

TRANSPORTATION ADVISORY BOARD

Metropolitan Council, 390 Robert Street North, Saint Paul, Minnesota 55101

NOTICE OF A MEETING
of the
FUNDING AND PROGRAMMING COMMITTEE

Thursday, April 21, 2016
1:30 P.M. – Metropolitan Council, Room LLA
390 Robert Street N, Saint Paul, MN

AGENDA

- 1) Call to Order
- 2) Adoption of Agenda
- 3) Approval of the Minutes from the March 17, 2016 meeting*
- 4) TAB Report – Information Item
- 5) 2016 HSIP Funding – Action Item 2016-32*
- 6) Scope Change Request: Hennepin County CSAH 46 Bridge – Action Item 2016-31*
- 7) Federal Funds Exchange – Information Item*
- 8) 2016 and 2017 Federal Funding Distribution – Information Item
- 9) Quarterly Report on Streamlined TIP Amendments – Information Item*
- 10) Other Business
- 11) Adjournment

*Attachments

Please notify the Council at 651-602-1000 or 651-291-0904 (TTY) if you require special accommodations to attend this meeting. Upon request, the Council will provide reasonable accommodations to persons with disabilities.

TRANSPORTATION ADVISORY BOARD
Metropolitan Council
390 N. Robert St., St. Paul, Minnesota 55101-1805

Minutes of a Meeting of the
FUNDING AND PROGRAMMING COMMITTEE
March 17, 2016

MEMBERS PRESENT: Tim Mayasich (chair, Ramsey County), Lynne Bly (MnDOT Metro), Elisa Bottos (MnDOT Metro State Aid), Innocent Eyoh (MPCA), Anna Flintoft (Metro Transit), Jenifer Hager (Minneapolis), Craig Jenson (Scott County), Jane Kansier (MVTA), Karl Keel (Bloomington), Elaine Koutsoukos (TAB), Eriks Ludins (St. Paul), Paul Oehme (Chanhassen), Ryan Peterson (Burnsville), Steve Peterson (MTS), Ann Pung-Terwedo (Washington County), John Sass (Dakota County), Carla Stueve (Hennepin County), Andrew Witter (Anoka County), and Joe Barbeau (staff)

OTHERS PRESENT: Greg Hunt (City of St. Louis Park) and Meg McMonigal (City of St. Louis Park)

1. Call to Order

The meeting was called to order just after 1:30 p.m.

2. Adoption of Agenda

MOTION: Keel moved to adopt the agenda. Seconded by Thompson. The motion was approved unanimously.

3. Approval of the Minutes from the February 18, 2016 Meeting

MOTION: Oehme moved to approve the minutes. Seconded by Steve Peterson. The motion was approved unanimously.

4. TAB Report – Information Item

Koutsoukos reported on the March 16 TAB meeting. TAB approved two action items:

- 2016-23: Accepted Regional Solicitation public comment report and changes recommended to two measures: the removal of the requirement for a Safe Routes to School Plan and a modified Housing Performance measure for interchange, intersection, and bridge projects within a mile radius of an adjacent community.
- 2016-24: Approved release of the 2016 Regional Solicitation with recommended changes.

5. Scope Change Request: City of St. Louis Park, Beltline Blvd LRT Station – Action Item

Barbeau said that the City of St. Louis Park received \$7,000,000, \$7,560,000 adjusted for inflation, for 2019 programming of a park-and-ride structure meant to serve the Southwest LRT (SWLRT) extension. The City seeks a scope change that would reduce the parking structure from four to two stories, reduce the number of spaces provided from 541 to 268, and reduce the CMAQ funding from \$7,560,000 to \$6,453,054. When scope changes are requested, staff estimates the score that the project would have achieved had it been originally proposed as now requested? In this case, the score was judged to have gone down by only seven points, due in large part to the fact that the applicant under-estimated the ridership generation when it originally applied.

Should the scope change be approved, the Committee may also consider whether to award the amount of federal funding requested in the update. Options include:

1. Provide the CMAQ award of \$6,453,054, as requested.
2. Maintain a 32.18% match, which would result in a CMAQ award of \$5,470,610.
3. Reduce federal funding based on the proportional reduction in park-and-ride spaces. This would reduce the CMAQ award to \$3,745,065.

Meg McMonigal provided background on the SWLRT extension and its orientation in St. Louis Park. The scope change request is a result of the SWLRT project reducing its overall park-and-ride construction by 1,317 spaces. The original plan was for a surface lot in this location but the City would prefer something more conducive to transit-oriented development (TOD). The revised project scope reduced the lot from 541 to 268 spaces, leading to the request to reduce the structure from two to four levels. The structure will be constructed with the ability to accommodate two more levels in the future. The request reflects the following:

- Reducing the transit spaces from 541 in four levels to 268 in two levels
- New score is comparable to original application
- Refined cost estimates are higher
- Some costs are the same in a two- or four-level ramp. This includes site preparation, footings, columns, and elevator.
- The City match is similar to original request; the City cannot build a ramp on its own under original proposal but could under this proposal

Thompson asked about the history of the Hopkins SWLRT park-and-ride project. Barbeau replied that TAB changed the Committee's recommendation regarding federal funding share.

Thompson asked how the development parking is separated from the transit parking. Hunt replied that spaces are designated based on use and that the City has experience doing this.

Mayasich asked whether the 268 spaces are for transit use only. McMonigal replied that this is the case.

Steve Peterson asked whether the City would prefer four levels if funding was available. McMonigal replied that she's not certain the City would want 541 spaces that close to Minneapolis. She added that the City is at 268 spaces because that is what the SWLRT project now calls for.

Keel said that the scope change seems like a reasonable request and added that the cost estimate at the time of application is the applicant's responsibility and he'd therefore support the scope change for half of the federal amount, as shown in option 3. McMonigal replied that the cost is more than half of the amount, given that the ramp is being built. Keel said that he would be amenable to using that as a basis for the funding decision if there was a cost breakdown.

Pung-Terwedo said that she likes the concept of enhancement at the site and supports the City's application.

Flintoft asked whether land for TOD has been reduced since the original application. McMonigal said that there had been three sites and there are now two: one for which the City would like half parking and half development and another City site that could be developed. Flintoft asked whether the footprint has changed. Hunt said that the parking footprint is smaller with the structure, but that the scope change proposal has the same footprint as the original proposal.

Stueve asked whether spaces from the original plan were being moved to the Louisiana Avenue station. McMonigal said that that is the case.

Steve Peterson asked whether the City contribution would be the same for the updated project. McMonigal replied that it would be very close to the same.

Koutsoukos asked whether the commitment from the County and cities to make up the gap, including \$2million from St. Louis Park is going anywhere. McMonigal replied that it is not.

Keel said that the park-and-ride lot is the project and that the discussion, therefore, should be about the park-and-ride lot, as opposed to the development.

Steve Peterson asked whether the only way the financing works is if all the funding requested is awarded. McMonigal replied that the City is unsure how it would fill the gap of lost match. She added that option 3 would create a difficulty.

MOTION 1: Keel moved to recommend approval of the scope change with CMAQ funding option 3. The motion was not seconded.

Jenson asked whether option 2 carried a similar rate of match. Barbeau said that that is the case, though the he was unable to account for the City's adjustment of cost cost due to inflation and other factors. Jenson replied that there may not be enough information to determine a fair CMAQ amount. Keel said that he'd support the approach of using the proportionate match if the applicant could prepare an estimate.

Sass pointed out that the Scope Change Policy says that amended projects should have the same benefits as the original applications, which this does not, rendering it unfair that big roadway projects cannot get the same amount of funding.

Flintoft said that without the project, the number of stalls is the same, so the benefit is really in the land freed for development, rendering the number of stalls less important.

MOTION 2: Oehme moved to approve the scope change request with a CMAQ contribution reduced to \$5,470,610. Seconded by Thompson.

Keel said that the decision on federal funding is precedent-setting and care should be taken that clean logic is used to arrive at it. Thompson said that if the benefit is the TOD, then a \$5 million CMAQ award is about right.

Motion 2 was passed with two votes against.

6. 2017-2020 TIP Schedule – Action Item

Barbeau presented the draft schedule for approving the 2017-2020 TIP.

MOTION: Kansier moved to recommend approval of the schedule. Seconded by Bly. The motion was approved unanimously.

7. Defederalization – Information Item

Barbeau said that TAC decided to send the policy and process to defederalize projects back to Funding & Programming after TAB had questions about disadvantaged business enterprise (DBE) and environmental review requirements. Any defederalized project would lose all federal DBE requirements. Some local units of government have programs that address similar goals while others do not. A TAB member asked whether DBE requirements can be retained even if other requirements are not. MnDOT has said it prefers not to take that approach.

Determining what is actually lost with the loss of environmental review is difficult. Loss of federal oversight does not necessarily mean a loss of all requirements. Some stakeholders have provided feedback indicating some local initiatives as well as their takes on the amount of effort that would be saved by defederalization.

Bottos clarified that the MnDOT Office of Civil Rights will not set DBE goals for non-federal projects. She added that equal employment opportunity is still required on all State Aid projects and most projects will still have State Aid funding. The list provided by MnDOT shows the difference between State Aid and federal review requirements, but some requirements still may persist.

Pung-Terwedo said that some projects need environmental assessment worksheets (EAWs) and that Washington County completes them to help respond to the public.

Keel asked whether the transfer of federal funds from one project to another leads to a simple shifting, rather than a loss, of DBE requirements. Bottos replied that a DBE goal for a federally funded project does not change, as it is based on the total project cost. The DBE goal for the defederalized policy would be lost, leading to a loss in overall DBE.

Keel said that projects would have to follow Minnesota Environmental Quality Board (EQB) regulations instead of NEPA so the result is similar.

Kansier said that the Metropolitan Council already swaps providers' NTD funds in order to avoid federal requirements.

Eyoh said that it is important to find out what State Aid projects need to do compared to federally funded projects, particularly in regard to environmental justice, which is a growing issue. He added that water quality is not on the attached checklist of requirements.

Bly asked whether eliminating noise requirements could adversely impact anyone. Keel replied that there are statewide standards that still must be followed.

It was suggested that the original defederalization committee be convened before the next meeting.

8. Other Business

No other business.

9. Adjournment

The meeting was adjourned.

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL No. 2016-32

DATE: April 14, 2016
TO: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
Gayle Gedstad, MnDOT Metro District (651-234-7815)
SUBJECT: 2020-2021 Highway Safety Improvement Program (HSIP)
Solicitation
REQUESTED ACTION: MnDOT requests that the TAB approve the release of the 2020-2021 HSIP solicitation
POSSIBLE ACTIONS: That TAC F&P recommend to TAC approval of the 2020-2021 HSIP Solicitation program criteria for the Metro District and the release of the solicitation.

BACKGROUND AND PURPOSE OF ACTION: The Highway Safety Improvement Program (HSIP) is a core federal program defined in FAST Act. HSIP is designed to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal lands. HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. In order to obligate HSIP funds, the state must develop, implement and update a Strategic Highway Safety Plan and produce a program of projects.

MnDOT conducts the solicitation and the proposed projects are evaluated by a selection committee comprised of transportation professionals that includes members of the TAC. With guidance from its technical committees and a recommendation from this selection committee, the TAB's role is to approve the solicitation criteria and select projects to be awarded HSIP funds. The draft district program criteria are attached for review and comment. Not this this solicitation encompasses all of MnDOT Metro District, which includes Chisago County. TAB will approve projects selected in the seven-county area.

RELATIONSHIP TO REGIONAL POLICY: The region's Transportation Policy Plan includes transportation safety policies strategies, and the HSIP solicitation is consistent with that plan.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	
Metropolitan Council	Information	

HSIP

Highway Safety Improvement Program

For State Fiscal Years 2020 and 2021

Metro District Program Criteria

Minnesota Department of Transportation
Metro District Traffic Engineering
April 2016

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Appendix:

A - MnDOT Metro District Traffic Engineering Contacts

B - HSIP Timeline Flowchart

C - Traffic Signals

D - Guidelines for HSIP-funded narrow shoulder paving in conjunction with resurfacing projects

E - Sample HSIP Benefit / Cost Worksheet

F - Recommended Service Life Criteria

HSIP Application (Form 1)

Project Information Sheet (Form 2)

Introduction

This document explains the requirements, and gives guidance for the Highway Safety Improvement Program (HSIP) to applicants desiring to obtain federal funds under the Federal FAST Act legislation. In FAST Act, the purpose of HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Projects submitted should have the greatest potential of achieving this objective.

General Policies:

1. HSIP funds are available to MnDOT; the counties of Anoka, Carver, Chisago, Dakota, Hennepin, Ramsey, Scott, and Washington; and the state aid eligible Cities and Towns within those Counties. Other local or special governmental agencies that do not have the ability to receive and administer federal funds must work with these specified governmental units to develop and submit eligible projects.
2. This solicitation is for projects with a total cost up to \$2,000,000, with a cap of \$1,800,000 federal funds. A minimum local match of 10% of the total project cost is required. After a project is selected for federal HSIP funding, if the project costs go above \$2,000,000 the additional costs are the responsibility of the submitting agency. The match must be in “hard dollars”. Soft matches (i.e.; volunteer labor, donated materials, professional services) cannot be included in the match.
3. HSIP funding cannot be used as a “payback” source of funding, whereby local agencies construct a project and anticipate future reimbursement monies from HSIP funds.
4. This solicitation is for both “Proactive” and “Reactive” projects for State fiscal years 2020 and 2021.
5. Funding is for roadway construction and reconstruction projects designed to decrease the frequency and/or severity of vehicular crashes. These crashes can involve pedestrians, bicycles, and other non-motorized vehicles. The specifics of the improvement must be related to reducing historical vehicular crashes. The project must be a permanent improvement. Right-of-way, design, and construction engineering costs are not fundable and shall not be included in the project cost. Please refer to: <http://safety.fhwa.dot.gov/hsip/>

6. All public roadways are eligible for funding.
7. The amount of federal funds awarded is based upon the original submission. Any increase in scope or costs will be the responsibility of the applicant.
8. Projects awarded funding through the regional HSIP solicitation are subject to the Regions “Program Year Policy” and the “Scope Change Policy”, see links to these policies below:

Program year policy link:

[http://www.metrocouncil.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation/TAB-Regional-Program-Year-Policy-\(PDF-154-KB\).aspx](http://www.metrocouncil.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation/TAB-Regional-Program-Year-Policy-(PDF-154-KB).aspx)

Scope change policy link:

<http://www.metrocouncil.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation/Regional-Scope-Change-Policy.aspx>

HSIP is a federally funded traffic safety program. The amount of funding available for this 2016 Metro District solicitation for State Fiscal Years 2020 and 2021 is up to \$16.8 million for the two year period.

The funding will be split up evenly between the two years. Approximately 70% of the funding will be awarded to “Reactive” projects, with the remaining awarded to “Proactive” projects. The project selection committee may elect to award a larger percent of total funds to either the “Reactive” or “Proactive” projects, depending on the number of projects or quality of the projects submitted in each category.

The objective of the HSIP program is to identify, implement, and evaluate low cost / high benefit, or smaller stand-alone safety projects focused on reducing fatal and serious injury crashes.

Qualifying Criteria

The objective of the Highway Safety Improvement Program (HSIP) is to identify, implement, and evaluate cost effective construction safety projects with a primary goal of reducing fatal and serious injury crashes on all public roads.

Only smaller stand-alone or low cost / high benefit projects will be considered. It is recognized that portions of larger projects have elements that improve the safety of an intersection or section of roadway. Safety features, such as guardrail, that are routinely provided as part of a broader project should be funded from the same source as the broader project. In some instances, narrow shoulder paving in conjunction with resurfacing projects may be allowed. See Appendix D for this exception.

FOR PROACTIVE PROJECTS:

For MnDOT Metro District and the Metro Counties, their Road Safety Plans should be the starting point for selecting projects for this solicitation. For State and County roads, projects that originate from a Road Safety Plan will be given priority. For City streets, Cities may propose strategies similar to what is in their County Safety Plan if applicable, or the following crash data is provided to assist Cities in focusing on the types of projects to submit.

In the Metro District on local roads (MSAS and City Streets) over the last 5 years (2011-2015) there have been 508 fatal and serious injury crashes:

- 160 (31%) involved two or more vehicles colliding
- 121 (24%) involved a pedestrian
- 57 (11%) involved a bicyclist
- 43 (8%) involved hitting a tree or shrub

Seventy-five percent of the fatal and serious injury crashes fall into these four categories listed above, so the focus should be on low cost solutions that are geared toward impacting those types of crashes.

Priority will be given to applications that are making impacts throughout the network (at multiple locations) or a corridor based approach.

Cities are encouraged to provide other levels of support to make their case on why the project is justified. For example, they could cite the high pedestrian volumes

or a generator of a high volume of non-motorized traffic if they are requesting funds for an improvement in that area.

Signalized intersections in urban areas tend to involve more risk than other types of intersections. A focus on signalized intersections, such as countdown timers, signal retiming, enforcement lights, curb extensions, etc. would have an impact at these target crashes.

The following is a list of example projects that would be considered for proactive funding with this program:

Rumble strips	Construct ped refuge islands & raised medians
Rumble stripEs	Enforcement lights on signals
Wider striping (6")	Turn lanes
Embedded wet reflective striping	Reduced Conflict Intersections (RCI's)
Delineation for sharp curves (chevrons)	New guardrail (not replacement)
Cable median barrier	Frontage roads (with access removals)
Active intersection warning systems	Sidewalks
Intersection Lighting	Bypass lanes
Curb extensions (bump-outs)	Narrow shoulder paving (see Appendix D)
Sight distance improvements	Signal coordination (interconnect)
Remove hazards in clear zones	Pavement messages
Pedestrian countdown timers	Stop Bars

FOR REACTIVE PROJECTS:

For this solicitation, proposed projects qualify for the HSIP program by meeting the following criteria:

1. Must have Benefit/Cost (B/C) ratio of 1.0 or greater*. (Note: The B/C ratio shall exclude right-of-way costs. The cost used should be the total project cost, not the amount of requested HSIP dollars.

*Only crashes contained within the Minnesota Department of Public Safety's database can be used to determine the B/C for project submittals. Crash data must be obtained from MnDOT. MnDOT Metro District Traffic Office will provide a crash listing, upon request. (See Appendix A)

Prioritization Criteria

The HSIP project evaluation committee will determine if the submitted projects have met the intent of the qualifying criteria and HSIP.

FOR REACTIVE PROJECTS:

As in the past solicitations, the Reactive projects will be prioritized using the B/C ratio.

FOR PROACTIVE PROJECTS:

For Proactive projects, priority will be given to projects identified in Road Safety Plans, and projects that have the highest possibility of reducing the chance of fatal and serious injury crashes. The following criteria will be used in ranking Proactive projects:

- Connection to the 2014-2019 Minnesota Strategic Highway Safety Plan (SHSP). This Plan can be found at the following link:

http://www.dot.state.mn.us/trafficeng/safety/shsp/Minnesota_SHSP_2014.pdf

- Cost/mile or Cost/intersection
- Is strategy a wide deployment vs a single spot location
- Average Daily Traffic (ADT)
- Fatal (K) & serious (A) injury crashes (10 years)
- Crash Reduction Factor for the specific strategy
- Part of a plan (Safety Plan or Road Safety Audit Recommendations) – include a link to or an excerpt from the existing plan

EVALUATION PROCESS:

Project proposals will be reviewed by MnDOT's Metro District Traffic Engineering unit initially to determine if they meet the qualifying criteria. The HSIP committee will finalize a prioritized list of projects to be funded.

The HSIP committee will consist of:

- MnDOT Metro District Traffic Engineer - Program Support
- MnDOT Metro District Traffic Safety Engineer
- Four County/City Engineers who will be determined by the Met Council Technical Advisory Committee (TAC)

Required Material and Special Instructions

Following, is a list of materials required to submit per project. Failure to provide this information may exclude the submission from consideration:

- HSIP application (Form 1) (See appendix for Form 1)
- Project information sheet (Form 2) (See appendix for Form 2)
- Location map
- Project plan or preliminary layout/scope of work proposed.
- Provide the ADT or an average ADT for your project area.
- Provide collision diagrams for intersection projects. Include crash listing obtained from MnDOT. MnDOT will not provide collision diagrams.

FOR PROACTIVE PROJECTS:

- Provide total miles of strategy deployment.
- Provide a reasonable Crash Reduction Factor (CRF) from the FHWA's CMF Clearinghouse (MUST include a printout of the CRF reference page) <http://www.cmfclearinghouse.org/>
- Number of fatal ("K") and serious ("A") injuries in the past 10 years (2006-2015) that have occurred where you propose to implement a HSIP project. MnDOT will provide this crash data upon request. (Projects may be eligible for HSIP even if no fatal K or A injuries have occurred in your implementation area.)
- Crash data must be obtained from MnDOT. MnDOT Metro District will provide a crash listing upon request. See Appendix A. Crash data requests should be made as soon as possible, but before July 15. The applicant is responsible to convert the crash listing provided by MnDOT into collision diagrams when applicable.

- MnDOT and Counties, please attach copy of appropriate page from your Highway Safety Plan for projects submitted that are referenced in your Plan.

FOR REACTIVE PROJECTS:

- Provide a reasonable Crash Reduction Factor (CRF) from the FHWA's CMF Clearinghouse (MUST include a printout of the CRF reference page)
<http://www.cmfclearinghouse.org/>
- Crash Data - The crash data shall include crashes from calendar years 2013-2015. Only crashes contained within the Minnesota Department of Public Safety's database can be shown. This is to insure that all project proposals can be equally compared. A crash listing can be obtained from MnDOT upon request (see Appendix A for contact information).

If an individual crash is not in the DPS crash database, it cannot be included in the analysis or the submittal, unless the agency provides acceptable proof of the existence of the crash. Acceptable proof is a copy of the police or citizen accident report. If a crash report was not written, the crash may not be included. If the crash had no injuries and the minimum dollar amount was not met ("N" in the "\$min" box on a police report), the crash cannot be included.

Crash data requests to MnDOT should be made as soon as possible but before July 15th, 2016. Requests made after July 15th may be significantly delayed due to limited resources. MnDOT will not provide collision diagrams.

- HSIP B/C Worksheet - A sample HSIP B/C worksheet is included in Appendix E. An Excel version of the HSIP B/C worksheet is available upon request.

Must send 2 paper copy project submittals to:

MnDOT, Traffic Engineering
Attn: Lars Impola
1500 West County Road B2
Roseville, MN 55113

Must send an electronic submittal to:

Lars.Impola@state.mn.us

Crash Reduction Factors

A Crash Reduction Factor (CRF) is the percentage crash reduction that may be expected after implementing a given countermeasure. A CRF should be regarded as a generic estimate of the effectiveness of a countermeasure. The estimate is a useful guide, but it remains necessary to apply engineering judgment and to consider site-specific environmental, traffic volume, traffic mix, geometric, and operational conditions which will affect the safety impact of a countermeasure.

The proposal should reference the FHWA Crash Modification Factors Clearinghouse which can be found at the following website:

- <http://www.cmfclearinghouse.org>

For all applications, the applicant is required to write a brief logical explanation on why they chose a particular CRF.

In lieu of relying on crash reduction tables, proposals may contain an estimate of crash reductions based upon logical assumptions. The proposal will have to thoroughly demonstrate in a logical fashion how each improvement will impact each type of crash. The HSIP Committee will review the documentation for accuracy and concurrence with logic.

Some examples of acceptable estimates are listed below:

Example 1: A project is proposing closure of a median at an intersection. Logically, all left turning and cross street right angle crashes will be eliminated. (100% reduction in these types of crashes).

Example 2: A project is proposing a traffic signal revision including creating a protected left turning phase for the minor leg of the intersection. This project should reduce the amount of minor leg left turn crashes significantly (90% reduction). Additionally, any significant improvement in capacity would reduce rear end collisions slightly (10% reduction for minor capacity improvements, 20% for significant improvements).

Example 3: A project is proposing a traffic signal revision including adding left and right turn lanes. Adding turn lanes should reduce rear end collisions and some turning collisions depending on proposed versus existing phasing. (20% reduction in impacted rear end collisions is reasonable).

The project initiator may contact a member of the MnDOT review team (see Appendix A) to discuss crash reduction assumptions for each improvement project prior to submittal.

If only one improvement is included in the proposed project, the crash reduction factors from the FHWA CMF Clearinghouse, or a percentage reduction based on an estimated procedure described above, can be entered directly into the Benefit/Cost (B/C) worksheet. If two or more improvements are included in the proposed project, the overall crash reduction factor should be determined using the “Multiple Safety Improvement Crash Reduction Formula” described below.

Multiple Safety Improvement Crash Reduction Formula:

- **$CRF = 1 - [(1 - CRF1) \times (1 - CRF2) \times \dots]$**

CRF is the overall crash reduction factor expressed as a decimal (to two significant digits) to be used on the B/C worksheet

CRF1 is the crash reduction factor for the first improvement expressed as a decimal

CRF2 is the crash reduction factor for the second improvement expressed as a decimal, and so on

- **Each crash may only be used on one B/C worksheet.**
- **Use the total cost of the project in the denominator on the B/C worksheet(s).**
- **Submit all B/C worksheets for documentation purposes.**

Use of Fatal Crashes

Type of Crash	Crash Severity	Cost per Crash
Fatal (F)	K	\$10,600,000
Personal Injury (PI)	A Incapacitating	\$570,000
Personal Injury (PI)	B Non-Incapacitating	\$170,000
Personal Injury (PI)	C Possible	\$83,000
Property Damage (PD)	N	\$7,600

Since fatal crashes are often randomly located, there is considerable debate as to whether they should be treated as personal injury crashes or as fatalities.

Furthermore, the value assigned is subject to many considerations. With the above in mind, the following criteria shall be used when computing expected crash reduction benefits:

1. The cost assigned to a fatal crash may be used if there are two or more “correctable” fatal crashes within a three-year period (correctable is defined as the type of crash that the improvement is designed to correct).

OR

2. The cost per fatal crash may be used when there is at least one correctable fatal crash **and** two or more type “A” injury crashes within a three-year period.

If the above criteria are not satisfied, the correctable fatal crash shall be treated as two type “A” personal injury crashes ($K = 2 \times A$) when computing the benefit-cost ratio. To do this, enter the correctable fatal crash as two type “A” personal injury crashes in the “A” category on the HSIP B/C worksheet.

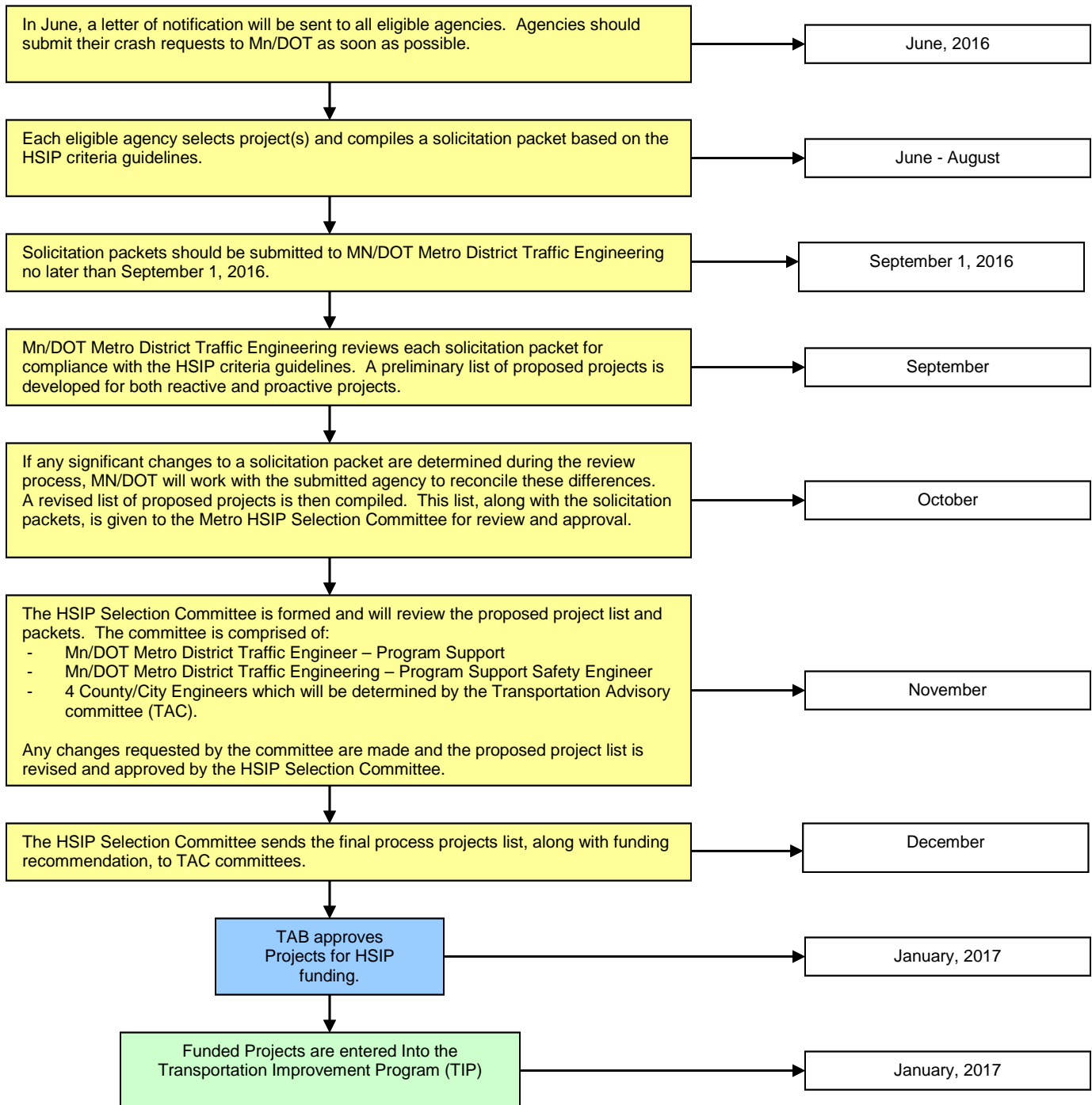
Appendix A

MnDOT Metro District Traffic Engineering Program Support Contacts

<u>Information</u>	<u>Contact</u>	<u>E-Mail</u>	<u>Phone Number</u>
Proposal Content	Gayle Gedstad	gayle.gedstad@state.mn.us	651/234-7815
Proposal Content	Lars Impola	lars.impola@state.mn.us	651/234-7820
Crash Information	Chad Erickson	chad.erickson@state.mn.us	651/234-7806

Appendix B

Highway Safety Improvement Program (HSIP) Metro District Process Timeline (2016)



Appendix C

Traffic Signals:

In most cases, traffic signals are not safety control devices. They assign right of way for vehicles and are necessary for operational purposes. However, in some cases they can improve safety. The objective for the Highway Safety Improvement Program is to “reduce the occurrence of, and the potential for fatalities and serious injuries resulting from crashes on all public roads” (23 CRF 924.5). Signal projects will be considered for funding provided they meet the following criteria.

1. New Signals:

- Warrant 7, Crash Experience from the MMUTCD must be met. Specifically, “5 or more reported crashes, of the types susceptible to correction by a traffic control signal, have occurred within a 12-month period.” Exceptions to meeting this warrant may be made if an adequate case is made on how the new signal will “reduce the number of, or potential for, fatalities and serious injuries” as required by FAST Act.
- All new signals shall meet current MnDOT design standards. If exceptions to incorporating these standards are necessary due to site specific conditions, explanation should be included with the application.
- Installation of red light running (enforcement) lights is strongly encouraged. Installation costs are low when installed with new signals and they provide the benefit of red light running enforcement to be accomplished by one law enforcement officer, instead of two.
- Documentation should be provided confirming that other intersection types were considered but are not feasible. Those considered should include intersection types that reduce the probability of severe right-angle crashes. Roundabouts, Reduce Conflict Intersections (RCI) and some alternative intersection types fall into this category.

2. Existing Signals:

- Rebuilding an existing signal system may be eligible for HSIP funding if it is necessary for implementation of a geometric improvement, where the signal system cost is incidental to the primary geometric safety improvement on the project.
- Rebuilding an existing signal system without geometric improvements may be eligible for HSIP funding if additional safety devices are included, such as: adding mast arms, adding signal heads, interconnect with other signals, etc.

3. Retiming of Signal Systems:

- The development and implementation of new signal timing plans for a series of signals, a corridor, or the entire system may be eligible for HSIP funds (to be approved by the HSIP project evaluation committee).

Appendix D

Guidelines for HSIP-funded narrow shoulder paving in conjunction with resurfacing projects:

If narrow shoulder paving projects are funded through HSIP, it makes sense under certain circumstances to do the work in conjunction with a resurfacing project, rather than as a separate, stand-alone project. Work involving the paving of existing aggregate or turf shoulders with 1 to 2 feet of pavement may be allowed within the following guidelines:

- Narrow shoulder paving can be done in conjunction with resurfacing if the project is along one of the segments specifically identified in the CRSP for this type of work.
- The project can be at a different location than those identified in the CRSP if it is along a higher-risk segment, as identified in the CRSP. The CRSP assigns a risk rating to highway segments based on the following criteria: traffic volume, rate and density of road departure crashes, curve density and edge assessment. The risk rating ranges from 0 (lower risk) to 5 (higher risk). **If the proposed project is along a highway segment with a rating of 4 or 5, then it can be done in conjunction with a resurfacing project.** This process ensures that narrow shoulder paving is being done at locations of higher risk rather than being driven by the schedule of pavement rehabilitation projects.
- The shoulder paving must include a safety edge and either shoulder or edgeline rumble strips.
- The applicant should use regular construction dollars to upgrade guardrail and other safety hardware as part of the resurfacing project.

Appendix E

(B/C Worksheet Example)

B/C worksheet		Control Section	T.H. / Roadway	Location			Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
		Description of Proposed Work									
Accident Diagram Codes		1	2	3	5	4, 7	8, 9		Pedestrian	6, 90, 98, 99	Total
Study Period: Number of Crashes	Fatal	F									
	Personal Injury (PI)	A									
		B									
		C									
Property Damage	PD										
% Change in Crashes <small>*Use FHWA cmfclearingho use for Crash Reduction Factors</small>	Fatal	F									
	PI	A									
		B									
		C									
Property Damage	PD										
Change in Crashes <small>= No. of crashes X % change in crashes</small>	Fatal	F									
	PI	A									
		B									
		C									
Property Damage	PD										
Year (Safety Improvement Construction)											
Project Cost (exclude Right of Way)				Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit	<div style="border: 1px solid black; padding: 5px; display: inline-block; background-color: #FFDAB9;">B/C=</div> Using present worth values, B= \$ - C= \$ - <small>See "Calculations" sheet for amortization.</small>		
Right of Way Costs (optional)				F			\$ 1,140,000				
Traffic Growth Factor			3%	A			\$ 570,000				
Capital Recovery				B			\$ 170,000				
1. Discount Rate			4.5%	C			\$ 83,000				
2. Project Service Life (n)			20	PD			\$ 7,600				
				Total			\$	-			

Appendix F

Recommended Service Life Criteria

<u>Description</u>	<u>Service Life</u> <u>(years)</u>	<u>Description</u>	<u>Service Life</u> <u>(years)</u>
<u>Intersection & Traffic Control</u>		<u>Roadway & Roadside</u>	
Construct Turning Lanes	20	Widen Traveled Way (no lanes added)	20
Provide Traffic Channelization	20	Add Lane(s) to Traveled Way	20
Improve Sight Distance	20	Construct Median for Traffic Separation	20
Install Traffic Signs	10	Wide or Improve Shoulder	20
Install Pavement Marking	2	Realign Roadway (except at railroads)	20
Install Delineators	10	Overlay for Skid Treatment	10
Install Illumination	20	Groove Pavement for Skid Treatment	10
Upgrade Traffic Signals	20	Install Breakaway Sign Supports	10
Install New Traffic Signals	20	Install Breakaway Utility Poles	10
Retime Coordinated System	5	Relocate Utility Poles	20
Construct Roundabout	20	Install Guardrail End Treatment	10
		Upgrade Guardrail	10
		Upgrade or Install Concrete Median Barrier	20
<u>Pedestrian & Bicycle Safety</u>		Upgrade or Install Cable Median Barrier	10
Construct Sidewalk	20	Install Impact Attenuators	10
Construct Pedestrian & Bicycle		Flatten or Re-grade Side Slopes	20
Overpass/Underpass	30	Install Bridge Approach Guardrail	
Install Fencing & Pedestrian Barrier	10	Transition	10
Construct Bikeway	20	Remove Obstacles	20
		Install Edge Treatments	7
<u>Structures</u>		Install Centerline Rumble Strips	7
Widen or Modify Bridge for Safety	20		
Replace Bridge for Safety	30		
Construct New Bridge for Safety	30		
Replace/Improve Minor Structure for			
Safety	20		
Upgrade Bridge Rail	20		

Federal HSIP Funding Application (Form 1)

INSTRUCTIONS: Complete and return completed application to Lars Impola, MnDOT, Metro District, 1500 West County Road B2, Roseville, Minnesota 55113. (651) 234-7820. **Applications must be received by 4:30 PM or postmarked on September 1, 2016. *Be sure to complete and attach the Project Information form. (Form 2)**

Office Use Only

I. GENERAL INFORMATION

1. APPLICANT:

2. JURISDICTIONAL AGENCY (IF DIFFERENT):

3. MAILING ADDRESS:

CITY:

STATE:

ZIP CODE:

4. COUNTY:

5. CONTACT PERSON:

TITLE:

PHONE NO.
()

CONTACT E-MAIL ADDRESS:

II. PROJECT INFORMATION

6. PROJECT NAME:

7. BRIEF PROJECT DESCRIPTION (Include location, road name, type of improvement, etc... A more complete description can be submitted separately):

8. HSIP PROJECT CATEGORY – Circle which project grouping in which you wish your project to be scored.

Proactive

Reactive

III. PROJECT FUNDING

9. Are you applying or have you applied for funds from another source(s) to implement this project?
Yes No If yes, please identify the source(s):

10. FEDERAL AMOUNT: \$

13. MATCH % OF PROJECT TOTAL:

11. MATCH AMOUNT: \$

14. SOURCE OF MATCH FUNDS:

12. PROJECT TOTAL: \$

15. REQUESTED PROGRAM YEAR(S) :
 2020 2021 Any year

16. SIGNATURE:

17. TITLE:

PROJECT INFORMATION (Form 2)

(To be used to assign State 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 _____

FUNCTIONAL CLASS OF ROAD _____

ROAD SYSTEM _____ (TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

NAME OF ROAD _____ (Example: 1st Street, Main Avenue)

ZIP CODE WHERE MAJORITY OF WORK IS BEING PERFORMED _____

APPROXIMATE BEGIN CONSTRUCTION DATE (MO/YR) _____

APPROXIMATE END CONSTRUCTION DATE (MO/YR) _____

LOCATION: From: _____

To: _____
(DO NOT INCLUDE LEGAL DESCRIPTION)

TYPE OF WORK _____

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

ACTION TRANSMITTAL No. 2016-31

DATE: April 14, 2016

TO: TAC Funding and Programming Committee

PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)

SUBJECT: Scope Change Request for Hennepin County CSAH 46 Bridge Replacement

REQUESTED ACTION: Hennepin County requests a scope change to the replacement of its CSAH 46 Bridge over Godfrey Parkway to narrow the bridge and adjust lane and trail widths.

POSSIBLE ACTIONS: The Committee can recommend: granting the scope change as requested; granting the request with an adjustment to the federal funds the applicant will receive; granting the request with specific modifications; or denying the request.

BACKGROUND AND PURPOSE OF ACTION: Hennepin County received \$1,792,000 (inflation-adjusted from \$1,600,000) in STP funds through the Bridge Improvement and Replacement (BIR) category of the 2011 Regional Solicitation. The bridge is currently 64'-4" wide with a six-foot sidewalk, 13-foot driving lane, and 12 foot driving lane in each direction. The original application included at 74'-4" bridge width, eight-foot sidewalk, six-foot shoulder, and two 11-foot driving lanes in each direction.

The City is requesting a change that includes a 9'-5" trail, 13-foot outside driving lane, and 11-foot inside driving lane in each direction. The bridge length would also increase, as well. The three layouts are summarized in Table 1 below.

TABLE 1: Comparison

	Current	Original App	Scope Change
Bridge Width	64'-4"	74'-4"	71'-10"
Sidewalk	8'-0"	8'-0"	9'-5 (Bike/ped combined)
Bike/shoulder	N/A	6'-0"	
Barrier between road/sidewalk	N/A	N/A	1'-6"
Outside driving lane	13'-0"	11'-0"	13'-0"
Inside driving lane	11'-0"	11'-0"	11'-0"
Bridge Length	76'-10"	76'-10"	103'-8"

RELATIONSHIP TO REGIONAL POLICY: Projects that receive funding through the regional solicitation process are subject to the regional scope change policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. Additionally, federal rules require that any federally-funded project scope change must go through a formal review and TIP amendment process if the project description or total project cost changes substantially. The scope change policy and process allow project sponsors to make adjustments to their projects as needed while still providing substantially the same

benefits described in their original project applications.

This project is not due to receive any federal funding, as TAB provided all of its federal funds to the County's CSAH 53 Reconstruction (SP 027-653-021) at its January, 2016 meeting. This action included a resolution from the County Board agreeing to complete the project as applied for on time, subjecting it to TAB's Scope Change and Program Year Policies.

A TIP amendment does not accompany this request, because the project is no longer in the TIP, as it is without federal funding.

STAFF ANALYSIS: Staff reviewed the submitted scope change request. The project originally scored 655 points and was ranked third out of 10 projects that applied in the BIR category. Staff review, which included sharing the proposed update with scorers from the 2011 Solicitation, examined whether the proposed updated project would have scored well enough to be funded. Most scoring categories are based on bridge condition, rendering the score change minimal. The overall score would have changed slightly, as the narrower bridge would have led to a 13-point reduction. That would bring the score to 642, well above the 578 scored by the highest unfunded BIR project.

The reason for the lack of change in scoring is that this was a bridge-specific application. That said, other factors to consider include:

- The request would cause bicyclists and pedestrians to share a path. Pedestrian separation exists both currently and in the original application. Bicycle separation exists on the current application.
- The original application essentially matches the current cross-section of the Ford Parkway Bridge (as touted in the original application). The updated project would cause a temporary shift, particularly for bicyclists. The application does not say how bicyclists will cross the barrier between the road and the trail, nor does it address the potential for a bicycle barrier to be created by snow.
- The application does not discuss the rationale for selection of the combined trail versus other options such as 6-foot bike shoulders and 7-foot sidewalks.
- The City of Minneapolis includes the bridge as part of its Bicycle Master Plan, calling for a bike lane.

When projects reduce benefits or size, federal funding is sometimes reduced. Options for federal funding include:

1. The cost adjustment cited on Exhibit A: Reduction based on 80% (federal portion) of deck/sidewalk reductions; \$51,971 federal, for federal total of \$1,740,029.
2. Providing the full amount of federal funds (\$1,792,000)

Because TAB voted to transfer this project's federal funding to the CSAH 53 reconstruction project (027-653-021), any federal funding reduction would be reflected in that project. Given the minor funding change, a TIP amendment would not be needed for that project.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	



Hennepin County

Public Works

Transportation Department

James N. Grube P.E., Director
1600 Prairie Drive
Medina, Minnesota 55340

612-596-0300, Phone
612-321-3410, Fax

www.hennepin.us/transportation

March 18, 2016

Mr. Timothy Mayasich
TAC Funding & Programming Committee
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

Re: SAP 027-646-007, CSAH 46 over the Godfrey Parkway Bridge Replacement – Scope Change Request

INTRODUCTION

Hennepin County was successful in the 2011 Regional Solicitation for Federal Bridge Improvement and Replacement (BIR) funding to replace the CSAH 46 bridge over the Godfrey Parkway in Minneapolis. The 2016-2019 State Transportation Improvement Program (STIP) identifies \$1,792,000 in federal funding with a total project cost of \$5,140,000 scheduled for improvements in state fiscal year 2016. On February 12, 2016, a STIP amendment was approved to move the federal funds from this project to SP 027-653-021. This was done as part of a defederalization pilot project. Although federal funds are no longer on this project, the defederalized project must follow Met Council Scope Change Policy. The original project description has changed modestly since its submittal, however the objective and benefits remain unchanged and consistent with its original intent. Please consider this formal scope change request in order to move forward with the project's revised scope.

ORIGINAL PROJECT DESCRIPTION AND BENEFITS

Built in 1925, the bridge (often referred to as the Godfrey Bridge) has four travel lanes and two 6-foot-wide sidewalks for pedestrians, and carries CSAH 46 (46th Street) over Godfrey Parkway in Minneapolis. The bridge leads to the Ford Bridge over the Mississippi River.

The project for which federal funds were awarded proposed to replace the existing bridge over Godfrey Parkway with a new structure that would have four 11-foot-wide travel lanes, two six-foot-wide urban shoulders for biking, and two eight-foot-wide sidewalks. The section width of the travel lanes and urban shoulders of the Godfrey Bridge would match the section width of the nearby Ford Bridge which has four 11-foot-wide travel lanes and two six-foot-wide urban shoulders.

The overall original project objectives and benefits as defined in the attached BIR application remain unchanged and will be achieved with the proposed change in scope.

REQUESTED CHANGE OF SCOPE

Since the 2011 BIR application, Hennepin County's project manager has been working closely with the City of Minneapolis and the Minneapolis Park and Recreation Board (MPRB). The original BIR application identified a proposed typical section that encroaches roughly 2'-4" into the MPRB National Historic Registered Minnehaha Park. We were notified recently that if we continue with the encroachment into Minnehaha Park we must mitigate the taking of what was determined to be Land

and Water Conservation (LAWCON) funded property, as Minnehaha Park was purchased using LAWCON funds in 1968. The process of conveying the necessary park property for the bridge project could take 18 months or more. This discovery occurred within the last 3 months of the project's anticipated delivery date. In light of this and in the best interest of the project, Hennepin County proposes to maintain the project's permanent limits within the county's right-of-way in order to avoid the LAWCON impacts. This decision necessitates a scope change request.

The necessary changes to the typical section involved reducing the shoulder width from 6-foot wide to 2 feet. This width (8 feet total) will be combined with the 6-foot wide sidewalks to provide a shared-use facility. In order to protect users of the shared facility from vehicular traffic, a 1'-6" wide barrier will separate pedestrians and bicyclists from vehicular traffic. This results in the Modified Proposed Section as depicted in the attached "Originally Proposed and Modified Proposed Typical Sections". The scope change involves removing separate bicycle accommodations and combining them with the sidewalk.

MODIFIED PROJECT DESCRIPTION AND COST ESTIMATE

The overall original project description, objectives, and benefits will remain unchanged and will be achieved with this project. The change in scope related to the typical section and user accommodations will also maintain the original project objectives and benefits as defined under *Project Description* and *Intermodal or Other Special Considerations* of the BIR application.

It is believed formal Transportation Improvement Program amendment will not be required for this project.

Sincerely,

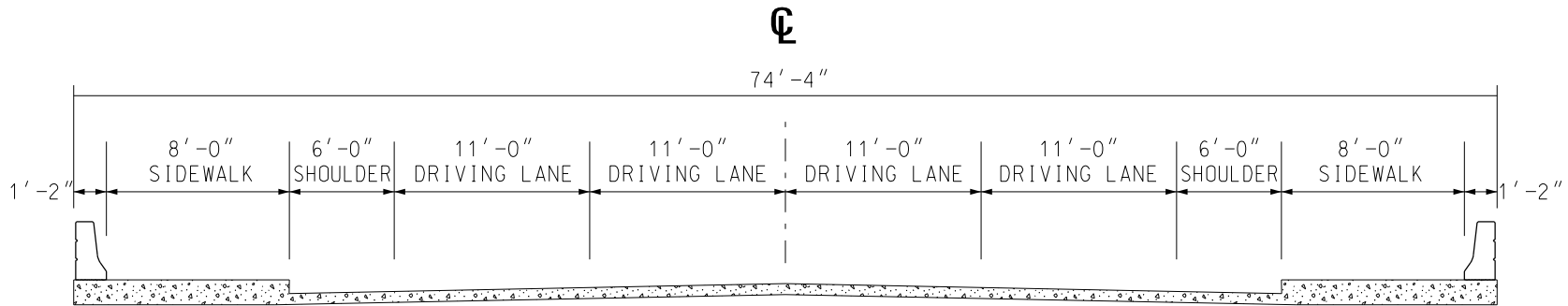


James N. Grube, PE
Highway Engineer
Project Delivery
Hennepin County Transportation Department

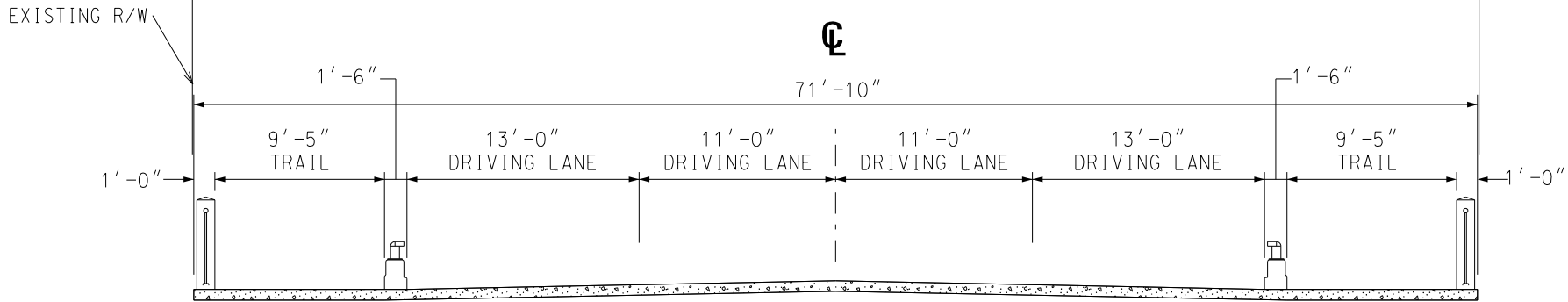
CC: Nicholas Peterson, Hennepin County
Jake Bronder, Hennepin County
Colleen Brown, MnDOT
Dan Mattison, MnDOT

Attachments: Proposed and Modified Typical Sections
2011 BIR Application

ORIGNALLY PROPOSED SECTION



MODIFIED PROPOSED SECTION



MARCH 2016

HENNEPIN COUNTY

PROPOSED AND MODIFIED TYPICAL SECTIONS

CSAH NO 46 over Godfrey Pkwy #90585

Federal BIR Funding 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. Please go to Metropolitan Council's website for instructions. Applications must be received by 5:00 PM at the Metropolitan Council FTP site or postmarked on July 18, 2011.	Office Use Only
--	-----------------


I. GENERAL INFORMATION

1. APPLICANT Hennepin County Transportation Department			
2. JURISDICTIONAL AGENCY Hennepin County			
3. MAILING ADDRESS 1600 Prairie Drive			
CITY Medina	STATE MN	ZIP CODE 55340	COUNTY Hennepin
CONTACT PERSON: James N. Grube	TITLE: Director of Transportation and County Engineer		PHONE NO. 612-596-0307
CONTACT E-MAIL ADDRESS: james.grube@co.hennepin.mn.us			

II. SUMMARY PROJECT INFORMATION * / Proposers need to attach most recent MN/DOT Structure Inventory Report

4. PROJECT NAME, EXISTING BRIDGE # Replacement of CSAH 46 (46th Street East) over Godfrey Parkway in Minneapolis, Bridge No. 90585
6. PROJECT DESCRIPTION (For example, please provide Route, Termini, Length, Additional Thru Lane Capacity): Built in 1925, the bridge (often referred to as the Godfrey Bridge) carries CSAH 46 (46th Street) over Godfrey Parkway in Minneapolis. The bridge leads to the Ford Bridge over the Mississippi River. The original bridge carried two street car tracks, two lanes of traffic, and two nine-foot sidewalks. It had granite and brick pavers along with decorative lights and railings. The original pavement was 40 feet from curb to curb. In 1972 the bridge was renovated. The main structure remained, but the pavers, railings, and sidewalks were removed. A new overlay deck, sidewalks, and railings were constructed. The renovated bridge was 50 feet from curb to curb with six-foot sidewalks. In 2002, the bridge was given a new concrete overlay. The project proposes to replace the existing bridge over Godfrey Parkway. The new structure will have four 11-foot-wide travel lanes, two six-foot-wide urban shoulders for biking, and two eight-foot-wide sidewalks. The section width of the travel lanes and urban shoulders of the Godfrey Bridge will match the section width of the nearby Ford Bridge which has four 11-foot-wide travel lanes and two six-foot-wide urban shoulders.
7. INTERMODAL OR OTHER SPECIAL CONSIDERATIONS (pedestrian/bicycle, staging, coordination, historic considerations, etc.): The bridge currently has four travel lanes and two 6-foot-wide sidewalks for pedestrians. The project proposes to construct a new bridge with four travel lanes, urban shoulders, and 8-foot-wide sidewalks along each side of the bridge. Metro Transit has four bus routes that travel along over this bridge; they are routes 23, 46, 74, and 84. While the Godfrey Bridge itself is not designated as historic, the project team will incorporate historic considerations, as possible during the design phase of this project because the bridge is located in the Minnehaha Historic District and the Minnehaha Byway District of the Grand Rounds National Scenic Byway.

III. PROJECT FUNDING

8. FEDERAL BIR \$1,600,000	13. SOURCE OF MATCH County State Aid and Property Tax
9. STATE BRIDGE BONDS \$0	14. REQUESTED PROGRAM YEAR: <input type="checkbox"/> 2015 <input checked="" type="checkbox"/> 2016
10. MATCH \$400,000	15. SIGNATURE 
11. TOTAL \$2,000,000	16. TITLE – Assistant County Administrator, Public Works
12. ESTIMATED COST PER SQUARE FOOT BRIDGE COST – \$268/Sq Ft Bridge Deck	

** Proposers also need to respond in greater detail to Qualifying and Priority criteria found on the following pages.*

BIR PROJECTS – QUALIFYING CRITERIA

The applicant must respond to each of the qualifying criteria. If there is no response recorded in the application, it will be assumed the project is inconsistent with the qualifying criteria.

1. For federal BIR funds the bridge must be 20 feet or longer.

RESPONSE:

The bridge is 76.8 feet in length.

2. The bridge is structurally deficient or functionally obsolete and the most recent sufficiency rating must be less than 50 for replacement projects. The bridge is structurally deficient or functionally obsolete and the most recent sufficiency rating must be 80 or less for rehabilitation projects.

RESPONSE:

The 2010 sufficiency rating is 42.9.

3. The project must be deliverable by the end of FY 2016.

RESPONSE:

The project is deliverable by the end of FY 2016.

4. The bridge must carry highway traffic. Bridges carrying only rail traffic or only bicycle and pedestrian traffic are not eligible.

RESPONSE:

The bridge carries highway traffic.

5. The bridge may not be on a roadway functionally classified as a local road/street or minor collector in the functional classification system adopted by the TAB as of May 18, 2011. The bridge may not be on the Interstate System.

RESPONSE:

The bridge is on County State Aid Highway (CSAH) 46. CSAH 46 is classified as an A-Minor Arterial Augmentor on the functional classification map adopted by the Metropolitan Council in May 2011.

6. Costs required to complete studies, preliminary engineering, design, construction engineering etc., are not eligible for BIR funding. The costs of right-of-way or demolition of the existing bridge are not eligible for funding.

RESPONSE:

Hennepin County understands these requirements and the BIR funding will only be used for construction of the bridge.

7. No more than \$8,000,000 in federal bridge replacement funds will be originally programmed for a specific project. The local match in funding for any project must be at least 20% of the total (State Bridge Bonding funds are considered local match). The applicant must state that it is responsible for the local (nonfederal) share. No additional points will be awarded for providing a match in excess of 20%.

RESPONSE:

The amount of requested federal funding for the project does not exceed \$8,000,000. Hennepin County understands that it will be responsible for the local (nonfederal) share of the project's costs.

8. BIR project proposals for bridges selected in previous open BIR solicitations, (1994, 1995, 1997, 1999, 2001, 2003, 2005, 2007 and 2009) are not eligible unless the selected project has been withdrawn or sunset prior to the deadline for proposals in this solicitation. BIR project proposals for trunk highway bridges which are included in the current TIP or Draft TIP with an identified federal funding source are not eligible unless the project was selected in a previous open BIR solicitation and has been withdrawn prior to the deadline for proposals in this solicitation.

RESPONSE:

This bridge project proposal has not been selected in previous BIR solicitations and this bridge is not a trunk highway bridge.

BIR PROJECTS – PRIORITIZING CRITERIA

Recorded below are data that will be used to assign points to the bridge proposal. In most cases, the MN/DOT Structure Inventory Report includes the data needed but this may not be as current or comprehensive as the data available to the proposer. Please respond to each criterion by either recording the data from the inventory, or more recent or comprehensive data. (The attached sheet provides the range of points that will be allocated for each criterion and for the specific aspects of the projects)

1. The proposer must identify the functional classification of the roadway the bridge is located on as adopted by the TAB as of May 18, 2011.

RESPONSE:

CSAH 46 is classified as an A-Minor Arterial Augmentor on the functional classification map adopted by the Metropolitan Council in May 2011.

2. The proposer must identify the most recent average annual daily traffic (AADT) and heavy commercial average annual daily traffic (HCAADT) on the existing bridge to score points for current traffic volume heavy commercial vehicle traffic volume. The proposer may conduct appropriate counts which must be adjusted to average annual values to provide AADT and HCAADT. If the bridge is posted, provide the HCAADT prior to posting if it is available. MnDOT provides web access to all current AADT and HCAADT. http://www.dot.state.mn/traffic/data/html/volume_program.html The proposer may also contact the following resource people at Mn/DOT to obtain these volumes:

Gene Hicks, Section Director (651) 366-3896; AADT... Megan Forbes (651-366-3883); HCAADT... Tom Nelson (651) 366-3868.

RESPONSE:

The most current AADT count data (2010) from the Hennepin County Traffic Flow Map is 13,100 vehicles per day. There are no recent HCAADT traffic counts; however a typical HCAADT value for this type of Hennepin County road is two percent of the AADT. The approximate HCAADT based on two percent heavy vehicles is 260.

3. The proposer must identify the most recent structural condition ratings and sufficiency rating of the bridge including any current and historical load postings. The proposer must provide a map showing the bridge location and the official detour for posted bridges and the functional classification of the affected roads.

RESPONSE:

According to its most recent Mn/DOT Structure Inventory Report, this bridge has an Inventory Rating of HS 13.90 and an Operating Rating of HS 31.29. The Mn/DOT Scour Code for this bridge is A-Non Waterway. We have included the Mn/DOT Structure Inventory Report and Mn/DOT Bridge Inspection Report in the appendix of this application.

4. The proposer must identify in what ways the current bridge is inadequate (if any) with respect to serving bicycles, pedestrians, and fixed route transit and the provisions (if any) to serve those modes with the proposed project.

RESPONSE:

The current bridge does not have shoulders, but has two 6-foot-wide sidewalks for pedestrians. The proposed bridge will have two 6-foot-wide urban shoulders for biking and two 8-foot-wide sidewalks for pedestrians.

5. The proposer must provide copies of appropriate adopted Bike and Ped plans that include the bridge.

RESPONSE:

This bridge is included in the City of Minneapolis Bike Master Plan. A map from the Bike Master Plan showing the bridge as part of the future bike system is included in the appendix.

6. The proposer must complete the attached project development checklist.

RESPONSE:

A completed Project Development Checklist is included in the appendix of this application.

7. The proposer must provide the in-place bridge typical section, proposed bridge typical section and show vertical clearances of the existing and proposed bridge, 20 year projected ADT and design speed to determine if the existing and proposed bridge meets State Aid Standards.

RESPONSE:

Included in the appendix are the in-place bridge typical section and the proposed bridge typical section. The 20-year projected ADT for this bridge is 14,410 vehicles per day; this 20-year ADT was determined by applying the County's State Aid 20-year traffic growth factor of 1.1 to the 13,100 AADT from the 2010 Hennepin County Traffic Flow Map. The posted speed on CSAH 46 in the area of the Bridge is 30 mph and a design speed of 30 mph would be used for this replacement project.

APPENDIX

CSAH 46 (46th Street E) Bridge over Godfrey Parkway in Minneapolis

Project Implementation Schedule.....	(1 page)
Project Location Map	(1 page)
Project Limits Map.....	(1 page)
Existing and Proposed Typical Sections	(1 page)
Roadway View on Bridge Number 90585 (looking west).....	(1 page)
Mn/DOT Structure Inventory Report	(2 pages)
Mn/DOT Bridge Inspection Report	(3 pages)
Letter of Support From City of Minneapolis	(1 page)
City of Minneapolis Bike Master Plan Map	(1 page)

Project Implementation Schedule

For
Hennepin CSAH 46
Bridge Number 90585

1) Project Scope

- Stake Holders have been identified
- Meetings or contacts with Stake Holders have occurred

2) Layout or Preliminary Plan

- Identified Alternates
- Selected Alternates
- Layout or Preliminary Plan started
- Layout or Preliminary Plan completed

Anticipated date or date of completion: **June 2014**

3) Environmental Documentation

- EIS
- EA
- PM

Document Status

- Document not started
- Document in progress; environmental impacts identified
- Document submitted to State Aid for review (date submitted: _____)
- Document approved (need copy of signed cover sheet)

Anticipated date or date of completion/approval: **October 2015**

4) R/W

- No R/W required
 - R/W required, parcels not identified
 - R/W required, parcels identified
 - R/W has been acquired
- Anticipated date or date of acquisition _____

5) Railroad Involvement

- No railroad involvement on project
- Railroad R/W Agreement required; negotiations not begun
- Railroad R/W Agreement required; negotiations have begun
- Railroad R/W Agreement is complete

6) Construction Documents/Plan

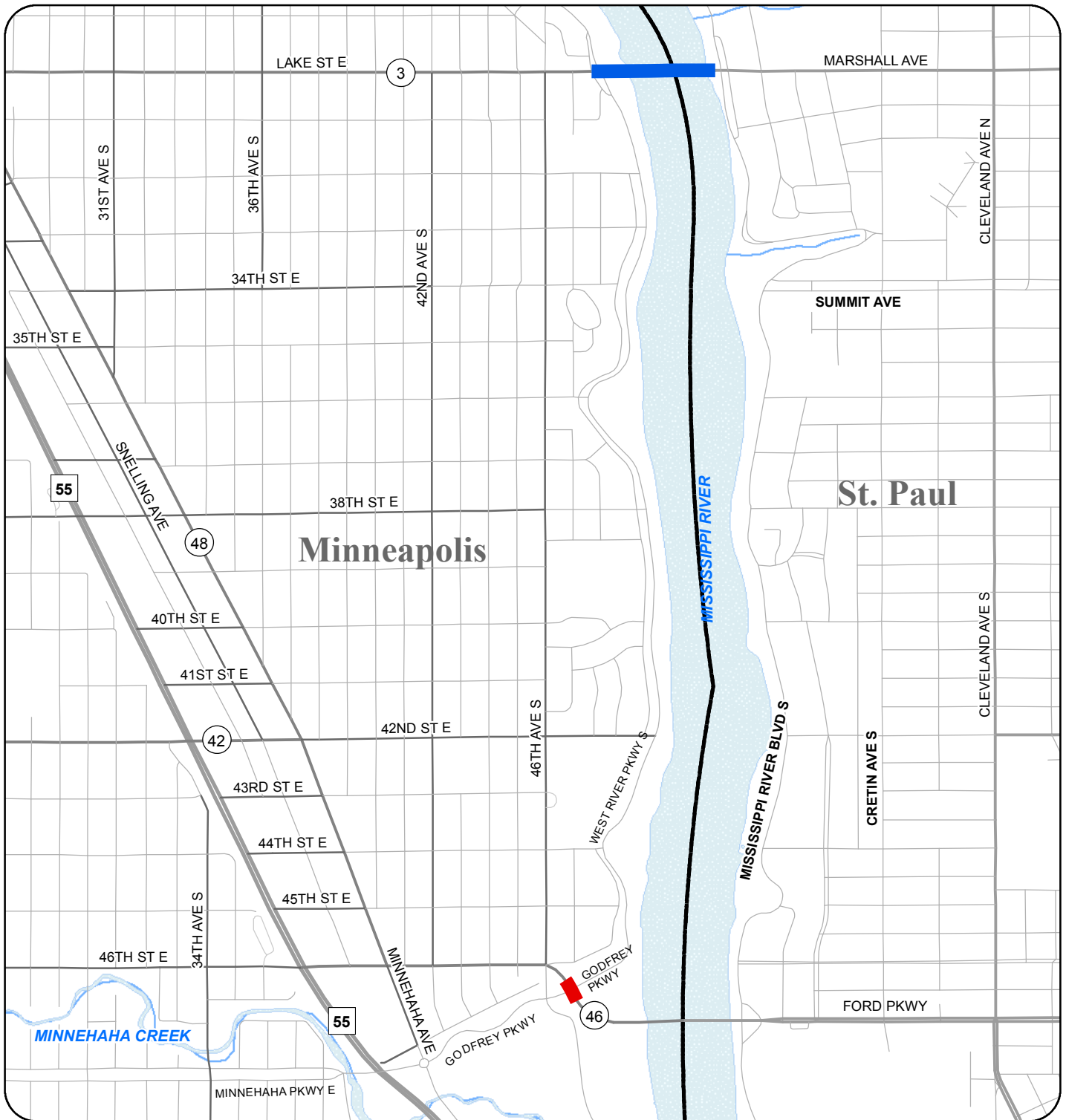
- Construction plans have not been started
- Construction plans in progress

Anticipated date or date of completion: **October 2015**

- Construction plans completed/approved

7) Letting

Anticipated Letting Date: **January 2016**



Project Location

CSAH 46 Bridge #90585

- Project Location
- Nearest Local Parallel Crossing

Located in the City of
Minneapolis
Hennepin County, Minnesota





Project Limits

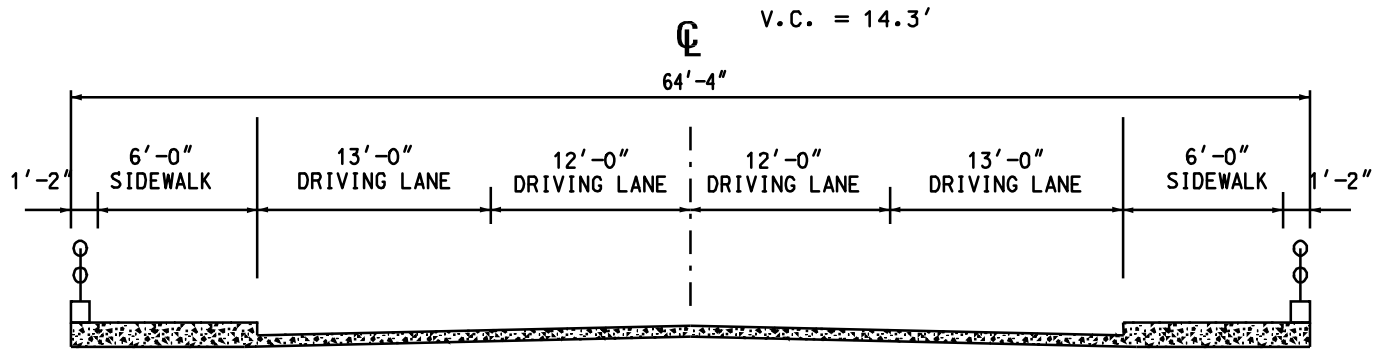
CSAH 46 Bridge #90585

Located in the City of
 Minneapolis
 Hennepin County, Minnesota

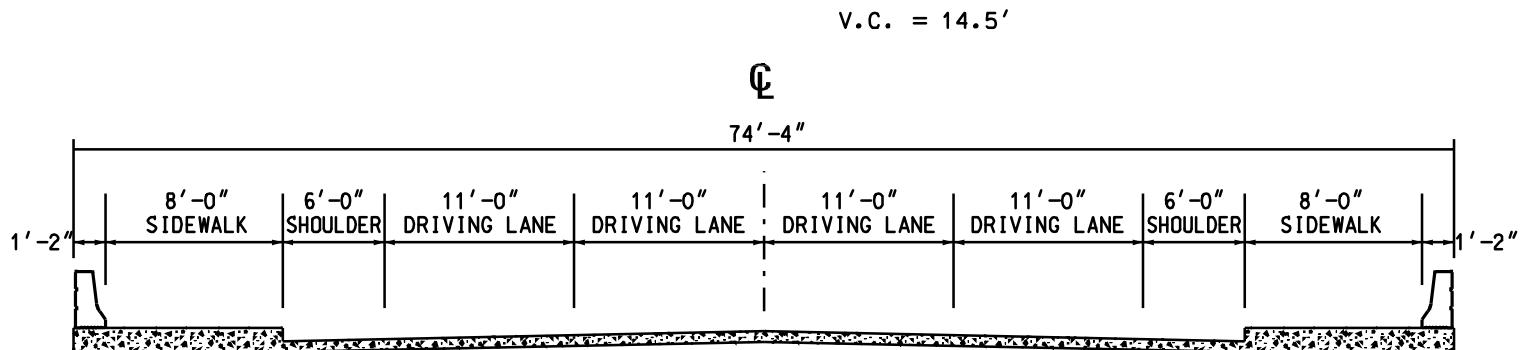
- Project Location
- CSAH Routes
- Regional Park



EXISTING SECTION



PROPOSED SECTION



JUNE 2011

<p>HENNEPIN COUNTY</p>	<p>EXISTING AND PROPOSED TYPICAL SECTIONS</p>	<p>FIGURE 2</p>
	<p>CSAH NO 46 over Godfrey Pkwy #90585</p>	



Roadway View
Of
CSAH 46 (46th Street East)

Looking West to Bridge #
90585 over Godfrey Parkway

Mn/DOT Structure Inventory Report

Bridge ID: 90585 CSAH 46(E 46TH ST) over STR 1203(GODFREY RD)

Date: 06/29/2011

+ GENERAL +	+ ROADWAY +	+ INSPECTION +
Agency Br. No. 738	Bridge Match ID (TIS) 1	Deficient Status F.O.
District METRO Maint. Area	Roadway O/U Key 1-ON	Sufficiency Rating 42.9
County 27 - HENNEPIN	Route Sys/Nbr CSAH 46	Last Inspection Date 05-27-2010
City MINNEAPOLIS	Roadway Name or Description	Inspection Frequency 12
Township	CSAH 46(E 46TH ST)	Inspector Name HENNEPIN
Desc. Loc. 0.3 MI W OF COUNTY LINE	Roadway Function MAINLINE	Structure A-OPEN
Sect., Twp., Range 17 - 028N - 23W	Roadway Type 2 WAY TRAF	+ NBI CONDITION RATINGS +
Latitude 44d 55m 06.62s	Control Section (TH Only)	Deck 5
Longitude 93d 12m 27.64s	Ref. Point (TH Only)	Superstructure 5
Custodian COUNTY	Date Opened to Traffic 11-01-1972	Substructure 5
Owner COUNTY	Detour Length 6 mi.	Channel N
Inspection By HENNEPIN COUNTY	Lanes 4 Lanes ON Bridge	Culvert N
BMU Agreement	ADT (YEAR) 15,600 (2005)	+ NBI APPRAISAL RATINGS +
Year Built 1925	HCADT	Structure Evaluation 5
Year Fed Rehab	Functional Class. URB/MINOR ART	Deck Geometry 3
Year Remodeled 1972	+ RDWY DIMENSIONS +	Underclearances 4
Temp	If Divided NB-EB SB-WB	Waterway Adequacy N
Plan Avail. COUNTY	Roadway Width 50.0 ft	Approach Alignment 6
+ STRUCTURE +	Vertical Clearance	+ SAFETY FEATURES +
Service On HWY;PED	Max. Vert. Clear.	Bridge Railing 0-SUBSTANDARD
Service Under HIGHWAY	Horizontal Clear. 50.0 ft	GR Transition N-NOT REQUIRED
Main Span Type CONC DECK GIRD	Lateral Clr. - Lt/Rt	Appr. Guardrail N-NOT REQUIRED
Main Span Detail	Appr. Surface Width 50.0 ft	GR Termini N-NOT REQUIRED
Appr. Span Type	Roadway Width 50.0 ft	+ IN DEPTH INSP. +
Appr. Span Detail	Median Width	Frac. Critical
Skew	+ MISC. BRIDGE DATA +	Underwater
Culvert Type	Structure Flared NO	Pinned Asbly.
Barrel Length	Parallel Structure NONE	Spec. Feat.
Number of Spans	Field Conn. ID	+ WATERWAY +
MAIN: 3 APPR: 0 TOTAL: 3	Cantilever ID	Drainage Area
Main Span Length 42.0 ft	Foundations	Waterway Opening
Structure Length 76.8 ft	Abut. CONC - SPRD SOIL	Navigation Control NOT APPL
Deck Width 64.3 ft	Pier CONC - SPRD SOIL	Pier Protection NOT APPL
Deck Material C-I-P CONCRETE	Historic Status NOT ELIGIBLE	Nav. Vert./Horz. Clr.
Wear Surf Type LOW SLUMP CONC	On - Off System ON	Nav. Vert. Lift Bridge Clear.
Wear Surf Install Year 2000	+ PAINT +	MN Scour Code A-NON WATERWAY
Wear Course/Fill Depth 0.16 ft	Year Painted Pct. Unsound	Scour Evaluation Year 1991
Deck Membrane NONE	Painted Area	+ CAPACITY RATINGS +
Deck Protect. NONE	Primer Type	Design Load HS20
Deck Install Year	Finish Type	Operating Rating HS 31.29
Structure Area 4,938 sq ft	+ BRIDGE SIGNS +	Inventory Rating HS 13.90
Roadway Area 3,843 sq ft	Posted Load NOT REQUIRED	Posting
Sidewalk Width - L/R 6.0 ft 6.0 ft	Traffic NOT REQUIRED	Rating Date 05-01-1990
Curb Height - L/R 0.92 ft 0.92 ft	Horizontal NOT REQUIRED	Mn/DOT Permit Codes
Rail Codes - L/R 17 17	Vertical NOT APPLICABLE	A: N B: N C: N

Mn/DOT Structure Inventory Report

Bridge ID: 90585 CSAH 46(E 46TH ST) over STR 1203(GODFREY RD)

Date: 06/29/2011

+ GENERAL +	+ ROADWAY +	+ INSPECTION +
Agency Br. No. 738	Bridge Match ID (TIS) 2	Deficient Status F.O.
District METRO Maint. Area	Roadway O/U Key 2-UNDER	Sufficiency Rating 42.9
County 27 - HENNEPIN	Route Sys/Nbr MUN 1203	Last Inspection Date 05-27-2010
City MINNEAPOLIS	Roadway Name or Description STR 1203(GODFREY ROAD)	Inspection Frequency 12
Township	Roadway Function MAINLINE	Inspector Name HENNEPIN
Desc. Loc. 0.3 MI W OF COUNTY LINE	Roadway Type 2 WAY TRAF	Structure A-OPEN
Sect., Twp., Range 17 - 028N - 23W	Control Section (TH Only)	+ NBI CONDITION RATINGS +
Latitude 44d 55m 06.62s	Ref. Point (TH Only)	Deck 5
Longitude 93d 12m 27.64s	Date Opened to Traffic 11-01-1972	Superstructure 5
Custodian COUNTY	Detour Length 6 mi.	Substructure 5
Owner COUNTY	Lanes 2 Lanes UNDER Bridge	Channel N
Inspection By HENNEPIN COUNTY	ADT (YEAR) 4,000 (1994)	Culvert N
BMU Agreement	HCA DT	+ NBI APPRAISAL RATINGS +
Year Built 1925	Functional Class. URB COLL	Structure Evaluation 5
Year Fed Rehab	+ RDWY DIMENSIONS +	Deck Geometry 3
Year Remodeled 1972	If Divided NB-EB SB-WB	Underclearances 4
Temp	Roadway Width 36.0 ft	Waterway Adequacy N
Plan Avail. COUNTY	Vertical Clearance 14.3 ft	Approach Alignment 6
+ STRUCTURE +	Max. Vert. Clear. 14.3 ft	+ SAFETY FEATURES +
Service On HWY;PED	Horizontal Clear. 36.0 ft	Bridge Railing 0-SUBSTANDARD
Service Under HIGHWAY	Lateral Clr. - Lt/Rt 6.9 ft	GR Transition N-NOT REQUIRED
Main Span Type CONC DECK GIRD	Appr. Surface Width 36.0 ft	Appr. Guardrail N-NOT REQUIRED
Main Span Detail	Roadway Width 36.0 ft	GR Termini N-NOT REQUIRED
Appr. Span Type	Median Width	+ IN DEPTH INSP. +
Appr. Span Detail	+ MISC. BRIDGE DATA +	Frac. Critical
Skew	Structure Flared NO	Underwater
Culvert Type	Parallel Structure NONE	Pinned Asbly.
Barrel Length	Field Conn. ID	Spec. Feat.
Number of Spans	Cantilever ID	+ WATERWAY +
MAIN: 3 APPR: 0 TOTAL: 3	Foundations	Drainage Area
Main Span Length 42.0 ft	Abut. CONC - SPRD SOIL	Waterway Opening
Structure Length 76.8 ft	Pier CONC - SPRD SOIL	Navigation Control NOT APPL
Deck Width 64.3 ft	Historic Status NOT ELIGIBLE	Pier Protection NOT APPL
Deck Material C-I-P CONCRETE	On - Off System ON	Nav. Vert./Horz. Clr.
Wear Surf Type LOW SLUMP CONC	+ PAINT +	Nav. Vert. Lift Bridge Clear.
Wear Surf Install Year 2000	Year Painted Pct. Unsound	MN Scour Code A-NON WATERWAY
Wear Course/Fill Depth 0.16 ft	Painted Area	Scour Evaluation Year 1991
Deck Membrane NONE	Primer Type	+ CAPACITY RATINGS +
Deck Protect. NONE	Finish Type	Design Load HS20
Deck Install Year	+ BRIDGE SIGNS +	Operating Rating HS 31.29
Structure Area 4,938 sq ft	Posted Load NOT REQUIRED	Inventory Rating HS 13.90
Roadway Area 3,843 sq ft	Traffic NOT REQUIRED	Posting
Sidewalk Width - L/R 6.0 ft 6.0 ft	Horizontal NOT REQUIRED	Rating Date 05-01-1990
Curb Height - L/R 0.92 ft 0.92 ft	Vertical NOT APPLICABLE	Mn/DOT Permit Codes
Rail Codes - L/R 17 17		A: N B: N C: N

Mn/DOT BRIDGE INSPECTION REPORT

Inspected by: HENNEPIN COUNTY

BRIDGE 90585 CSAH 46(E 46TH ST) OVER STR 1203(GODFREY RD)**INSP. DATE: 05-27-2010**

County: HENNEPIN Location: 0.3 MI W OF COUNTY LINE Length: 76.8 ft
 City: MINNEAPOLIS Route: CSAH 46 Ref. Pt.: 003+00.996 Deck Width: 64.3 ft
 Township: Control Section: Maint. Area: Rdwy. Area / Pct. Unsd: 3,843 sq ft
 Section: 17 Township: 028N Range: 23W Local Agency Bridge Nbr: 738 Paint Area/ Pct. Unsd:
 Span Type: CONC DECK GIRD Culvert N/A

NBI Deck: 5 Super: 5 Sub: 5 Chan: N Culv: N

Open, Posted, Closed: OPEN

Appraisal Ratings - Approach: 6 Waterway: N

MN Scour Code: A-NON WATERWAY

Def. Stat: F.O.

Suff. Rate: 42.9

Required Bridge Signs - Load Posting: NOT REQUIRED Traffic: NOT REQUIRED

Horizontal: NOT REQUIRED Vertical: NOT APPLICABLE

STRUCTURE UNIT: 0

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4	QTY CS 5
22	LS O/L (CONC DECK)	4	05-27-2010 06-08-2009	4,941 SF 4,941 SF	4,941 4,941	0 0	0 0	0 0	0 0
Notes: 22. Deck repaired & new conc O/L in 2001. Excessive long, diag & map cracks.									
300	STRIP SEAL JOINT	4	05-27-2010 06-08-2009	125 LF 125 LF	0 0	125 125	0 0	N/A N/A	N/A N/A
Notes: 300. New strip seal & walk protection plate in 2001. Between bridge & approach panel. Joints filled w/ sand.									
302	COMPRESSION JOINT	4	05-27-2010 06-08-2009	128 LF 128 LF	64 64	64 64	0 0	N/A N/A	N/A N/A
Notes: 302. End of approaches. N & S joints partially deteriorated.									
321	CONC APPROACH SLAB	2	05-27-2010 06-08-2009	2 EA 2 EA	1 1	1 1	0 0	0 0	N/A N/A
Notes: 321. Trans cracks routed & sealed on S approach in 1999. New O/L in 2001. Spalls in SW & SE corner. Trans & long cracks in N panel. '10-Diag cracks in S panel. Patch in NE corner of N.									
333	RAILING - OTHER	4	05-27-2010 06-08-2009	305 LF 305 LF	0 0	305 305	0 0	N/A N/A	N/A N/A
Notes: 333. Galvanized railing. Vert cracks in railbase w/ efflor. Railbase pitted @ NE corner. Conc spalled @ name plate @ SE corner. NW railbase spalled. Top rail hit & deformed in NE corner by light base.									
110	CONCRETE GIRDER	3	05-27-2010 06-08-2009	614 LF 614 LF	315 315	201 201	98 98	0 0	N/A N/A
Notes: 110. Bridge has been hit @ scraped over each lane. Conc cracked @ several bearing areas. NORTH SPAN: NW fascia bearing area spalled & delam'd w/ rebar exposed @ abut. NE bearing area cracked & delam'd @ abut. Conc spalled w/ rebar exposed @ 3rd bearing from E @ abut. '10-Hairline vert & sheer cracks in S 1/2 of 5 of 6 interior girders. CENTER SPAN: Conc cracked & delam'd @ bottom of 1st, 3rd, 4th, 5th & 6th girders from E. 4th & 5th girders from E have large spalls w/ rebar exposed. E fascia hit & spalled w/ rebar exposed.-(0.5 x 2 ft). SOUTH SPAN: Rebar exposed & rusted @ 3rd from W. '10-Hairline vert & sheer cracks in N 1/2 of all girders near haunch.									
380	SECONDARY ELEMENTS	3	05-27-2010 06-08-2009	1 EA 1 EA	0 1	1 0	0 0	0 0	N/A N/A
Notes: 380. Repaired shotcreted diaphragms 2, 3, 5, 6 & 7 @ N span and 3 & 5 @ center span. Diaphragm 7 spalled & rebars exp in N span. End diaphragms @ corners are spalled w/ rebar exp, except NW.									
311	EXPANSION BEARING	3	05-27-2010 06-08-2009	16 EA 16 EA	0 0	16 16	0 0	N/A N/A	N/A N/A
Notes: 311. Badly rusted.									
205	CONCRETE COLUMN	3	05-27-2010 06-08-2009	10 EA 10 EA	0 0	10 10	0 0	0 0	N/A N/A
Notes: 205. Horiz cracks & spalls in N & S columns. Spall on E face of E column of N & S span. Spalls in 2nd column from W, S span. Vert crack in W face of E column, S span									

Mn/DOT BRIDGE INSPECTION REPORT

Inspected by: HENNEPIN COUNTY

BRIDGE 90585 CSAH 46(E 46TH ST) OVER STR 1203(GODFREY RD)**INSP. DATE: 05-27-2010****STRUCTURE UNIT: 0**

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4	QTY CS 5
215	CONCRETE ABUTMENT	3	05-27-2010 06-08-2009	128 LF 128 LF	0 0	0 0	128 128	0 0	N/A N/A
Notes: 215. Special surface finish flaking off both abuts. Rust stains from seat - some leakage. Spalls w/ rebar exp & efflor, both abuts. Spalls & rebar exp, both parapets. Conc deteriorated & spalled w/ rebar exp @ NW & NE seat corners. SW seat corner repaired. Seat spalled @ 1st & 3rd stringer from E, N abut. Vert cracks w/ efflor @ NW corner. 2nd & 4th bearing seat from W spalled @ S abut -part of 2nd repaired. Horiz cracks @ 3rd bearing seat from W, S abut. "Soft" conc in bearing & parapet areas, especially in 4 corners.									
234	CONCRETE CAP	3	05-27-2010 06-08-2009	131 LF 131 LF	131 131	0 0	0 0	0 0	N/A N/A
Notes: 234.									
387	CONCRETE WINGWALL	3	05-27-2010 06-08-2009	4 EA 4 EA	1 1	3 3	0 0	0 0	N/A N/A
Notes: 387. Delams @ lower SW wall. Small spall in NE. Vert crack in NE @ base of abut joint. Vert & horiz crack in NW. Spalls @ NW abut joint. Spalls w/ rebar exp in SW.									
358	CONC DECK CRACKING	2	05-27-2010 06-08-2009	1 EA 1 EA	0 0	0 1	0 0	1 0	N/A N/A
Notes: 358.									
359	CONC DECK UNDERSIDE	2	05-27-2010 06-08-2009	1 EA 1 EA	0 0	1 1	0 0	0 0	0 0
Notes: 359. Delams, scaling & long cracks w/ efflor in 3rd & 5th bays from W. Few spalls & delams w/ rebar exp in center span @ 3rd bay from W. Diag cracks in 1st bay from W & E in all spans. Trans cracks in cantilever. Spalls in all bays of N span.									
964	CRITICAL FINDING	2	05-27-2010 06-08-2009	1 EA 1 EA	1 1	0 0	N/A N/A	N/A N/A	N/A N/A
Notes: 964.									
981	SIGNING	2	05-27-2010 06-08-2009	1 EA 1 EA	1 1	0 0	0 0	0 0	0 0
Notes: 981. No parking @ all corners.									
984	DRAINAGE	2	05-27-2010 06-08-2009	1 EA 1 EA	1 1	0 0	0 0	N/A N/A	N/A N/A
Notes: 984.									
985	SLOPES	2	05-27-2010 06-08-2009	1 EA 1 EA	0 1	1 0	0 0	N/A N/A	N/A N/A
Notes: 985. Some erosion on SE & NW corners. SE has been stabilized w/ bit. NW has erosion under walk approach panel.									
986	CURB & SIDEWALK	2	05-27-2010 06-08-2009	1 EA 1 EA	0 0	1 1	0 0	N/A N/A	N/A N/A
Notes: 986. SE & SW approach walks are cracked @ manholes. Trans cracks in walk. Curb settled @ NE, NW & SW corners. Few spalls in E walk. Curb spalled @ NE approach. Patches in E walk near N end. Spall in E approach curb @ strip seal.									

Mn/DOT BRIDGE INSPECTION REPORT

Inspected by: HENNEPIN COUNTY

BRIDGE 90585 CSAH 46(E 46TH ST) OVER STR 1203(GODFREY RD)**INSP. DATE: 05-27-2010****STRUCTURE UNIT: 0**

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	QTY	QTY	QTY	QTY	QTY
					CS 1	CS 2	CS 3	CS 4	CS 5
988	MISCELLANEOUS		05-27-2010	1 EA	1	0	0	N/A	N/A
			06-08-2009	1 EA	1	0	0	N/A	N/A

Notes: 988. Light standards on railbase @ NE & SW corners. 3 in diam RMC in both walks. Stairs w/ railing in SW. '10-Holes rusted in base of NE light std.

General Notes: *Bridge 90585 (738) CSAH 46 (E 46th St) / Godfrey Rd 5/27/10 BJJ, WJM & PTH.

Recommended Repairs:

- 22. Excessive cracks in O/L. Consider surface sealing entire bridge deck.
 - 110. Monitor conc beams & conc bearing areas. Repair center span beam diaphragm and slab spalls and other substructure spalls. Also delams in many areas.
 - 300. Clean strip seal joints & check seals for damage.
 - 321. Repair spall @ SE & SW corner of approach panel.
 - 985. Repair erosion under NW walk approach panel.
 - 988. Notify Minneapolis street lighting regarding rusted light base in NE corner.
- NOTES: See C.P. 9922 S.P. 27-030-03 for repaired deck area & conc O/L plan in '01. Poured deck joint removed during '01 O/L.

 Inspector's Signature

 Reviewer's Signature / Date



**Department of
Public Works**

Steven A Kotke, P.E.
City Engineer
Director

350 South 5th Street - Room 203
Minneapolis MN 55415

Office 612 673-3000
Fax 612 673-3565
TTY 612 673-2157

August 3, 2011

Jim N. Grube
Director of Transportation and County Engineer
Hennepin County
1600 Prairie Drive
Medina, MN 55340

Dear Mr. Grube:

I am writing in support of your Bridge Improvement or Replacement Funding Application to the Metropolitan Council for the replacement of the Godfrey Bridge carrying CSAH 46 (46th Street East) over Godfrey Parkway in Minneapolis.

Maintaining the infrastructure in Minneapolis is a cooperative effort between the city, Hennepin County, and the State of Minnesota. While each entity has specific responsibilities for construction and repair, residents and visitors experience the infrastructure without prejudice based on governmental jurisdiction. A bridge that needs repair is simply a bridge that needs repair. The lack of jurisdictional prejudice also extends to funding of projects.

Resources in general are diminishing and significant projects such as bridge repair and replacement are especially difficult to fund. I applaud and thoroughly endorse Hennepin County's application for Bridge Improvement or Replacement Funding to remove and replace a structurally deficient bridge in Minneapolis.

It is also worth noting that the replacement bridge and the inclusion of bike lanes will support the city strategic directions of:

- Infrastructure — streets, bridges, sidewalks, sewers, bike lanes & paths — well-managed and maintained
- Active lifestyles: walkable, bikeable, swimmable

Thank you for the opportunity to support your application and I look forward to this needed improvement in the city.

Sincerely,

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



EXHIBIT A

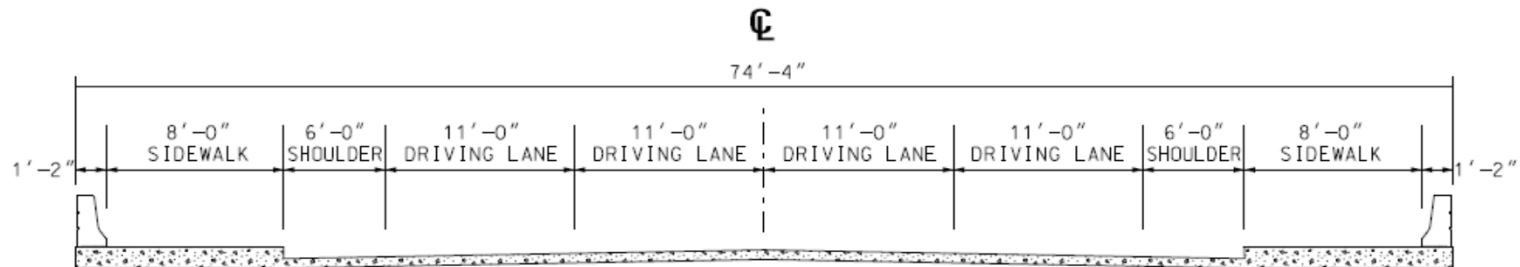
CSAH 46 BRIDGE REPLACEMENT PROJECT

Proposed scope change cost differential (S.A.P. 027-646-007)

April 6, 2016

Bridge construction cost comparison between original solicitation and proposed scope change

ORIGINALLY PROPOSED SECTION

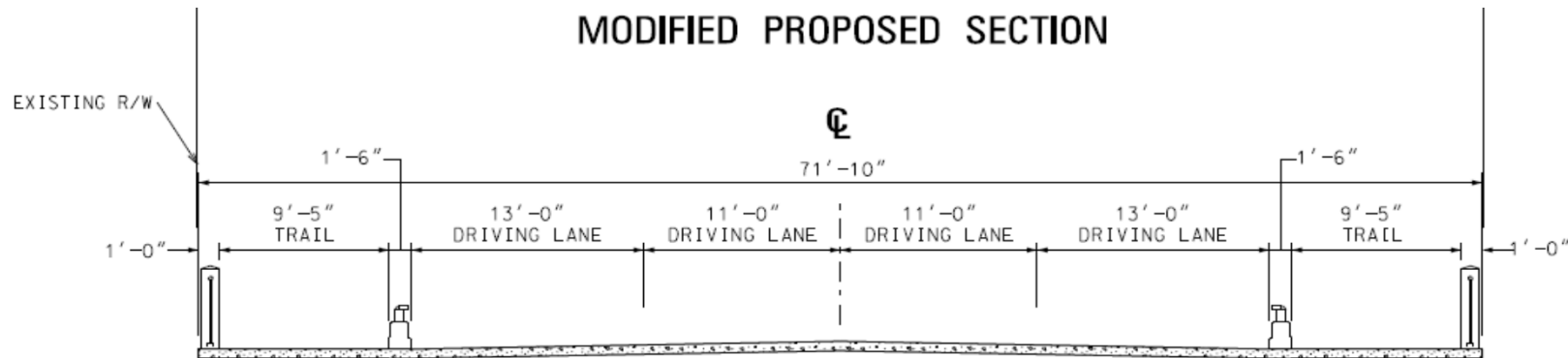


Original estimate \$ 3,036,903

*Required ornamental metal railing not shown on detail above

*Required railing width = 1'-8", difference not included in calculations

MODIFIED PROPOSED SECTION



Bridge element changes

Reduced deck width (2'-6")	\$ (45,943)
Removed raised concrete sidewalk (18'-4")	\$ (19,021)
Increased ornamental railing quantity (50%)	\$ 72,900
Total	\$ 7,936

Differential includes concrete and reinforcement for deck and substructures

Differential includes additional parapet tube railing

Modified Estimate \$ 3,044,839

PROPOSED SCOPE CHANGE COST DIFFERENTIAL = 0.26%

Information Item

DATE: April 14, 2016
TO: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: Draft Federal Funds Exchange Policy and Process

Last fall, the Funding & Programming Committee recommended approval of a policy regarding what was then referred to as “defederalization.” Following concerns expressed by TAB, the policy was sent back to the Committee for further exploration. Council staff reached out to local governments, FHWA, and State agencies to better establish the true impacts of removing federal funds from a project. Following those efforts, the Work Group met one last time to explore changes the policy and process. Since the Committee last saw this policy and process, the following clarification has been made:

- A project’s DBE goal is based on total project cost, not federal funds or the federal portion. When federal funds are removed from a project, DBE requirements are no longer applicable. MnDOT is concerned with a statewide DBE goal, which remains unchanged. Therefore, when DBE no longer applies to some projects, the remaining projects to which it does apply likely sees larger goals. Note that the statewide goal is not generally met.

Since the Committee last saw this policy and process, the following changes have been made:

- The term “defederalization” has been removed in favor of “federal funding exchange. “Defederalization” could give the impression that removal of federal transportation funds always means the removal of all FHWA or federal requirements. In some cases, a project can still, in a sense, be “federal” despite the lack of federal transportation funds.
- Elimination of the bullet, under “Funding” that read “In cases in which the funds are not eligible to the project proposed to receive funds, the Minnesota Department of Transportation (MnDOT) Metro District State Aid office may “flex” funds through the USDOT.” This caused confusion and was viewed as applicable regardless of its presence.
- Several minor changes based on terminology and other clarifications.

Included with this packet are a high-level summary of the impacts of federal funds exchange and two versions of the updated policy and process (a final version and a version showing tracked changes).

THE IMPACT OF FEDERAL FUNDS EXCHANGES

DISADVANTAGED BUSINESS ENTERPRISE (DBE)

Federal undertakings are subject to Disadvantaged Business Enterprise (DBE) requirements. FHWA, working with MnDOT Metro State Aid, establishes a DBE goal for the entire project. The goal is based on availability of DBE firms to provide materials, services, etc. Note that for any project under \$1 million, the policy is for race- and gender-neutrality.

DBE Requirements for Projects without Federal Funds

A project's DBE goal is based on total project cost, not federal funds or the federal portion. When federal funds are removed from a project, DBE requirements are no longer applicable.

Statewide DBE Goal

MnDOT sets a statewide DBE goal, for which each federal project is a contributor. While removing federal funds from a project does remove the DBE requirement for it, the state goal remains unchanged and is reflected through increased weighting of other projects throughout the state.

Local Initiatives

In the absence of a federal DBE target, some sponsors have local hiring programs while others do not. The below summary was generated from responses to Metropolitan Council staff's request for information:

- Small Business Enterprise (SBE) program:
 - Hennepin County: The County's policy includes project-specific goals of up to 25% participation from companies certified as Small Business Enterprises (SBEs). The County is "gender and race-neutral" but does make outreach efforts to DBEs. For non-federal projects, the County uses a Workforce Entry Program (WEP), for which contractors are asked to make an effort to hire graduates of local training programs (e.g., Summit Academy) for up to 5% of the work.
 - City of Minneapolis: Small and Underutilized Business Enterprise Program. This program includes a goal-setting process for hiring minority- and women-owned business that is similar to the federal goal but focused on an 11-County area.
- Respondents with no hiring program were Washington County, Blaine, Bloomington, Burnsville, Chanhassen, and Maplewood. Maplewood has a prevailing wage ordinance.

BUY AMERICA ACT

For stand-alone projects, the Buy America Act no longer applies once the undertaking is not federal. Project sponsors should note that the required contract provisions must be applied to all phases of a project covered by a NEPA document to retain federal funds eligibility for any phase of a project covered by a NEPA document that has yet to be constructed. If a project is being built in phases and an early phase does not follow federal requirements after the NEPA document is completed, subsequent phases are not likely eligible to receive federal funds. Depending on the federal requirement, there are some gray areas. The most black-and-white instance is with Buy America, which, if not followed, renders future phases ineligible to receive federal funds. Other requirements are case-by-case.

ENVIRONMENTAL REVIEW

Directly, some federal requirements can be removed from a project that has given up its federal transportation funds. In some cases, a federal nexus can exist for other reasons (e.g., adjacent to federally funded park land, Interstate Access Request, USACE Section 404 permit) that maintain some requirements. Further, state requirements sometimes come into play. The below addresses the federal laws most often encountered in project decision-making in the Twin Cities Metropolitan area. It is not an exhaustive list of federal environmental laws.

General Environmental Documentation

- Federal undertakings always require A National Environmental Policy Act (NEPA) document.
- Non-federal undertakings can require an environmental document if certain Minnesota Environmental Policy Act (MEPA) thresholds are met. An Environmental Assessment Worksheet (EAW) is an example of a type of MEPA document. These thresholds are:
 - Construction of a road on a new location over one mile in length that will function as a collector.
 - Construction of additional travel lanes on an existing road for at least a mile.
 - Addition of interchanges to a completed limited access highway.
- Compared to a State EAW, a Federal Environmental Assessment (EA) has a significantly longer completion period and requires more detailed analysis for several items, such as purpose & need, alternatives analysis, and highway noise.
- Items that must be addressed in a federal EA but not in a state EAW include:
 - Environmental justice
 - Social impacts
 - Considerations related to pedestrians and bicycles
 - Economics
 - Relocation
 - Right-of-way
 - Air quality

Public Involvement

Whether a federal undertaking requires public involvement is case-by-case. If a federal EA or EIS is needed, public involvement activities are required. In other cases, some elements of the NEPA process for a federal undertaking may still require public involvement processes (e.g. Section 4f, Section 106). Some agencies have requirements that are more stringent than federal requirements.

Cultural Resources

For FHWA undertakings, FHWA determines whether there is an impact.

- Section 106 applies to any property that is eligible for or listed on the National Register of Historic Places (NRHP). Section 106 of the National Historic Preservation Act applies only when there is a federal undertaking (i.e., can be non-transportation federal money).
- The Minnesota Historic Sites Act applies only to properties already listed on the NRHP. It is generally less onerous than Section 106.

Threatened / Endangered Species

- Federal undertakings are subject to Section 7 of the Endangered Species Act (ESA).
- Non-federal undertakings are subject to Minnesota's Endangered Species Statute and Section 9 of the ESA. This means that the sponsor would still be legally liable for any take of protected species.

Noise

Minnesota's noise laws, while less likely to apply to a project than federal noise laws, are, once applied, more stringent. Some agencies go beyond state or federal thresholds for mitigating noise.

Section 4(f) and 6(f)

- Section 6(f) refers to the federal Land & Water Conservation Fund Act (LAWCON). Any facility funded by the LAWCON is required to be retained and operated solely for outdoor recreation in perpetuity. Any use of Section 6(f) parkland for non-recreation use requires approval by the National Park Service (NPS), which requires review under Section 106 of the National Historic Preservation Act and NEPA. While TAB can remove FHWA funds, it cannot completely "defederalize" a project to which Section 6(f) applies, as this review is always required.
- Section 4(f) refers to the U.S. Department of Transportation Act of 1966. It requires that any undertaking with USDOT funds include a review for impacts to Section 4(f) resources. Historical properties are under this umbrella. If a project is no longer a USDOT undertaking, the state process through the Minnesota Historic Preservation Office (MnHPO) and MEPA are followed, though they are less onerous than their federal counterparts. The process with MnHPO does not require proactive investigation of resources that are not already listed on the NRHP. The federal process would require a survey to determine whether there are any properties eligible for or listed on the NRHP, while the state process would not require a survey until and unless an artifact is found. MEPA is similar to NEPA but with different requirements, rendering it less onerous.

Environmental Justice

Environmental Justice (EJ) is a part of any FHWA NEPA document and is therefore considered in all federal undertakings. An equity analysis is conducted to better-define the nearby minority and low-income populations. If potential EJ populations are identified, a field inspection is conducted to determine a) whether the data constitute a true EJ population and b) how those populations are impacted in terms of community cohesion, access, and noise. Impact mitigation may be required.

Projects that are not federal undertakings are not subject to an EJ review.

Other Reviews and Impacts

- *Farmland Policy Projection Act* is not applicable once a project is no longer a federal undertaking.
- *Air quality* analyses (MSAT) are not applicable once federal funds are removed.
- *Wetland impacts* may or may not be impacted upon removal of federal funds. Both FHWA and United States Army Corps of Engineers (USACE) have requirements. The

latter's could apply even if federal transportation funds are removed. Minnesota State law also has the Wetland Conservation Act (<http://www.bwsr.state.mn.us/wetlands/wca/>).

- *Right-of-way relocation impacts.* Any federal undertaking has rules on property purchase and reimbursement via the Uniform Act.
- *Tribal lands.* FHWA nexus involves procedures on reservations and exterior trust lands, which are less likely to apply to a non-federal undertaking.
- *Flood plains, national wild & scenic rivers, Migratory Bird Treaty Act (MBTA), and economic impacts (such as access and business relocation)* could have reduced review scrutiny.
- *Bald and Golden Eagle Protection Act of 1940, as amended.* This still applies even when a project is not a federal undertaking.

POLICY AND PROCESS TO EXCHANGE FEDERAL FUNDS BETWEEN TAB-SELECTED PROJECTS

OVERVIEW

Projects selected through the TAB Regional Solicitation and HSIP processes are awarded federal funds and are therefore subject to federal requirements that can cost an agency considerable time and money. When conditions are right, an agency may approach TAB to request a federal funds exchange. This entails transferring federal obligation authority from one project to another project that already has federal obligation authority, allowing the former project to proceed without adherence to some federal requirements.

POLICY

Project Sponsors:

- Project sponsors must voluntarily agree to participate in the funds exchange, be it on their own or another sponsor.
- One sponsor may facilitate an exchange of by shifting federal funds from one or more of its projects to one or more of its other projects.
- One sponsor may trade federal funds from one or more of its projects by working with other sponsor(s) to absorb federal funds, in exchange for local funding.
- TAB will not recognize agreements for “future consideration” (i.e., TAB will not enforce an agreement for one sponsor to “return the favor” to another sponsor at a future time).
- All sponsors involved with a federal funds exchange request must provide a resolution agreeing to be responsible for the projects, the projects’ timing, and the risks.

Funding:

- All federally funded projects must maintain the federally required minimum local match (usually 20%, but 10% for Highway Safety Improvement Program).
- All funds transfers shall be one-to-one in terms of funding amount.
- All transferred funds must be eligible to be used on the project they are proposed to fund.
- If federal funds are transferred to a project with an earlier program year, the sponsor must advance construct (AC) the project and be reimbursed in the year to which the funds are assigned in the TIP. A TIP amendment is required to reflect the use of AC.
- Federal funds cannot be transferred to a future year, as this would put a burden on TAB to redistribute funds.
- If State Aid funds are to be exchanged for federal aid funds, transfers can only occur county-to-county or city-to-city.

Projects with Federal Funding Removed:

- All TAB-selected projects must be completed with all elements, and in the time frame, shown in the original application for funding, notwithstanding a deviation approved by the TAB Scope Change Consultation and Evaluation processes. This process accounts for changes (which are products of the applicable environmental process) to the scope of project elements as portrayed in the original application for funding. MnDOT Metro District State Aid or Metropolitan Council Transit Grants, depending on the project, will continue to monitor all TAB-selected projects to assure that they are completed consistent with the application and with policy.

- All TAB-selected projects, even if federal funds have been removed, are subject to TAB's Scope Change Consultation and Evaluation processes. Project sponsors must consult with MnDOT Metro District State Aid or Metropolitan Council Transit Grants, depending on the project, in order to seek permission to deviate from the approved scope.
- All TAB-selected projects, even if federal funds have been removed, are subject to TAB's Program Year Policy.
- Should a TAB-selected project be withdrawn or otherwise unable to be completed, the project sponsor must return its federal funding for regional redistribution. The sponsor's resolution must state that the full funding amount will be provided to the region.

PROCESS

1. Applicant submits a federal funding exchange request. While it is encouraged, and to the sponsor's advantage to submit a request as early as possible, the deadline for requests is December 31 of the state fiscal year prior to the program year associated with the earliest-programmed project involved in the transfer. For example, an exchange involving a project programmed in fiscal year 2019 must be requested by December 31, 2017.
2. Applicant provides a proposal to Metropolitan Council and MnDOT Metro State Aid. The proposal must include the following:
 - Description and funding table showing projects giving up and absorbing the federal funds. Amount and source of funds must be shown as well.
 - Resolution from the governing board of any agencies involved with the exchange. The resolution must include:
 - Identification of any projects proposed to be involved in the exchange. Funding amounts must be included
 - Source(s) of non-federal funds.
 - Commitment to authorizing all TAB-selected projects in the program year identified in the TIP.
 - Acknowledgement that all TAB-selected projects will comply with all MnDOT State Aid or Metropolitan Council Transit Grants project requirements.
 - Acknowledgement that all TAB-selected projects will be completed with the scope and timing proposed in the original application and that MnDOT State Aid and/or Metropolitan Council Transit Grants will monitor the project to assure that this happens.
 - Acknowledgement that all TAB-selected projects are subject to TAB's scope change policy.
 - Guarantee that should they fail to deliver part or all of the TAB-funded projects, federal funding will be turned back to the region for distribution to other regional projects.
 - Acknowledgment of any project advancement and advanced construction that needs to occur.
 - Guarantee that the project will be delivered using the local State Aid process or Metropolitan Council Transit Grants process.

POLICY AND PROCESS TO DEFEDERALIZE EXCHANGE FEDERAL FUNDS BETWEEN TAB-SELECTED PROJECTS

OVERVIEW

Projects selected through the TAB Regional Solicitation and HSIP processes are awarded federal funds and are therefore subject to federal requirements that can cost an agency considerable time and money. When conditions are right, an agency may consider approach TAB to request a federal funds exchange ~~“defederalizing” a project~~. ~~Defederalization~~ This entails transferring federal obligation authority ~~funds~~ from one project (~~“defederalized project”~~) to another project that already has federal obligation authority ~~subject to federal requirements~~ (~~“receiving project”~~), allowing the former project to proceed without adherence to some federal requirements.

POLICY

Project Sponsors:

- Project sponsors must voluntarily agree to participate in the defederalization of a project funds exchange, be it on their own or another sponsor's.
- One sponsor may defederalize facilitate an exchange of one or more of its projects by shifting federal funds from one or more of its projects to one or more of its other projects.
- One sponsor may defederalize trade federal funds from one or more of its projects by working with other sponsor(s) to absorb federal funds, in exchange for local funding.
- TAB will not recognize agreements for “future consideration” (i.e., TAB will not enforce an agreement for one sponsor to “return the favor” to another sponsor at a future time).
- All sponsors involved with a federal funds exchange ~~defederalization~~ request must provide a resolution agreeing to be responsible for the projects, the projects's timing, and the risks.

Funding:

- All federally funded projects must maintain the federally required minimum local match (usually 20%, but 10% for Highway Safety Improvement Program).
- All funds transfers shall be one-to-one in terms of funding amount. ~~A sponsor may not “purchase” defederalization by exchanging federal funds for a lesser amount of local funding.~~
- All transferred funds must be eligible to be used on the project they are proposed to fund.
- ~~In cases in which the funds are not eligible to the project proposed to receive funds, the Minnesota Department of Transportation (MnDOT) Metro District State Aid office may “flex” funds through the USDOT.~~
- If federal funds are transferred to a project with an earlier program year, the sponsor must advance construct (AC) the project and be reimbursed in the year to which the funds are assigned in the TIP. A TIP amendment is required to reflect the use of AC.
- Federal funds cannot be transferred to a future year, as this would put a burden on TAB to redistribute funds.
- If State Aid funds are to be exchanged for federal aid funds, transfers can only occur county-to-county or city-to-city.

Defederalized Projects with Federal Funding Removed:

- All TAB-selected projects ~~Defederalized projects~~ must be completed with all elements, and in the time frame, shown in the original application for funding, notwithstanding a deviation approved by the TAB Scope Change Consultation and Evaluation processes. This process accounts for changes (which are products of the applicable environmental process) to the scope

of project elements as portrayed in the original application for funding. MnDOT Metro District State Aid or Metropolitan Council Transit Grants, depending on the project, will continue to monitor all TAB-selected projects to assure that they are completed consistent with the application and with policy.

- ~~Defederalized~~ All TAB-selected projects, even if federal funds have been removed, are subject to TAB's Scope Change Consultation and Evaluation processes. Project sponsors must consult with MnDOT Metro District State Aid or Metropolitan Council Transit Grants, depending on the project, in order to seek permission to deviate from the approved scope.
- ~~All TAB-selected~~ ~~Defederalized~~ projects, even if federal funds have been removed, are subject to TAB's Program Year Policy.
- Should a TAB-selected project be withdrawn or otherwise unable to be completed, the project sponsor must return its federal funding to the region for regional redistribution. If the federal funding has already been committed to a local project, the sponsor must provide local funds to TAB. This will be reflected in the resolution provided by the sponsor. The sponsor's resolution must state that the full funding amount will be provided to the region.

PROCESS

1. While it is encouraged, and to the sponsor's advantage to submit a request as early as possible, the deadline for requests is Applicant submits a project defederalization request. Requests must be made by December 31 of the state fiscal year prior to the program year associated with the earliest-programmed project involved in the transfer. For example, an exchange involving defederalization of a project programmed in fiscal year 2018 must be requested by December 31, 2016.
2. Applicant provides a proposal to Metropolitan Council and MnDOT Metro State Aid. The proposal must include the following:
 - Description and funding table showing ~~proposed defederalized~~ project(s) giving up and ~~receiving project(s) will~~ absorbing the federal funds. Amount and source of funds must be shown as well.
 - Resolution from the governing board of any agencies involved with the ~~defederalization~~ exchange. The resolution must include:
 - Identification of any projects proposed to be involved in the exchange ~~defederalized project(s) and receiving project(s)~~. Funding a Amounts must be included
 - Source(s) of non-federal funds.
 - Commitment to authorizing all TAB-selected projects in the program year identified in the TIP.
 - Acknowledgement that all TAB-selected projects will comply with all MnDOT State Aid or Metropolitan Council Transit Grants project requirements.
 - Acknowledgement that all TAB-selected projects will be completed with the scope and timing proposed in the original application and that MnDOT State Aid and/or Metropolitan Council Transit Grants will monitor the project to assure that this happens.
 - Acknowledgement that all TAB-selected projects are subject to TAB's scope change policy.
 - Guarantee that should they fail to deliver part or all of the TAB-funded projects, federal funding will be turned back to the region for distribution to other regional projects.
 - Acknowledgment of any project advancement and advanced construction that needs to occur.
 - Guarantee that the project will be delivered using the local State Aid process or Metropolitan Council Transit Grants process.

Information Item

DATE: April 14, 2016
TO: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: Quarterly Update: Streamlined TIP Amendments

On April 16, 2014, TAB adopted the streamlined TIP amendment process. The purpose of the process is to reduce the amount of time necessary to approve routine TIP amendments.

The below criteria show when an amendment is eligible for streamlining:

Any project that meets all of these criteria:

- 1) The federal funding for the project is from a program not administered by the Transportation Advisory Board and the Metropolitan Council.
- 2) The project is consistent with the adopted Transportation Policy Plan.
- 3) The project is not a regionally-significant project* or is a regionally-significant project currently in the TIP but is not changing the scope or any other elements that would potentially change the air quality conformity determination.

OR

For projects funded through the Transportation Advisory Board and the Metropolitan Council, any project that meets these criteria as well as criteria 2 and 3 above:

- 4) The project does not relate to a scope change before the committee.
- 5) The project changes do not relate to solicitation scoring based on cost effectiveness.

During the first quarter of calendar year 2016, four TIP amendments were initiated; three streamlined. This brings the total through the quarter for the 2016-2019 TIP to 11 amendments, six streamlined.

QUARTERLY STREAMLINED TIP AMENDMENT REPORT

Streamlined Amendments at TAB in Calendar Year 2016, Quarter 1 (January-March)

1. City of Minneapolis Overhead Signal Upgrade Project
 - HSIP, FY 2016
 - Addition of ADA upgrades and resulting \$1,543,467 cost increase (all local funds)
2. MnDOT, US 169 Bridge and Culvert Reconstruction
 - NHPP, FY 2017
 - Project description adjusted to include a box culvert number, required because the culvert is increasing in size to accommodate a bike/pedestrian trail.
3. City of Bloomington Old Cedar Avenue Trail
 - Federal Lands Access Program (FLAP), FY 2016.
 - Addition of US Fish & Wildlife Federal Lands Transportation Program (FLTP) and increased local contribution.

Streamlining Statistics

All 2016-2019 TIP Amendments to Date

- Total Amendments: 11
 - Streamlined: 6
 - Standard(regionally significant): 1
 - Standard (not regionally significant): 4
- Average Time From First Public Meeting Appearance to Council Concurrence:
 - Streamlined: 14 days
 - Standard(regionally significant): 276 days¹
 - Standard (not regionally significant): 67 days

2014-2017 and 2015-2018 TIPs

- Total Amendments: 25
 - Streamlined: 17
 - Standard (regional significant): 1
 - Standard (not regionally significant): 7
- Average Time From First Public Meeting Appearance to Council Concurrence:
 - Streamlined: 11 days
 - Standard (regionally significant): 118 days¹
 - Standard (not regionally significant): 57 days

¹ Regionally significant projects require a public comment period

1. City of Minneapolis

This amendment revised the cost of the project from \$ 2,586,533 to \$4,040,000. The cost increased due to the addition of pedestrian curb ramps to some of the intersections in the project area.

State Fiscal Year	Route System	Project Number (S.P. #)	Agency	Description
2016	Local	141-030-028	Minneapolis	Install overhead signal indications at various locations in Minneapolis Install overhead signal indications <u>and ADA upgrades</u> at various locations in Minneapolis
Type of work	Prop Funds	Total \$	FHWA \$	Other \$
Spot improvement	HSIP	2,586,533 4,040,000	2,327,880	258,653 1,712,120

2. MnDOT

This amendment amended the scope and project description. The project is the reconstruction of the US 169 - Nine Mile Creek Bridge. Because of the causeway bridge design, the project scope is being updated to include a box culvert number to accommodate passage of a Three Rivers Park District bike/pedestrian trail under the causeway. The culvert is wide enough to require a culvert number (greater than 10 ft. wide) per guidance for federal authorization, much like a bridge number. The project costs are not changing to accommodate the box culvert.

State Fiscal Year	Route System	Project Number (S.P. #)	Agency	Description	Miles
2017	US 169	2772-113	MNDOT	**APP**US169, from Bren Road to 7th St in Hopkins- Replace Bridge 27568 (new Bridge #27W35) and box culvert 90478 (new box culvert #27X15) - design build project (tied to 2772-104, 2772-105, 2772-110) **APP**US169, from Bren Road to 7 th St in Hopkins- Replace Bridge 27568 (new Bridge #27W35) and <u>the Drainage</u> box culvert 90478 (new box culvert #27X15), <u>and construct box culvert #27X16 for new bike/ped trail</u> - design build project (tied to 2772-104, 2772-105, 2772-110)	1.0
Type of work	Prop Funds	Total \$	FHWA \$	TH \$	
New Bridge	NHPP	65,855,000	15,855,000	50,000,000	

3. City of Bloomington

This amendment is updated the total project cost and project description. An additional Federal Lands Transportation Program (FLTP) grant from the Fish and Wildlife Services was awarded to this project in the amount of \$570,000. This was added to the existing \$800,000 in Federal Lands Access Program (FLAP) funds. The local contribution from the City of Bloomington also increased from \$1,523,100 to \$3,377,000. The total project costs in the TIP and STIP will now be \$4,747,000. The project's cost has increased following an updated cost estimate process. The project description is also being updated to better identify the termini of the project.

State Fiscal Year	Route System	Project Number (S.P. #)	Agency	Description	Miles
2016	Ped/Bike	107-090-009	Bloomington	<p>Old Cedar Avenue Trail from East Old Shakopee Road to Minnesota River in Bloomington –Construct ped/bike trail</p> <p>Old Cedar Avenue Trail from East Old Shakopee Road to Minnesota River in Bloomington-Construct ped/bike trail, <u>rehab pkg lot and road reconstruct</u></p>	0.7
Type of work	Prop Funds	Total \$	FHWA \$	Other \$	
Pedestrian Bike Trail	FLAP	2,323,100	800,000 (FLAP)	1,523,100	
	FLTP		570,000 (FLTP)		
		4,747,000	Total FHWA= 1,370,000	3,377,000	