

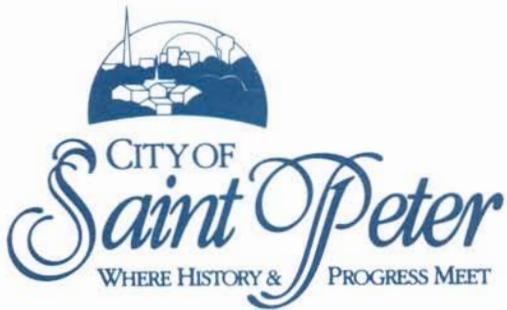
**CITY OF SAINT PETER, MINNESOTA  
AGENDA AND NOTICE OF MEETING**

Regular Workshop Session of Monday, November 4, 2013  
Library Meeting Room– 5:30 p.m.  
601 South Washington Avenue

- I. **CALL TO ORDER**
- II. **DISCUSSION**
  - A. Veteran's Memorial Concept Plan
  - B. Transit Route Update
  - C. Refuse Contract Discussion
  - D. ATP Grant Submission
  - E. Others
- III. **ADJOURNMENT**

Office of the City Administrator  
Todd Prafke

TP/bal



## Memorandum

**TO:** Honorable Mayor Strand  
Members of the City Council

**DATE:** 11/1/13

**FROM:** Todd Prafke  
City Administrator

**RE:** Veteran's Memorial Concept Plan

### **ACTION/RECOMMENDATION**

None needed. For your discussion only.

### **BACKGROUND**

Representatives of the Veteran's Memorial Committee will be in attendance at the workshop on Monday evening to provide information on revised plans that address some concerns raised by the Council during their last visit.

Please feel free to contact me if you have any questions or concerns on this agenda item.

TP/bal

St. Peter Area Veterans Memorial Committee  
October 2, 2013  
Meeting Minutes

Attendance: Bob Lambert, Chair, Jerry Pfeifer, Greg Stone, Greg Seitzer, Jeff Domras, Wendy Block

Absent: Bob Sandeen, Jim Weber, Ron Haugen

- I. Lambert called the meeting to order at 4:30pm
- II. Lambert summarized our presentation to the City Council on September 3rd and then read the letter from City Manager Todd Prafke which summarized the Council's request that the Committee consider reducing the size of the memorial and consider relocating it somewhere else within Minnesota Square Park or at Johnson Park.
- III. Eric Oleson and Eric Sahnou then reviewed possible ways to reduce the footprint of the memorial and discussed pros and cons of relocating the memorial to the Northeast corner of the park as well as the Southeast corner or along College Ave. at 3rd Street. They also discussed the pros and cons of Johnson Park.
- IV. The committee members then shared their own opinions on both the options for reducing the size of the project and various relocation options. After a lengthy discussion all committee members were unanimous in the following recommendation:

Reducing size:

The committee does support reducing the size of the memorial in an attempt to reduce the cost and to comply with the Council's wishes. The committee directed the architects to reduce the width of the walkway around the outside of the memorial from 16 feet to ten feet in width, and to do whatever else they feel is appropriate to "squeeze" the size of the memorial without changing the design.

Relocation:

The committee discussed the reasons the Council requested we consider relocating the memorial and was opposed to relocating the memorial for the following reasons:

1. The Council mentioned the possible problem that noise from the highway would make it difficult to reflect at that site. The committee indicated that when someone goes to a cemetery or any other place to reflect they aren't thinking about the noise. One of the committee members noted the noise surrounding the Fort Snelling Cemetery does not detract from the experience of visiting that site. Another committee member noted that this memorial is not designed to accommodate Veteran's Day speakers or other programs which would be bothered by noise. Those will still be held at the pavilion but the location of the site is close enough to the pavilion to still direct the audience at those events to visit the site as a part of the program.

2. Another issue was the distance people had to walk to the memorial. A Committee member pointed out that the pavilion, located in the center of the park is as far away from parking as the memorial would be, and thousands of people are invited to events at that location and are expected to walk many blocks to attend. Someone else noted that he had visited dozens of memorials and could only think of three that had parking immediately adjacent to the site, most required people to walk several hundred feet to see the memorial. It was also noted that the Committee did not expect that many people driving by on highway 169 would stop to visit the memorial, but placing the memorial "at center stage" and using the existing flags as the base of the memorial, those people driving by would know that St. Peter wanted to honor its veterans by locating the memorial in a prominent location. It doesn't seem to make sense to ignore the effort St. Peter has already made to advertise it's patriotism by not using the flags as a part of the memorial.
  3. Three of the committee members were also on the Park Pavilion Design Committee. All three agreed that when the idea of integrating the memorial in to the pavilion was brought up at the end of that process the members of the Design Committee were opposed to that idea. They preferred the memorial would be far enough away from the pavilion so that it would not interfere with the programming that goes on at that location. They believed that the memorial was a place to honor and reflect and that was not fitting with the purpose of the pavilion. The proposed location does not interfere with any of the existing use of the pavilion or programs associated with it.
  4. It has been suggested that the memorial would "block the view" of the pavilion which has been the focal point of the park. The architects involved in the design of the memorial were also involved in the design of the pavilion and were aware of that concern. That is why the cast stone monuments are so thin in design while the remaining structures are relatively low profile and the "wall" facing Minnesota Ave. is divided in to several short walls to insure that the view from the highway allows one to see "through" the site to the pavilion. The trees and the flags do much more to block the view of the pavilion than would this memorial.
- IV. The Committee requested Lambert draft a letter to the City Council explaining why it is opposed to relocating the memorial and to send the letter when the architects have completed a revised plan showing the reduced size as per the Committee direction. The Committee has been working on this project for two years in order to find a site that is acceptable to the Council and to the citizens of St. Peter. The goal of this committee was to provide the citizens of St. Peter with a "landmark" of which they all would be proud, and a project that would be worthy of honoring all of the past and future members of our community who have been, and will be, willing to serve their country to preserve the freedom we all enjoy, and hopefully do not take for granted. We understand the concern that some have that feel a veterans memorial

might change the nature of Minnesota Square Park. We feel that it will only enhance the park that is the centerpiece of St. Peter's park system that hosts the majority of our community events. like the 4th of July celebration, or Memorial Day or Veteran's Day as well as the many festivals that provide music and fun for all. What better place to honor those who have served our entire community by their willingness to give their lives to preserve the right to have a place like Minnesota Square Park?

V. The meeting adjourned at 5:30pm.

ARCHITECT OF RECORD:

**OLESON  
+HOBBIE  
ARCHITECTS**

O H A R C H I T E C T S . C O M  
ARCHITECTS • INTERIORS • PLANNING • DESIGN • CONSTRUCTION  
330 Stadium Road, Suite 202, Markato, MN 56001  
T: 507.385.1158

CONSULTANT:

**CONCEPTUAL  
SITE PLAN**

**ST. PETER  
VETERANS  
MEMORIAL**

**ST. PETER,  
MINNESOTA**

REVISIONS:

MARK	DATE	DESCRIPTION

PROJECT #: 12-0285P  
DATE: 10-15-2013  
DRAWN BY: EDS  
CHECKED BY: ELO

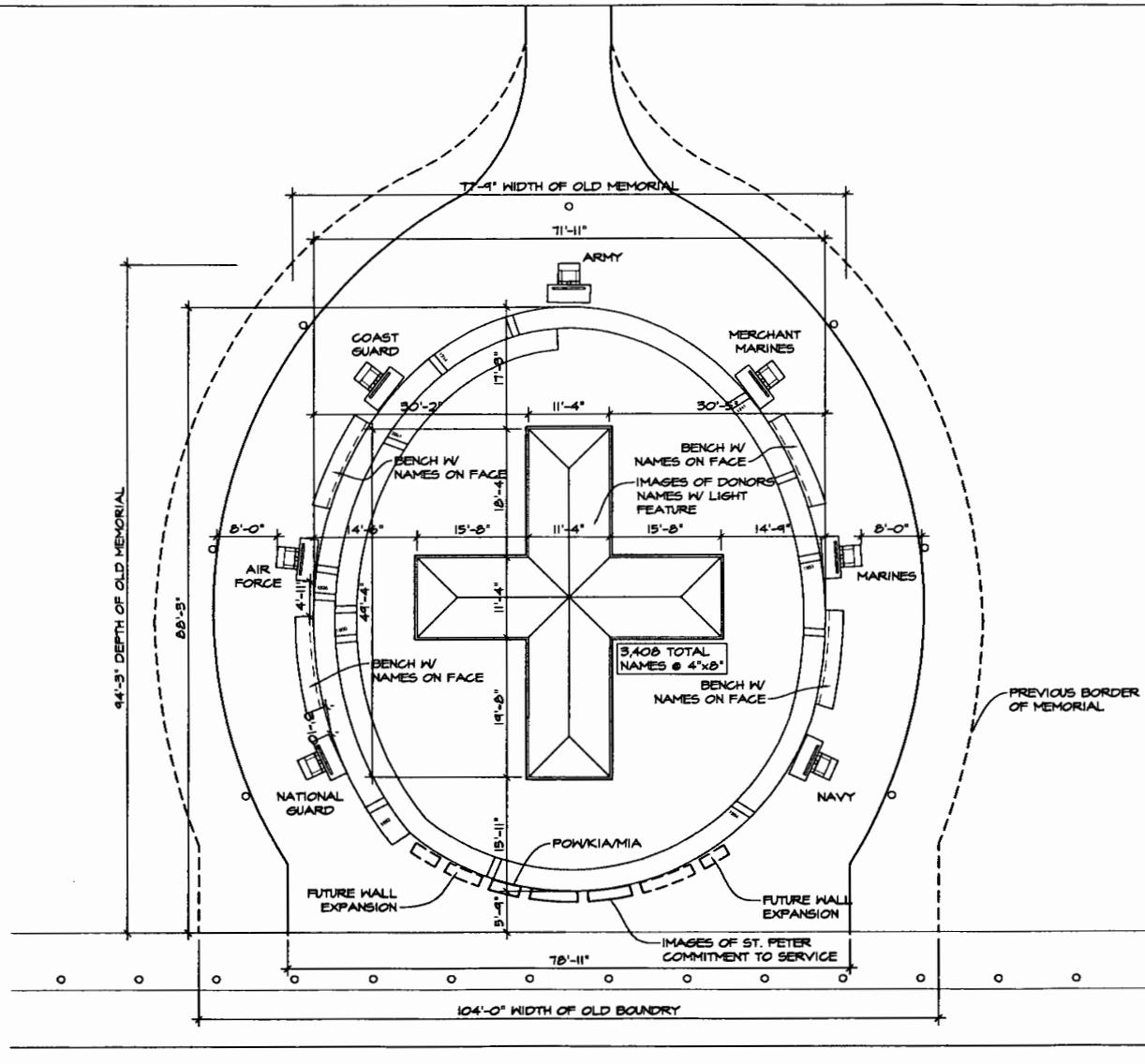
© 2013 Oleson + Hobbie Architects, LLC

SHEET TITLE:

**REVISED SITE PLAN  
CONCEPT**

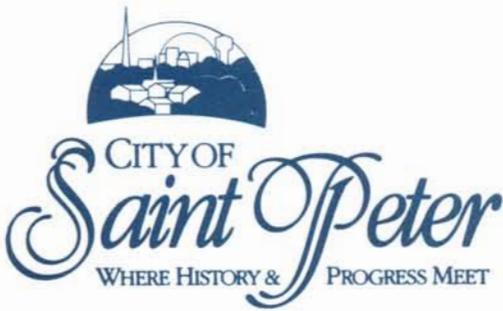
SHEET:

**A0.1**



3 SITE PLAN  
A0.1 1/16" = 1'-0"

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## Memorandum

**TO:** Todd Prafke  
City Administrator

**DATE:** 10/31/13

**FROM:** Paula O'Connell  
Director of Finance

**RE:** Transit Service Update

### ACTION/RECOMMENDATION

None needed. For your discussion only.

### BACKGROUND

The City Transit system has seen some changes over the summer. Wayne Albers became the new Transit Coordinator in June and is doing a great job learning about State reporting, schedules, and bus maintenance.

We also implemented a bus route in August. Prior to August 2013, the Transit ran two buses during the hours of 10:00 am and 5:00 pm for the Dial-A-Ride (DAR) service. Since August 2013, one of those buses now provides a scheduled route to sixteen stops during the hours of 10:00 am to 6:00 pm, while the second bus maintains the Dial-A-Ride service. We continue to tweak the route and stops to better accommodate riders and our schedule. We will also begin to include Shopko as a stop when it opens.

The following information provides summary comparisons of rides for the months of June to October.

<u>2013</u>	<u>June</u>	<u>July</u>	<u>August</u>	<u>Sept</u>	<u>Oct (10/30)</u>
Route			297	236	359
DAR	3367	3434	2165	1857	2081
GAC/PS				4439/228	3484/268

#### Total Rides each month

2013	3367	3434	2462	6760	6192
2012	3211	2913	3065	6625	7308
2011	3154	2732	2950	7377	8459

#### Annual Rides:

2013 (Sept) Ytd	53,700
2012	74,056
2011	73,119
2010	68,800

The enclosed Public Transit Service Analysis Report provides for year to date information of our system. Please remember when you are looking at the ratios and percentages that the revenues don't match to when the expenses were incurred. Repairs, group ticket purchases, Gustavus receipts, and having no Gustavus riders in the summer months skew the comparisons.

Financially the Transit will meet its' 20% local share of the State contract as well as be very close to the contracted expense amount of \$300,000. Provided both of the financial projections are accurate, the Transit fund will have a reserve of approximately \$15,000 at the end of 2013 (5% of expenses). You may recall our target was \$12,000-\$14,000 in cash so that we had sufficient reserves to purchase new equipment in a timely way. This then allows the system to be self-funded (i.e. no General Fund tax dollars), and meet capital needs. Another way to say that is that would be sustainable even with moderate fluctuations in use.

Please feel free to contact me should you have any questions or concerns on this agenda item.

PO/

# Public Transit Service Analysis Report

	Expenses	Revenue	Passengers	Hours	Miles	Exp/ Pass Ratio	Rev/ Pass Ratio	Pass/ Hour Ratio	Pass/ Mile Ratio	Exp/ Mile Ratio	Exp/ Hour Ratio	Rev/ Exp Percent
<b>City of St Peter</b>		<b>Cont# 02084</b>	<b>Cont Year 2013</b>									
<b>St. Peter Transit</b>												
January	\$14,060.42	\$4,396.76	7,224	620.00	8,518	1.95	0.61	11.65	0.85	1.65	22.68	31.27 %
February	\$24,421.51	\$4,908.44	6,913	591.75	7,758	3.53	0.71	11.68	0.89	3.15	41.27	20.10 %
March	\$30,105.00	\$6,235.85	8,732	622.43	8,190	3.45	0.71	14.03	1.07	3.68	48.37	20.71 %
April	\$30,590.75	\$5,743.82	7,197	615.15	7,707	4.25	0.80	11.70	0.93	3.97	49.73	18.78 %
May	\$36,522.90	\$4,532.32	7,611	616.50	7,807	4.80	0.60	12.35	0.97	4.68	59.24	12.41 %
June	\$25,663.17	\$15,486.65	3,367	450.33	5,739	7.62	4.60	7.48	0.59	4.47	56.99	60.35 %
July	\$30,218.92	\$5,158.92	3,434	480.00	6,084	8.80	1.50	7.15	0.56	4.97	62.96	17.07 %
August	\$22,281.90	\$5,870.45	2,462	531.55	6,656	9.05	2.38	4.63	0.37	3.35	41.92	26.35 %
September	\$21,059.35	\$5,028.26	6,760	596.75	7,566	3.12	0.74	11.33	0.89	2.78	35.29	23.88 %
October												%
November												%
December												%
<b>Totals:</b>	<b>\$234,923.92</b>	<b>\$57,361.47</b>	<b>53,700</b>	<b>5,124.46</b>	<b>66,025</b>	<b>5.17</b>	<b>1.41</b>	<b>10.22</b>	<b>0.79</b>	<b>3.63</b>	<b>46.49</b>	<b>25.66 %</b>

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2013 Financial Assistance and Payment Schedule

Legal Name	City of St. Peter
Contract Number	02084
Contract Type or Program	Public - 5311

<b>Operating Cost</b>	
Total Operating Cost	\$300,000.00
Statutory %	20%
Local Share amount	\$60,000.00

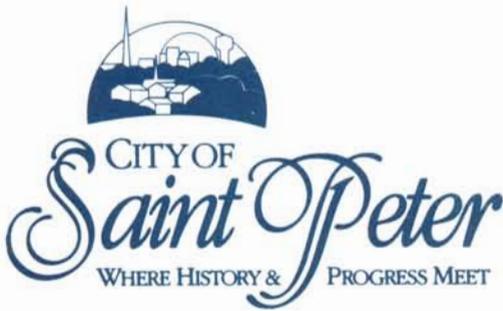
<b>Federal Share</b>	
Total Operating Cost	\$300,000.00
Operating Revenue amount	\$81,000.00
Operating Deficit amount	\$219,000.00
Federal %	30%
Federal Share amount	\$65,700.00

<b>State Share</b>	
Total Operating Cost	\$300,000.00
Local Share amount	<i>20%</i> \$60,000.00
Federal Share amount	\$65,700.00
Total State Share amount	\$174,300.00
Greater Minnesota Transit Fund amount	\$108,066.00
State General Fund amount	\$66,234.00

Payment of State Funds				
	Date Due (By)	GMT Fund	General Fund	Total Amount
(1 <sup>st</sup> )	1/31/2013	\$10,458.00	\$33,117.00	\$43,575.00
(2 <sup>nd</sup> )	4/30/2013	\$43,575.00	\$0.00	\$43,575.00
(3 <sup>rd</sup> )	7/31/2013	\$17,081.40	\$26,493.60	\$43,575.00
(4 <sup>th</sup> )	10/31/2013	\$36,951.60	\$4,880.40	\$41,832.00
Final	Audit Completion	\$0.00	\$1,743.00	\$1,743.00

EXHIBIT I

EXHIBIT N:\TRA\GRANT CONTRACTS\2013\2013 5311 & 5307 PUBLIC CONTRACT & EXHIBIT I\2013 5311 EXHIBIT I & DATA MERGE\2013 5311 EXHIBIT I WORD MERGE DOCUMENT FINAL 11-28-2012.DOCX



## Memorandum

**TO:** Honorable Mayor Strand  
Members of the City Council

**DATE:** 11/1/13

**FROM:** Todd Prafke  
City Administrator

**RE:** Refuse Contract

### ACTION/RECOMMENDATION

For your information and discussion.

### BACKGROUND

The current contract with Waste Management provides for the pick-up only of garbage and pick-up and disposal of co-mingled recycling. That contract will end in March of 2014.

My goals for this memo and your discussion is to provide a review of your current system and start thinking about any changes in services that the Council may have interest in. Those changes then will drive how we structure a future contract and the bidding process. Again, the best way to proceed is to start with a services discussion and move forward from that point.

The current timeline suggests that if we are to bid this, for a contract that starts in April of next year, we should receive bids in January. This provides time for evaluation of bids and, if a new vendor is selected, it provides the vendor and our customers time to get ready. Getting ready might include promotion of any new service you intend to provide, changing out of customer curbsies, and possible change of routes and days for all your customers.

As we review this, it may be important to know that your recycling program is very robust and that other communities are starting to use the co-mingled system that you have used for many years.

We can discuss bid strategy, service types and levels at your meeting if you wish. My hope is that after two workshops the Council would be in a position to direct solicitation of bids based on a firm set of services you intend to have provided. That plan allows us the meet the timeline suggested for bidding.

Please feel free to contact me if you have any questions or concerns on this agenda item.

TP/bal

Dear St. Peter Resident,

**Waste Management and the City of St. Peter are pleased to provide you with our Curbside Single Sort Recycling Program.**



Recycling is collected every other week of every month on your trash collection day. Those residents with qualified disabilities which present a hardship with getting trash and recyclables curbside will be provided with walk up service at no additional charge. Please call our office to arrange for this service.



**Recycling is easy with Single Sort!**

Put all:

- Clean glass bottles and jars
- Metal cans
- Plastic bottles w/narrow neck
- Paper - news, office, junk mail, magazines, paper food boxes, cardboard

**Place Together - Loose  
- In Your Cart**

**Every Other Week just roll to  
the end of your driveway**

**DAYS OF SERVICE**

**Monday**

West side of Washington Street & North/South side of Skaro Street.  
East side of Washington Street & North side of Sumner St./North side of Union Street

**Tuesday**

West side of Washington St. & South of Skaro St. to North side of College Ave.  
East side of Washington St. & South side of Sumner St./South side of Union St. to North side of College Ave.

**Wednesday**

South side of College Ave.  
Summit Mobile Home Park.

**COLLECTION POINT**

**All residential trash and recyclables must be placed streetside by 7 a.m.**

**Trash and recyclables should be placed at the end of your driveway or along your boulevard.**

**DO NOT place your containers on the street.**

**Please keep the recycling bin and trash cart at least three feet apart.**



# SINGLE SORT RESIDENTIAL RECYCLING

## NO MORE SEPARATING WHEN YOU RECYCLE

You simply put all your recyclable materials into the same green cart...and we do the separating for you!

**YES**

- Glass bottles and jars
- Metal beverage and food cans
- Plastic bottles with narrow necks
- Paper from news, magazines, junk mail, dry non-coated food paper box board, small flat pieces of corrugated cardboard box material

**Together-loose-mixed  
inside "Single-Sort" cart**

**Every Other  
Week**  
Place your recycling  
cart next to your trash  
cart 3 feet apart  
at the curb



**NO**

- Garbage, food waste, diapers, paper plates
- Meat or dairy plastic or paper packaging
- Wax or plastic wrap or bags
- Freezer food packaging
- Plastic deli, product or takeout packaging or utensils
- Plastic bags or wrapping film
- Formed or pellet styrofoam packaging
- Window glass, ceramics dishware, mirrors, light bulbs



**WASTE MANAGEMENT**

P.O. Box 336, Mankato, MN 56003

## HOLIDAY SCHEDULE

If your normally scheduled day of service falls on or after any of the following Holidays, your service will be one day in delay. New Years Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day or Christmas Day.

## UNACCEPTABLE ITEMS IN YOUR TRASH

No paints, liquids, chemicals, motor oil or filters, car batteries, tires, fluorescent light bulbs or yardwaste may be placed in your residential trash.

To obtain information on the handling of such items, please contact our friendly customer service department.

*Please feel free to call us with  
any questions or comments!  
(507) 388-1157*





## Recycling is easy with Single Sort<sup>SM</sup>!

Put your recyclables together in your green and yellow cart:

- Glass bottles and jars
- Metal cans
- Mixed Plastics Recycling: plastic bottles, containers, lids, and tubs (1-7)
- Paper: mail, office and school papers; magazines and catalogs; newspapers and inserts; shredded paper in closed paper bags.
- Phone books
- Boxes: cardboard boxes; cereal, cracker, pasta and cake mix boxes; shoe, gift and electronic boxes.
- Pop and beer cartons
- Milk, juice, soup and broth cartons

### How to Prepare

- Remove caps and lids
- No need to remove labels
- Rinse cans, bottles and jars
- No plastic bags or foam cups

### Please Help!

Extra cardboard boxes can be flattened, tied into bundles no more than three feet wide by one foot tall and then placed next to your Single Sort<sup>SM</sup> cart.

### Service Questions

Contact Customer Service at [www.wmnorthland.com](http://www.wmnorthland.com) or toll free at 1-888-960-0008 if you have any program or service questions.

### 2013 Holiday Schedule:

#### New Year's Day —

Tuesday, January 1, 2013

*Tuesday - Friday service will be delayed by one day*

#### Memorial Day —

Monday, May 27, 2013

*Service will be delayed by one day all week.*

#### Independence Day —

Thursday, July 4, 2013

*Thursday & Friday service will be delayed by one day.*

#### Labor Day —

Monday, September 2, 2013

*Service will be delayed by one day all week.*

#### Thanksgiving Day —

Thursday, November 28, 2013

*Thursday & Friday service will be delayed by one day.*

#### Christmas Day —

Wednesday, December 25, 2013

*Wednesday - Friday service will be delayed by one day.*

SSBMGRN13





# Single Sort<sup>SM</sup> Calendar

Your collection week is the Green Week

■ Green Week ■ Holiday ■ Holiday Week

**January**

Su	Mo	Tu	We	Th	Fr	Sa
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

**July**

Su	Mo	Tu	We	Th	Fr	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

**February**

Su	Mo	Tu	We	Th	Fr	Sa
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28		

**August**

Su	Mo	Tu	We	Th	Fr	Sa
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

**March**

Su	Mo	Tu	We	Th	Fr	Sa
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

**September**

Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

**April**

Su	Mo	Tu	We	Th	Fr	Sa
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

**October**

Su	Mo	Tu	We	Th	Fr	Sa
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

**May**

Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

**November**

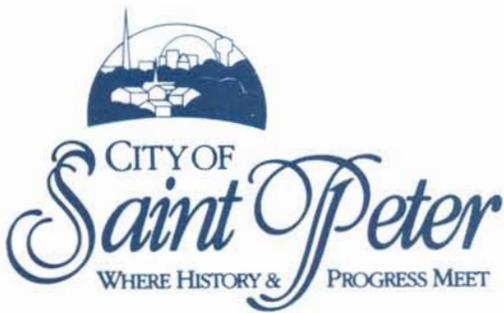
Su	Mo	Tu	We	Th	Fr	Sa
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

**June**

Su	Mo	Tu	We	Th	Fr	Sa
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

**December**

Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				



## Memorandum

**TO:** Todd Prafke  
City Administrator

**DATE:** 11/01/13

**FROM:** Lewis G. Giesking  
Director of Public Works

**RE:** Potential Application of ATP Funds for a Street Project

### **ACTION/RECOMMENDATION**

None needed. For your discussion only.

### **BACKGROUND**

On Tuesday, October 29, 2013, we were notified of the availability of funds for safety projects on Municipal State Aid City streets. These funds are for Highway Safety Improvement Projects (HSIP) on City streets. Special funding has come available and has been distributed amongst all of the Minnesota Department of Transportation (MnDOT) districts. \$723,529.00 is available for our district for the year 2015 and another \$723,529.00 is available in 2016. In addition, \$5 million has been made available statewide on a competitive basis for 2015 and 2016, to fund safety projects. The Area Transportation Partnership (ATP) will be selecting the projects to be funded in MnDOT District 7.

The grant dollars will fund 90% of the cost of a given project. The City will be responsible to provide 10% of the funding of the project. Staff see this as an opportunity to leverage a substantial amount of grant money for an improvement to the City's street system.

The City has two projects that have been previously studied as a part of the evaluation of the Trunk Highway 169 and the Washington Avenue projects. Because of the short timeline, previously reviewed projects will be all that can be proposed and each of these meet the criteria of being safety projects that could be ready to construct in 2015 and/or 2016. One project is a roundabout located at the intersection of Washington Avenue and Dodd Avenue. The second project is a roundabout located at the intersection of old Minnesota Avenue and Dodd Avenue. These projects were dropped from consideration due to funding limitations. The projects are both located on Trunk Highway 22, (Dodd Avenue), which means the City will need to obtain MnDOT approval to submit the projects for funding.

City Engineer Domras has investigated the crash history at these intersections and found: 1) the Dodd Avenue/Washington Avenue intersection has had 18 crashes; although, it is only a "T" intersection at this time and the Dodd Avenue/Old Minnesota Avenue intersection has had 17 crashes. Both would be candidates for safety improvements; however, the crashes at the Dodd Avenue/Washington Avenue intersection would be anticipated to increase substantially upon the

completion of the Washington Avenue Link project. Therefore, it appears a safety project located at the intersection of Dodd Avenue/Washington Avenue would be a better safety project. The Dodd Avenue/Washington Avenue intersection is located midway down a hill on Trunk Highway 22. This is likely a factor in the number of crashes already occurring. However, installing a roundabout at this intersection will require the reconstruction of a substantial length of Trunk Highway 22 in each direction. This increases the total project cost, which is estimated to be \$2 million. The City would have to provide \$200,000 towards the funding.

If MnDOT District 7, agrees this is a good project, it would be proposed to submit the project for potential grant funding. If the City obtains favorable bids for the Washington Avenue Link Project and for the Old Minnesota Avenue/St. Julien Street roundabout, there may be sufficient funds to match the grant.

The City would have to fund \$200,000 to leverage \$1,800,000 in grant funds.

Please feel free to contact me if you have any questions or concerns on this agenda item.

LGG:bl

# Jeff Domras

**From:** ceam-bounces@lists.state.mn.us on behalf of Stone, Nancy (DOT) <nancy.stone@state.mn.us>  
**Sent:** Tuesday, October 29, 2013 9:29 AM  
**To:** ceam@lists.state.mn.us  
**Cc:** Vizecky, Mark (DOT)  
**Subject:** [Ceam] Greater MN Local HSIP Solicitation 2015 and 2016  
**Attachments:** 2013 Application.pdf; 2013 Announcement.pdf; ATT00001.txt

Greetings,

MnDOT's Office of Traffic, Safety and Technology (OTST) in partnership with State Aid for Local Transportation (SALT) and the Department of Public Safety are soliciting for a minimum of \$12 million over two years (FY 2015 & FY 2016) of Greater MN local projects for the Highway Safety Improvement Program (HSIP).

The funding targets are as follows:

## AVAILABLE HSIP FUNDS

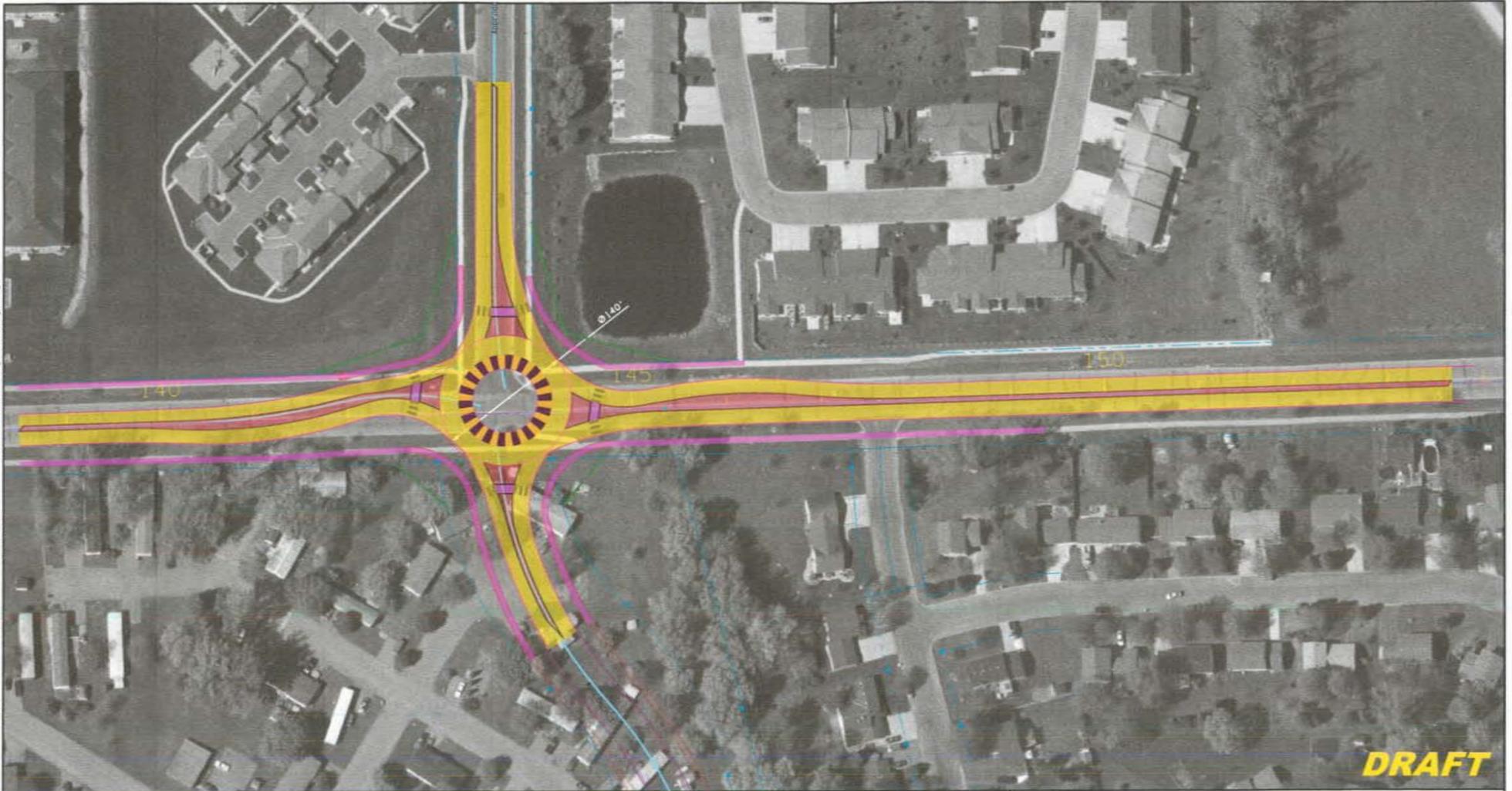
	2015	2016
ATP 1		\$ 729,847
ATP 2		
ATP 3		\$ 1,720,588
ATP 4		\$ 600,000
ATP 6	\$ 1,107,698	\$ 1,429,412
ATP 7	\$ 723,529	\$ 723,529
ATP 8		
<b>Yearly Subtotal</b>	<b>\$1,831,227</b>	<b>\$ 5,203,376</b>
<b>Additional Funds</b>	<b>\$ 5,000,000</b>	
<b>GRAND TOTAL</b>	<b>\$ 12,034,604</b>	

Up to \$5M in supplementary funds are available to all of the ATP's listed above for additional safety projects once the above funds have been allocated within each ATP. No projects will be selected for 2016 until all of the 2015 funds are allocated within that ATP.

### **THIS IS THE LAST CHANCE TO PROGRAM FY2015 AND/OR FY2016 HSIP FUNDS.**

Applicants are strongly encouraged to submit more projects than the minimum targets listed above as more dollars may become available for quality projects. If 2015 and 2016 funds are left unallocated after this solicitation, then those funds will go to a project outside of this solicitation that can be delivered in the necessary timeframe.

Applications must be received on or before **November 22, 2013**. Email electronic submittals to: [julie.whitcher@state.mn.us](mailto:julie.whitcher@state.mn.us).



**DRAFT**



**LEGEND**

- ROADWAY / DRIVEWAY (BITUMINOUS)
- SIDEWALK
- SHOULDERS (PAVED)
- CONCRETE (MEDIAN / WALK)

DODD AVENUE ROUNDABOUT

ST. PETER, MN

CITY OF  
*Saint Peter*



