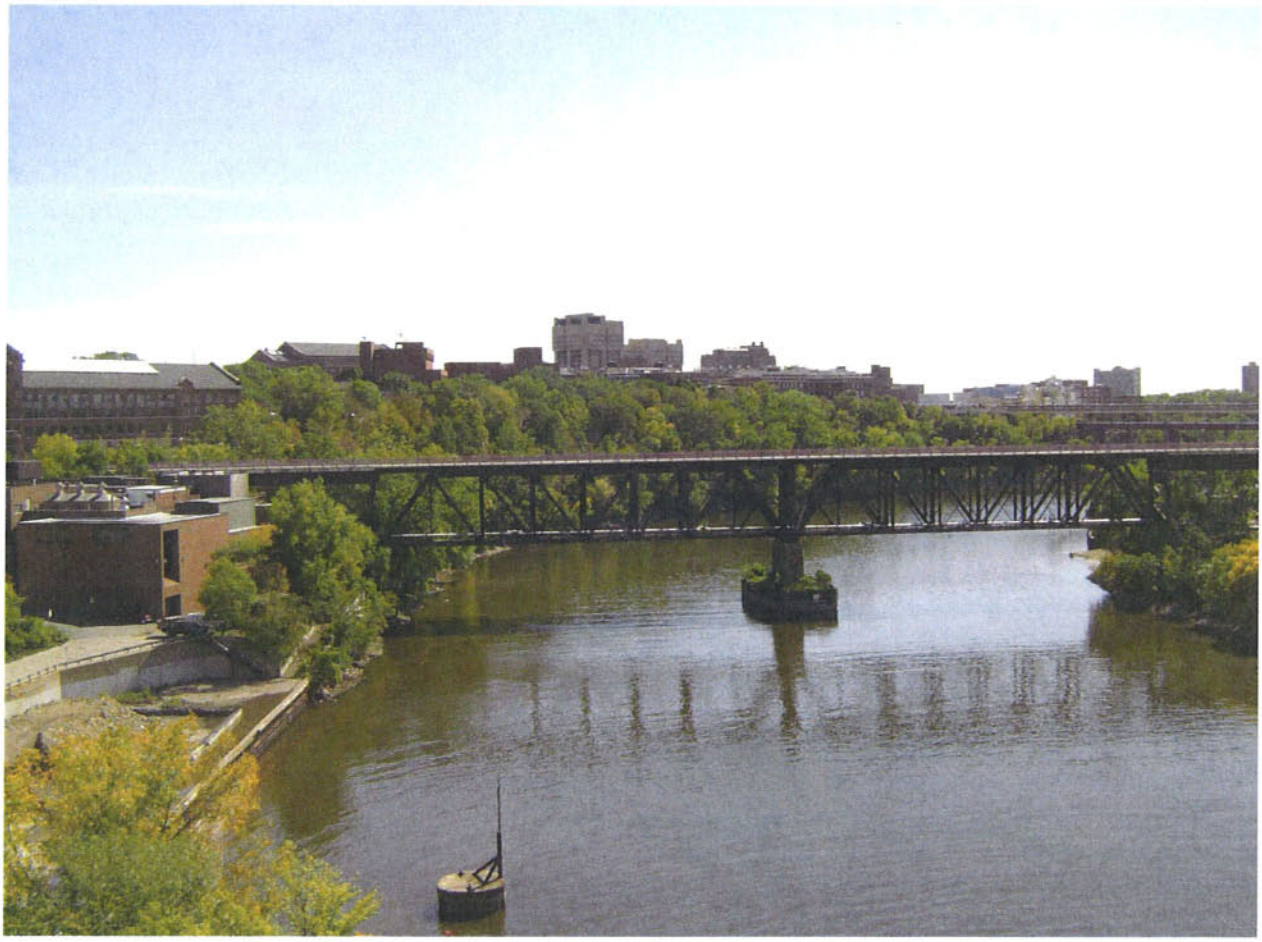
minneapolis
city of lakes

2009 SUBMITTAL FOR:
FEDERAL TRANSPORTATION ENHANCEMENT FUNDING

BRIDGE NO. 9 OVER MISSISSIPPI RIVER



PREPARED BY:

CITY OF MINNEAPOLIS

JUNE 15, 2009

Bridge No. 9 Over Mississippi River
Federal Transportation Enhancement Funding

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Federal Transportation Enhancement Fund Application

INSTRUCTIONS: Complete and return completed application to Kevin Roggenbuck, Transportation Coordinator, Transportation Advisory Board, 390 North Robert St., St. Paul, Minnesota 55101. (651) 602-1728. Form 1 needs to be filled out electronically. Please go to Metropolitan Council's website for instructions. **Applications must be received by 5:00 PM or postmarked on June 15, 2009. *Be sure to complete and attach the Project Information form.** (Form 2)	Office Use Only

I. GENERAL INFORMATION

1. APPLICANT: City of Minneapolis, Public Works

2. JURISDUCTIONAL AGENCY (IF DIFFERENT):

3. MAILING ADDRESS: 309 2nd Ave. S., Room 300

CITY: Minneapolis	STATE: MN	ZIP CODE: 55401	4. COUNTY: Hennepin
5. CONTACT PERSON: Greg Schroeder	TITLE: Capital Projects Coordinator		PHONE NO. (612) 673-3718

CONTACT E-MAIL ADDRESS: greg.schroeder@ci.minneapolis.mn.us

II. PROJECT INFORMATION

6. PROJECT NAME: Bridge 9 over the Mississippi River Substructure Rehabilitation and Superstructure Painting

(MN Bridge # 94246)

7 .BRIEF PROJECT DESCRIPTION for database (Include location, road name, type of improvement, etc... A more complete description must be submitted later in the application):
The project proposes to rehabilitate and paint a pedestrian and bicycle bridge over the Mississippi River stretching from the east bank to the west bank of the University of Minnesota. Built in 1922, this 925' long steel deck truss structure provides service to the City's trial system for downtown commuter, U. of M. commuters and recreational users. In 1994, Woodward-Clyde conducted a historic evaluation of Bridge No. 9 (Mn/DOT S.P. 27-637-02, SHPO No. 94-2179). This historic evaluation determined that Bridge No. 9 is recommended eligible for nomination to the National Register of Historic Places.

8. TE PROJECT CATEGORY – Check only one project grouping in which you wish your project to be considered (see p. 85).

☐ Environmental ☒ Bicycle/Pedestrian ☐ Streetscape ☐ Historic/Archaeological

III. PROJECT FUNDING

9 Are you applying for funds from another source(s) to implement this project? Yes☒ No☐

If yes, please identify the source(s):Federal STP Funding

10. FEDERAL AMOUNT: $1,000,000	13. SOURCE OF MATCH FUNDS: Local Bonds
11. MATCH AMOUNT: $250,000	14. MATCH % OF PROJECT TOTAL: 20%
12. PROJECT TOTAL: $1,250,000	15. PROGRAM YEAR: ☐ 2013 ☒ 2014
16. SIGNATURE Steven Boscha	17. TITLE: City Coordinator

PROJECT INFORMATION (Form 2)

(To be used to assign State Aid Project Number after project is selected)

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A. **Do not send this form to the State Aid Office. For project solicitation package only.**

COUNTY, CITY, OR LEAD AGENCY: City of Minneapolis COUNTY OR CITY NO.: N/A

FUNCTIONAL CLASS OF ROAD: Off Road Pedestrian and Bicycle Trail

ROAD SYSTEM: Off Road Pedestrian and Bicycle Trail (TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

ROAD NO.: N/A

NAME OF ROAD: N/A (Example; 1st ST., MAIN AVE)

LOCATION: From: 20th Avenue South

To: River Road East (DO NOT INCLUDE LEGAL DESCRIPTION)

SECTION-TOWNSHIP-RANGE OF ONE END OF PROJECT: 24 - 029N - 24W

TYPE OF WORK: Rehabilitation of pier and abutment substructures and painting steel superstructure.

(Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, ETC.)

BRIDGE/CULVERT PROJECTS

OLD BRIDGE /CULVERT NO.N/A NEW BRIDGE/CULVERT NO.94246

STRUCTURE IS OVER Mississippi River

NAME OF TWP.: N/A

PROJECT DESCRIPTION

Bridge No. 9, built in 1922 by the Northern Pacific Railroad, is a seven span steel deck truss bridge providing a railroad link between St. Paul and Minneapolis over the Mississippi River. Bridge No. 9, (Mn/DOT Bridge No 94246) consists of first and second generation structural components. In the late 1880's the Northern Pacific Railroad constructed a river crossing at the location of the Bridge No. 9. In 1922 a second bridge, Bridge No. 9, was constructed using portions of the original bridge. A center truss was added between the original (late 1880's) pair of trusses for the two main spans. Other original bridge members reused in the 1922 construction included: floor beams; stringers; lateral bracing; and truss expansion joints. The original approaches, the approach spans, and the substructure units were replaced in the 1922 construction resulting in a bridge structure consisting of three west approach spans of approximately 90 foot length on a curved horizontal alignment, two main spans of approximately 249 foot length on a tangent horizontal alignment, and two east approach spans of approximately 84 foot length. The total length of the bridge is 952 feet and the width is 24 feet. Reinforced concrete piers and abutments support the entire structure. When originally constructed, the bridge carried two sets of parallel tracks with simple pipe handrails along each side of the bridge.

In 1960, the University of Minnesota placed a steam line at the bottom chord level of the main truss spans. The steam line services the University's west bank buildings.

After 1966, rail traffic on Bridge No. 9 was confined to a single track and the other track was removed. By 1981, rail traffic ceased completely and the bridge structure was abandoned. In 1986, the abandoned structure (including the rail corridor right-of-way) was sold to the City of Minneapolis by Burlington Northern Railroad Company (now Burlington Northern Santa Fe Railroad Company).

In 1994, Woodward-Clyde conducted a historic evaluation of Bridge No. 9 (Mn/DOT S.P. 27-637-02, SHPO No. 94-2179). This historic evaluation determined that Bridge No. 9 is recommended eligible for nomination to the National Register of Historic Places.

In 1999, the bridge was remodeled and reopened to carry pedestrian traffic across the Mississippi River. The decks and the railings were reconstructed. The truss span's railroad decks were removed and replaced with a 27-foot wide, 7-inch thick concrete deck. In the approach spans, concrete rail parapets were placed adjacent to the existing concrete ballast slab curbs on both sides to permit anchorage of the new ornamental metal railing and light poles. Granular base fill topped with bituminous wearing course pavement was placed between the new concrete parapets in the existing ballast slabs of the approach spans. Ornamental railing and lights were added full length of the bridge on both sides.

Bridge No. 9 is classified as a Fracture Critical Bridge. The bridge has been routinely inspected as required by Mn/DOT. A Fracture Critical Bridge is defined as having at least one fracture critical member or member components. Fracture critical members are steel tension members whose failure would be expected to result in the collapse of the bridge.

A recent field inspection and condition study of Bridge No. 9 revealed the following:

- The concrete surfaces at the ends of the concrete caps for Piers 2 to 7 are deteriorated due to weathering and scaling. Reinforcing bars are exposed at a few pier locations. However, the concrete surfaces under the bearings are not affected to date.
- Water is leaking through the open longitudinal joints of the approach span ballast slab decks causing calcium deposit buildups to form and the steel plate girders adjacent to the joints to corrode.
- Concrete spalls with exposed rebar are located on the sides of the ballast slab and curb.
- The fixed and expansion bearing assemblies had some loose or bent anchor bolts and are dirty with excessive debris built up around the bearings.
- The paint system on the steel members is in poor condition with excessive loss of coating system.
- The main span steel deck trusses and the approach steel plate girders have coating systems containing lead.

- Structural rating analysis revealed that the truss is adequate to support the required 85 psf design live load for pedestrian and bicycle use in accordance with AASHTO Design Specifications. Since the bridge was originally designed for dual track railroad live load, the bridge components were also checked, rated, and found adequate for a single HS20 truck live load. No impact was applied to this single HS20 truck live load since the bridge is currently used to carry a multi-use trail for bicycles and pedestrians. Controlling members currently have minimal section loss due to corrosion. Members with light to moderate corrosion will be monitored during future routine bridge inspections.

Generally the bridge is in good condition but several items should be considered for immediate repair or rehabilitation, especially the concrete pier cap deterioration. Five rehabilitation items of most significance were identified. Estimates of project costs were determined for each of the five rehabilitation items and are presented in Attachment G. The five rehabilitation items are presented below:

- Item 1: Pier Repairs
- Item 2: Approach Spans Waterproofing and Ballast Curb Repairs
- Item 3: Abutment Repairs
- Item 4: Repair & Paint Steel Superstructure and Clean/Repair Bearings
- Item 5: Install "No Vehicles Allowed" Sign on North Approach

TRANSPORTATION ENHANCEMENTS PROJECTS - QUALIFYING CRITERIA

Projects must be coordinated with all affected communities and other levels and units of government. The applicant must show that the project meets each of the following ten qualifying criteria to qualify for scoring under the prioritizing criteria. Answer each criterion in a numbered sequence. **Failure to respond to any of the qualifying criteria will result in a recommendation to disqualify your project.**

1. Qualifying Activities. The applicant must show that the proposed project falls under at least one of the following list of twelve qualifying activities and must state the specific category(ies) the project qualifies under. The list of qualifying TE activities provided in 23 U.S.C. 101(a)(35) of SAFETEA-LU is intended to be exclusive, not illustrative. That is, **only** those activities listed therein are eligible as TE activities.
   1. **Provision of facilities for pedestrians and bicycles.**
   2. Provision of safety and educational activities for pedestrians and bicyclists.
   3. Acquisition of scenic easements and scenic or historic sites including historic battlefields.
   4. Scenic or historic highway programs (including the provision of tourist and welcome center facilities).
   5. Landscaping and other scenic beautification.
   6. **Historic preservation.**
   7. Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals).
   8. **Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails).**
   9. Inventory, control and removal of outdoor advertising.
   10. Archaeological planning and research.
   11. Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
   12. Establishment of transportation museums.

   One or more of these activities must constitute at least 70% of the project cost. Unlisted ancillary activities such as paving a parking lot, constructing buildings or providing restrooms must constitute no more than 30% of the total project cost. Applicants whose project is part of a larger transportation project must provide a construction cost summary demonstrating that at least 70% of the project is eligible for Transportation Enhancement funds.

   Many projects include a number of activities – some which are on this list and others that are not. Only those project activities that are on the list may be counted as TE activities. For example, a rest area might include a historic site purchased and developed as an interpretive site illustrating local history. The historic site purchase and development would qualify as a transportation enhancement activity.

   Work that is made possible because a project presents an opportunity to improve and enhance the environment and or aesthetics in the vicinity of a project may be eligible for enhancement funding. For example, a construction project may present an opportunity to improve the condition of an adjacent stream bed to improve water quality, construct a vital link for a community bikeway system and develop a landscaped green area to enhance the downtown environment.

   Activities that are not explicitly on the list may qualify if they are an integral part of a larger qualifying activity. For example, if the rehabilitation of a historic railroad station required the construction of new drainage facilities, the entire project could be considered for TE funding.

RESPONSE:

1. *Provision of facilities for pedestrian and bicycles.*

   The proposed project will enhance and encourage pedestrian and bicycle transportation through preserving and improving an important off road trail link across the Mississippi River for pedestrians and bicycles. The bridge links the Cedar Riverside Neighborhood on the West Bank and the University of Minnesota on the East Bank, providing convenient and direct access to the University for thousands of students as well as regional residents and visitors. Bridge improvements will also ensure safe and convenient access to parks, employers, and recreational destinations near the project area.

6. *Historic preservation.*

   In 1994, a historic evaluation determined that Bridge No. 9 is recommended eligible for nomination to the National Register of Historic Places. The proposed project will preserve and enhance the bridge as a historic asset to its users and the community. Improvement and preservation of Bridge No. 9 will ensure the continued presence and function of this historic and cultural resource for future generations.

8. *Preservation of abandoned railway corridors converted to use for pedestrian and bicycle trails.*

   In 1999, Bridge No. 9 was rehabilitated and converted from a railroad bridge to an off road pedestrian and bicycle trail bridge. The proposed project will preserve and enhance the off road trail system and bridge that is located within an abandoned railway corridor.

2. The funded activities must be accessible to the general public or targeted to a broad segment of the general public, and must be ADA compliant.

RESPONSE:

The proposed project resulting from these funded activities will be accessible to the general public and is targeted to a broad segment of the general public, including pedestrians and bicyclists. The proposed improvements will be compliant with ADA guidelines where applicable.

3. Projects must relate to surface transportation.

Project Linkage (from federal guidance)

To comply with Federal guidelines for eligibility there are two basic considerations:

- Is the proposed action one of the listed activities in the TE definition in SAFETEA-LU?
- How does the proposed action relate to surface transportation?

The applicant must provide a clear statement describing this linkage.

The definition of TE activities includes the phrase, "transportation enhancement activities means, with respect to any project or the area to be served by the project, any of the following activities, if such activity relates to surface transportation:..."

The nature of a proposed TE project's relationship to surface transportation should be discussed in the project proposal that you submit. For example, where runoff from an existing highway contaminates an adjacent water resource and a transportation enhancement activity is proposed to mitigate the pollution caused by the run off a clear highway or transportation relationship exists. Another example might involve the acquisition of a scenic easement. The acquisition would be in connection with the preservation of a scenic vista related to travel along a specific route.

Where a TE activity is for acquisition for scenic preservation purposes, and proposes to contribute to the visual experience of the traveler, but is a substantial distance away with respect to a highway or transportation project, the TE activity must be determined to make a substantial contribution to the scenic viewshed.

Given the nature of the list of eligible activities, it is not necessary that each TE activity be associated with a specific surface transportation project to be eligible for funding. Examples which illustrate this include: the rehabilitation of a historic train structure, the provision of a bike or pedestrian path, or the establishment of a transportation museum.

Proximity to a highway or transportation facility alone is not sufficient to establish a relationship to surface transportation. Additional discussion, beyond proximity, is needed in the TE project proposal to establish the relationship to transportation. For example, an historic barn that happened to be adjacent to a particular highway facility would not automatically be considered eligible for TE funds simply because of its location; visibility to the traveler in a way that substantially enhances the traveling experience could qualify. Specific documentation of the enhanced experience is required; conversely, a historic structure, such as the barn in the above example, could not be disqualified from consideration because it was not adjacent to a particular Federal-aid facility, as long as some other relationship to surface transportation could be established.

It is not necessary to have a TE activity function as an active transportation facility, either past or current, to qualify as an eligible TE activity. For example, a scenic or historic site may have a relationship to transportation but not function as a transportation facility.

Once a relationship to surface transportation is established, TE activities can be implemented in a number of ways. For example, they can be developed as parts of larger joint development projects, or as stand-alone projects.

RESPONSE:

The proposed project activities are listed in the TE definition in SAFETEA-LU as they provide and preserve facilities for pedestrians and bicycles, preserve historic transportation facilities, and preserve abandoned railway corridors that have been converted for use as pedestrian and bicycle trails. The proposed project relates to surface transportation as it is designed to serve the transportation needs of multi-modal transportation users, including pedestrians and bicyclists. The proposed project will extend the usable life of Bridge No. 9, thereby improving safety and efficiency of travel for pedestrians and bicyclists. The proposed project offers a cost-effective alternative to inaction, which would ultimately require a costly full replacement of the bridge.

4. The project must be included in, be part of, or relate to a problem, need or direction discussed in: 1) a local or county comprehensive plan found to be consistent with Metropolitan Council plans; 2) a locally approved capital improvement program; 3) an officially adopted corridor study reflected in the local plan; or 4) the official plan or program of the applicant agency. The applicant must reference the appropriate comprehensive plan, CIP, corridor study document, or other plan or program and provide copies of the applicable pages. Because all communities in the seven-county Twin Cities region are currently in the process of updating their local comprehensive plans, applications in the 2009 Solicitation may be for projects included in the most recent local comprehensive plan that was found to be consistent with Metropolitan Council plans. It also must not conflict with the goals and policies in these adopted regional plans: the 2030 Transportation Policy Plan, the 2030 Regional Framework, and the 2030 Regional Parks Policy Plan. Trail projects that claim to be part of the regional trail network as defined in the 2030 Regional Parks Policy Plan must be identified in a Metropolitan Council-approved trail master plan.

RESPONSE:

The proposed project is consistent with all existing local plans and is related to a specific need identified in the Minneapolis 2010-2014 Capital Plan (see Attachment C), approved by the Minneapolis City Council.

In addition, the proposed project is consistent with goals and policies outlined in the city's recent update to its comprehensive plan, submitted to the Metropolitan Council for formal review in October 2008. Policy 2.6 of the Minneapolis Plan for Sustainable Growth, page 8, states that the city is committed to maintaining "street infrastructure in good condition to extend the life" of the facility. The proposed project supports this policy by maintaining an important facility in order to extend its useful life. Policy 8.1, page 4 , and Policy 8.5, page 9, relate to the need for historic preservation of "resources which serve as reminders of the city's architecture, history, and culture" and "materials typically found in public spaces," respectively. The proposed concrete repairs to this historic structure are consistent with these policies.

Furthermore, the proposed project does not conflict with, but rather is supportive of adopted regional plans, including the 2030 Transportation Policy Plan. Strategy 2a of the 2030 Transportation Policy Plan, page 7, states that "the first priority for transportation investments...is the preservation, operation, and maintenance of existing systems and facilities." The proposed project fully supports this strategy. In addition, Policy 18, page 19, states that municipalities should "develop and maintain efficient, safe, and appealing pedestrian and bicycle transportation systems." Improvements to Bridge No. 9 will ensure the safety, efficiency, and convenience of bicycle and pedestrian travel in the project area.

5. Typically a transportation project involves mitigation, work in addition to immediate construction activities, that is negotiated with permitting agencies and local governments as a condition of obtaining permit approval. Activities that are normally part of the mitigation of a transportation project are not eligible.

   NOT ELIGIBLE - Work that is required as a condition of obtaining a permit or concurrence for a different transportation project is **not eligible** for enhancement funding. For example, a city may require a highway expansion project to include streetscape enhancements in order to gain municipal consent. In that case, streetscape work performed to satisfy the municipal consent requirement is not eligible for Transportation Enhancement funding. Federal permitting and authorizing agencies may include the U.S. Forest Service, U. S. Corps of Engineers, and others. State permitting agencies may include the Minnesota Department of Natural Resources, the Minnesota Pollution Control Agency, and the Minnesota State Historic Preservation Office. Regional agencies may include watershed districts and metropolitan planning organizations. Local agencies may include counties and cities.

   RESPONSE:

   The proposed project is a standalone construction project and is not part of a mitigation effort related to another transportation project.

6. The applicant must assure it will operate and maintain the property and facility of the project for the useful life of the improvement, and not change the use of any right-of-way acquired without prior approval from the Minnesota Department of Transportation and the Federal Highway Administration.

   The FHWA requires that states agree to operate and maintain facilities constructed with federal transportation funds for the useful life of the improvement, and not change the use of any right-of-way acquired without prior approval from the FHWA. TAB has determined that this requirement will be applied to the project applicant. FHWA considers most physical constructions and total reconstructions to have a useful design life of 10 years or more, depending on the nature of the project. Bridge constructions and total reconstructions are considered to have useful lives of 50 years.

The useful life of the project will be defined in the inter-agency maintenance agreement that must be prepared and signed prior to the project letting.

RESPONSE:

The City of Minneapolis will operate and maintain the property and facilities of the project for the useful life of the improvement. The City of Minneapolis agrees to not change the use of any right-of-way acquired without prior approval from Hennepin County, Mn/DOT, and FHWA.

7. Projects must have an estimated total cost of at least $125,000. There are significant federal project processing requirements that come with federal funds. These requirements translate into expenditures of time and money on the parts of both the agency proposing/developing the project and the state agency administering the federal funds for the project. Project applicants can "bundle" projects together to meet this minimum. (Example: bundled projects could consist of signing and lighting a number of bike trails in several counties.) Communities may want to consider using joint powers agreements for implementing bundled projects.

   RESPONSE:

   The estimated total cost of the project is $6,875,000, which exceeds the $125,000 minimum.

8. TAB will not award more than $1,000,000 in TE funds to a specific project. Other federal funds may be combined with TE funds.

   RESPONSE:

   The total amount requested is $1,000,000, which does not exceed the maximum award.

9. Projects must have an assured local (nonfederal funds) match of at least 20% of the estimated total cost of the proposed project. At the time of application, the applicant must assure the local match will be available when the project is authorized in the requested program year. If the applicant expects any other agency to provide part of the local match, the applicant must include a letter or resolution from the other agency agreeing to financially participate. TAB will not award additional points for providing a match in excess of 20%.

   The local match can be provided in the form of cash up front "hard dollars" or a "soft match". A "soft match" may include donated labor or construction materials if adequate documentation of its equivalent dollar value and availability can be provided. Donated labor must have expertise and experience in the type of labor required for the project and valued at rates consistent with rates ordinarily paid for similar work. Some type of time sheet must support donated labor. Donated materials, e.g., railroad ties, asphalt pavement, or wiring necessary to run a street car, must meet all standards and specifications. Caution in using a "soft match" should be taken to ensure the donated materials or labor during actual construction does not fall below the 20% non-federal match required to be able to receive 100% of the federal funds. Applicants wishing to use a soft match should first contact John Lindemer at Mn/DOT at 651/366-3764 to determine its value and eligibility.

   RESPONSE:

   The City of Minneapolis will provide the local match in hard dollars collected with sale of local bonds.

10. Proposed designs for bikeways and for combined bike/pedestrian facilities must meet MN/DOT State Aid standards. Exceptions to the State Aid standards may be granted during final design if warranted based on social, economic or environmental alternatives, **not** through this solicitation process. Failure to meet the standards or justify exemptions will result in the loss of federal funds.

    RESPONSE:

    Where appropriate, the proposed project will meet Mn/DOT State Aid Standards and guidelines. It will also adhere to the Mn/DOT Bicycle Transportation Planning and Design Guidelines.

11. Projects must be coordinated with all affected communities and other levels and units of government. Coordination is defined as written communication from the applicant to all affected communities informing them of the project. The applicant must provide a copy of the written communication as proof of coordination.

RESPONSE:

The project has been discussed within the City of Minneapolis Public Works, Minneapolis City Council. Copies of correspondence and indicated project awareness are provided in Attachment E.

TE PROJECTS - PRIORITIZING CRITERIA

Instead of the past practice of having general prioritizing criteria to which all projects must respond, the prioritizing criteria are now split into category and general/integrative criteria, as outlined on the following pages. Projects will be scored through the category and general/integrative criteria as follows:

a) **Category Criteria**. All applications must be submitted in one of three categories: Scenic and Environmental; Bicycle and Pedestrian; and Historical and Archaeological. Applicants must submit their project under the proper category as outlined below. However, projects that incorporate more than one of the eligible TE activities will receive priority under the third category criterion, Relationship Between Categories. If prospective applicants are uncertain which category most appropriately includes their project, they should contact Council staff.

The 12 Qualifying Activities (as listed and described in Qualifying Criterion #1 on previous pages) fall under those 3 categories as follows:

1. Scenic and Environmental:
   - QA #3, Acquisition of scenic easements and scenic or historic sites;
   - QA #4, Scenic or historic highway programs;
   - QA #9, Inventory, control and removal of outdoor advertising; and
   - QA #11, Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
2. Bicycle and Pedestrian Connections:
   - **QA #1, Provision of facilities for pedestrians and bicyclists;**
   - QA #2, Provision of safety and educational activities for pedestrians and bicyclists; and
   - **QA #8, Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian and bicycle trails).**
3. Historic and Archaeological:
   - **QA #6, Historic preservation (with relationship to transportation, see Qualifying Criterion #2);**
   - QA #7, Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals);
   - QA #10, Archaeological planning and research (with relationship to transportation, see Qualifying Criterion #2); and
   - QA #12, Establishment of transportation museums.
4. Streetscape/Pedestrian Enhancements:
   - QA #5, Landscaping and other scenic beautification;
   - **QA #1, Provision of facilities for pedestrians and bicyclists.**

b) **Final Ranking**. The Category Criteria scores will be added to the Maturity of Project Concept criterion score to give final project scores. Projects will be ranked against other applications in their category to develop four ranked lists of TE projects, which will be evaluated all together by a multidisciplinary team of scorers, who will develop a single list of recommended projects. The TAB may or may not choose to fund projects from each category.

Transportation Enhancements Category Criteria (800 points)

Each qualified project will be scored under five common category criteria within its TE project group: urgency; impact; relationship between TE categories; and relationship to intermodal/multimodal transportation; and implementation of the Development Framework. This will allow projects to be scored under these criteria relatively equally across the different categories while addressing the particular attributes of the project type. An explanation of each of the four common category criteria and reasons for their inclusion follows:

1. Urgency/Significance. This criterion measures how critical or time-sensitive the problem is that is being addressed by a regionally significant project. Examples might include seizing a timely opportunity to preserve a scarce or endangered resource or addressing a critical need.
2. Impact. This criterion quantifies the benefit from the project, without specifically relating it to how the larger public will benefit (that calculation will be made in part 2. of the general/integrative criteria).
3. Relationship between Categories. This criterion is being presented under the assumption that the region recognizes that there is a value in having projects that provide more than one of the eligible TE activities. Examples might include the reconstruction of a bicycle/pedestrian trail leading to a historic transportation structure.
4. Relationship to Intermodal/Multimodal Transportation System. This criterion measures how the proposed project clearly and credibly relates to the surface transportation system. Surface transportation is defined to include all modes of travel with the exception of aviation and military transportation. Federal TE guidance states that proximity to a transportation facility alone is not sufficient to establish a relationship.
5. Development Framework. This criterion measures how the proposed project relates to the goals for land use development, resource protection and transportation described in the 2030 Regional Development Framework and 2030 Transportation Policy Plan.

- **Bicycle and Pedestrian Pathway Group (Qualifying Activities 1, 2, and 8)**

  1. Urgency/Significance **(250 points).** Discuss how the project proposes or addresses each of the following:
     - Takes advantage of a time-sensitive opportunity, e.g., a willing landowner, cost savings, affiliation with another project, competing development opportunities

  RESPONSE:

  The proposed project addresses the ongoing deterioration of the concrete areas at the ends of the piers caps immediately adjacent to the fascia bearings of the deck truss main spans and the steel plate girder approach spans; the ongoing corrosion of the steel plate girders adjacent to the deck longitudinal joint of the approach spans; and the ongoing deterioration and corrosion of the bearings for the main span deck truss spans and the steel plate girder approach spans of Bridge No. 9 (see Figures 8 to 10 in Attachment A).

  The implications of these deteriorated sections are severe. If the structure is allowed to continue to deteriorate, especially the concrete deterioration of the pier caps, the bridge will have to be closed when the concrete pier cap deterioration extends under the fascia bearings resulting in a dangerous condition where the pier caps cannot support the bridge loads and the potential for the bridge superstructure to become unstable. The cost to rehabilitate the bridge in this condition will be significantly higher since the bridge superstructure would have to be stabilized and jacked up in order to repair the concrete pier caps.

- Addresses a significant opportunity, un-met need or problem as relates to the development of an integrated bicycle or pedestrian transportation network; or providing a safe/enjoyable bicycle or pedestrian route.

RESPONSE:

Improvements are needed on Bridge No. 9 in order to extend its useful life. If the structure is allowed to deteriorate, the improvements and rehabilitation will no longer be cost-effective. Total in-kind structure replacement of this bridge would be extremely costly, and should be avoided. As such, this project seizes a timely opportunity to protect this historic structure in a cost-effective manner with minimal disruption to existing pedestrian and bicycle traffic.

2. **Impact (250 points).** Discuss how the project addresses each element below (respond as appropriate to A. or B., not both):

A. Bike/Ped Infrastructure (QA #1, and QA #8):

- Fills gaps, overcomes barriers, connects system segments and/or otherwise seizes on a significant opportunity in pedestrian/bicycle network. **The applicant should provide a map showing the location of the project within the context of an existing and planned bicycle or pedestrian network.** If the project is removing a barrier, the applicant should demonstrate the magnitude of the barrier (number of lanes, average daily traffic, posted speed, etc.) and how the proposed project will improve travel across that barrier.

RESPONSE:

Bridge No. 9 currently provides a City of Minneapolis off road trail link between the Cedar Riverside Neighborhood on the West Bank and the University of Minnesota on the East Bank with a facility crossing the Mississippi River. This project will ensure continued use of the City of Minneapolis off road trail. Refer to Attachment B – Figures 1, 2, 3A, and 3B for local bicycle and off road trail maps and Attachment D for project layout exhibits.

- Project provides a high-demand facility or program. Relative levels of demand will be determined using population density and connections to significant travel attractors. Metropolitan Council staff will determine population density using 2000 residential population within one mile of the project. The applicant should also list below significant destinations that are near the facility or that the facility provides close connections to. Destinations can be recreation areas such as parks, beaches, rivers, lakes, etc; or commercial or mixed-use districts, major employment areas or other major cultural destinations.

RESPONSE:

Bridge No. 9 currently provides a critical City of Minneapolis off road trail crossing of the Mississippi River linking the Cedar Riverside Neighborhood on the West Bank and the University of Minnesota on the East Bank. This project will ensure continued use of the City of Minneapolis off road trail in the future.

- Addresses safety concerns. The applicant should describe how the project addresses an identified safety problem.

RESPONSE:

Bridge No. 9 currently provides a safe City of Minneapolis off road trail crossing of the Mississippi River. This project will ensure that the current safe conditions will extend to the future.

- For Applications for Qualifying Activity #8 only: Who owns the railway corridor property and will there be an agreement to ensure the preservation and protection of the corridor?

RESPONSE:

In 1986, Bridge No. 9 (including the rail corridor right-of-way) was sold to the City of Minneapolis by Burlington Northern Railroad Company (now Burlington Northern Santa Fe Railroad Company).

B. Bike/Ped Programs (QA #2):

- Significantly improves safety/behavior of bicyclists and pedestrians

RESPONSE: N/A

- Increases market share/use of bicycling and walking

RESPONSE: N/A

- Fills gaps in existing programs. Describe the target audience in this program and how they would benefit from these activities or programs.

RESPONSE: N/A

- Provides more than a local benefit. An example of such a program is a bicycle/pedestrian safety program conducted in several school districts.

RESPONSE: N/A

3. **Relationship between Categories (100 points)**. Projects will score higher if they provide multiple benefits toward the purpose of the Transportation Enhancements program. Applicants should review the respective category criteria to determine the extent to which the project relates to the other two categories:

- What is the relationship to the Scenic and Environmental group? For example, how does the bike/ped project provide a natural resource enhancement?

RESPONSE:

The proposed bridge improvements are strongly related to the environmental group as they will ensure the continued provision of an important non-motorized transportation facility and include appropriate environmental mitigation measures where necessary.

The bridge improvements will provide and enhance pedestrian and bicycle connections to the natural areas near the project area, including the nearby Currie Park, Father Hennepin Bluffs Park, and the recreational trails of the Mississippi River.

When the bridge improvements are planned, all efforts will be taken to ensure that there are no or minimal impacts to the natural environment. If there are impacts, proper mitigation techniques will be applied. Best management practices with regard to construction will be employed to reduce impacts from runoff and other issues that occur during concrete improvements and during painting of the steel superstructure.

- What is the relationship to the Historic and Archaeological group? For example, how does the bike/ped project take advantage of or enhance historic and cultural resources or provide orientation/interpretation to users?

RESPONSE:

In 1994, a historic evaluation determined that Bridge No. 9 is recommended eligible for nomination to the National Register of Historic Places. The proposed project will preserve and enhance the bridge as a historic asset to its users and the community. Improvement and preservation of Bridge No. 9 will ensure the continued presence and function of this historic and cultural resource for future generations.

4. **Relationship to Intermodal/Multimodal Transportation System (100 points).** Discuss how the project will function as a component and/or enhancement of the transportation system:
   - How will the bicycle or pedestrian facility benefit the experience of users of the transportation system?

   RESPONSE:

   The proposed bridge improvements will ensure that Bridge No. 9 remains functional and safe well into the future, serving pedestrians and bicyclists.

   Pedestrians and bicyclists will benefit through continued access to a crucial river crossing between the Cedar Riverside Neighborhood on the West Bank and the University of Minnesota on the East Bank. If Bridge No. 9 is allowed to continue to deteriorate resulting in closure, these non-motorized system users would be forced to travel nearly one half mile up river and three quarters of a mile down river to cross the Mississippi River.

   - How will the project benefit multiple modes of transportation? An example of a project that would do this would be a bicycle facility that connects to a transit center or a mixed-use pedestrian-oriented district, or a pedestrian project that is a component of a transit-oriented development.

   RESPONSE:

   By ensuring that Bridge No. 9 continues to function safely, the proposed rehabilitation project will benefit users of multiple modes, including pedestrians, bicyclists, transit users, and motorists.

   Pedestrian and bicyclists will benefit from the preservation of this crucial Mississippi River crossing. Without the pedestrian and bicycle facilities on Bridge No. 9, these non-motorized system users would be forced to travel nearly one half mile up river or three quarters of a mile down river to cross the Mississippi River. Given it's proximity to the East Bank of the University of Minnesota and the densely populated areas of student housing in the Cedar Riverside Neighborhood, the bridge is a primary route linking students and employees to the University.

   The proposed project will benefit users of many local transit services operating around Bridge No. 9. Preservation and rehabilitation of the bridge will ensure that pedestrians and bicyclists can continue to use Bridge No. 9 in a protected right-of-way to access transit routes on either side of the river, in order to reach the greater regional transit network.

   The project will benefit motorists in the vicinity of Bridge No. 9 by ensuring continued use of the City of Minneapolis off road trail as a non-motorized facility for pedestrians and bicyclists, thus resulting in less congestion of vehicles on the local streets in the area.

   - How does the facility serve trips that could otherwise be made by motor vehicles?

   RESPONSE:

   The City of Minneapolis off road trail facility over the Mississippi River provides a convenient and attractive alternate to local residents and University of Minnesota students and employees to travel between the Cedar Riverside Neighborhood on the West Bank to the University of Minnesota on the East Bank.

5. **Development Framework (100 points)**

- If the project is a trail project, does it help to connect to or complete the Metropolitan Council's Regional Trail network? How so? If the project is on part of the Regional Trail system, it must be identified in a Metropolitan Council-approved master plan.

  RESPONSE:

  Bridge No. 9 currently provides a critical City of Minneapolis off road trail crossing of the Mississippi River linking the Cedar Riverside Neighborhood on the West Bank and the University of Minnesota on the East Bank. This project will ensure continued use of the City of Minneapolis off road trail in the future.

  This off road trail is part of the City of Minneapolis bike trail system that is connected to the Metropolitan Council's Regional Trail network.

- Briefly describe how the project implements the Bicycle and Pedestrian Plan in the 2030 Transportation Policy Plan (2009).

  RESPONSE:

  The proposed improvements will continue to facilitate pedestrian and bicycle movements on and around Bridge No. 9, and in doing so, will support several goals and policies maintained in the Metropolitan Council's 2030 Transportation Policy Plan. The proposed project will fulfill the Council's priority policy of maintaining and preserving investment in existing infrastructure. The proposed bridge improvements will ensure safe and convenient pedestrian and bicycle travel and access to frequent transit service on either end of the bridge span. The proposed improvements have the potential to yield significant and measurable improvements in maintaining an important and historic resource while providing a crucial river crossing link for multimodal transportation system users.

General Criteria (200 points)

Maturity of Project Concept. 200 points

Projects selected through this solicitation will be programmed for construction in 2013 or 2014. That is a fairly long time but it takes several years to complete preliminary engineering, environmental studies and acquire right-of-way. The region must manage the federal funds in each year of the TIP. Projects that are not implemented in their original program year create problems. Proposed projects that have already completed some of the work is a plus. A schedule is important to know what kind of work might be needed. Large projects that need right-of-way require more work than others that do not.

0-200 points Applications involving construction must complete the project implementation schedule found in Appendix K. A detailed schedule of events is expected for all phases of the project. Applications involving non-construction projects must include a detailed discussion of the timeframes involved for initiating and completing each phase of planned activities. Points under this criterion are assigned based on how many steps have been taken toward implementation of the project. These steps reflect a federally funded project development path.

Refer to Attachment H for the Project Implementation Schedule found in Appendix K.

TOTAL: 1000 POINTS