



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

Date: June 21, 2005
To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee
Referral to: Honorable Lisa Goodman, Chair Community Development Committee
Honorable Barbara Johnson, Chair Ways & Means/Budget Committee

Subject: 2005 TEA-21 Submission (2009-2010)

Recommendation:

Authorization to:

- A. Submit a series of applications for federal Transportation Equity Action for the 21st Century (TEA-21) funds passed through the state;
- B. Commit local funds per federal requirement to support the approved TEA-21 projects.

Previous Directives:

Prepared by: Don Elwood, Principal Professional Engineer, 673-3622

Approved by:

Klara A. Fabry, P.E., City Engineer, Director of Public Works

Presenter: Don Elwood

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

Other financial impact (Explain):

Request provided to the Budget Office when provided to the Committee Coordinator

Background/Supporting Information:

The City has prepared a series of applications for 2005 federal TEA-21 funds in response to the current Metropolitan Council solicitation for 2009-2010 funds and the Minnesota Department of Transportation (MnDOT) solicitation for 2009 and 2010 funds. This request includes a summary of the eligible project areas, a brief description of city projects, estimated costs, and the TEA-21 submission amounts. Each requires a local match.

Financial Impact - Staff submitting project applications have indicated this action is within current department budgets.

The city is submitting the following applications in the TEA-21 program areas.

A. Congestion Mitigation/Air Quality Program (CMAQ) – Total available to the region is \$35 million

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 (\$5,150,000) –(\$2,500,000 for Phase I in 2009 and \$2,650,000 for Phase 2 in 2010)–The City of Minneapolis is determining necessary upgrades and enhancements to its Traffic Management Center (TMC) and Intelligent Transportation System (ITS) 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 to/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 along with different ITS devices and subsystems including, non-intrusive traffic detectors, real-time video surveillance cameras, arterial DMSs, central equipment such as computers and workstations and center-to-center communications. The total cost to replace and upgrade this system is estimated at over \$12 million.

TMO-Downtown Minneapolis Transportation Management Project-2007,2008 (operations) (\$847,000) - (\$422,000 in 2009; \$425,000 in 2010 for operations)–Fund the operation of the TMO, public/private partnership between the City of Minneapolis 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.

Minneapolis CBD Traffic Flow Improvement (\$400,000)–This project will provide efficiency improvements to the Minneapolis downtown street system through development and implementation of new traffic signal timing plans and strategies for the areas 191 traffic signal systems. This project will optimize signal timing while continuing to provide and enhance preferred treatment for the 108,000 transit patrons arriving and departing daily on buses and light rail.

Downtown Variable Message Signs (\$400,000)–The Electronic Variable Message Signs (VMS) would be capable of displaying text messages or symbols to indicate the location and direction of available parking during periods of heavy on-street congestion. The 4' X 9' signs would be installed on existing signals or light poles and would be integrated with a computerized controller linked to parking data which is already in use. Eight VMS will be located in the Warehouse district of Downtown Minneapolis. Two other VMS are necessary to supplement previously installed signs near the Convention Center. These signs will be strategically placed to best be able to direct traffic to the nearest available parking and to the quickest

routes to the freeways upon exit. The signs could also be used to facilitate road closures and emergency evacuations of the downtown area.

Arterial Traffic Flow Improvements (\$200,000)—This project will provide efficiency improvements to the following arterial roadways through development and implementation of new traffic signal timing plans and strategies. This project will optimize signal timing at 65 signalized intersections on these arterial roadways: 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).

Total City CMAQ Request \$6,997,000

B. Surface Transportation Program (STP)— Total available to the region is \$55 million

Through this solicitation, the region will program approximately \$55 million (subject to adjustment depending on amounts authorized through a new federal surface transportation act) in STP Urban Guarantee funds in Federal Fiscal Years 2009 and 2010.

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.

18TH Avenue NE Trail Phase 1 (\$2,600,000)—This approximately 1.1 mile long bikeway/walkway is located along 18th Ave NE in NE Minneapolis from Monroe Street NE to Stinson Blvd. This arterial trail connects to numerous planned and funded bikeways/walkways throughout the corridor. Project includes signage, striping, bituminous work, concrete work, curb/gutter/catch basin work, ped ramps, crosswalk improvements, erosion control, installing trees/landscaping, and streetscape improvements.

Hennepin – Lyndale Reconstruction (\$3,920,000)—This project includes Lyndale Ave from Dunwoody Blvd to Groveland Terrace and Hennepin Ave from Groveland Terrace to Franklin Ave. The total length is approximately .75 miles. It is a total reconstruction with possible right of way acquisition. This segment of roadway serves as a critical alternative route to south-bound Interstate I-94, including the tunnel.

Granary Road (SEMI) (\$5,500,000)—Construction of 2.0 miles of new roadway. This roadway will relieve Interstate 35W of the local trips from Minneapolis to St. Paul. In addition, this roadway will provide access to the Gopher Stadium and other university sports complexes as well as to the southeast Minneapolis industrial area redevelopment area.

Midtown Greenway Corridor segments - Fremont Bridge (\$1,460,083)—This project consists of replacement of the Fremont Avenue South Bridge over the HCRRA at East 29th Street in Minneapolis. Included in this project is the removal of the existing bridge, construction of a new bridge and approach roadways, and construction of pedestrian/bikeway ramps to the Midtown Greenway bike path below the bridge.

Cedar, Franklin and Minnehaha Avenue Intersection Safety and Capacity Improvement Project (\$844,800)—This project will reconstruct several intersections and connecting street segments to the portion of Cedar Avenue located between I-94 and TH 55 (Hiawatha Avenue) in south Minneapolis. The objective of this project is to improve multimodal transportation safety and capacity along this artery where it moves through an emerging growth center in Minneapolis. Cedar Avenue is an “A” minor arterial within the Minneapolis street system, and serves as an established connector for traffic between NB TH 55 and EB I-94, or WB I-94 and SB TH 55. Modifications to intersections (including Franklin Avenue, Minnehaha Avenue, and 20th Avenue), medians, and connecting street segments will reduce pedestrian and vehicular conflicts, improve vehicular capacity, reinforce the role of Cedar Avenue as a traffic reliever, simplify turning movements, improve access to transit services, and improve access management to adjacent land uses and major development sites along this segment of Cedar Avenue.

Total City STP Request \$14,324,883

**C. Transportation Enhancement Program (TEP)–
Total available to the region is \$10 million**

Through this solicitation, approximately \$10 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 2009 and 2010.

Proposed STP projects can be submitted in one of three categories: 1) non-freeway principal arterial highways; 2) projects on the "A" Minor Arterial Highway System as defined by the Met Council's Transportation Advisory Board (TAB); and 3) bicycle and pedestrian projects.

18TH Avenue NE Trail Phase 2 (\$1,000,000)–This approximately 1.1 mile long bikeway/walkway is located along 18th Ave NE in NE Minneapolis from Marshall Street NE to Monroe Street NE. This arterial trail connects to numerous planned and funded bikeways/walkways throughout the corridor. Project includes signage, striping, bituminous work, concrete work, curb/gutter/catch basin work, ped ramps, crosswalk improvements, erosion control, installing trees/landscaping, and streetscape improvements.

Loring Greenway Phase II Public Space (\$924,000)–Loring Greenway is a 1500 feet causeway providing bike, pedestrian and emergency access from Nicollet Mall to Loring Parkway at 14th Street South. The Greenway bridge over LaSalle Avenue and was built in 1978 as part of a tax increment district. The pavements and streetscape elements have out lived their useful life.

Stinson Parkway Bike Trail (\$750,000)–The Stinson Parkway bike trail construction will include a new paved off-street bike trail installation along approximately one mile of Parkway. The trail will extend south from St. Anthony Parkway, to the intersection of New Brighton Blvd and Stinson Parkway. The project will include new signage, lighting, site furnishings, and landscaping. Rest areas and other highlighted areas will be landscaped to integrate the trail corridor with its surroundings.

Lower West River Parkway Bike and Pedestrian Trail Reconstruction (\$1,000,000)–The West River Parkway bike and pedestrian trail reconstruction will include subgrade improvements and new pavement installation along approximately 1.5 miles of Parkway. The trails will extend south along the top of the bluff on the western side of the Mississippi River Gorge from East 42nd Street to the intersection of 46th Avenue South and West River Parkway. Along with improved safety and trail durability, the project will include new signage, lighting, site furnishings, landscaping and drinking water. Rest areas and other highlighted areas will be landscaped to integrate the trail corridor with its surroundings.

RiverLake Greenway (\$1,000,000)–This approximately 2.5 miles long bikeway/walkway is located along East 40th Street and East 42nd Street in south Minneapolis from I-35W to West River Parkway. This arterial facility connects to numerous planned and funded bikeways/walkways throughout the corridor. This project consists of bicycle lanes, traffic calming, trees/landscaping, and streetscape amenities. Project includes signage, striping, bituminous work, concrete work, curb/gutter/catch basin work, ped ramps, crosswalk improvements, erosion control, signal work, installing trees/landscaping, and streetscape improvements.

Cedar & Franklin Avenue Pedestrian Access and Safety Improvements (\$800,000)–This project will improve pedestrian access and safety along Franklin Avenue and Cedar Avenue, two "A" minor arterials and relievers, through an emerging growth center and transit and commercial corridor that connects the University of Minnesota and Augsburg College with three nearby neighborhoods. The improvements will occur along one of the last industrial and undeveloped segments of these streets. Improvements will include installation of pedestrian lighting (including under bridge treatments), improvements to pedestrian street crossings, sidewalk and boulevard enhancements, and wayfinding signage. The improvements will overcome significant existing barriers, improve safety and reinforce multimodal access (including bicycle, bus, and LRT facilities) for these two high volume corridors.

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 of Minneapolis. 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 TEP Request \$6,474,000

D. Hazard Elimination Safety Program (HES) – Total available to the region is \$2.4 million

The amount of funding for the Metropolitan area has been \$2.4 million dollars per year. Changing this allotment is currently under discussion. The object of the program is to identify, implement and evaluate cost effective construction safety projects.

31st Street Overhead Signal Safety Improvements – Hennepin to Cedar – Phase I (\$360,000)–The Project will add overhead mastarm signal indications to the currently signalized intersections on 31st (MSA 366) at Hennepin Ave. S. (MSA 425), Emerson Ave. S. (MSA 172) , Dupont Ave. S. (MSA 170), Bryant Ave. S. (MS 162), Lyndale Ave. S. (CSA 22), Pillsbury Ave. S. (Local), 1st Ave. S. (MSA 190), Stevens Ave. S. (35W Ramp) and 2nd Ave. S. (35W Ramp)

31st Street Overhead Signal Safety Improvements – Hennepin to Cedar – Phase 2 (\$320,000)–The Project will add overhead mastarm signal indications to the currently signalized intersections on 31st (MSA 366) at 3rd Ave. S. (Local), 4th Ave. S. (MSA 211), Portland Ave. S. (CSA 35), Park Ave. S. (CSA 33), Chicago Ave. S. (MSA 165), 10th Ave. S. (Local), Bloomington Ave. S. (MSA 160) and Cedar Ave. S. (CSA 152).

CBD Durable Pavement Marking Enhancements (\$40,000)–This Project will install durable pavement markings for the purpose of supplementing existing lane designation signing in the Minneapolis Central Business District (CBD). The area within the following boundaries defines the Central Business District (CBD):Mississippi River, I-35W, I-94, I-394, Third Ave Distributor, and the Burlington Northern Sante Fe railroad tracks

Total City HES Request \$720,000

E. TIPEDD District Application -- Bonus Point Demonstration to encourage Transportation Investment Planned Economic Development Districts (TIPEDD)

The TAB has developed a bonus point process for the 2005 Regional Solicitation to encourage a series of integrated projects that provide increased accessibility and mobility to and within activity centers.

The selected TIPEDD District will gain 50 bonus points for each project in the District submitted as part of the 2005 Solicitation. In addition, for that district, up to \$1 million will be available for federally eligible transportation investments now excluded from the Regional Solicitation if one or more regular solicitation project(s) in the District is selected.

At the conclusion of the solicitation process, the TAB will determine if the TIPEDD will be made a permanent element of future Regional Solicitations.

Federal STP Funding Application: Cedar, Franklin and Minnehaha Avenue Intersection Safety and Capacity Improvement Project. -- This project will reconstruct several intersections and connecting street segments to the portion of Cedar Avenue located between I-94 and TH 55 (Hiawatha Avenue) in south Minneapolis to improve multimodal transportation safety and capacity along this artery where it moves through an emerging growth center in Minneapolis.

Federal TEP Fund Application: Cedar & Franklin Pedestrian Access and Safety Improvements -- This project will improve pedestrian access and safety along Franklin Avenue and Cedar Avenue, two "A" minor arterials and relievers, through an emerging growth center and transit and commercial corridor that connects the University of Minnesota and Augsburg College with three nearby neighborhoods.

Total 2005 Minneapolis Request for Proposed TEA-21 Projects: \$28,515,883