



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

Date: July 25, 2006
To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee
Referral to: Honorable Paul Ostrow, Chair Ways & Means / Budget
Subject: **2006 Grant Agreements for the Non-Motorized Transportation Pilot Project (NTP)**

Recommendation:

- a) Authorize the proper City Officers to execute the MnDOT (Pass Through Grant) Agreement No. 89757 between State of Minnesota and the City of Minneapolis to provide up to \$996,000 in Federal grant funding for the Non-motorized Transportation Pilot Project in effect for the period of June 7, 2006 through December 31, 2006.
- b) Authorize the proper City Officers to execute an agreement with Transit for Livable Communities (TLC) to perform specific work efforts as outlined in and in accordance with MnDOT Agreement No. 89757 that provides up to \$996,000 in Federal grant funding in effect for the period of June 7, 2006 through December 31, 2006.
- c) Passage of the accompany resolution increasing the Public Works – Transportation Agency appropriation in the Permanent Improvement Projects Fund (0300-943-9462) by \$996,000 and increase the revenue source (0300-943-9462 – Source 3210) by \$996,000.

Previous Directives:

April 18, 2006 TPW Receive & File – Project Status Update

Prepared by: Jon Wertjes, Director of Traffic and Parking Services, 673-2614

Approved by:

Steven A. Kotke, P.E., Interim City Engineer, Director of Public Works

Presenters in Committee: Jon Wertjes and Steve Clark (TLC)

Permanent Review Committee (PRC) Approval _____ Not applicable X
Policy review Group (PRG) Approval _____ Not applicable X

Financial Impact (Check those that apply)

- No financial impact - or - Action is within current department budget (If checked, go 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: X Action is within the plan. Action requires a change to plan.

___ Other financial impact (Explain):

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

Background/Supporting Information

Project Update

After six months of detailed discussions with federal, state and local agencies, Transit for Livable Communities (TLC) will proceed with a \$25 million 4-year federal pilot program intended to help people reduce dependence on automobiles by improving walking and bicycling conditions in the Minneapolis area. On June 1, 2006, TLC's Work Plan (attached) received formal approval from the Federal Highway Administration (FHWA).

Tim Mitchell, FHWA transportation specialist at the Minnesota Division said he was pleased with the Work Plan and was encouraged by TLC's commitment to strong public involvement and "making this a truly collaborative effort."

The Non-motorized Transportation Pilot Project (NTP) was authorized by the Federal Government last August as part of the SAFETEA-LU transportation bill. The Minneapolis area is one of four communities designated to serve as a pilot in determining "the extent to which bicycling and walking can carry a significant part of the transportation load, and represent a major portion of the transportation solution." The other three pilot communities are Sheboygan, WI; Marin County, CA; and Columbia, MO. Only in Minnesota was an independent non-profit (TLC) designated to carry out the program.

The Work Plan submitted by TLC lists the City of Minneapolis as TLC's fiscal agent. Because the program falls under the State Aid Process, the funds are first released to Mn/DOT by the FHWA. But since Mn/DOT cannot allocate funds to a non-taxing authority, TLC needs a fiscal agent to carry out their administrative duties under federal law.

Program Evaluation

TLC has been working closely with the FHWA's national office and other pilot project communities to develop a rigorous methodology to evaluate and measure the success of this program. A Request for Proposals was sent out to the University of Minnesota and several other public universities for this consulting service. Baseline travel data will be collected in September 2006, and again in September 2010 at the end of the pilot program to determine modal split among Minneapolis residents. The law also specifies that the communities document health benefits, energy conservation, and pollution reduction. The selected university will provide an interim report (2007) and a final report (2010) to Congress with their findings. TLC plans to supplement the work by the consulting university with regular bike and ped counts at many different locations, and with project specific measurements.

Project / Location Eligibility

Using the language of the law and subsequent interpretations by the FHWA, the Work Plan clarifies the kinds of projects that will be eligible for the federal funding, including the question of location. Funds can be used for education and promotion as well as for the building of facilities. The focus is on Minneapolis with consideration for access to Minneapolis from adjoining communities. The funds are available until expended, require no match, and cannot be used for other purposes.

Bike-Walk Advisory Council (B-WAC)

An Advisory Council will have its first meeting on July 18 at City Hall. Its role is to advise the TLC Board of Directors on which projects to fund, rating proposals on the basis of their ability to induce a shift from driving to walking and bicycling. A selection criteria process will be recommended by B-WAC for adoption by the TLC Board of Directors. The B-WAC will make recommendations to the TLC Board of Directors for both infrastructure and non-infrastructure projects. TLC will also provide opportunities for the broader public to have input throughout the project. The B-WAC participants are listed below:

Bike-Walk Advisory Council Members

(confirmed as of 7/14/06)

1.	Shonda Allen	Powderhorn Park Neighborhood Assoc. (Elena Gaarder – alternate)
2.	Lisa Austin	Twin Cities Bicycle Coalition, State Bicycle Advisory Committee
3.	Chuck Ballentine	Hennepin County Housing Community Works, and Transit Director
4.	Billy Binder	Hennepin County Bike Adv. Comm., Mpls. Bicycle Advisory Committee
5.	John Dillery	Metropolitan Transit, Senior Transit Planner (Craig Lamothe – alt)
6.	Michael Foster	Minneapolis Disability Advisory Council
7.	Shawntera Hardy	City of St. Paul Planning Department, planner
8.	Katie Hatt	Longfellow Neighborhoods Executive Director
9.	Michael Huber	Public Health Active Living leader
10.	Connie Kozlak	Metropolitan Council Planner (James Andrew – alternate)
11.	Robert Lilligren	Minneapolis City Council (Sandy Colvin Roy – alternate)
12.	Christine Manning	psychologist specializing in fostering sustainable behavior
13.	Nick Mason	Dero Manufacturing, Mpls Bike Advisory Committee
14.	Tim Mitchell	Federal Highway Administration - Minnesota Division
15.	Louis Moore	Office of Congressman Sabo
16.	Gay Noble	Streets for People, pedestrian advocate
17.	Joan Pasiuk	University of Minnesota Public Health
18.	Antonio Rosell	C-D-G Design Group, urban planner and engineer
19.	RT Rybak	Mayor of Minneapolis (Peter Wagenius, alternate)
20.	Steve Sanders	University of Minnesota Parking and Traffic Division
21.	Gary Sjoquist	Quality Bicycle Products, Bikes Belong director
22.	Scott Smedberg	Andersen School, Mpls. Parks -- liaison for immigrant communities
23.	Russ Stark	Midway TMO Executive Director
24.	Robert Vanasek	Office of Congressman Oberstar
25.	Jon Wertjes	City of Minneapolis Department of Public Works
26.	Bob Works	Mn/DOT Transit Division, Bike and Pedestrian Section Director

TLC Staff: Steve Clark, Barb Thoman, Katie Eukel
TLC Board Reps: Chuck Holtman, Greg Pratt, Bill Smith

Because this letter was written prior to the July 18 B-WAC meeting, a verbal overview of the first meeting will be presented by Steve Clark to the Transportation & Public Works Committee on July 20.

Budget and Timeline

TLC anticipates that about one-third of the expendable funds will be used for non-infrastructure programs and projects, including ped/bike operations (markings, signage, etc.). This means that the City of Minneapolis may be passing through to TLC as much as \$8 million over a four or five year period. TLC will also be directing the allocation of the funds for the construction of new facilities (infrastructure) and Mn/DOT will provide reimbursement directly to the grantees. The

City of Minneapolis, adjoining municipalities to Minneapolis, Hennepin County and Ramsey County are all potential recipients of these funds.

It is anticipated that a project solicitation process will be announced later this summer with major projects selected for funding in early 2007. Much of the focus in 2006 will be on assessing the existing conditions and determining where the greatest needs are. After the baseline data are collected in September 2006, some low-cost improvements will be advocated and funded perhaps as early as October. It is also anticipated that there will be a public information campaign launched during Fall 2006.

Agreements

Public Works recommends two agreements for City Council action. The first agreement is between the City and MnDOT, and the second between the City and TLC. These agreements will cover the project activity period of June 7, 2006 through December 31, 2006. The estimated project cost is \$996,000 consisting of a 100% grant and no match requirements. It is expected that these two agreements will be amended on an annual basis that will increase the funding and extend the end date. These amendments will follow the typical City contract amendment process.

Attachments: TLC's NTP Work Plan dated 5-19-06