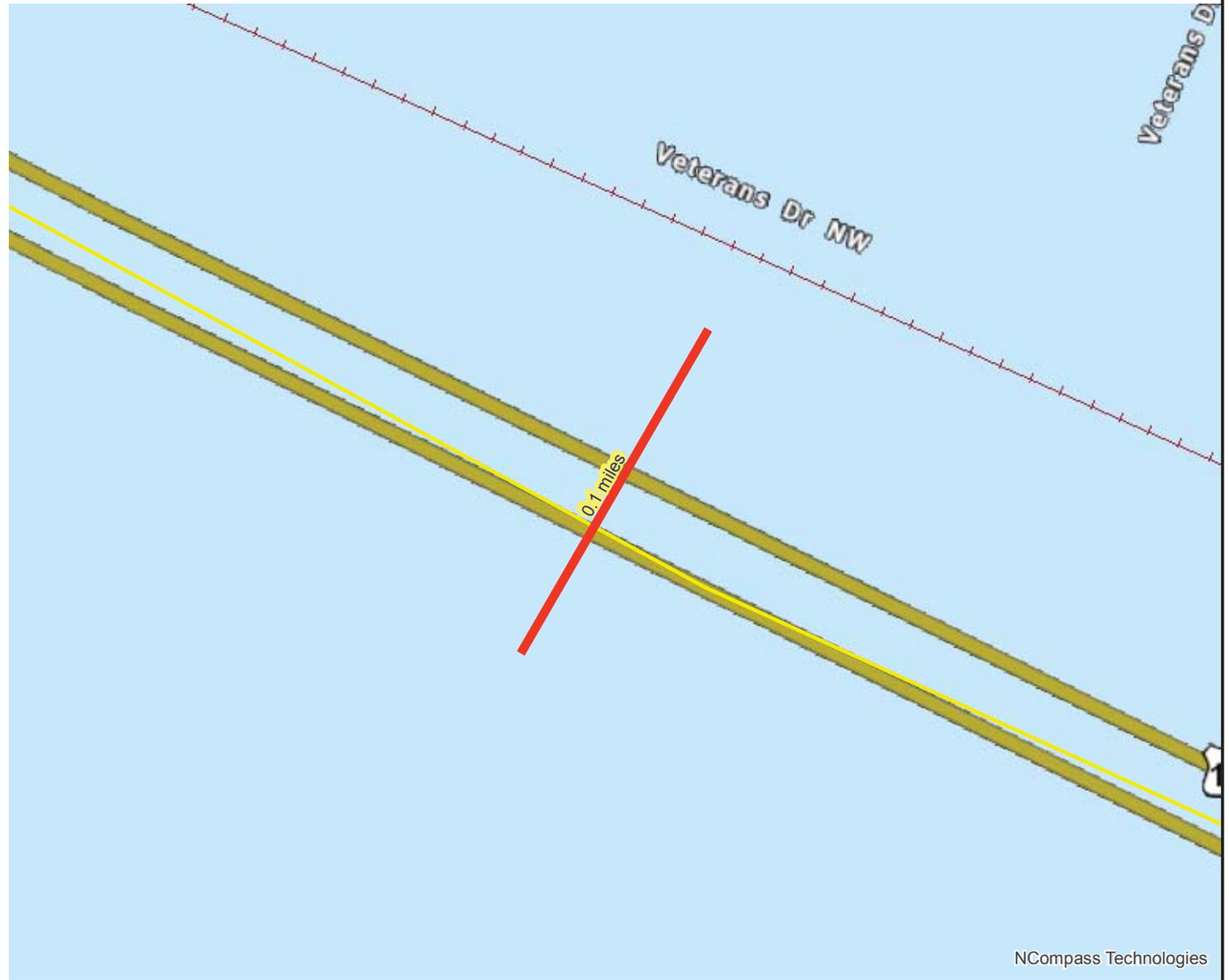


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gis/notice/notice.aspx>



Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Mississippi Skyway | Map ID: 1466792373885



- Project
- RBTN Corridor Centerlines
- Principal Arterials
- Minor Arterials
- Railroads
- RBTN Tier 2
- RBTN Tier 1



Created: 6/24/2016
LandscapeRSA1

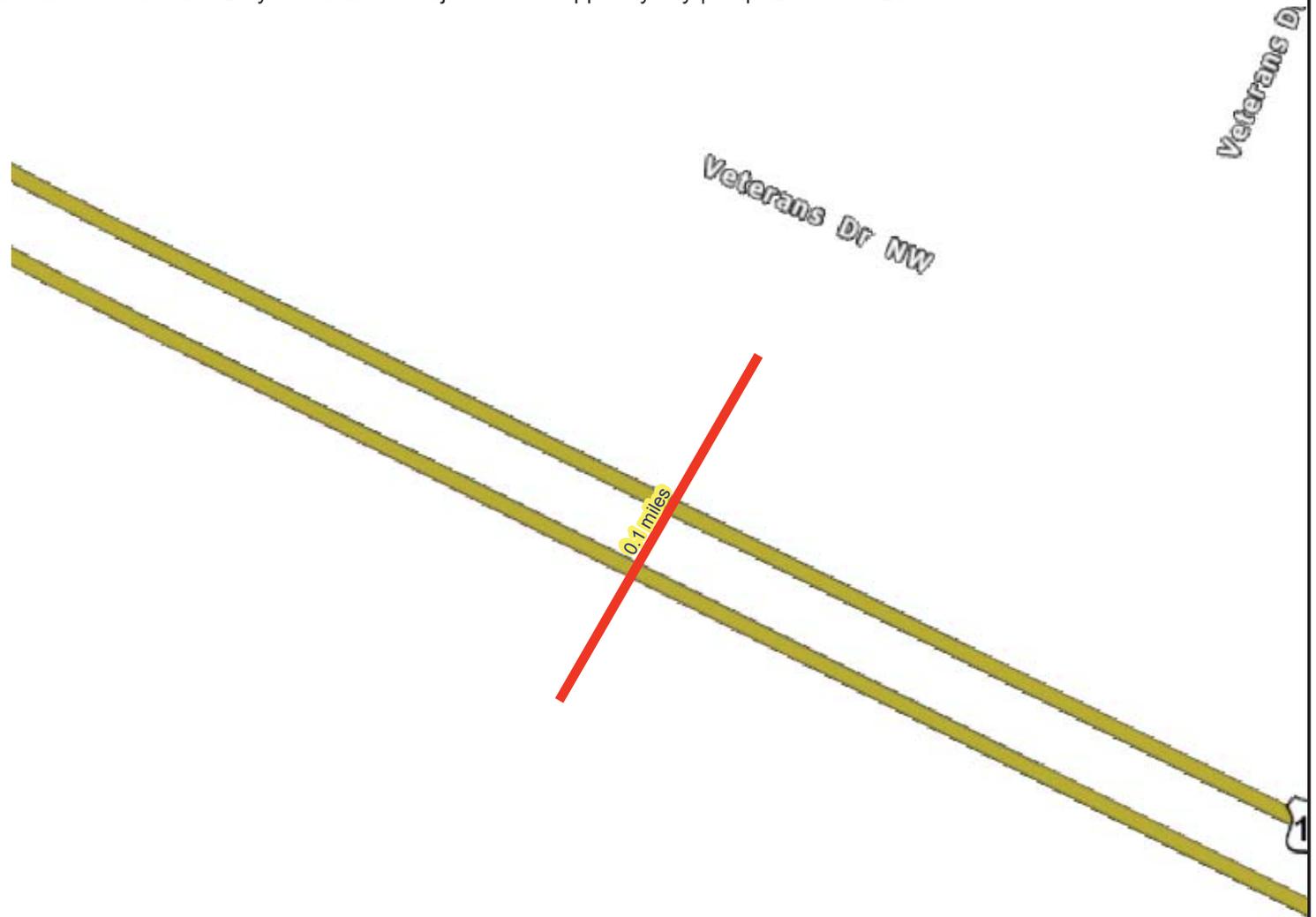


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gis/itenew/notice.aspx>



Results

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:
(0 to 12 Points)



NCompass Technologies

 Project	 Area of Concentrated Poverty
 Area of Concentrated Poverty > 50% residents of color	 Above reg'l avg conc of race/poverty



Created: 6/24/2016
LandscapeRSA2



For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gisitenew/notice.aspx>





Minnesota Department of Transportation

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

July 8, 2016

Mark Riverblood
Parks and Asst. Public Works Superintendent
City of Ramsey
7550 Sunwood Dr NW
Ramsey, MN 55303

RE: Regional Solicitation Application for Pedestrian and Bike Crossing at TH 10 and Ramsey's Northstar Station

Dear Mr. Riverblood:

Thank you for requesting a letter of support from MnDOT for the Metropolitan Council/Transportation Advisory Board (TAB) 2016 Regional Solicitation. Your application for the Pedestrian and Bike Crossing at TH 10 and Ramsey's Northstar Station impacts MnDOT right of way on TH 10.

MnDOT, as the agency with jurisdiction over TH 10, would allow the grade-separated bike and pedestrian crossing included in the application for Pedestrian and Bike Crossing at TH 10 and Ramsey's Northstar Station project. Details of any future maintenance agreement with the County will be determined during project development to define how the improvements will be maintained; however, pedestrian and bike amenities that impact MnDOT right of way are normally owned and maintained by the local agency.

This project has no funding from MnDOT. In addition, the Metro District currently has no discretionary funding in year 2020 of the State Transportation Improvement Program (STIP) or year 2021 of the Capital Highway Investment Plan (CHIP) to assist with construction or assist with MnDOT services such as the design or construction engineering of the project. Please continue to work with MnDOT Area staff to assist in identifying additional project funding.

Sincerely,

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

Scott McBride, P.E.
Metro District Engineer

Cc: Elaine Koustoukos, Metropolitan Council
Sheila Kauppi, MnDOT Metro District – North Area Manager

An Equal Opportunity Employer

