

## **FY 2020 Transportation Alternatives Letters of Interest Received for Projects Benefitting the Great River Road**

Organization: Lady Slipper Scenic Byway Inc.  
Project: Construction of Trail Bridge on Lady Slipper Scenic Byway/Great River Road  
Amount Requested: \$261,000

Organization: City of Bemidji  
Project: 5<sup>th</sup> Street Multi-Use Trail  
Amount Requested: \$200,000

Organization: Shingobee Connection Trail Task Force  
Project: Phase 6: Pedestrian/Bicycle Trail Highway Underpass (Hwy 371)  
Amount Requested: \$200,000

Organization: City of Elk River  
Project: CSAH 12 and 13 Trail Gap Segments  
Amount Requested: \$800,000

Organization: City of Brainerd  
Project: Brainerd Trail Connection – TH 25 from 28<sup>th</sup> Street SE to 5<sup>th</sup> Avenue NE  
Amount Requested: \$175,000

Organization: City of Sauk Rapids  
Project: CSAH 1 Trail Improvements  
Amount Requested: \$400,000

Organization: Cuyuna Lakes State Trail Association  
Project: Cuyuna Lakes State Trail Airport Connection  
Amount Requested: \$800,000

Organization: City of Red Wing  
Project: Red Wing Riverfront Trail  
Amount Requested: \$900,000

FY 2020 Transportation Alternative Program Letters of Interest Received for Projects Benefitting the Great River Road

	B	C	N	O	Q	Y
1	Name of application organization:	Title of project:	Amount of funding requested:	Total project budget- please briefly explain the total estimated amount of funding needed for the project. Include the amount requested through this application and other sources. If interested in being consider for Transportation Alternatives funding, specifically identify how you will obtain the 20 percent match (100 words maximum):	Describe the work you want to do for which you are seeking support. Include a description of the project development activities for this project completed to date (250 words)	Have you contacted representatives from the sponsoring agency, including elected officials and county engineers? If so, please describe what has resulted from this conversation and if you have written support for the project (50 words maximum):
18	Lady Slipper Scenic Byway, Inc (LSSB)	Construction of trail bridge on Lady Slipper Scenic Byway/Great River Road	\$261,000	Total Project budget - \$610,000 Request for TAP funds - \$261,000 Previously Awarded provisional funding from 2018/2019 Transportation Alternatives - \$227,000 Match, source yet undetermined - Up to \$210,000 pending with Shakopee Mdewakanton Sioux Community, up to \$95,000 pending with Beltrami County. We are investigating Neilson Foundation Funding, Iron Range Resources and Rehabilitation funding and seeking other potential sources. This total does not include approximately \$60,000 of construction engineering that will be provided by Beltrami County Highway Department.	LSSB requests funding for the construction of an ADA compliant, stand-alone pedestrian/bicycle bridge over the Mississippi River, adjacent to the current highway bridge on a portion of Beltrami County Highway 39 where the Lady Slipper Scenic Byway and the Great River Road are in common. This project includes trails on both ends of the bridge to connect back to the road edge 6 ft paved shoulders. The north end connects with the Mississippi River Interpretive Site, with safe, adequate parking. In 2015 the Lady Slipper group was awarded a Scenic Byways TAP grant matched by funds from the Northwest Minnesota Foundation, with supplemental funds from Beltrami County and the Leech Lake Band of Ojibwe, for planning, design and engineering of the proposed bridge. Beltrami County Highway Department contracted with Houston Engineering to conduct site evaluation and hold stakeholder and community meetings to solicit input. Following this process, a consensus on preferred design was reached. Houston Engineering has submitted plans and a probable cost for the project.	Beltrami County Administrator and Commissioners are aware and have provided resolutions in support. Beltrami County will be the fiscal agent and the county engineer will administer the grant. Leech Lake Band of Ojibwe, Chippewa National Forest, Mississippi River Parkways Commission and Representative John Persell have provided letters of support.

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	B	C	N	O	Q	Y
20	City of Bemidji	5th Street Multi-Use Trail	\$200,000.00	Our total project budget is \$300,000, which includes 5% for contingency and another 15% of construction cost for engineering. The 20% local match would be designated from the City of Bemidji tax levy.	The scope of the project includes constructing a 10 foot wide multi-use bike trail following an old corridor (4th Street) that has since been abandoned with the construction of 5th Street where it sits today. In lieu of a trail that would border the side of a busy street, the City is exploring the use of this old corridor to create separation between vehicles and pedestrians and still provide a connection between the City of Bemidji downtown area and the 1st roundabout at Jefferson Avenue. This is the 1st phase of what the City hopes will prompt the extension again of this trail to eventually the High School and then again to Gene Dillon School by Beltrami County.	NA
22	Shingobee Connection Trail Task Force	Phase 6: Pedestrian/Bicycle Trail Highway Underpass	\$200,000	At the present time, \$415,000 has been secured toward the box culvert highway underpass project which is estimated to cost between \$600,000-\$700,000. Preliminary design has been funded by a private donation. Written support has been recorded by both the county and township in their minutes. This is more than the 20% match required.	We are seeking support for the construction of a paved pedestrian/bicycle underpass/box culvert under the high-volume Highway 371 as a safety enhancement to the existing completed 7 mile Shingobee Connection Trail currently crossing the highway.	The sponsoring governmental unit for this project (Phase 6) is Shingobee Township with support of the Cass County Board of Commissioners. The Cass County Highway engineers office has been directed by the Cass County Board to act as the fiscal agent for the construction phase. At the present time, \$415,000 has been secured toward the project which is estimated to cost between \$600,000-\$700,000. Preliminary design has been funded by a private donation. Written support has been recorded by both the county and township in their minutes.

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28	City of Elk River	CSAH 12 and 13 Trail Gap Segments	\$800,000	The total project budget is \$1,170,000 which includes design, right of way and construction. Construction is estimated to cost \$1,060,000. The city is requesting the maximum amount of funding (\$800,000) with a local match for the remaining costs. As part of the city's new local sales tax, funding (\$2 million) was included for the trail gaps along the existing system. The Legislature approved the local sales tax for the city in 2019. The city intends to use the trail gap funding for the local match. If additional funding is needed, the city would look to use of state aid funding.	The city is seeking funding for the construction of two trail gap segments along CSAH 12 and CSAH 13. The CSAH 12 segment completes a missing link of off-road trail along the Mississippi River Trail (MRT) from Nixon Street to Cleveland Avenue. This segment will provide an off-road link between Spectrum School's athletic fields with the School (located off of Twin Lakes Road and Industrial Circle). As development occurs near Cleveland Avenue, the city anticipates the extension of the Cleveland Avenue trail south to CSAH 12. The CSAH 13 segment completes a missing link along CSAH 13 from Trott Brook Parkway to Cleveland Avenue. The Trott Brook neighborhood does not have an off-road trail connection to Twin Lakes Elementary School (10051 191st Avenue). Students and parents must walk and/or bike along the shoulder of CSAH 13. The proposed segment would provide students and parents an alternative to driving or riding the bus to school. To date, the city has included both segments in their trail master plan and noted them as a priority.	Since both proposed trail gap segments are located along Sherburne County highways, the city has reached out to county and asked for support. Based on the initial discussion, the city anticipates continued support from the county.

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	B	C	N	O	Q	Y
34	City of Brainerd	Brainerd Trail Connection - TH 25 from 28th Street SE to 5th Avenue NE	\$175,000	The City of Brainerd is requesting \$175,000 in Federal TA funding for the construction of a local trail connection to the future Cuyuna Lakes State Trail. The City will match the \$175,000 in Federal money through local tax levies at an estimated amount of \$44,000. Engineering costs are anticipated to be 25% of the total construction budget and is estimated at \$44,000. The City and the City Walkable and Bikeable committee have identified this trail connection along Trunk Highway 25 as a major priority, and thus, the trail connection has been programmed into the City's Capital Improvement program and within the Brainerd Non-Motorized Transportation Plan.	The trail connection being proposed would utilize the Trunk Highway 25 Corridor from 28th Street SE to 5th Avenue NE. The City of Brainerd has been working closely and was appropriated \$1,100,000 of leftover funding from the 2014 bonding appropriation from the DNR for the construction of the CLST between 5th Avenue NE and the Buffalo Hills Trail, in which ends at the intersection of Norwood Street and SE 11th Street. It is the desire of the City of Brainerd to connect the existing trail along TH 210, along with some resurfacing work of the existing trail, and designate the entire trail segment through a Joint Powers Agreement with the DNR as the CLST. Through discussions with MnDOT district 3 staff, in 2022 there is a replacement of bridge #9099, which crosses the BNSF tracks on TH 25 just west of 28th Street SE, which would connect into the described trail connection along TH 25. Current project development activities consist of preliminary scoping of the preferred routes, some preliminary topographic survey of the area to calculate quantities for estimating, cost estimates for the trail sections, and working with MnDOT to coordinate activities with the bridge replacement in 2022.	Transportation Alternatives Funding was discussed at the October 21, 2019 Brainerd City Council meeting with a unanimous vote to submit this LOI and continue project development to submit the full application.
36	City of Sauk Rapids	CSAH 1 Trail Improvements	\$400,000	The total estimated project budget is \$500,000. This includes construction, engineering, environmental permitting, right-of-way, administrative and contingency costs. The 20% match (\$100,000) will come from the City's sales tax proceeds that the city collects for regional park and transportation improvements.	The City intends to construct a 10 foot wide trail along CSAH 1, from the end of the existing trail at the CSAH 1/CSAH 3 intersection, to the existing trail at Osauka Road, for a distance of 0.4 miles. The City has prepared preliminary design plans and has identified potential right-of-way impacts.	The Benton County Commissioners and Engineer, Sauk Rapids School District, and Sauk Rapids City Council all support this project.

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39	Cuyuna Lakes State Trail Association	Cuyuna Lakes State Trail Airport Connection	\$800,000.00	2,666,666 is the total amount of the project to not exceed the 30% requirement parameters of the program. The 20% match will be sought from the following and may include all or one of the sources MN DNR, Crow Wing County, the City of Brainerd and other available grants.	Construction of the CLST from Lum Park in the city of Brainerd to the Brainerd Regional Airport or the Sand Creek Bridge to connect two projects depending on the final cost. Currently segments between Deerwood, Crosby, Ironton and Riverton have been completed as well as segments between Brainerd and Lum Park are completed or will be completed in the next year. Our main focus is to connect these two already established trail systems and we have received written approval from the FAA to proceed with the trail through the proposed corridor.	Yes, conversations with the city of Brainerd and Crow Wing County have begun, We work alongside the DNR Parks and Trails Office as well as Crow Wing County and have strong support from our area legislators.

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58	City of Red Wing	Red Wing Riverfront Trail	\$900,000	The project budget is \$3,676,089. We are requesting \$900,000 in TAP funds for construction. The project's eligible work items estimate total is \$2,581,781. The TAP request represents 35% of construction costs leveraged with 65% (\$1,681,781) of match funds. Funding for ineligible activities is secured. Match funding is \$2,296,089. Sources include: \$1,176,529 in City funds; the \$550,000 FY19 LCCMR ENTRF and \$250,000 FY20 DNR awards; and \$319,560 in private donations. The project funding also includes awarded \$480,000 being used for design engineering from the Scenic Byways TA program. Non federal funding equal 62.5% of the probable cost of \$3,676,089.	Red Wing is requesting TA funding for capital construction costs to build the He Mni Can - Barn Bluff Regional Park to Colvill Park segment of the non-motorized Riverfront Trail along the bank of the Mississippi River. The trail is within the Mississippi Blufflands State Trail corridor. The trail construction includes a 10 foot wide bituminous surface with 2 foot wide gravel/concrete shoulders, rock excavation, base preparation, grading, engineered fill, gravel base, retaining walls, surface water management, fencing/railing, landscaping, wayfinding and signage. To date, a Phase I EA, Cultural Resource Study, site survey, and preliminary design engineering have been completed. A land purchase agreement with the Railroad has been signed. The project has received \$480,000 in Scenic Byway TA funding from the competitive SB application process. In 2016 the DNR completed the Master Plan for the legislated State Trail corridor, from the Cannon Valley Trailhead in Red Wing to Lake City. Segment 1 of the trail from the Cannon Valley Trail connecting Bay Point Park, then to Levee Park is complete. The City was awarded funding from the LCCMR \$550,000 (ENRTF ID: 208-G) and DNR \$250,000. In 2019 we began final design of the Trail segment. In August of 2019 the City reached an agreement with CP Railway for ROW acquisition. We will close on the needed land and acquire fee interest from CP Railway for the 25,000 square feet of railroad ROW property necessary for the project within 90 days.	The City of Red Wing is the sponsoring agency. October 14, 2019 the Red Wing City Council authorized the submission of the LOI for consideration. The City has initiated the development of a LUP with MnDOT for TH 61/63 ROW use for the trail.
74				\$ 4,137,525.00	8 GRR projects	
75				\$ 26,741,207.00	70 Projects statewide	