

2014 Regional Solicitation for Federal Transportation Funds



2014 Regional Solicitation

- Authorized in Federal legislation – MAP 21
- Administered by Met Council & MnDOT
- Approximately \$150 Million Available for projects in 2018 & 2019*
- Last full Regional Solicitation in 2011
 - City submitted 11 applications; 5 were awarded funding

* Limited funds available for projects in 2017

Revised Program Categories

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

Funding Levels

	Roadways Including Multimodal Elements	Transit and TDM Projects	Bicycle and Pedestrian Facilities	Total
Modal Funding Levels	Range of 48%-68% of Funds Range of \$72M-\$102M	Range of 22%-32% of Funds Range of \$33M-\$48M	Range of 10%-20% of Funds Range of \$15M-\$30M	100% \$150M

Modal Categories	2014 Regional Solicitation		
	Modal Sub-Categories	Minimum Award	Maximum Award
Roadways Including Multimodal Elements	Roadway Expansion	\$1,000,000	\$7,000,000
	Roadway Reconstruction/ Modernization	\$1,000,000	\$7,000,000
	Roadway System Management	\$250,000	\$7,000,000
	Bridges	\$1,000,000	\$7,000,000
Bicycle and Pedestrian Facilities	Multiuse Trails and Bicycle Facilities	\$125,000	\$5,500,000
	Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)	\$125,000	\$1,000,000
	Safe Routes to School (Infrastructure Projects)	\$125,000	\$1,000,000

Schedule

- 10/7/14 Regional Solicitation Released
- 12/1/14 Application Deadline (5 PM)
- 12/22/14 Qualifying Review Completed
- 2/19/15 Project Scores Released
- 2/27/15 Scoring Appeal Deadline
- 3/19/15 Funding Options Developed
- 6/17/15 TAB Approval of Funding Recommendations
- 6/18/15 Projects Included in Draft TIP

Development of Applications

- Input from CPED, Pedestrian Advisory Committee & Bicycle Advisory Committee
- Considered & Evaluated More Than 39 Possible Applications
 - 23 Bicycle & Pedestrian Projects
 - 8 Roadway Projects
 - 5 Bridge Projects
 - 3 Safe Routes to School Projects
- Selected 9 Projects for Submittal of Applications

Proposed Minneapolis Applications

- **Roadways including Multimodal Elements**

 - Roadway Reconstruction

 - 8th Street S (Hennepin to Chicago)
 - Broadway Street NE (Stinson to Industrial Boulevard)

 - Bridges

 - 10th Avenue SE Bridge Rehabilitation

- **Bicycle & Pedestrian Facilities**

 - Multiuse Trails & Bicycle Facilities

 - 40th Street Pedestrian & Bicycle Bridge over I-35W
 - U of M Protected Bikeways (19th Ave SE/15th Ave SE – Riverside Ave to NE Diagonal)
 - High Quality Connection between Orange Line Transit Station at Lake Street and the Midtown Greenway

 - Pedestrian Facilities

 - North Loop Pedestrian Improvements
 - Emerson & Fremont Avenues North

 - Safe Routes to School Infrastructure

 - High School Transit Connections

Project Funding Amounts

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

Roadway Reconstruction Projects

8th Street South

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

Broadway Street NE

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

Bridges

10th Avenue SE Bridge Rehabilitation

This project proposes to rehabilitate the reinforced concrete 10th Avenue Bridge over the Mississippi River. This will address the ongoing deterioration of concrete areas on the bridge's spandrel columns, floor beams, arches, and deck. The total construction cost for the bridge rehabilitation is approximately \$22 Million to \$42 Million, depending on specific elements of the project. A previous federal allocation of \$3.3 Million must be turned back in order to be eligible to apply for funds through this Regional Solicitation.

Multiuse Trails & Bicycle Facilities

40th Street Pedestrian Bridge Over 35W

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

U of M Protected Bikeways

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

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

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

Pedestrian Facilities

North Loop Pedestrian Improvements

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

Emerson and Freemont Avenues North

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

Safe Routes to School

High School Transit Connections

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

Questions?