Application

19831 - 2024 Unique Projects
20257 - Ramp A Mobility Hub
Regional Solicitation - Unique Projects

Status: Submitted
Submitted Date: 12/13/2023 1:52 PM

Primary Contact

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Fax:
What Grant Programs are you most interested in? Regional Solicitation - Transit and TDM Projects

Organization Information

Name: MINNEAPOLIS,CITY OF
Jurisdictional Agency (if different):
Organization Type: City
Organization Website: http://www.ci.minneapolis.mn.us/
Address: DEPT OF PUBLIC WORKS
309 2ND AVE S #300

* MINNEAPOLIS (City) Minnesota (State/Province) 55401 (Postal Code/Zip)

County: Hennepin
Phone:* 612-673-3884 (Ext.)

Fax:
PeopleSoft Vendor Number 0000020971A2

Project Information

Project Name Ramp A Mobility Hub
Primary County where the Project is Located Hennepin
Cities or Townships where the Project is Located: Minneapolis
Jurisdictional Agency (If Different than the Applicant): Minnesota Department of Transportation

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

The proposed project is the transformation of Ramp A in downtown Minneapolis into a regional mobility hub which will offer a variety of multimodal options to those who choose to park in the structure. With the addition of pedestrian improvements such as lighting, wayfinding signage, improved bike lanes, and additional secure bike lockers/storage, the project will be a model to surrounding communities as well as to cities across the U.S. for how a mobility hub should be designed and structured. Updates to the ramp will further improve the public's perception of public transportation options in downtown Minneapolis and encourage the use of non-Single Occupant Vehicle (SOV) transit which will lead to the reduction of private vehicles on the road as well as decrease air pollution and traffic congestion, resulting in lower Greenhouse Gas (GHG) emissions.

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.

Regional Mobility Hub

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

Project Length (Miles)

0

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

Federal Amount

$1,218,064.00

Match Amount

$304,516.00

Minimum of 20% of project total

Project Total

$1,522,580.00

For transit projects, the total cost for the application is total cost minus fare revenues.

Match Percentage

20.0%

Minimum of 20%
Compute the match percentage by dividing the match amount by the project total

Source of Match Funds

Minnesota Department of Transportation

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:

2026, 2027

Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.

Additional Program Years:

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

For All Projects

County, City, or Lead Agency

City of Minneapolis

Zip Code where Majority of Work is Being Performed

55403

For Construction Projects Only

(Approximate) Begin Construction Date

05/01/2026

(Approximate) End Construction Date

10/31/2026

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

From:
(Intersection or Address)

101 N 9th St, Minneapolis, MN 55403

To:
(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION

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 (2018), the 2040 Regional Parks Policy Plan (2018), 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 goals, objectives, and strategies that relate to the project.

Briefly list the goals, objectives, strategies, and associated pages:

Goal B. Safety and Security; Objective A. Reduce crashes and improve safety and security for all modes of passenger travel and freight transport; Strategy B6 (Page 2.23).

Goal C; Objective D; Objective E; Strategy C2 (Page 2.25): Local units of government should provide a system of interconnected arterial roads, streets, bicycle facilities, and pedestrian facilities to meet local travel needs using Complete Streets principles. Strategy C4 (Page 2.28): Regional transportation partners will promote multimodal travel options and alternatives to single occupant vehicle travel and highway congestion through a variety of travel demand management initiatives, with a focus on major job, activity, and industrial and manufacturing concentrations on congested highway corridors and corridors served by regional transit service. Strategy C11 (Page 2.34): The Council and regional transit providers will expand and modernize transit service, facilities, systems and technology, to meet growing demand, improve the customer experience, improve access to destinations, and maximize the efficiency of investments. Strategy C17 (Page 2.37): Regional transportation partners will provide or encourage reliable, cost-effective, and accessible transportation choices that provide and enhance access to employment, housing, education, and social connections for pedestrians and people with disabilities.

Goal D; Objective B; Strategy D3 (Page 2.39): The Council and its partners will invest in regional transit and bicycle systems that improve connections to jobs and opportunity, promote economic development, and attract and retain businesses and workers in the region on the established transit corridors.

Goal E; Objective A. Reduce transportation-related air emissions; Objective C. Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles; Objective D. Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically underrepresented populations; Strategy E2 (Page 2.43): The Council and MnDOT will consider reduction in transportation-related emissions of air pollutants and greenhouse gases when prioritizing transportation investments; Strategy E3 (Page 2.44): Regional transportation partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities. A special emphasis should be placed on promoting the environmental and health benefits of alternatives to single-occupancy vehicle travel.

Limit 2,800 characters, approximately 400 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.

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.

Not Applicable - Unique Project.

Limit 2,800 characters, approximately 400 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 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. Unique project costs are limited to those that are federally eligible.

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

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). Applicants that are not State Aid 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 elements in more than one funding application 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 in Table 1. For unique projects, the minimum award is $500,000 and the maximum award is the total amount available each funding cycle (approximately $4,000,000 for the 2024 funding cycle).

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

8. The project must comply with the Americans with Disabilities Act (ADA).

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation. Yes

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public right of way/transportation.

(TDM and Unique Project Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

Date plan completed: 05/10/2022

Link to plan: https://www2.minneapolismn.gov/media/content-assets/www2-documents/departments/2022-ADA-Transition-Plan-Update-V2.pdf

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017. Unique projects are exempt from this qualifying requirement.

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

12. 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

13. 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

14. 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

Measure 1: Significance

A. Describe the regional impact of the project. In the response, consider the following:

- *How many people does the project directly impact?*
- *What percent of the people (in a given community/area) are directly impacted?*
- *What is the project?s geographic reach?*

Response:

The regional impact of the project is substantial as it directly affects the people who use Ramp A and surrounding transportation assets for commuting to and from downtown Minneapolis for work as well as for leisure activities. Ramp A's skyways, mobility options and transit center are also used by downtown residents.

According to data collected by the Center for Transportation Studies at the University of Minnesota and sponsored by the Minnesota Department of Transportation prior to the pandemic, the ABC Ramps are utilized by commuters across the Twin Cities Metropolitan Area with data showing approximately 57,000 jobs being within four blocks of the Ramps.

While there are less commuters visiting downtown on a daily basis, In the vicinity of Ramp A there are the following major event spaces which draw millions of people per year to the area who visit the ABC Ramps:

-Target Center: 20,000-person, multi-purpose arena located .1 mile from Ramp A that is accessible via skywalk. Target Center hosts about 200 events annually which bring about 1 million people to the venue, making it one of the top arenas in the world.

-Target Field: 39,504-person capacity professional baseball stadium located .1 mile from Ramp A. From 2010 to 2022, Target Field had an average of 2.29 million attendees per season.

-Orpheum Theatre: 2,600-person capacity historic theatre located less than .3 miles from Ramp A which welcomes more than 300,000 people annually.

-The Armory: 8 ,400-person capacity live music venue located .8 miles from Ramp A which hosts 20+ events annually.

Given the proximity to the above destinations and its size, Ramp A is the primary ramp that absorbs much of the fluctuating daily and event traffic in the area. A total of 40 percent of the available parking spots at Ramp A are allocated for monthly contract holders, with an additional 45 percent for carpool users. At present there are 385 Single Occupant Vehicle (SOV) contracts and 153 carpool contracts. With the proposed refresh of Ramp A, the ramp and its associated multimodal services will be a model to surrounding communities for how a Mobility Hub should be designed and structured. Updates to the ramp will improve mobility options for visitors, improve the public's perception of public transportation options in downtown Minneapolis and encourage the use of transportation other than that of SOVs by adding a convenient and visible mobility hub in this event-focused part of downtown.

(Limit 2,800 characters; approximately 400 words)

B. Describe the expandability of the project. If the project requires an adequate private market response, describe the characteristics of the market it could serve beyond the initial project. In the response, consider the following:

- *How can the idea be used regionwide?*
- *If not regionwide, is it a replicable project (i.e., could it be adapted elsewhere)? Describe the extent of the potential locations.*

Response:

MnDOT and City of Minneapolis parking staff continue to coordinate with other partners working on mobility hubs in the region to refine concepts that encourage multimodal transit. Due to the fact that the proposed project relies on bedrock principles of good mobility hub design which are outlined in the final 2020 Minneapolis Mobility Hub Pilot Report, the project will be easy to replicate in other locations regionwide. These design principles include the following:

-Co-Location - Locating all mobility options within a compact area allows for the easy branding of a space as a mobility hub as well as more efficient maintenance. The Ramp A Mobility Hub is conveniently located near both bus and light rail stops. Commuters have access to Metro Transit services via the Ramp A/7th Street transit hub or the Ramp B/5th Street transit hub. If wanting to travel by rail, riders can access both the Metro Green and Blue Lines via a Blue Line stop near Ramp B at Target Field Station. Since all ramps are interconnected by skywalks, these bus and light rail stops can be conveniently accessed without having to travel outside during the winter.

-Visibility and Legibility - In order to help the public understand what a mobility hub is, it's helpful to provide elements that contribute to a cohesive brand or set of expectations about what the mobility hub offers. The proposed project includes the addition of aesthetic improvements/changes that will further define the components and edges of the Ramp A Mobility Hub. These improvements include highly visible signage and wayfinding ribbon, recessed linear fixture lighting, branding and wayfinding graphics, newly painted ductwork, a revamped ceiling surface, and red reflective paneling.

-First / Last-Mile Solutions - For mobility hubs to be effective tools to connect people with transit stops, the transition between micro-mobility and transit needs to be as seamless as possible. The proposed project will improve pedestrian lighting, designate car share and/or motorcycle areas (42 spots), and add bike locker/secure storage (100 spots) which will further enhance the transportation options available at the Ramp A Mobility Hub for commuters to travel to their final destinations. Additional charging stations will also contribute to the Ramp's goal of decreasing carbon emissions in the downtown area.

With the above features, Ramp A will further contribute to the multimodal transportation goals of both the Twin Cities Shared Mobility Action Plan as well as the Metropolitan Council's Transportation Policy Plan.

(Limit 2,800 characters; approximately 400 words)

C. Describe the new approach of the project to address existing and/or emerging challenge(s). Identify the challenge(s) that the approach is trying to address and discuss how the approach was developed (e.g., replicated from another region, created a new technology/idea). Also briefly describe the risk assessment of the new approach any mitigation strategies to manage risks, and who will mitigate the risk, if needed.

Examples of challenges include:

- *Problems that have been a long-term issue where progress has been limited*
- *Lack of opportunity for an emerging technology or innovation to penetrate the Twin Cities market*
- *Leveraging connected and automated (CAV) vehicle technology and infrastructure*
- *Outdated function or effectiveness of existing infrastructure*

Response:

Up to this point mobility hubs in Minnesota have generally been short-term temporary projects in areas near public transportation stops which offer one or two micromobility options for first or last-mile transportation. These options are often in the form of a simple bike or scooter share program with limited numbers of micromobility vehicles available for use. While these mobility hubs help to move transportation in the region in a more environmentally sustainable direction, they are often small in scope with a reach that extends only to the local neighborhood in which the hub is located. One of the primary issues the proposed project will address is the lack of identity that these mobility hubs have.

In order to be considered something "more", a mobility hub must tie its fledgling parts (emerging technologies such as electric car charging stations, traditional bike racks, wayfinding signs for pedestrians, scooters, etc.) into a cohesive sense of place, which the Ramp A mobility Hub will accomplish with this project. With the addition of bike lockers and storage, designated car share and scooter share areas, four NEVI-compliant fast-charging electric vehicle chargers, wayfinding signage, and other aesthetic design elements, the Ramp A Mobility Hub Project will be able to transform an outdated parking structure into a mobility hub with a unified identity. This identity will reinforce the benefits of such hubs in the public conscience as well as provide an example to the region for how to brand and design such hubs.

The initial concepts for the Ramp A Mobility Hub Project have been developed over a number of years with the roots for the project first taking hold during the Ramp's initial construction in 1992 as part of the Interstate 394 construction project. During the design phase of the project, regional transportation leaders envisioned the ramps as having programs such as reduced cost carpool parking contracts and transit services which would contribute to efforts to reduce congestion and improve air quality in downtown Minneapolis. This goal of having Ramp A and the other two ABC parking ramps function as something more than just average parking structures extended to the late 2000s when the City and MnDOT started to mull the future of the ABC Ramps.

In 2018 City leaders, citizen advocates, and private sector consultants attended a symposium to discuss how to turn the ABC Ramps into complete mobility hubs - a new concept for multimodal transportation in high density areas that was taking the transportation sector by storm. In 2019 these ideas were further shaped and molded by recommendations published in a report from the Minnesota Humphrey School of Public Affairs Center for Transportation Studies. These recommendations advocated for improved wayfinding and secure bike parking along with combined car and bike sharing. That same year the City launched a mobility hub pilot program to introduce the concept of mobility hubs to the public and inform a long-term approach to implementing a larger mobility hub network in Minneapolis. In 2020, the City established 13 small mobility hubs in addition to the seven locations from 2019. In 2022 the City applied for Regional Solicitation funding to modernize the Ramp B 5th Street Transit Center with mobility hub improvements similar to the ones now being proposed for Ramp A which included improved pedestrian lighting, improved wayfinding signage, and the creation of accessible spaces for future art and social programming. Due to this established history, there is very little risk for this project not to succeed, as elements from the project have been thoroughly discussed and evaluated, and both MnDOT and the City of Minneapolis are committed to this vision.

(Limit 4,200 characters; approximately 600 words)

Measure 2: Environmental Impact

A. Describe how the project will improve regional air quality.

Applicants must describe their methodology for determining the project impact. Also, provide a description of the people/groups that will receive either direct or indirect benefits from the project. Examples of benefits include:

- *Reduction of single-occupant vehicle (SOV) trips*
- *Access to electric vehicle charging stations*
- *Reduction of peak-hour auto trips*
- *Increase in non-motorized trips*
- *Increase in multiple-occupant vehicle trips*

Response:

The Ramp A Mobility Hub Project will improve regional air quality by reducing the number of Single-Occupant Vehicle (SOV) trips in the downtown Minneapolis area, providing access to electric vehicle charging stations, and providing convenient access / encouraging multimodal trips and multiple-occupant vehicle trips in the region. The following project improvements will play a significant role in the reduction of carbon emissions in the area:

-Designated car sharing areas - Since 2021 the City and MNDOT have worked with HOURCAR to provide HOURCAR as a Ramp A amenity. There are currently three cars in Ramp A on the 5th floor. HOURCAR is using this area as a pilot to test an EV Hub for their two-way carsharing fleet. Adding space for HOURCAR/EV charging on the street level makes it easier for people walking, biking, and taking transit to access HOURCAR, and it will also make it easier for the general public to charge EVs short-term without entering the ramps.

-New bicycle amenities such as secure lockers and bike storage will encourage the use of biking to and from the mobility hub and surrounding public transit stops and destinations. Project partners will also consider and ensure amenities meet the growing need for E-bike charging.

-All lighting will be upgraded to LED lights.

-New NEVI-compliant fast vehicle charging stations will encourage and support the use of electric cars, further decreasing carbon emissions as the general public transitions away from vehicles that rely on fossil fuels

-Improved wayfinding signage and an information kiosk will lead to an increase of people using nearby light rail and bus services as they learn more about the transportation options available to them in close proximity to Ramp A

Ramp A also has existing features which assist in the reduction of carbon emissions. For commuters who drive, the ABC Ramps offer reduced parking passes for carpooling. These drivers can also drive for free in E-ZPass lanes which allow for more efficient traffic flows into and out of the metro area. Meanwhile, Metro Transit operates a bus hub out of Ramp A and the Northstar commuter rail. The Blue and Green Line LRT station at Target Field is just steps away from nearby Ramp B adding to the multimodal options available to commuters. For destinations more than a couple of blocks away, the last leg of the trip can be completed via the skyway system or with bike or scooter-shares.

(Limit 2,800 characters; approximately 400 words)

B. Describe how the project will contribute to climate change improvement. Explain how the project will reduce greenhouse gas emissions.

Response:

In the United States transportation is the leading source of Greenhouse Gas (GHG) emissions, accounting for the second largest portion of U.S. GHG emissions after electricity production. According to the U.S. Environmental Protection Agency, a typical passenger vehicle emits about 4.6 metric tons of Carbon Dioxide (CO2) per year. In addition to these emissions, passenger vehicles which rely on fossil fuels also emit small amounts of gasoline produced methane (CH4) and nitrous Oxide (N2O) from their tailpipes as well as hydrofluorocarbon (HFC) from leaking air conditioners. Taken together these emissions contribute to overall Greenhouse Gas (GHG) emissions which have a profound impact on the Earth's rapidly warming climate. While a project such as the Ramp A Mobility Hub doesn?t completely eliminate Single Occupancy Vehicle (SOV) trips in downtown Minneapolis, the hub?s first and last mile micromobility options in the form of bike share and scooter rental can lead to a reduction in SOV miles. For every mile saved, this in turn leads to a reduction of about 400 grams of CO2 in the atmosphere. By improving the walkability of the area and enhancing the bicycling and electric scooter amenities available to the public (designated area for scooters, secure bike lockers etc.), this project will help to encourage more of the type of non-SOV travel described above, resulting in a decrease in GHG emissions.

In addition to Ramp A's improved micromobility options as a result of this project, other multimodal transportation methods offered in close proximity to the hub such as bus and light rail transit, as well as car-sharing programs, may also lead to a reduction in SOV miles travelled and therefore reduce the amount of GHG emissions within the region. According to a 2017 U.S. Department of Transportation (USDOT) report, on average Bus Rapid Transit and streetcar projects generate "relatively low" levels of GHG emissions primarily due to low infrastructure needs and low annual transit Vehicle Miles Travelled (VMT). Research surrounding light rail projects suggest "that projects with high ridership effect, regardless of length, alignment, and number of stations, are expected to result in a new reduction in GHG emissions," as well. By providing improved and updated wayfinding signage to Ramp A, the City of Minneapolis hopes to improve the public's perception of mass transportation and attract new ridership for MetroTransit.

(Limit 2,800 characters; approximately 400 words)

C. Describe how the project will improve surface or ground water quality and management. Examples of improvements include:

- *Reduction of stormwater runoff and improvements to on-site stormwater management*
- *Improvements to the resiliency of infrastructure in response to stormwater events*

Response:

Since the project site has already been developed there are limited opportunities for on-site improvements that will reduce stormwater runoff or add to the resiliency of the ramp in the event of stormwater events. The most impactful way the proposed project could contribute to stormwater management is through inspiring other communities in the region to build similar mobility hubs where preexisting surface parking lots are located.

Surface parking lots contribute to the degradation of local ecosystems and rivers by replacing once permeable natural areas with impermeable concrete. Pollutants such as nitrogen, phosphorus, suspended soils, and heavy metals are transferred from parked vehicles to the concrete in the form of leaked coolant and oils etc. When it rains, water splashes off the concrete and washes these pollutants from the surface parking lot into surrounding areas where it can harm native wildlife and permeate into groundwater reservoirs. By building structured parking, such as above- or below-ground parking garages similar to Ramp A, cities can greatly reduce the number of stormwater-generating areas for a given parking demand and therefore reduce the number of pollutants that are washed into the environment.

In addition to decreasing the amount of stormwater generated by decreasing parking footprints for high traffic / dense urban areas, Mobility Hubs such as Ramp A can also decrease the number of pollutants available for stormwater runoff to carry into environmentally sensitive areas by encouraging the use of cleaner transportation options. By prioritizing pedestrian and bicycle movement with dedicated bike lanes and security lighting, as well as encouraging the use of public transportation via co-location with Bus Rapid Transit or Light Rail stops, mobility hubs such as Ramp A can convince the public to ditch their combustion vehicles which can leak the beforementioned pollutants. Additionally, by installing fast electric vehicle chargers, mobility hubs can further encourage the decreased use of carbon producing vehicles.

With the previously proposed improvements of fast electric vehicle charging, improved bike lanes and storage lockers, pedestrian safety lighting, and dedicated car-sharing area, the Ramp A Mobility Hub Project will encourage Minnesotans to use cleaner transportation options which will hopefully inspire other cities to build similar structured parking garage-style mobility hubs. These hubs will not only decrease the amount of impervious parking surfaces in Minnesota, but also hopefully lead to a reduction in harmful stormwater runoff in the region.

(Limit 2,800 characters; approximately 400 words)

D. Describe how the project will make other environmental improvements. Examples of other environmental elements include:

- *Protection of or enhancement to wildlife habitat or movement*
- *Protection of or enhancement to natural vegetation, particularly native vegetation*
- *Reductions in or mitigation of noise or light pollution*

Response:

The location for this project has already been developed and the majority of the planned improvements are slated to take place within Ramp A. As such, no further impacts or intrusions into the surrounding environment are anticipated. All new or replacement lighting will be downward facing and positioned in such a way to mitigate light pollution for the mobility hub. Landscaping will include improvement of paved areas to introduce means of accessibility that do not presently exist. By encouraging the use of electric vehicles, biking, and walking, it is anticipated that the mobility hub will decrease the amount of SOV trips which will help decrease the amount of noise pollution that is common dense urban environments. Through its successful implementation of design elements for mobility hubs, it is the hope of City of Minneapolis officials that the Ramp A Mobility Hub Project will be replicated by other municipalities across the state which will similarly lead to a decrease in noise pollution regionally.

(Limit 2,800 characters; approximately 400 words)

Measure 3: Racial Equity

A. Describe how the project will improve connectivity and access to places and opportunity for black, indigenous, and people of color (BIPOC) communities. Examples of improvements include:

- *Better connecting people to places, but also demonstrating an understanding of the places people want to go*
- *Connecting communities where known gaps exist (document why connection is needed and where that documentation was sourced from)*
- *Outreach to, and involvement from, BIPOC communities in project selection, development, or delivery*

Response:

The project is located within the Central Business-Theatre District in downtown Minneapolis and serves the needs of the area's diverse population. The project is also located in an Area of Concentrated Poverty and a Regional Environmental Justice Area per the Met Council mapping application. According to data collected from the 2016-2020 U.S. Census Bureau's 5-Year American Community Survey and organized by the City of Minneapolis, the total population for "Downtown West" is approximately 8,110 with 60 percent of the population listed as white and 40 percent as nonwhite.

The City of Minneapolis and its partners have repeatedly engaged with the public and BIPOC populations, including the following:

-Move Minneapolis conducted a commute survey at nearby businesses in February 2020. Paper surveys were distributed in both English and Spanish. The survey captured data from 29 respondents. Of the 29 respondents, 66% of them commute by driving alone, 31% use transit and 3% commute by bike. Breaking it down further, the results showed that 75% of the respondents who drove alone were English speakers whereas 25% of the respondents were Spanish speakers.

-ABC Ramps Transportation Options Plan - The 2018 Transportation Options Plan, completed by the University of Minnesota, conducted engagement activities throughout the planning process of this project. This included surveys, stakeholder interviews with commuters, skyway intercept surveys and focus groups.

-Urban Land Institute (ULI) - The Urban Land Institute was hired for a Technical Assistance Panel (TAPs) in 2019 to evaluate how to move forward in the management and development of the downtown Minneapolis ABC Ramps to create a thriving mobility hub in the heart of the city. The ULI TAP included national and local experts and used stakeholder interviews during their process. Stakeholders included local businesses, major employers, St. Stephens, the Downtown Council, the Twins, among others. In November 2023, the City of Minneapolis commissioned ULI in a similar panel, with many of the same stakeholders, to look more broadly at the Warehouse District. Several ABC Ramps projects were identified that align with this mobility hub improvement, reaffirming that improvements to the ABC Ramps are still a priority for the neighborhood.

-The Musicant Group worked with the city from late 2019 to 2023 piloting public art, wayfinding and placemaking in the space. They have surveyed ABC Ramp's visitors throughout the process and have worked with Walker (who developed the designs for the project) to incorporate that feedback into the design.

(Limit 2,800 characters; approximately 400 words)

B. Describe how the project will remove or lessen barriers to movement, participation, or cultural recognition. Examples of improvements include:

- *Physical barriers being addressed (directly or indirectly)*
- *Cultural barriers being addressed (language, etc.)*
- *Engagement barrier being addressed (improving systemic outreach issues)*

Response:

Mobility hubs such as this project serve as pivotal instruments in dismantling barriers to movement, participation, and cultural recognition for Black, Indigenous, and People of Color (BIPOC) communities. Currently users of Ramp A are overwhelmingly White young adults ranging in age from 26 to 35 with high incomes. By providing a diverse array of affordable transportation choices ranging from public transit to bike-sharing programs, the Ramp A Mobility Hub Project will be able to better cater to the varied needs and economic circumstances of the area's BIPOC communities. Moreover, planned improvements to the hub will include space for public art, cultural events, and informative displays which will celebrate the heritage and identity of local BIPOC communities and contribute to a sense of belonging and acknowledgment. Thanks to these planned improvements, future Ramp A users will be exposed to more public programs which may prove beneficial to individuals from BIPOC communities who don't have access to or simply don't want to use a personal vehicle.

One such program is the Guaranteed Ride Home Program (GRH). This program covers the cost of an emergency ride home for people who commute to work sustainably and need a ride for any unplanned event, such as sick child or unplanned overtime. Another beneficial program which may get more traction as a result of the proposed improvements is the Carpool to Work Program. This program offers one of the lowest carpool rates in downtown Minneapolis as commuters are able to park in any of the ABC Ramps for just $20 per month so long as there are two or more people who are utilizing the contract. With the Carpool to Work program, users must live and travel from outside of the downtown core (i.e. must live North of the River or Plymouth Ave N, East of 35W, and South and West of I-94). Participants in the program get access to preferred parking spaces next to elevator lobbies, free usage of E-ZPass Lanes for faster commutes into the city, and free downtown zone-only bus and light rail rides with complimentary Ramp and Ride GoTo cards to get to their destinations quickly.

While since discontinued, project partners also plan to continue the ABC Ramps Ambassador Program which was piloted in 2022 with the Musicant Group. Ambassadors will regularly connect with residents and frequent visitors of the ABC Ramps during select events giving a welcoming presence to the Ramps.

(Limit 2,800 characters; approximately 400 words)

C. Describe how the project will contribute to quality-of-life improvements for BIPOC communities. Examples of improvements include:

- *Placemaking or strengthening a sense of place*
- *A sense of safety or security*
- *Job creation, increased economic development*
- *Access to green space and recreation*
- *Improved public health (excluding environmental impacts discussed in criterion two)*

Response:

As a result of past discriminatory policies such as redlining, communities of color have been historically excluded from economic prosperity. Income and wealth disparities have in turn caused people of color to have less access to vehicles than white people, resulting in a greater reliance on public transportation. According to the National Equity Atlas, America's most detailed report card on racial and economic equity, 18 percent of Black households and 13 percent of Native American households nationwide are without any vehicle for their transportation needs. Both the City of Minneapolis and its partners know that after housing costs, transportation is the second highest household expenditure. In Minneapolis, an average of 18 percent of household income is spent on transportation (approx. $11,000). Given this reality, and the disparity in mean household incomes ($57,978 for households of color vs. $107, 372 for white households in Minneapolis); how transportation systems are designed and championed matters. If a resident can get where they want to go without needing to rely on a car, the City is able to better support their economic stability.

The project seeks to support this assertion by improving transportation equity within the downtown core of Minneapolis via improved safe and sanitary connections to the integrated network of buses, light rail, and commuter trains provided by Metro Transit. Together these improvements benefit traditionally marginalized communities in the region by revitalizing the adjacent neighborhoods which are designated as Areas of Persistent Poverty and Environmental Justice Areas. Additionally, with the goal of increasing the use of public transportation and less energy-intensive commuting options such as bicycles and scooters for last-mile transit, this project will reduce the adverse environmental impacts of greenhouse gas emissions which have disproportionally harmed communities of color.

Minneapolis and its partners also expect a number of adjacent effects will result from the project which will benefit BIPOC communities, including the improvement of surrounding buildings and the creation of a sense of place which will further affect the vitality of the surrounding neighborhood. Additional transportation options could further improve the community by attracting additional employers to the area which could in turn spur even more economic development. With the incorporation of safety features such as additional lighting, expanded sidewalks, and improved pedestrian environment the project will maximize safety and health benefits for residents while also supporting the City's Vision Zero goal to eliminate traffic deaths and severe injuries.

(Limit 2,800 characters; approximately 400 words)

Measure 4: Multimodal Communities

A. Describe how the project improves multiple non-single-occupant vehicle (SOV) modes within the system (e.g., transit, biking, walking, carpooling). Examples of improvements include:

- *Creating interconnectivity between modes*
- *Creating structures or facilities that serve multiple modes*
- *Improvements to multimodal trip planning or ease of use*

Response:

This project will improve Ramp A facilities to better meet the commuting needs of its diverse user base, many of whom utilize light rail and bus services. Many of these improvements will encourage non-single-vehicle (SOV) travel within the region. These improvements include the following:

-Secure lockers and bike storage will encourage the increased use of bicycling as a mode of transportation for Ramp A users

-Improved pedestrian lighting will make those who walk from Ramp A to surrounding destinations feel safer

-Expanded carshare and motorcycle areas will further support multimodal commuters

-Exterior improvements such as wayfinding signage, areas for public art, and landmark stair features will create a sense of destination for the further activation of the 9th Street Plaza.

-Incorporation of information kiosks and signage which will help commuters plan multimodal trips and easily transition from one form of transportation to another

Combined together, the described improvements will bolster Ramp A?s public image as the nexus of multimodal transportation and lead to the increased use of non-single occupant vehicle modes of transit within the regional transportation system.

(Limit 2,800 characters; approximately 400 words)

B. Describe the land use and development strategies that the project directly influences or supports that help create walkable, bikeable, and transit-friendly communities. Examples of strategies include:

- *Contributing to the growth of dense, mixed-use communities or neighborhoods*
- *Addressing the outcomes and goals in Thrive MSP 2040 and the 2040 TPP*
- *Reducing demand or need for automobile parking infrastructure (e.g., shared parking arrangements, parking management techniques)*

Response:

The Ramp A Mobility Hub Project directly influences and supports a variety of land use and development strategies which helps to create a walkable, bikeable, and transit-friendly community. Examples of these strategies include the following:

Parking Management - By minimizing parking spaces and implementing strategies like shared parking facilities, the emphasis shifts away from private car ownership which in turn encourages the use of alternative modes of transportation. This support's the 2040 Transportation Policy Plan (TPP) "Access to Destinations" objective of increasing the number and share of trips taken using transit, carpools, bicycling, and walking.

Density and Compact Design - The Ramp A Mobility Hub encourages higher residential and commercial densities, promoting compact urban design. Concentrating development in a smaller area reduces the need for extensive car use, making it more feasible for residents to walk or bike to their destinations and more attractive to potential businesses. Additionally compact design leads to more sustainable urban development as less miles of streets, utilities, etc. are needed. This aligns with the 2040 TPP goal of investing in a multimodal transportation system which attracts and retains businesses and residents.

Last-Mile Connectivity - As mentioned previously, the Ramp A Mobility Hub Project addresses the "last-mile" challenge by providing convenient options for commuters to reach their final destinations from transit stations. This includes the integration of services such as ridesharing, electric scooters, and bike sharing to bridge the gap between the nearby Light Rail and Bus Rapid Transit stops and people's homes / workplaces in the downtown area. These improvements align with the 2040 TPP "Access to Destinations" objective of improving the "availability and quality of multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities etc."

Pedestrian and Bicycle Infrastructure - This project prioritizes the creation of pedestrian and bicycle-friendly infrastructure by incorporating safety lighting, wayfinding signage, improved bike lanes, secure bike locker storage, and pedestrian sidewalks and crosswalks into its design. These amenities will make it safer and more convenient for people to walk or cycle for short trips to and from the mobility hub. These improvements directly align with the 2040 TPP safety goal of ensuring the regional transportation system is safe and secure for all users via the use of "best practices to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system."

(Limit 2,800 characters; approximately 400 words)

C. Describe how the project supports first- and last-mile solutions for people connecting to places they need to go. Describe the destinations the project will connect and their level of demand. Examples of strategies include.

- *Mobility hubs and centralized connections for multiple modes*
- *Increasing shared trips/shared mobility*
- *Access to job centers not located on fixed transit routes*

Response:

The Ramp A Mobility Hub Project supports first- and last-mile solutions for people connecting to places they need to go by offering a variety of micromobility options such as a bikeshare program and supporting bicycling amenities (secure bike locker storage and improved bike access), as well as rentable electric scooters, dedicated carshare drop-off and pick-up locations, and wayfinding signage to direct pedestrians to various destinations that are within walking distance of the hub. Bus Rapid Transit and Light Rail stops near the ramp round out the multimodal options available at this centralized connection to the region's transportation network. According to data collected by the Center for Transportation Studies at the University of Minnesota, the ABC Ramps are located within four blocks of approximately 57,000 jobs. Job centers in the area include but are not limited to the following:

-Downtown Core shopping areas

-The Orpheum Theatre

-Target Center

-Target Field

-Target

-Xcel Energy

-A variety of restaurants (Fogo de Chão Brazilian Steakhouse, Bella's Indian Bistro Take-Out and Delivery, O'Donovan's Irish Pub, Union Rooftop Grill, etc.)

-A variety of hotels (Residence Inn by Marriott Minneapolis, The Royal Sonesta, The Marquette Hotel, Hampton Inn & Suites, Fairfield Inn & Suites, etc.)

Thanks to the planned improvements to Ramp A as part of this project, city officials are confident that more residents will view Ramp A as an ideal transit hub where they can find improved transportation options for getting to where they want to go resulting in an increase in shared trips / shared mobility.

(Limit 2,800 characters; approximately 400 words)

Measure 6: Partnerships

A. Describe the number of stakeholder groups that have helped or will help develop the project and their role in the project?s delivery. In the response, consider the following:

- *How many partners will be involved in the project?*
- *Will there be public/private partnerships (or 4P; Public, Private, Philanthropic, and People)*
- *What percent or number of partners are small or minority-owned businesses (e.g., disadvantaged business enterprise [DBE], targeted group business [TGB], Met Council underutilized business [MCUB])*
- *Are businesses or partners locally owned or run?*

Response:

Since its construction in the early 1990s, the City of Minneapolis has closely collaborated with MnDOT on the management of the ABC Ramps Mobility Hub. In recent years, a loose collective of citizen transportation advocates, local employers, and community service providers have worked diligently with both government entities to improve the aesthetics of the ramps and the transit services they offer. Included in this group are the following:

-Metro Transit (public agency)

-NŪ Loop Partners (nonprofit)

-North Loop Green Development (private business)

-Downtown Improvement District (nonprofit)

-Target Corporation (private business)

-ABM Industries (private business)

-Regional Transportation Management Center (public agency)

-Xcel Energy (private business)

-St. Stephens (nonprofit)

-Minneapolis Downtown Council (nonprofit)

-Red Archer Retail (private business)

-Securitas Inc. (private business)

-Walker Parking Consultants (private business)

-Move Minneapolis (nonprofit)

-The University of Minnesota (public agency)

-Be the Match (nonprofit)

-Hines (private business)

-Minnesota Twins (private business)

All partners are committed to furthering the goal of improving equity in transportation. This project will further solidify these partnerships as the City and State show their commitment to the micromobility hub and the surrounding community. Close collaboration and involvement from all entities, as well as the public, will be necessary for the successful completion of the project and the accomplishment of stated goals.

(Limit 2,800 characters; approximately 400 words)

B. Identify the funding partners and amounts of local match provided.

Response:

A total budget of $1,522,580 will be required for this project with 80 percent of funding ($1,218,064) coming from the federal government via Regional Solicitation funds. The remaining 20 percent of funding ($304,516) for the project will be provided by the Minnesota Department of Transportation.

(Limit 2,800 characters; approximately 400 words)

Attachments

File Name	Description	File Size
LOS CityofMinneapolis.pdf	City of Minneapolis Letter of Support	2.4 MB
LOS HennepinCounty.pdf	Hennepin County Letter of Support	99 KB
MPLS ABC Ramps Mobility Hubs Design Documents.pdf	Concept Design Documents	2.1 MB
Ramp A Equity Maps.pdf	Equity Maps	1.4 MB
Ramp A Photos.pdf	Existing Photos	26.6 MB
Ramp A Project Summary.pdf	Project Summary	536 KB
Ramps A Costs rev 20231018.pdf	Project Budget	86 KB

Minneapolis
City of Lakes

Public Works
350 S. Fifth St. - Room 239
Minneapolis, MN 55415
612.673.3000
www.minneapolismn.gov

December 4, 2023

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

Re: 2024 Regional Solicitation Applications

Dear Ms. Koutsoukos,

The City of Minneapolis Department of Public Works is submitting a series of applications for the 2024 Regional Solicitation for Federal Transportation Funds. The applications and the required matching funds have been authorized by the Minneapolis City Council as described in the Official Proceedings of the Council meetings on November 16, 2023. The City is submitting applications for 12 projects, as listed in the table below, and commits to operate and maintain these facilities through their design life.

Project Name	Regional Solicitation Category
7th Street S from Park Avenue to 13th Avenue S	Roadway Reconstruction/ Modernization
University Avenue NE from Central Avenue to 9th Avenue	Roadway Reconstruction/ Modernization
Cedar Lake Road Bridge over the BNSF railroad	Bridge Rehabilitation/Replacement
Northside Greenway Phase 2 (Humboldt/Irving Avenue N from 26th Avenue N to 4th Ave N/Van White Blvd)	Multiuse Trails and Bicycle Facilities
34th St W/E neighborhood greenway from Hennepin Avenue to Hiawatha Avenue	Multiuse Trails and Bicycle Facilities
University Avenue/4th Street SE bikeway and safety improvements between Central Avenue and I-35W	Multiuse Trails and Bicycle Facilities
Nicollet Avenue from 14th Street to 46th Street pedestrian improvements	Pedestrian Facilities
26th Street E, 27th Street E, and 28th Street E pedestrian improvements	Pedestrian Facilities
Marcy-Holmes/ Dinkytown area pedestrian improvements	Pedestrian Facilities
Hayes Street NE neighborhood greenway	Safe Routes to School
Pleasant Avenue S neighborhood greenway	Safe Routes to School
Ramp A Mobility Hub	Unique Projects

The specific applications are described in the attached "Request for City Council Committee Action." Thank you for the opportunity to submit these applications.

Sincerely,

Margaret Anderson Kelliher

Margaret Anderson Kelliher
Director of Public Works

Council Action No. 2023A-0801 **City of Minneapolis** **File No. 2023-01077**

Committee: PWI Public Hearing: None Passage: Nov 16, 2023 Publication: NOV 25 2023

RECORD OF COUNCIL VOTE				
COUNCIL MEMBER	AYE	NAY	ABSTAIN	ABSENT
Payne	X			
Wonsley	X			
Rainville	X			
Vetaw	X			
Ellison	X			
Osman	X			
Goodman	X			
Jenkins	X			
Chavez	X			
Chughtai	X			
Koski	X			
Johnson	X			
Palmisano	X			

MAYOR ACTION

☑ APPROVED ☐ VETOED

MAYOR FREY

NOV 20 2023

DATE

Certified an official action of the City Council

ATTEST

CITY CLERK

Presented to Mayor: NOV 16 2023

Received from Mayor: NOV 20 2023

The Minneapolis City Council hereby:

1. Authorizes the submittal of a series of applications through Metropolitan Council's 2024 Regional Solicitation Program for federal transportation funds.
2. Authorizes the commitment of local funds to provide the required local match for the federal funding.

Grant applications for 2024 Metropolitan Council Regional Solicitation for federal transportation funds (RCA-2023-01091)

ORIGINATING DEPARTMENT

Public Works

To Committee(s)

#	Committee Name	Meeting Date
1	Public Works & Infrastructure Committee	Nov 9, 2023

LEAD STAFF: Ethan Fawley, Vision Zero Program Coordinator, Transportation Planning and Programming

PRESENTED BY: Ethan Fawley, Vision Zero Program Coordinator, Transportation Planning and Programming

Action Item(s)

#	File Type	Subcategory	Item Description
1	Action	Grant	Authorizing the submittal of a series of applications through Metropolitan Council's 2024 Regional Solicitation Program for federal transportation funds.
2	Action	Grant	Authorizing the commitment of local funds to provide the required local match for the federal funding.

Ward / Neighborhood / Address

#	Ward	Neighborhood	Address
1.	All Wards		

Background Analysis

Public Works will prepare a series of applications for the 2024 Regional Solicitation for Federal Transportation Funds in response to the current Metropolitan Council solicitation. This request includes a summary of the eligible project areas, a brief description of proposed City projects, estimate of requested amounts, and the minimum required local match. Each project requires a minimum 20% local match for construction in addition to the costs for design, engineering, administration, any right-of-way acquisition, and any additional construction costs to fully fund the project. These applications will maximize the use of federal funding. The funding is for projects to be constructed in federal fiscal years 2028 and 2029. Grant awards for these projects are expected to be announced in summer 2024.

This action does not include the package of projects being pursued by Metro Transit, Hennepin County, and MnDOT. Due to the increase in federal surface transportation funding available via the passage of the Infrastructure Investment and Jobs Act (IIJA) in 2021, as well as the availability of new Regional Sales Tax funds for counties and Metro Transit, partner agencies are aggressively pursuing larger packages of projects that is putting additional pressure on local agencies to financially participate on these projects via cost participation policies. Public Works is closely evaluating the proposed city applications and those of partner agencies to

understand the broader impact on and the overall capacity of the City's capital improvement program. Public Works is recommending the submittal of up to 12 applications, the final submittal will be influenced by the evaluation of the overall impact and capacity of the City's capital improvement program.

Public Works identifies projects that meet the eligibility requirements for federal funding and will be competitive, and closely evaluates which applications to submit in a manner that is consistent with the equity-based approach used to select and prioritize projects as a part of the Capital Improvement Program (CIP). Additional consideration is given to the criteria used in application scoring, such as: role in the regional transportation system and economy, equity, affordable housing, asset condition, safety, connectivity, cost-benefit, operational benefits, number of users and multimodal elements. Public Works also considers project readiness, cost, deliverability, and alignment with adopted plans, policies, and initiatives (e.g., *Minneapolis 2040, 20 Year Street Funding Plan*, the Transportation Action Plan, Complete Streets Policy, Vision Zero, and Racial Equity Framework for Transportation).

The 2024 Regional Solicitation for federal transportation funding is part of Metropolitan Council's federally-required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. The funding program and related rules and requirements are established by the U.S. Department of Transportation and administered locally through collaboration with the Federal Highway Administration, the Federal Transit Administration, and the Minnesota Department of Transportation.

Applications are grouped into three primary modal evaluation categories; each category includes several sub-categories as detailed below.

1. Roadways Including Multimodal Elements
    - Strategic Capacity (Roadway Expansion)
    - Roadway Reconstruction/Modernization
    - Traffic Management Technologies (Roadway System Management)
    - Bridge Rehabilitation/Replacement
    - Spot Mobility and Safety
2. Transit and Travel Demand Management (TDM) Projects
    - Arterial Bus Rapid Transit Project
    - Transit Expansion
    - Transit Modernization
    - Travel Demand Management
3. Bicycle and Pedestrian Facilities
    - Multiuse Trails and Bicycle Facilities
    - Pedestrian Facilities
    - Safe Routes to School (Infrastructure Projects)
4. Unique Projects

Public Works is recommending the submittal of up to 12 applications, which are summarized below. Public Works is not planning to submit in categories that don't align with our goals (Strategic Capacity), where we do not have timely priority projects that fit the category criteria well (Spot Mobility and Safety and Traffic Management Technologies) or where partner agencies will be submitting projects as the project sponsor (Transit and TDM).

Project Name	Category	Maximum Federal Amount (not every project will seek max)	Minimum Local Match Required for Maximum Award (20%)*
*Amounts shown indicate minimums only. Total project cost and local match anticipated to be higher for many projects.			
7th Street S from Park Avenue to 13th Avenue S	Roadway Reconstruction/ Modernization	$7,000,000	$1,750,000
University Avenue NE part of section between Central Ave and 27th Ave NE	Roadway Reconstruction/ Modernization	$7,000,000	$1,750,000 (match provided by MnDOT)
Cedar Lake Road bridge over the BNSF railroad	Bridge Rehabilitation/Replacement	$7,000,000	$1,750,000
Northside Greenway Phase 2 (Irving Avenue N/Humboldt Avenue N from 26th Avenue N to 4th Avenue N/Van White Blvd)	Multiuse Trails and Bicycle Facilities	$5,500,000	$1,375,000
34th Street W/E neighborhood greenway from Hennepin Avenue to Hiawatha Avenue and 35th Street E neighborhood greenway from Hiawatha Avenue to West River Pkwy	Multiuse Trails and Bicycle Facilities	$5,500,000	$1,375,000
University Avenue/4th Street SE bikeway and safety improvements between Central Ave and I-35W	Multiuse Trails and Bicycle Facilities	$5,500,000	$1,375,000 (match provided by MnDOT)
Nicollet Avenue from 14th Street to 46th Street pedestrian improvements	Pedestrian Facilities	$2,000,000	$500,000
26th Street and 28th Street E from Nicollet Avenue to Hiawatha Avenue pedestrian improvements	Pedestrian Facilities	$2,000,000	$500,000
Marcy-Holmes/ Dinkytown area pedestrian improvements	Pedestrian Facilities	$2,000,000	$500,000
Hayes Street NE neighborhood greenway from 22nd Avenue to 33rd Avenue - Safe Routes to School	Safe Routes to School	$1,000,000	$250,000
Pleasant Avenue S neighborhood greenway from 50th St to 34th St – Safe Routes to School	Safe Routes to School	$1,000,000	$250,000
Ramp A/Glenwood Ave improvements	Unique Projects	$2,500,000	$625,000 (match provided by MnDOT)
	Totals	$48,000,000	$12,000,000

Details of the proposed applications are described below.

<u>7th Street S from Park Avenue to 13th Avenue S</u>

The proposed project is a complete reconstruction of 7th Street North from Park Avenue to 13th Avenue South, approximately 0.4 miles. 7th Street South has been identified as a future reconstruction candidate, driven primarily by deteriorating and aging infrastructure conditions. This is also a High Injury Street, on the Pedestrian Priority Network, and a Transit Priority Project. This segment is not yet programmed in the City's Capital Improvement Program (CIP). The proposed project will reconstruct the pavement surface, curb and gutter, signage, storm drains, driveway approaches, traffic signals, striping, lighting, street trees, sidewalks, and pedestrian curb ramps. The project will also provide an opportunity for safety enhancements along the street, improvements to the pedestrian realm, and infrastructure to support transit.

Program Category: Roadway Reconstruction/Modernization

University Avenue NE portion of section between Central Ave and 27th Ave NE

This proposed project is a complete reconstruction of a portion of University Avenue NE between Central Ave and 27th Ave NE. University Avenue NE is a Minnesota Department of Transportation (MnDOT) roadway--Highway 47. MnDOT and Public Works are finalizing details on this project, including what section of University Ave NE will be included. University Ave NE has been identified as a reconstruction candidate due to aging and deteriorating infrastructure and safety challenges (it is a High Injury Street). The proposed project will reconstruct the pavement surface, curb and gutter, signage, storm drains, driveway approaches, traffic signals, striping, lighting, street trees, sidewalks, and pedestrian curb ramps, while adding safety and pedestrian realm improvements. MnDOT will provide the required local match for this project and the City may be required to cost participate per MnDOT policy.

Program Category: Roadway Reconstruction/Modernization

Cedar Lake Road bridge over the BNSF railroad

This project is a replacement of the Cedar Lake Road bridge over the BNSF railroad in the Bryn Mawr neighborhood. The current bridge was built in 1941 and is in need of replacement. It is also an opportunity to improve pedestrian and bicycle access across the bridge. This project is programmed in the City's CIP for 2027.

Program Category: Bridge Rehabilitation/Replacement

Northside Greenway Phase 2

The proposed project will create a Neighborhood Greenway along Irving/Humboldt Avenue N for approximately 2 miles in North Minneapolis, extending from 26th Avenue N to 4th Avenue N and Van White Memorial Blvd. This segment is currently a low traffic residential street that connects several schools and parks. The corridor will receive a range of different neighborhood greenway treatments (as identified in the City's Street Design Guide) from block to block, including bicycle boulevard treatments, intersection improvements, and trail segments. The project will also include some ADA improvements to intersections. The project will extend phase 1, which will be constructed in 2026 north of 26th Avenue N.

Program Category: Multiuse Trails and Bicycle Facilities

34th Street W/E & 35th St E neighborhood greenway from Hennepin Avenue to West River Pkwy

The proposed project will create a Neighborhood Greenway along 34th Street from Hennepin Avenue to Hiawatha Avenue and 35th Street E from Hiawatha Avenue to West River Pkwy. These segments are generally low traffic residential streets. The route connects numerous schools and parks across South Minneapolis and will address a major gap in the east-west bikeway network. The corridor may receive a range of different neighborhood greenway treatments (as identified in the City's Street Design Guide) from block to block, including bicycle boulevard treatments, intersection improvements, and trail segments. The project will also include some ADA improvements to intersections. This project will build on the Green Central Safe Routes to School project, which will be installed in 2024, and a bikeway connection over Interstate 35W planned in coordination with the 2027 reconstruction of 35th Street East.

Program Category: Multiuse Trails and Bicycle Facilities

University Avenue/4th Street SE bikeway and safety improvements between Central Ave and I-35W

The proposed project will include a curb protected bike lane, pedestrian safety and access improvements, and potentially some signal upgrades on University Avenue SE and 4th Street SE from Central Avenue to Interstate 35W. University Ave and 4th St SE in this section are MnDOT roadways. MnDOT and Public Works are collaborating on this project; MnDOT will provide the required local match and the City may be required to cost participate per MnDOT policy.

Program Category: Multiuse Trails and Bicycle Facilities

Nicollet Avenue pedestrian safety improvements

The proposed project would include the implementation of pedestrian focused safety and access improvements at select intersections along Nicollet Avenue between 14th Street and 46th Street. Nicollet Avenue is a High Injury Street and the improvements will build on other planned safety treatments in the area. Intersection improvements may include ADA-compliant pedestrian curb ramps, bump outs, medians, signage, traffic control devices, and pavement markings at select locations. Complimentary bikeway improvements may be considered as well. This street was also included as part of the City's 2023 Safe Streets for All federal grant application. If that application is successful, Public Works does not anticipate advancing this application in the Regional Solicitation.

Program Category: Pedestrian Facilities

26th Street and 28th Street E pedestrian improvements

The proposed project would improve pedestrian safety and access at select intersections along 26th Street and 28th Street from Nicollet Avenue to Hiawatha Avenue. Both streets are High Injury Streets and have many pedestrian curb ramps that are not fully ADA compliant. Intersection improvements may include ADA-compliant pedestrian curb ramps, bump outs, medians, signage, traffic control devices, and pavement markings at select locations. Complimentary bikeway improvements may be considered as well. These streets were included as part of the City's 2023 Safe Streets for All federal grant application. If that application is successful, Public Works will still advance the Regional Solicitation application with the intent of further augmenting that work.

Program Category: Pedestrian Facilities

Marcy-Holmes/Dinkytown area pedestrian improvements

The proposed project would improve pedestrian safety and access at select intersections in the Marcy-Holmes neighborhood near Dinkytown. Intersection improvements may include ADA-compliant pedestrian curb ramps, bump outs, medians, traffic circles, signage, traffic control devices, and pavement markings at select locations. This project will be coordinated with street resurfacing currently planned for 2027.

Program Category: Pedestrian Facilities

Hayes Street NE - Safe Routes to School

The proposed project will create a Neighborhood Greenway along Hayes Street Northeast from 33rd Ave NE to 22nd Ave NE. The project will connect to Pillsbury Elementary School, Waite Park Elementary School, and Northeast Middle School. Improvements may include ADA-compliant pedestrian curb ramps, traffic circles, speed humps, speed tables, bump outs, medians, diverters, signage, traffic control devices, protected bikeways, and pavement markings at select locations.

Program Category: Safe Routes to School

Pleasant Ave S - Safe Routes to School

The proposed project will create a Neighborhood Greenway along Pleasant Ave S from 34th Street to 50th Street. The project will connect to Lyndale Elementary School, Washburn High School, and Justice Page Middle School. Improvements may include ADA-compliant pedestrian curb ramps, traffic circles, speed humps, speed tables, bump outs, medians, diverters, signage, traffic control devices, protected bikeways, and pavement markings at select locations.

Program Category: Safe Routes to School

Ramp A/Glenwood Ave improvements

Ramp A is a State-owned parking ramp that goes over Glenwood Avenue between 10th St and 7th Street. Ramp construction was completed over 30 years ago and the State and City have a long-term contractual relationship for the City to manage, operate, and maintain the ramp. The proposed project is a renovation of the interior and exterior areas at the ground level of Ramp A at Glenwood Ave. It will improve interior environments by removing storage area walls, painting ramp undersides, improving pedestrian lighting, providing wayfinding to nearby destinations through ceiling and pavement gestures, designating carshare and motorcycle areas, adding bike lockers and secure storage, improving bike lanes, and adding wall art. Exterior improvements will be made to enhance pedestrian access, add landmark stair features for a sense of destination, and support 9th St. Plaza activation. The Minnesota Department of Transportation (MnDOT) will provide the required local match for this project.

Program Category: Unique Projects

The proposed projects were presented to the Pedestrian Advisory Committee on October 23, 2023, and to the Bicycle Advisory Committee on November 8, 2023.

Attachment: 2024 Regional Solicitation Project Map

FISCAL NOTE

- Grant applications for 2024 Metropolitan Council Regional Solicitation for federal transportation funds - Fiscal Note

Attachments

2024 Regional Solicitation Project Applications Map

HENNEPIN COUNTY
MINNESOTA

December 1, 2023

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

Re: Support for 2024 Regional Solicitation Application
Ramp A Mobility Hub Project

Dear Ms. Koutsoukos,

Hennepin County has been notified that the City of Minneapolis is submitting an application for funding as part of the 2024 Regional Solicitation through the Metropolitan Council. The proposed project is the Ramp A Mobility Hub Project that is anticipated to promote safety and placemaking through pedestrian-scale lighting, wayfinding, and designated areas for multimodal transportation.

As proposed, the Ramp A Mobility Hub is anticipated to impact CSAH 40 (Glenwood Avenue), which is currently under Hennepin County jurisdiction. This project will complement a recent pavement preservation project completed along CSAH 40 (Glenwood Avenue) that included a bike lane. Additionally, by providing accessible infrastructure for non-motorized travel, this project will advance the goals identified in the Hennepin County Climate Action Plan, including the goal to reduce greenhouse gas emissions by 45% from 2010 levels by 2030.

Hennepin County supports this funding application and agrees to operate and maintain the roadway facilities along CSAH 40 (Glenwood Avenue) for the useful life of improvements. At this time, Hennepin County has no funding programmed for this project in its 2023-2027 Transportation Capital Improvement Program (CIP). Therefore, county staff is currently unable to commit county cost participation in this project. Additionally, we kindly request that the City of Minneapolis includes county staff in the project development process for the Ramp A Mobility Hub to ensure success. We look forward to working together to improve the accessibility, safety, and mobility of people walking and biking in Minneapolis.

Sincerely,

Carla Stueve, P.E.
Transportation Project Delivery Director and County Engineer

cc: Dan Soler, P.E. – Transit and Mobility Director

Hennepin County Public Works
1600 Prairie Drive | Medina, MN
612-596-0356 | hennepin.us

WALKER CONSULTANTS

Minneapolis City of Lakes

DEPARTMENT OF TRANSPORTATION

ABC RAMPS
MOBILITY HUB DESIGNS

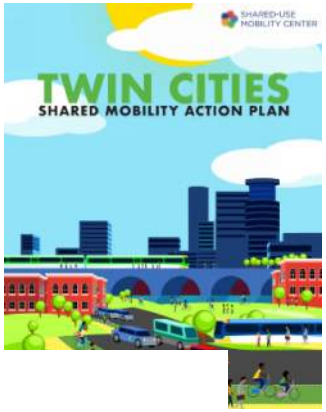
DECEMBER 2, 2020

MOBILITY HUB DESIGNS

Built in 1989-92 The ABC Ramps were originally intended to reduce congestion and improve air quality via SOV trip reduction

Over time additional transportation modes have been added:
- Regional bus service
- Commuter rail
- Light rail

Recent trends have made new choices available:
- Carshare
- Bikes
- Scooters
- Transportation Network Companies (Uber, Lyft, e.g.)



Between 2017 and 2019 various studies have identified the ABC Ramps an opportunity to create a **mobility hub** in downtown

ULI recommended exploration of design alternatives to activate underutilized spaces including

- Ramp A's **Glenwood Area** activation
- **Ramp B Transit l**obby connections & refresh
- **Skyway Areas** modernization & activity

MOBILITY HUB DESIGNS

Skyways

Ramp A

Ramp B

Goals

- Increase Urban presence & Coherence
- Create Legibility around transit and pedestrian routes
- Enhance the public realm
- Prioritize safety

Methods

- Establish Wayfinding
- Emphasize Placemaking
- Update Materials, Lighting & Signage
- Engage Community Partners

MOBILITY HUB DESIGNS

Skyways	**ABC Skyway Areas** – within Ramps A, B and C, complete an **interior design plan** for skyways including new lighting, flooring, finishes/paint, artwork, wayfinding features (digital and cohesive signage), and *if spaces can be leased*, purse pop up retail, active programming
Ramp A	**Ramp A Glenwood Avenue** - remove storage area walls, provide spaces for public art, improve pedestrian **lighting**, provide **wayfinding** to nearby destinations, designate **carshare** area and motorcycle areas, add bike lockers/secure storage, and improve bike lanes
Ramp B	**Ramp B at Grade Transit Spaces** – remodel **transit lobby** spaces, **exterior waiting areas**, improve **wayfinding** for pedestrians & events, consider spaces for public art.

SKYWAYS

Skyways

Ramp A

Ramp B

ABC Skyway Areas

Ramp B was selected as the pricing pilot

"Skyways" between the ABCs are City-owned

- Skyway carpets have been updated – digital signage is being incorporated

"Walkways" in the ABCs are State-owned

- Modernization to completement skyways
- Typical **corridors** refinished with new linear ACT ceilings and lighting, High performance paints of existing CMU walls, & Durable carpet tile flooring
- Distinctive **nodes** with architectural ceilings, tile walls and flooring

GLENWOOD AT RAMP A

Skyways

Ramp A

Ramp B

Existing conditions…

GLENWOOD AT RAMP A

Skyways

Ramp A

Ramp B

Improve **interior** environment by…

- Remove existing walls
- Paint ramp undersides
- Improve pedestrian scale lighting
- Provide wayfinding through ceiling and pavement gestures
- Add carshare, motorcycle parking
- Secure bike racking
- Feature art wall

Rendering by Snow Kreilich Architects

GLENWOOD AT RAMP A

Skyways

Ramp A

Ramp B

Exterior enhanced by

•Open exterior for enhanced pedestrian movements

•Add landmark stair feature for ser of destination

•Support 9th St plaza activities

Rendering by Snow Kreilich Architects

WHAT'S NEXT ?

Skyways

Ramp A

Ramp B

- ABC Skyways
  - **$1,276,400 for Ramp B**
  - Appx $4.2M for all ABC areas
- Ramp A Improvements
  - **$1,272,700**

  (note $639k in ceilings)
- Ramp B Transit Improvements
  - **Interior $590,700**
  - **Exterior $1,714,200**

  ($980k in ribbon/ceiling panels)

PROJECT GOALS

- INCREASE URBAN PRESENCE & COHERENCE
- CREATE LEGIBILITY AROUND TRANSIT & PEDESTRIAN ROUTES
- ENHANCE THE PUBLIC REALM AND PRIORITIZE SAFETY

METHODS

- ESTABLISH WAYFINDING AND EMPHASIZE PLACEMAKING
- IMPROVE PEDESTRIAN CONNECTIONS
- UPDATE MATERIALS, LIGHTING & SIGNAGE
- ENGAGE COMMUNITY PARTNERS

A

GLENWOOD AVE

Remove storage area walls, provide spaces for public art, improve pedestrian lighting, provide wayfinding to nearby destinations, consider public storage, designate car share area and/or motorcycle areas, add bike locker/secure storage, and improve bike lane options.

B

AT GRADE TRANSIT SPACES

Remodel transit lobby spaces (both interior and exterior), improve traveler wayfinding for events/modes, consider spaces for public art.

2/18 Project Scope :

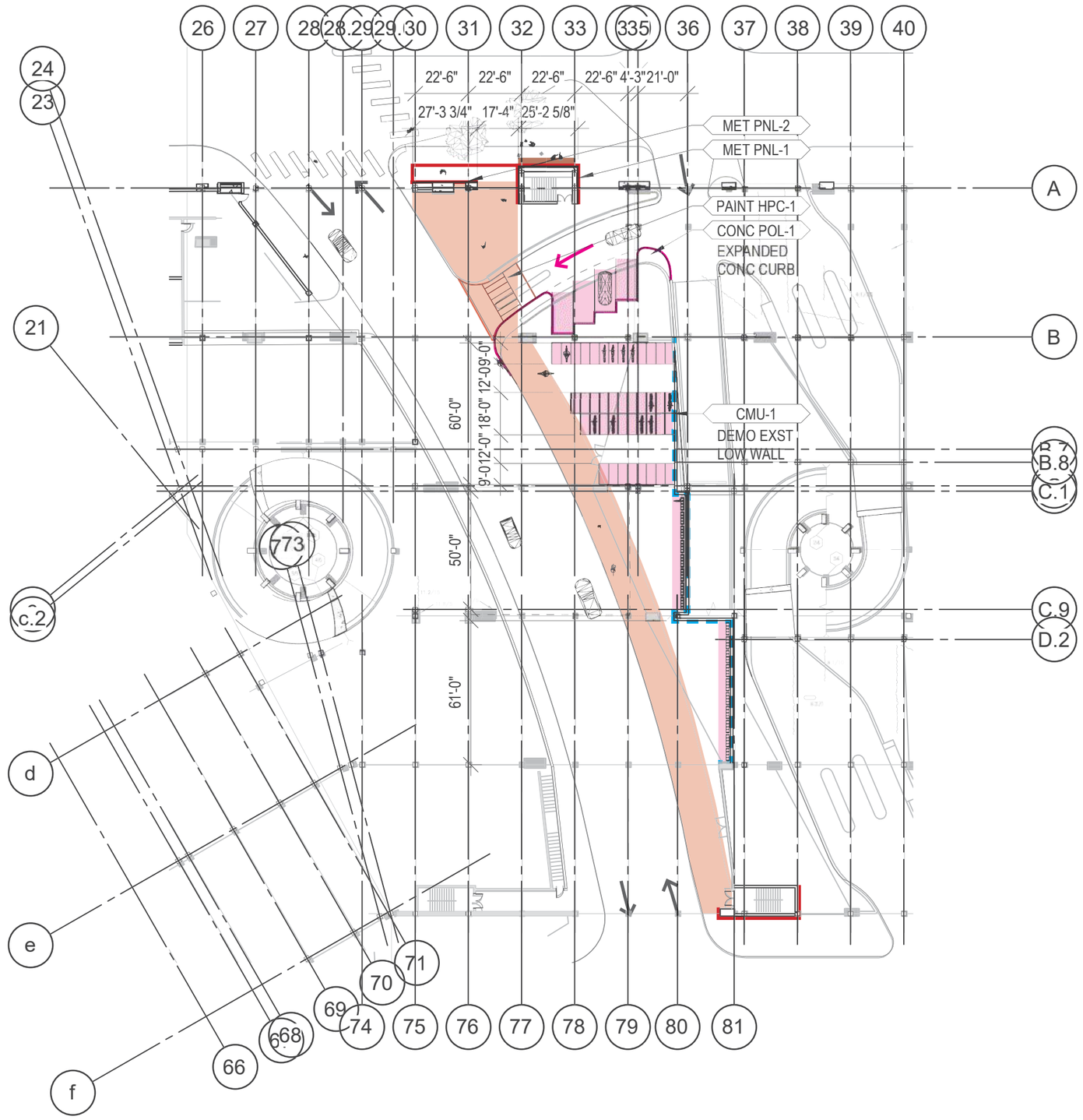
2/18 Program Assumptions :

Car Share (lower priority)
Charging Stations
Motorcycle Parking
Bike Cage
Bike lane design
Traveler information
Lighting
Spaces

Bicycle use
Bus waiting areas
Traveler information
Lighting

EXTERIOR PLAN IMPROVEMENTS

- HIGHLY VISIBLE SIGNAGE & WAYFINDING RIBBON
- TABLETOP - RAISED PEDESTRIAN CROSSING
- EXPANDED SIDEWALKS & PEDESTRIAN AREAS
- FEATURE WALL
- RECONFIGURED DRIVE & PARKING
- MOTORCYCLE (42), BICYCLE (100) PARKING



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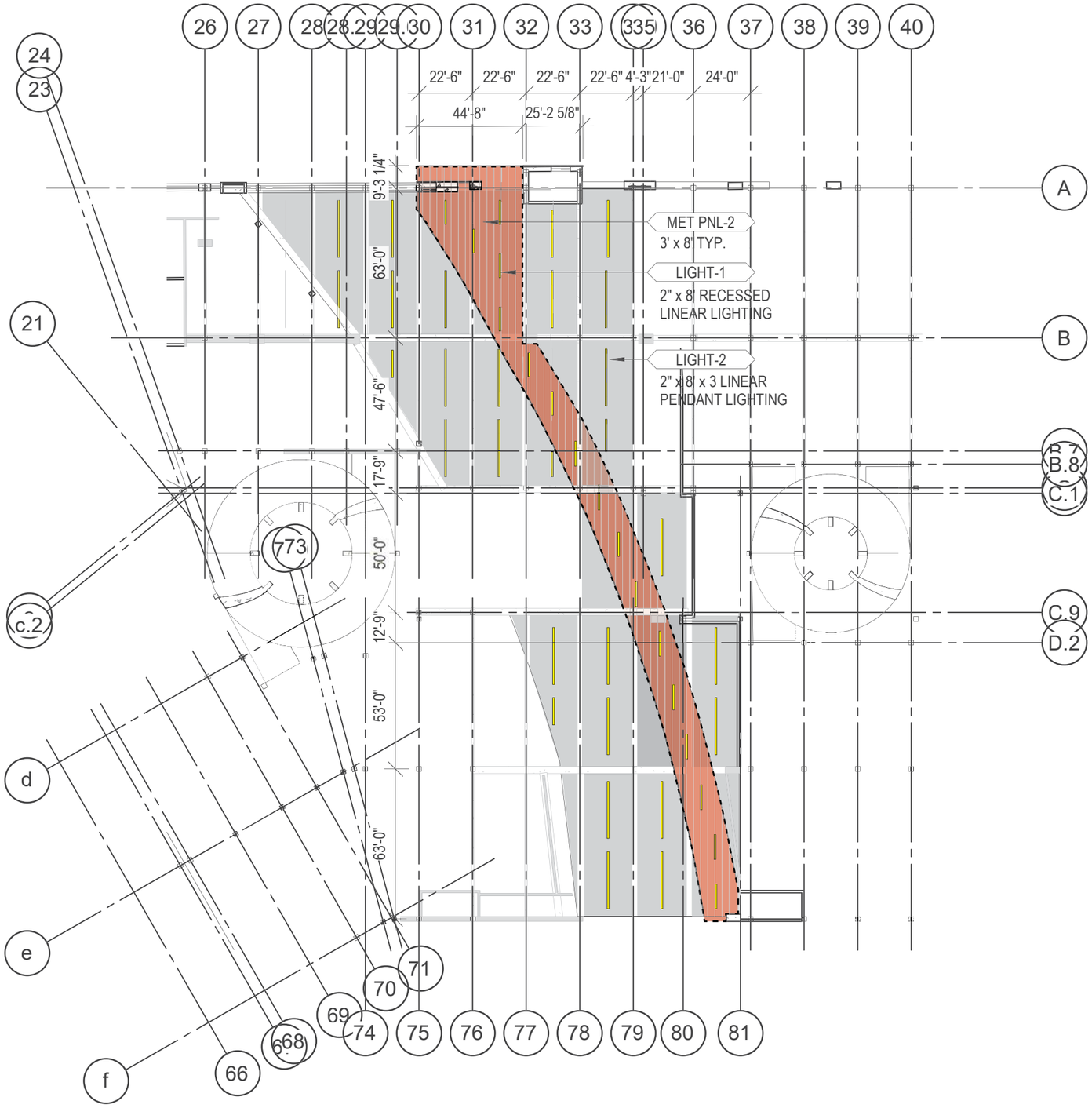
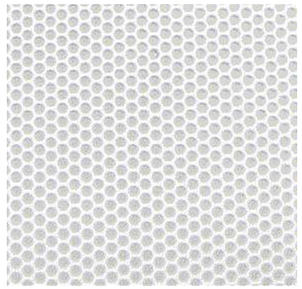


EXTERIOR CEILING IMPROVEMENTS

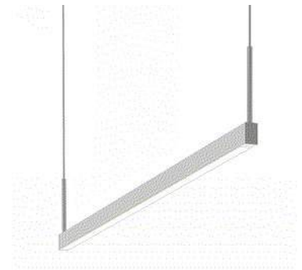
- PAINTED CEILING
- IMPROVED LIGHTING

- PEDESTRIAN-SCALE CANOPY

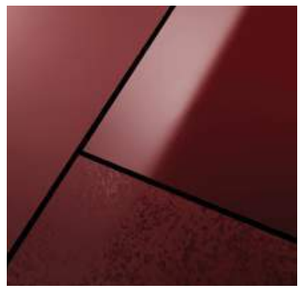
1" = 50'-0"



① PERFORATED METAL PANEL RIBBON, CEILING SURFACE PATTERN BEING STUDIED

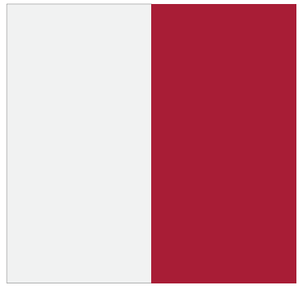


② LINEAR PENDANT LIGHT



③ RED REFLECTIVE PANELS

④ FLEXIBLE STREET FURNITURE

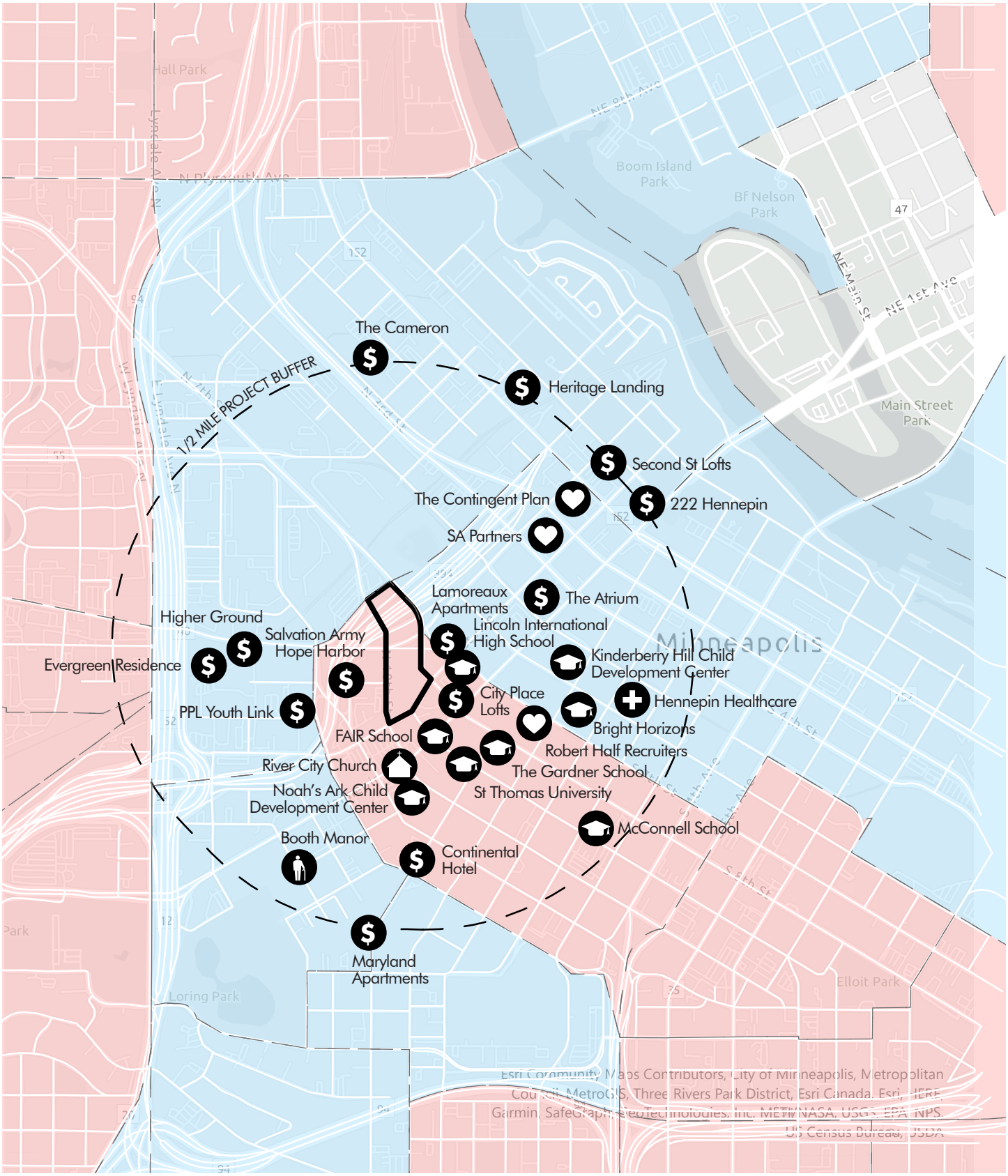


① PAINT DUCTWORK, CEILING SURFACE AND ADD BRANDING, WAYFINDING GRAPHICS

② RECESSED LINEAR FIXTURE

③ RED REFLECTIVE PANELS

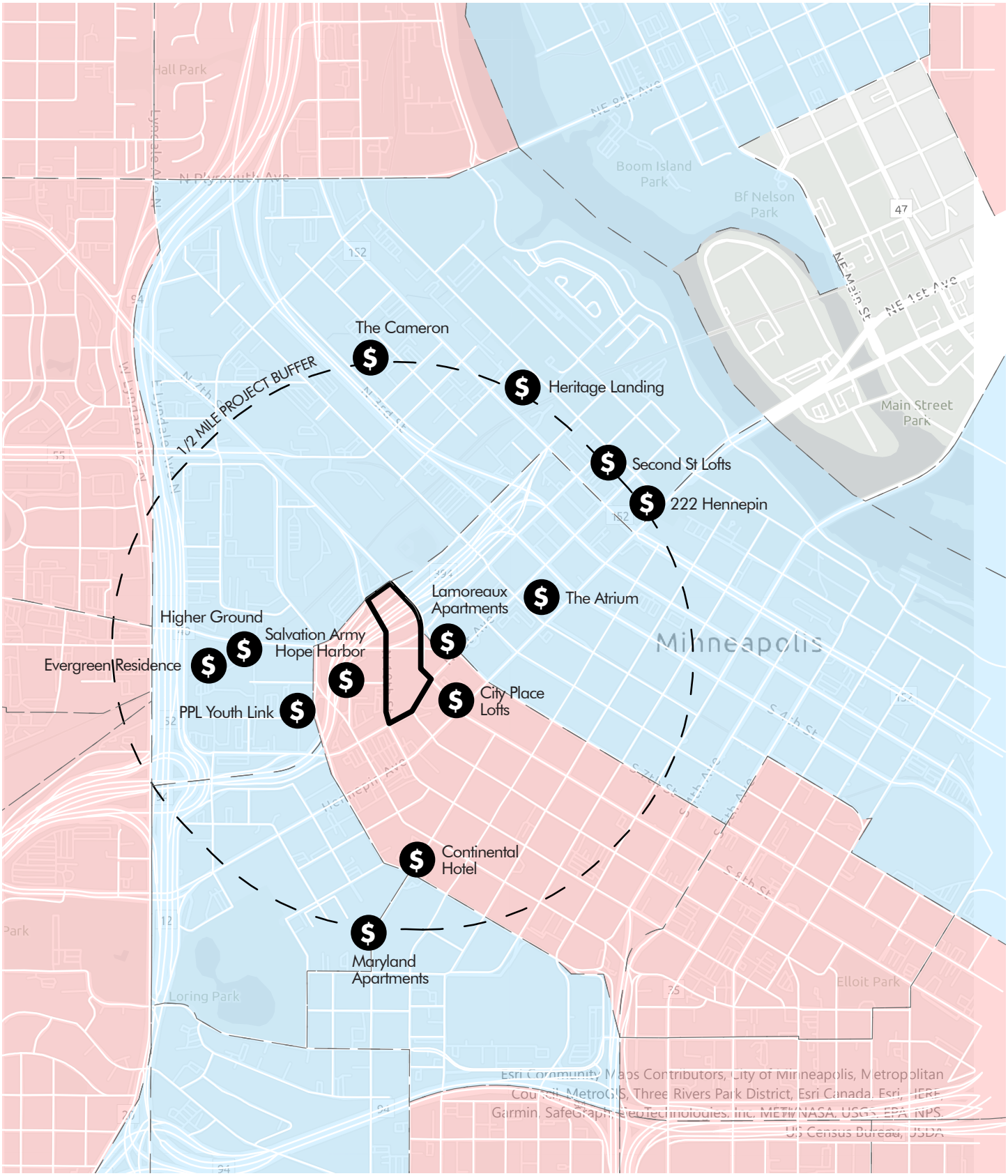
④ FEATURE WALL



Ramp A Mobility Hub

Equity Populations and Destinations

- Proposed project
- Regional environmental justice area
- Area of concentrated poverty
- School
- Senior housing
- Affordable housing
- Social services
- Medical clinic
- Retail center
- Park and ride
- Public park



Ramp A Mobility Hub

Equity Populations and Destinations

- Proposed project
- Regional environmental justice area
- Area of concentrated poverty
- Affordable housing


ONE WAY


N 7th St
N 2nd Av
NO TURN ON RED
ONE WAY
ONLY
NO STOPPING


N 2nd Av
N 7th St
ONLY
CRUNCH
FOLLOWING ME?
CRUNCH


ENTRANCE
ONE WAY


ONE WAY
Scooter Parking
SCOOTER
PARKING ONLY


Megabus
Stop
To walk
9 minutes
To bike
6 minutes
0.4 miles
Greyhound
Jefferson Lines
To walk
4 minutes
To bike
1 minute
0.2 miles
Light Rail Transit
and Northstar
To walk
6 minutes
To bike


Hampton Inn & Suites
THE SEVILLE
NJ RUTGER GARAGE
Rod Carew Dr
ENTRANCE
PARKING
ONE WAY


DSTAIR

FRONT TIRE


STOP
YIELD TO PEDESTRIANS
AND VEHICLES

Ramp A Mobility Hub

Project Summary

Applicant: City of Minneapolis
Project Location: 101 N 9th St, Minneapolis, MN 55403
Total Project Cost: $1,522,580
Requested Federal Dollars: $1,218,064

Project Description:

The proposed project is the transformation of Ramp A in downtown Minneapolis into a regional mobility hub. With the addition of pedestrian improvements such as lighting, wayfinding signage, improved bike lanes, and additional secure bike lockers/storage, the project will be a model to surrounding communities as well as to cities across the U.S. for how a mobility hub should be designed and structured. Updates to the ramp will further improve the public's perception of public transportation options in downtown Minneapolis and encourage the use of non-Single Occupant Vehicle (SOV) transit which will lead to the reduction of private vehicles on the road as well as decrease air pollution and traffic congestion, resulting in lower Greenhouse Gas (GHG) emissions.

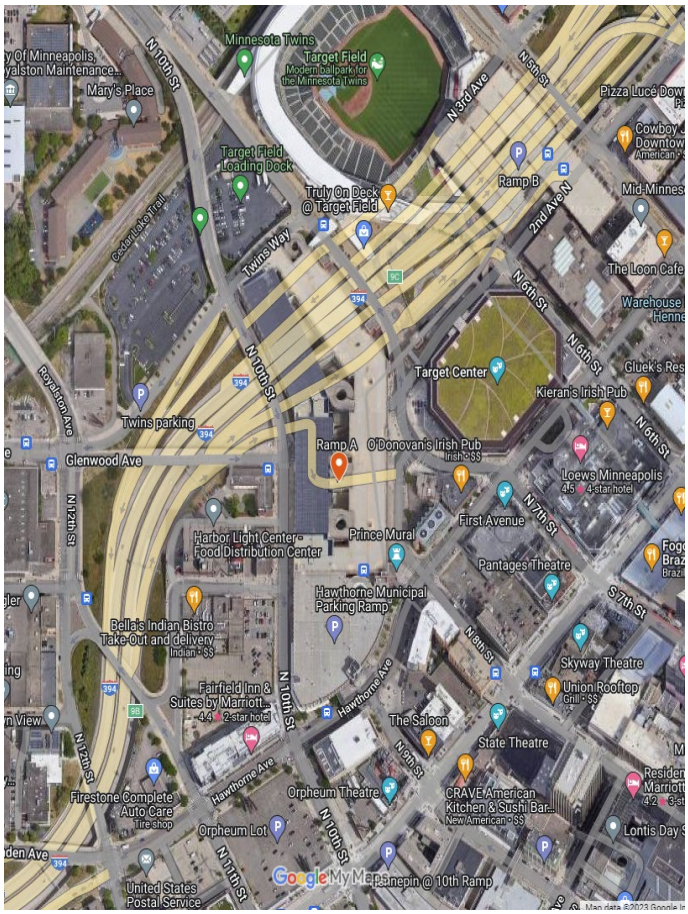
Proposed Project Elements:

- Removal of storage area walls
- Addition of bike lockers and secure storage
- Installation of electric vehicle chargers
- Improved pedestrian lighting
- Installation of wayfinding signs

Project Benefits Include:

- Increased last-mile transit options
- Reduction of GHG / emissions
- Creation of a sense of destination
- Link City-identified job centers, commercial areas, neighborhoods, open spaces, cultural and institutional places, and other destinations via alternative transportation options

Project Location:



Existing Conditions:

WALKER CONSULTANTS

OPINION OF PROBABLE CONSTRUCTION COST
RAMP A - GLENWOOD IMPROVEMENTS

21-4600.04

PROJECT:	**RAMP A - GLENWOOD IMPROVEMENTS**			Date:	9/20/2020
				Revised	**10/18/2023**
		Total Area, Sq. Ft.	38,000		
OWNER:	State of Minnesota	Total Const. Cost (2020):	$1,272,682.00		
		Annual Cost Increase =	6%		
		Total Const. Cost (2023):	**$1,522,580.00**		
LOCATION:	Minneapolis, MN	Const. Cost/Sq.Ft. (2023)	$40.07		

		QUANTITY		UNIT COST	ITEM COST	PERCENT TOTAL	COST/ SQ. FT.
01000	**GENERAL CONDITIONS**				**$136,350.00**	10.71%	$3.59
00110	Insurance	tot	1%	1%	$11,360.00		
00120	Building Permit	tot	1%	1%	$11,360.00		
00130	Mobilize/Overhead/Supervision	mo	4%	4%	$45,450.00		
00200	Contractor Profit	tot	8%	6%	$68,180.00		
02000	**SITE WORK**				**$30,032.00**	2.36%	$0.79
02070	Selective Demolition (curbing)	sf	2,500	2.00	$5,000.00		
02221	Building Demolition (CMU)	sf	2,508	4.00	$10,032.00		
02300	Earthwork	cy	2,500	2.00	$5,000.00		
02821	Chain Link Fences and Gates	ls	1	10,000.00	$10,000.00		
03000	**CONCRETE**				**$26,600.00**	2.09%	$0.70
03300	Cast-in-Place Concrete	cy	36	250.00	$9,100.00		
03300	Site Drives, Sidewalks, and Curbs	sf	2,500	7.00	$17,500.00		
04000	**MASONRY**				**$27,300.00**	2.15%	$0.72
04810	Unit Masonry Assemblies	sf	2,100	13.00	$27,300.00		
05000	**METALS**				**$15,000.00**	1.18%	$0.39
05500	Metal Fabrications	ls	1	15,000.00	$15,000.00		
06000	**WOOD AND PLASTICS**				**$26,000.00**		
06105	Miscellaneous Carpentry	ls	6,500	4.00	$26,000.00		
07000	**MOISTURE PROTECTION**				**$668,200.00**	52.50%	$17.58
07410	Metal Roof Panels	sf	6,500	65.00	$422,500.00		
07411	Metal Wall Panels	sf	2,288	95.00	$217,400.00		
07531	EPDM Membrane Roofing	sf	700	15.00	$10,500.00		
07620	Sheet Metal Flashing and Trim	sf	700	4.00	$2,800.00		
07920	Joint Sealants	lf	1	15,000.00	$15,000.00		
08000	**DOORS,WINDOWS,GLASS (STAIRTOWERS)**				**$0.00**	0.00%	$0.00
09000	**FINISHES**				**$100,400.00**	7.89%	$2.64
09210	Gypsum Plaster (CMU parging)	sf	2,100	4.00	$8,400.00		
09911	Paint Interior Ceilings & Beams	sf	30,000	2.75	$82,500.00		
09914	Pavement Marking	sf	38,000	0.25	$9,500.00		
10000	**SPECIALTIES**				**$33,800.00**	2.66%	$0.89
10200	Delineators	ea	58	150.00	$8,800.00		
10431	Signs	ls	1	25,000.00	$25,000.00		
11000	**EQUIPMENT**				**$0.00**	0.00%	$0.00
12000	**FURNISHINGS**				**$46,000.00**		
12400	Bike Racks	ea	16	2,500.00	$40,000.00		
12400	Site Benches	ea	4	1,500.00	$6,000.00		
14000	**ELEVATORS**				**$0.00**	0.00%	$0.00
15000	**MECHANICAL**				**$0.00**	0.00%	$0.00
16000	**ELECTRICAL**				**$193,000.00**	15.16%	$5.08
16050	Basic Electrical Materials and Methods	ls	1	5,000.00	$5,000.00		
16400	Service and Distribution	ls	1	20,000.00	$20,000.00		
16501	Architectural Lighting	ea	134	750.00	$100,500.00		
16900	Controls (access controls)	ls	1	7,500.00	$7,500.00		
16900	EV Charging Units	ea	4	15,000.00	$60,000.00		

DEPARTMENT OF TRANSPORTATION

395 John Ireland Boulevard
Saint Paul, Minnesota 55155

December 12, 2023

Ms. Elaine Koutsoukos
TAB Coordinator
Transportation Advisory Board
Metropolitan Council
390 North Robert Street
St. Paul, Minnesota 55101

Re: Ramp A Mobility Hub Project

Dear Ms. Koutsoukos,

The Minnesota Department of Transportation is partnering with the City of Minneapolis on the 2024 Regional Solicitation federal transportation request for the **Ramp A Mobility Hub Project**. The project will modernize the environment of the micromobility hub by improving the 9th Street Plaza, providing wayfinding to nearby destinations, adding EV carshare and motorcycle areas and adding improved bike lockers, among other improvements.

MnDOT is the owner of the ABC Ramps. MnDOT has requested the City apply as the lead applicant on behalf of the State. The State and City have a long-term contractual relationship for the City to manage, operate and maintain the ABC Ramps. The City's Department of Public Works would lead this proposed remodel project similar to current arrangements for other repair and construction projects for the ABC ramps. MnDOT and the City of Minneapolis partnered on the successful Ramp B, 5th Street Transit Center application in 2022.

MnDOT will provide the required, local match using ABC Ramps discretionary funds. ABC Ramps discretionary funds are state funds collected from parking revenue. We commit to covering the 20% match and any additional costs associated with the project. ABC Ramps discretionary funds projects are reviewed by a committee including ABC Ramps partners, both internal and external, then projects are given final approval by MnDOT leadership. The 20% match request for this project was reviewed and approved in December 2023 by this process.

MnDOT is very supportive of this proposal. The project is consistent with multiple planning efforts undertaken in the ABC Ramps in recent years. The current vision for the ABC Ramps is to transform the underutilized spaces into mobility hubs, with modern amenities that support transit and other mobility options. This is the second of three priority projects for mobility hub renovations and will be a major improvement for ABC Ramps customers, neighborhood residents and multimodal users, including transit riders at both the 7th Street and 5th Street Transit Centers.

Project Details

Project Name:	Ramp A Mobility Hub
Project Funding - Federal Amount Requested:	$1,218,064
Project Funding – 20% MnDOT match:	$304,516 (ABC Ramps discretionary funds)
Total Project Cost:	$1,522,580
Funding Year:	2026 - 2027
Proposed Improvements:	• Improve the 9th Street micromobility plaza • Removing storage walls, painting ramp undersides to modernize the space • Improve pedestrian lighting • Provide wayfinding to nearby destinations • Designate new EV carshare spaces and improve existing motorcycle areas • Improve existing bicycle parking areas • Improve bike lanes and sidewalks • Make space for future public art

Completing the mobility hub at Ramp A will help us meet our long-term environmental goals to reduce single occupancy vehicle trips around Ramp A. It will improve racial equity by enhancing and improving mobility options in downtown and support multimodal transportation by providing more options to residents, commuters, event attendees and anyone who visits the ABC Ramps. As the owner of the ABC Ramps, MnDOT looks forward to partnering with the City of Minneapolis to ensure this project is a success.

Sincerely,

Nancy Daubenberger

Nancy Daubenberger, P.E.
Commissioner

cc:: Ronnie Toledo, Operations Analyst, Department of Public Works, City of Minneapolis
Tim Sexton, Assistant Commissioner, SPPM Division, MnDOT
Jon Solberg, Assistant Director, SPPM Division, MnDOT
Sarah Ghandour, Director, Office of Transit & Active Transportation, MnDOT
Tim Mitchell, Assistant Director, Office of Transit & Active Transportation, MnDOT
Nicole Campbell, ABC Ramps Program Coordinator, Office of Transit & Active Transportation, MnDOT