

Request for City Council Committee Action From the Department of Public Works

May 15th, 2007 Date: To: Honorable Sandra Colvin Rov. Chair Transportation & Public Works Committee Honorable Paul Ostrow, Chair Ways & Means/Budget Committee Referral to: Subject: 2007 SAFETEA-LU Submission (2011-2012) Recommendation: Authorization to: a) Submit a series of applications for federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) funds passed through the state; b) Commit local funds per federal requirement to support the approved SAFETEA-LU projects. **Previous Directives:** Prepared by: Don Elwood, P.E., Engineering Services, 673-3622 Carissa Ptacek, E.I.T. 673-3698 Rhonda Rae, P.E., Director of Engineering Services, 673-3627 Approved by: Steven A. Kotke, P.E., City Engineer, Director of Public Works **Presenters:** Don Elwood, P.E., Engineering Services 673-3622 Approval _____ Not applicable X____ Permanent Review Committee (PRC) Approval _____ Not applicable X____ Policy review Group (PRG) **Financial Impact** (Check those that apply) No financial impact - or - Action is within current department budget (If checked, go <u>X</u> directly to Background/Supporting Information) Action requires an appropriation increase to the Capital Budget Action requires an appropriation increase to the Operating Budget Action provides increased revenue for appropriation increase Action requires use of contingency or reserves Business Plan: ___ Action is within the plan. ___ Action requires a change to plan. Other financial impact (Explain): Future funding for operation and maintenance is required.

Request provided to department's Finance Dept. contact when provided to the

Committee Coordinator

Community Impact

Neighborhood Notification: Not Applicable

City Goals: Maintain the physical infrastructure to ensure a healthy, vital and safe city

Comprehensive Plan: Not Applicable

Zoning Code: Not Applicable

Background/Supporting Information

The City will prepare a series of applications for 2007 federal SAFETEA-LU funds in response to the current Metropolitan Council solicitation and the Minnesota Department of Transportation (MnDOT) solicitation for 2011 and 2012 funds. This request includes a summary of the eligible project areas, a brief description of city projects, estimated costs, and the SAFETEA-LU submission 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.

The city is submitting the following applications in the SAFETEA-LU program areas.

Project Name	Agency	Program	SAFTEA- LU - Requested Amt
St. Anthony Parkway Bridge	PW-ES	BIR	\$7,500,000
Camden Bridge	PW-ES	BIR	\$3,868,000
Nicollet Bridge	PW-ES	BIR	\$872,000
Downtown Regional Transit Improvements–Phase 1 – Marquette Avenue	PW-Tran	CMAQ	\$7,000,000
TMO-Downtown Mpls Transportation Management Organization-2011 (operations)	DT-TMO	CMAQ	\$422,000
TMO-Downtown Mpls Transportation Management Organization-2012 (operations)	DT-TMO	CMAQ	\$425,000
Traffic Management Center/Intelligent Transportation System Upgrades and Enhancements (Phase 3)	PW-Tran	CMAQ	\$5,000,000
Minneapolis Arterial Roadway Traffic Flow improvements – Phase 3	PW-Tran	CMAQ	\$800,000
Downtown Regional Transit Improvements–Phase 2 – 2nd Avenue	PW-Tran	CMAQ	\$7,000,000
Arterial Traffic Flow Improvements – Phase 4	PW-Tran	CMAQ	\$800,000
Project Name	Agency	Program	SAFTEA- LU - Requested Amt
ITS/TMC Services (operations) - 2011	PW-Tran	CMAQ	\$250,000
ITS/TMC Services (operations) - 2012	PW-Tran	CMAQ	\$250,000
Overhead Signal Addition Safety Project (Chicago Avenue)	PW-Tran	HSIP	\$335,000
Chicago @ 9 th Street Roundabout	PW-ES	HSIP	\$356,400
Granery Road (SEMI/University Research Park)	PW-ES	STP -	\$7,000,000

	CPED	augmenter	
13th Street	PW-ES	STP- Bike/Ped	\$800,000
Intelligent Street Light Network	PW-Tran	STP	\$1,000,000
St. Anthony Parkway Bridge	PW-ES	TE - Bike/Ped	2,000,000
University of Minnesota Bike Trail	PW-ES	TE - Bike/Ped	\$555,000
Hiawatha Trail Connection	PW-ES	TE - Bike/Ped	\$415,000
Minneapolis Parkway Lighting	PW-Tran	TE - Scenic	\$1,000,000
Overhead Crosswalk Safety Enhancements	PW-Tran	TE - Bike/Ped	\$360,000
Midtown Greenway Bridge Preservation	PW-ES	TE- Historic	\$1,250,000
Total Federal Requested Estimated Minimum Local match required (20%) Additional Local Responsibility for engineering, non fe	\$49,258,400 \$9,851,680 \$31,500,000		

Bridge Improvement or Replacement (BIR) – Total available \$ 9 Million to the Region

<u>Grand Rounds National Scenic Byway (St. Anthony Parkway) Bridge over the BNSF(\$7,500,000)</u>–

St. Anthony Parkway and the Bridge over the BNSF are part of the City's "Grand Rounds - National Scenic Byway". The Grand Rounds has been recognized by the Federal Highway Administration as the premier National Urban Scenic Byway. The bridge provides an important east/west access across 24 tracks into BNSF's Northtown Rail Yard. The bridge has a sufficiency rating of 33.9 (well below 50 rating for bridges considered structurally deficient). The bridge superstructure is in an advanced state of deterioration and the existing bridge deck and sidewalks must be continuously maintained in order to keep them in a safe and usable condition. Routine maintenance is no longer feasible to provide this service. The current bridge consists of five trusses (span lengths of 102 to 116 feet, total span 525 feet) with the four piers located between 24 tracks into BNSF's Northtown Rail Yard.

<u>Camden Bridge (\$3,868,000)</u>—The project proposes to rehabilitate the bridge over the Mississippi River and I-94. It will preserve the major capital investment by repairing the expansion joints, rehabilitating the drive surface, replacing the approach panels, crash railing, sidewalks, and pedestrian railings, and re-painting.

<u>Nicollet Bridge (\$872,000)</u>—This proposal will provide for the infrastructure (bridge and street) costs related to re-opening Nicollet Avenue through the Kmart site (Lake to 29th Streets). The objective is to re-create the city grid network, improve the urban environment, and to foster commercial traffic on Nicollet Avenue while retaining residential traffic on 1st and Blaisdell Avenues

Total City BIR Request \$ 12,240,000

Congestion Mitigation/Air Quality Program(CMAQ) –Total available \$55 million to the Region

The CMAQ program purpose is providing flexible funding to state and local governments for transportation projects and programs to help meet Clean Air Act of 1990 requirements. The total

available is subject to change depending on amounts authorized through the new federal surface transportation act.

Traffic Management Center/Intelligent Transportation System Upgrades and Enhancements (\$5,000,000)–(For Phase 3)— This project is a continuation from Phase 1 and 2 which received funding for 2007 and 2008. The City is determining necessary upgrades and enhancements to its Traffic Management Center (TMC) and Intelligent Transportation System (ITC) capabilities. One key project component will include an upgrade to the City's traffic signal computer system. Additional functionalities and information sharing components will gather and disseminate additional TMC information from stakeholders throughout the region. The Minneapolis TMC, when fully upgraded and deployed, will include an upgraded and expanded, state-of-the-art traffic control system including adaptive control.

TMO-Downtown Minneapolis Transportation Management Organization—2011,2012 (operations) (\$847,000)—(\$422,000 in 2011; \$425,000 in 2012 for operations)— This project jointly pursues with Metro Commuter services and other TMOs the appropriate funding for travel demand management services. This would fund the continued operation of the TMO, a public/private partnership between the City and downtown business community to promote congestion mitigation strategies that maintain and improve safe, efficient movement of people and goods into and through downtown; improve air quality; and assure the continued growth and prosperity of downtown and the region.

Downtown Regional Transit Improvements—Phase 1—Marquette Avenue (\$7,000,000, 2011) The Minneapolis Ten-Year Transportation Action Plan, "Access Minneapolis", identifies initial actions that the City and its partner agencies need to take within the next ten years to address multi-modal issues on the City's major streets. As a result transit service is being consolidated to transit spines. This optimizes opportunities to improve transit services and facilities for riders. It also frees other streets for different modes of transportation that also need to be accommodated. The conversion of Marquette Avenue from single width to double width transit lanes will enable the buses to leap-frog around each other making stops at alternate blocks. Based on the current condition of Marquette Avenue the conversion from single width to a double width transit lanes will require the reconstruction of this street from 1st Street N to 12th Street S. In addition, the sidewalk on the bus side will need to be widened to 15 feet to handle the anticipated pedestrian traffic.

Downtown Regional Transit Improvements—Phase 2–2nd Avenues (\$7,000,000, 2012)The Minneapolis Ten-Year Transportation Action Plan, "Access Minneapolis", identifies initial actions that the City and its partner agencies need to take within the next ten years to address multimodal issues on the City's major streets. As a result transit service is being consolidated to transit spines. This optimizes opportunities to improve transit services and facilities for riders. It also frees other streets for different modes of transportation that also need to be accommodated. The conversion of 2nd Avenue from single width to double width transit lanes will enable the buses to leap-frog around each other making stops at alternate blocks. Based on the current condition of 2nd Avenue the conversion from single width to a double width transit lanes will require the reconstruction of this street from 1st Street N to 12th Street S. In addition, the sidewalk on the bus side will need to be widened to 15 feet to handle the anticipated pedestrian traffic.

Arterial Traffic Flow Improvements Phase 3 and 4(\$1,600,000)–(\$800,000 in 2011; \$800,000 in 2012 for)— This project is a continuation from Phases 1 and 2 which received funding for 2007 and 2008. This project will provide efficiency improvements to the arterial roadways of the city through development and implementation of new traffic signal timing plans and strategies. This project will optimize signal timing along the arterial and collector roadways that were not done in

the projects approved in 2009 and 2010. The downtown was approved in 2009 and Hiawatha Avenue (TH 55), Olson Highway (TH 55), Lyndale Avenue S (CSAH 22), E/W Lake Street (CSAH 3), and Hennepin Avenue S (MSA 425) were approved for 2010.

ITS/TMC Services (operation) (\$500,000)–(\$250,000 in 2011; \$250,000 in 2012 for operations)—This project is to provide enhanced services for the operation of the ITS/TMC systems. These systems primarily include the Transportation Management Center(TMC). The existing TMC is scheduled to be replaced with the 2009 and 2010 funding cycle. The new TMC will include state of the art systems to optimize traffic flow on a day by day basis as well as for events. ITS systems that provide ability to provide traffic responsive operation will be included in the new TMC. The enhanced service will provide additional staff and services for day to day optimal traffic system operations. Staff would develop timing plans; make decisions on the operation of the systems to respond to various planned and unplanned events. These events could be at the major venues such as the Twins' ball park, the TCF Gopher stadium, the Metrodome, the Target Center and the Convention Center and at major planned detours and unplanned events such as closures of major routes by accident. Response to weather events such as snow fall where the systems need to respond to traffic conditions

Total City CMAQ Request \$21,947,000

Highway Safety Improvement Program(HSIP) - Total available \$4.8 million

Through this solicitation, the region will program approximately \$4.8 million (subject to adjustment depending on amounts authorized through a new federal surface transportation act) in HSIP funds in Federal Fiscal Years 2011 and 2012. The object of the program is to identify, implement and evaluate cost effective construction safety projects.

<u>Chicago Ave. at 9th Street Roundabout (\$356,400)</u>–This project includes Chicago Ave S from 8th St E to 28th St E. The total length is approximately 1.3 miles. It is a total reconstruction including grading, paving, striping, signals, lighting and storm drain. The intersection of Chicago Ave and 9th St E currently has poor geometry, with five legs coming into the intersection

Overhead Signal Addition Safety Project (Chicago Avenue) (\$335,000)—This project adds overhead traffic signals for improved signal visibility along Chicago Ave south of Lake St. In the past improvements to signal visibility have dramatically lowered the accident rates, especially right angle accidents. We expect that this would be true at these intersections as well.

Total City HSIP Request \$691,400

Surface Transportation Program(STP)-Total available \$93 million

Through this solicitation, the region will program approximately \$93 million (subject to adjustment depending on amounts authorized through a new federal surface transportation act) in STP Urban Guarantee funds in Federal Fiscal Years 2011 and 2012.

The STP purpose is providing a source of flexible funds to state and local governments to build highways and bridges, improve transit systems and construct intermodal projects.

13th Street (\$800,000)—This project will reconstruct 13th Street South between the Nicollet Mall and Marquette Avenue and turn it into a pedestrian friendly corridor linking the Nicollet Mall to the Convention Center. The proposed project would reduce the street to a one lane, one-way street and provide wide pedestrian friendly sidewalks to enable safe and inviting access between Nicollet Mall and the Convention Center.

Granary Road (SEMI/University Research Park) (\$7,000,000)—This project will construct 2.0 miles of new roadway. This roadway will relieve Interstate 94 of the local trips from Minneapolis to St. Paul and provide an additional alternative route for traffic during construction of the Central Corridor LRT project. In addition, this roadway will improve access to the Gopher Football Stadium and other university sports complexes as well as to the southeast Minneapolis industrial area redevelopment area and University Research Park

Intelligent Street Light Network (\$1,000,000) - This project will allow operational control of the City's street lighting system from a central location, delivering light intelligently based upon real-time conditions. Through a wireless network and existing power and cable lines, the user can efficiently and effectively control the operation of all street lights maintained by the City of Minneapolis from one central location, mobile or stationary. There are significant cost savings realized in conjunction with this type of control.

Total City STP Request \$8,800,000

Transportation Enhancement (TE)- Total available \$17 million

Through this solicitation, approximately \$17 million (subject to change depending on amounts authorized through the new federal surface transportation act) in TE funds will be programmed in Federal Fiscal Years 2011 and 2012.

Midtown Greenway Bridge Preservation (\$1,250,000)—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 historic bridges with Local Roadway classification include: Fremont, Colfax, Bryant, Aldrich, Harriet, Grand, Pleasant, Pillsbury, Stevens, Oakland, Columbus, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th and 18th Avenues South. The goal is to preserve the structures until it is necessary to consider removal, reconstruction, reclassification, routine maintenance, rehabilitation, or repair of a structure for reasons of safety.

St. Anthony Parkway Bridge (\$2,000,000)—This project includes the construction of a bridge over the BNSF Northtown Marshalling yard. The bridge provides grade separation for St. Anthony Parkway and its associated bicycle and pedestrian trails. St. Anthony Parkway is a part of the City's Grand Rounds National Scenic Byway and currently crosses the rail yard via a BNSF bridge which has exceeded its design life and does not provide adequate bicycle or pedestrian facilities commensurate with the Grand Rounds system.

<u>University of Minnesota Bike Trail (\$555,000)</u>—This project is a regional trail connection between the existing University of Minnesota Transit-way Trail and the Mississippi River (Dinkytown Bikeway Connection-Bridge Nine).

Hiawatha Trail Connection (\$415,000)—Extension of the Planned Hiawatha LRT Trail from 11th Avenue S to Chicago Avenue. On street bicycle lane along 3rd Street S between Chicago Avenue S and Hennepin Avenue S. This project replaces the bicycle lane removed from 5th Street to accommodate the Light Rail Transit Line.

Overhead Crosswalk Safety Enhancements (\$360,000)—The proposed project would include upgrading existing side-mounted pedestrian flashers at 18 mid-block and pedestrian crossings

without signals to overhead signs and flashers to improve their visibility and safety of the pedestrian crossings.

Minneapolis Parkway Lighting (\$1,000,000)—This project consists of the replacement of poles, fixtures, and electrical wiring associated with the lighting systems in place along the many scenic parkways in the City. The existing facilities are approaching the end of their useful life and are becoming costly to operate and maintain. Current maintenance funding is unable to keep base with the current need. The total cost to replace the existing lighting system, underground wiring, fixtures, and poles, is estimated at over \$14 million.

Total City TE Request \$ 5,580,000

Total Minneapolis Request for Proposed 2007 SAFETEA-LU Projects: \$49,258,400

Other Projects Considered (Currently not seeking Federal Funds)

The following projects were considered to be included the in federal application submittal. Due to the qualifying of the application or project costs, these projects were removed.

Joint BRT Demonstration Project
Cedar Lake Trail phase 4
Hennepin Lyndale
8th Street
Chicago Bridge @ 94
9th Street Pedestrian corridor
Durable Pavement Marking
Traffic Sign Improvements
Penn Avenue Roundabout
Franklin/East River Road Roundabout

Chicago Avenue Streetscape

Highway 121

Cc: Mayor Rybak City Council

Gaynell Schandel, Grants and Special Projects