



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

**Date:** January 14, 2014

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

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

**Subject:** **Transportation Alternatives Program (TAP) & MnDOT Safe Routes to School (SRTS) Grant Applications.**

### Recommendation:

- A. Authorize proper city officers to submit a series of applications for federal transportation funds through the Transportation Alternatives Program (TAP) and MnDOT Safe Routes to School Program.
- B. Authorize proper city officers to commit local funds per federal requirement to support the approved TAP projects.
- C. Adopt the accompanying resolution.

### Previous Directives:

- Authorized various federal and state grant applications

### Department Information:

Prepared by: Steve Hay, P.E., Transportation Planner, TPE, 673-3884  
Shaun Murphy, Bicycle and Pedestrian Coordinator, TPS, 673-3166  
Don Elwood, P.E., Director, Transportation Planning & Engineering, 673-3622

Approved by: \_\_\_\_\_

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

Presenters in Committee: Steve Hay and Shaun Murphy

### Reviews

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

### Financial Impact

- No financial impact, but future matching capital funds and operations/maintenance funding

### Community Impact

- City Goals: Infrastructure – streets, bridges, sidewalks, sewers, bike lanes & paths – well-managed and maintained.
- City Goals: Active Lifestyles: walkable, bikeable, swimmable.

### Supporting Information

The City will prepare a series of applications for two related federal funding programs:

- 2017 TAP funds through the Metropolitan Council, and
- 2015/2016 Safe Routes to School funds through the Minnesota Department of Transportation (MnDOT).

This request includes a summary of each program along with a brief description of the City's proposed project submissions including estimated project costs and grant amounts. Each project requires a local match for construction plus the costs for design and engineering. These applications will maximize the use of federal funding.

Additionally, a request has been made for the City to act as the Public Agency Sponsor for a project submitted by the Minnesota Streetcar Museum. The City will not be responsible for providing the required local match for this project.

Although many organizations may apply for TAP and SRTS funds through the solicitations, only the seven metro area counties and cities with populations over 5,000 may enter into the appropriate Agency Agreements.

Staff is recommending the submittal of the following applications in the two program areas.

<b>Project Name</b>	<b>Agency</b>	<b>Program</b>	<b>Requested Amount</b>	<b>Anticipated Local Match Required</b>
40 <sup>th</sup> Street Pedestrian Bridge over I-35W	PW-TPE	TAP (Bike/Ped)	\$1,000,000	\$250,000
Midtown Corridor Bridge Preservation Program – Phase 2	PW-TPE	TAP (Historic)	\$1,000,000	\$250,000
36 <sup>th</sup> Street Sidewalk and Bikeway	PW-TPS	TAP (Bike/Ped)	\$1,000,000	\$565,000
Andersen School Area	PW-TPS	TAP (SRTS)	\$600,000	\$322,000
Green Central School Area	PW-TPS	MnDOT SRTS	\$400,000	\$100,000
Streetcar Truck Rebuild Project	Minnesota Streetcar Museum	TAP (Historic)	\$100,000	\$25,000 (Non-City)
Totals			\$4,100,000	\$1,487,000

*PW-TPS = Public Works – Traffic and Parking Services*

*PW-TPE = Public Works – Transportation Planning and Engineering*

Additional funding will be needed to complete design, engineering, and administrative tasks for the City's proposed projects. These tasks are not eligible for federal funding and those costs have been accounted for in the 5-year capital program budget.

### **Transportation Alternatives Program**

The Transportation Alternatives Program (TAP) was authorized by the most recent Federal transportation funding act, Moving Ahead for Progress in the 21st Century (MAP-21), that was signed into law on July 6, 2012. The Transportation Alternatives Program redefines the former Transportation Enhancements activities and consolidates these eligibilities with the Safe Routes to School and Recreational Trails Programs. The Transportation Alternatives program builds upon the legacy of the TE program by funding community-based projects that expand travel choices and improve the transportation experience by improving the cultural, historic, and environmental aspects of our transportation infrastructure.

The current TAP solicitation is for 2017 funds, projects are expected to be constructed in 2017. Projects selected through the TAP require a local match of at least 20% of the total project cost. The maximum award per project is \$1,000,000. A total of \$6 million in federal 2017 TAP funds are available region-wide through this solicitation. The staff recommended projects are:

40<sup>th</sup> Street Pedestrian Bridge Over 35W (\$1,000,000) – Renovation of the 40<sup>th</sup> Street Pedestrian Bridge over 35W to include trail widening, structural improvements, and aesthetic enhancements. This project is part of the RiverLake Greenway Corridor from the Chain of Lakes to the Mississippi River.

Midtown Corridor Bridge Preservation Program – Phase 2 (\$1,000,000) – The Midtown Corridor is on the National Register of Historic Places. The proposed program will provide funds for the improvements or modifications of the 20 locally classified bridges built between the years 1913 and 1916 and located between Hennepin Ave. and Cedar Ave. The goal is to preserve the structures until it is necessary to consider removal of a structure for reasons of safety. Phase 2 of the program would provide funding for two of the identified bridges.

W 36<sup>th</sup> Street Sidewalk & Bikeway – \$1,565,000 (\$1 million federal and \$565,000 local) Improvements to W 36<sup>th</sup> Street between Bryant Avenue and Lake Calhoun to make permanent sidewalk and bike path changes. This project will augment an upcoming 2014 project to create a bicycle and pedestrian area on the south side of the street next to Lakewood Cemetery. Temporary barriers will be converted to permanent, and transitions at either end of the project will be improved over the 2014 proposal.

Andersen School Area near 10<sup>th</sup>/11<sup>th</sup>/12<sup>th</sup> Avenue S– \$922,000 (\$600,000 federal and \$322,000 local) Walking and biking improvements to a north-south corridor between Powderhorn Park (E 34<sup>th</sup> Street) and Stewart Park (E 26<sup>th</sup> Street). This project will capitalize on a previous plan to create elements of a greenway between these destinations. In addition, the planned 2014/2015 efforts to add protected bike lanes on E 26<sup>th</sup> Street and E 28<sup>th</sup> Street are within this area and will be coordinated. Bump outs, crosswalks, stoplights at busy street crossings, and comfortable areas for bicycling will be included.

### Streetcar Truck Rebuild Project

Twin City Rapid Transit streetcar #1300 is one of only two wood Twin City streetcars intact. It is on the National Register of Historic Sites. Every year it transports the public on the Minnesota Streetcar Museum's Como-Harriet Streetcar Line that runs between Lakes Harriet and Calhoun. It carries about half of the line's 30,000 annual riders since 1971. Its role has been to educate the public about the history of public transportation in the Twin Cities.

The motorized wheelsets under the car are called trucks. Those trucks supported and powered the car for its last 26 years of service, followed by 17 years of inactivity and 42

years of museum service. That translates to over 1 million miles of service, including over 100,000 as a museum piece. The trucks are due for a heavy overhaul including new wheels, axles, and bearings, as well as additional work on the motors, wiring, and breaks.

### **MnDOT Safe Routes to School**

This funding program is for projects to be constructed in 2015 and 2016. This is the final year that MnDOT will directly administer funding for Safe Routes to School. Starting in 2017, the SRTS program will be administered through the Transportation Alternatives Program.

This 2015/2016 SRTS solicitation provides 80% funding for infrastructure projects and has a minimum project cost of \$100,000. Approximately \$4 million is anticipated to be awarded state-wide. Funds may be requested for preliminary engineering and construction engineering as part of the total project cost and included in the proposal budget. These projects will greatly improve the safety and ability of children to walk or bike within 2 miles of a school and must be ready for construction during the 2015 and 2016 construction season.

The proposed projects must include the Baseline evaluations with the application and after evaluations must be completed like in previous applications. The applications must include the attached resolution along with school principal/superintendent and city engineer letters of support. The staff recommended project is:

Green Central School Area near S 4<sup>th</sup> Avenue & E 34<sup>th</sup> Street – \$500,000 (\$400,000 federal and \$100,000 local) Walking and biking improvements to an east-west corridor between the Green Central campus (S 4<sup>th</sup> Avenue) and Powderhorn Park (S 10<sup>th</sup> Avenue) along E 34<sup>th</sup> Street, including safer pedestrian crossings at E 35<sup>th</sup> Street & S 4<sup>th</sup> Avenue. This project will improve upon an unsuccessful 2013 Safe Routes to School grant application by extending a walking and biking route to Powderhorn Park. Improvements will include traffic calming, crosswalks, bump outs, bike boulevard features, and a flashing beacon at a busy street crossing.

## **RESOLUTION**

### **Federal Grant Applications:**

Whereas the City of Minneapolis' goals support walking and bicycling as a vital transportation mode which provides active health benefits; and

Whereas, the City of Minneapolis includes policies and plans to ensure that walking and bicycling throughout the city is safe, comfortable and pleasant; and

Whereas, the City of Minneapolis desires to continue to improve its walking and bicycling infrastructure; and

Whereas, the Federal, State and County governments have been and continue to be strong partners in helping to accomplish our walking and bicycling systems that make Minneapolis a walking and bicycle-friendly city; and

Whereas, the City of Minneapolis has previously applied for and received federal grants for bicycling and walking projects;

Now, Therefore, Be It Resolved by The City Council of The City of Minneapolis:

That the City of Minneapolis hereby supports and authorizes Minneapolis Public Works Department to:

- a. Submit federal grant applications for the 2017 Transportation Alternatives Program (TAP) and the 2015/2106 Safe Routes to School (SRTS) Program that require matching funds, and
- b. Maintain these facilities for their useful life.