



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

Date: August 10, 2004
To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee
Referral to: Honorable Barbara Johnson, Chair Ways & Means/Budget Committee
Subject: **Loring Bikeway Bridge Project Appropriation Amendment**

Recommendation:

1. Amend the 2004 Capital Improvement Appropriation Resolution (Resolution 2003R-612) by increasing the appropriation and revenue source for the Loring Bike Bridge Project (BIK03) in the amount of \$506,918. The total project budget for both Phase I and Phase II will be increased from \$3,565,000 to \$ 3,820,918 (a budget increase of \$ 255,918). The increase would be applied to the following:
 - \$255,918 to Fund/Agy/Org: 4100-943-9470-BIK03 and revenue source Fund/Agy/Org: 4100-943-9470-3210 (Federal Surface Transportation Program Funds)
 - \$251,000 to Fund/Agy/Org: 4100-943-9470-BIK03 and revenue source Fund/Agy/Org: 4100-943-9470-3910 (Net Debt Bonds)

Previous Directives:

- Resolution 2004R-034 – Authorizing the execution of a Limited Use Permit for the construction of the Loring Bicycle Bridge.
- August 22, 2003 - Council Action authorizing negotiations between proper City officers and private property owners in order to acquire temporary and permanent easements.
- Resolution 2003R-612 – Project identified as part of the adopted Five-Year Capital Improvement Program.
- Resolution 2002R-476 – Project identified as part of the adopted Five-Year Capital Improvement Program.
- Resolution 2001R-507 - Project identified as part of the adopted Five-Year Capital Improvement Program.
- Resolution 97R-210 – Recommending that Federal Funds be sought and that the City would commit to providing the necessary matching funds (80% federal-20% local).

Prepared by: Stephanie Malmberg, P.E., Project Manager, 673-3365

Approved by:

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

Presenters: Stephanie Malmberg, P.E., Project Manager, Public Works

Financial Impact (Check those that apply)

No financial impact - or - Action is within current department budget.
(If checked, go directly to Background/Supporting Information)

Action requires an appropriation increase to the Capital Budget

Action requires an appropriation increase to the Operating Budget

Action provides increased revenue for appropriation increase

Action requires use of contingency or reserves

Other financial impact (Explain):

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

Background/Supporting Information Attached:

This Federally funded two phase project originated in the mid 1990s with the following two goals in mind. The first goal was to create a safe connection for bicyclists over the Hennepin - Lyndale bottleneck. The second goal was to complete the bicycle connection between uptown and downtown.

Project Description:

Phase I includes the construction of the proposed Bicycle/Pedestrian Bridge located just north of Franklin Avenue. It will extend from Aldrich Avenue South and the South Frontage Road of I-94 to approximately 150 feet east of Lyndale Avenue (near the I-94 entrance ramp). The proposed bridge will pass over the following three roadways: southbound Lyndale Avenue, northbound Lyndale Avenue and the I-94 exit ramp. The contemporary style bridge will follow the existing curve and profile of the adjacent freeway entrance ramp, blend in with the local architecture, and consist of simple structural components.

Phase II, proposed for 2005, includes plans to enhance the area west of the bridge with lighting and landscaping. Phase II also includes the construction of an off-street 10 foot wide mixed use path along the east side of Hennepin Avenue between Oak Grove Street and Groveland Avenue. This piece will complete the connection between the proposed bridge (Phase 1 Loring Bike Bridge) and Loring Park.

Phase I Funding Issues:

Loring Bike Bridge Phase I is programmed in the City Council approved Five-Year Capital Improvement Program for construction in 2004. The anticipated start date is September 1, 2004.

We recently went out for bids for this project. The low bid of approximately \$1.6 million was 31% higher than expected. The higher price directly correlates with increased industry costs.

Public Works/Finance Recommendations:

We proposed to amend the funding by:

- 1) Increasing the Federal Surface Transportation Program (STP) Funds by \$255,918. These were already earmarked for this project (almost \$1.3 million in STP Funds will be used).
- 2) Advancing the anticipated 2005 Net Debt Bonds by \$251,000 to leverage the increased Federal money in order to encumber this contract. This amount is anticipated to be in the 2005 Mayor's recommended capital program (also, CLIC recently recommended \$251,000 in Net Debt Bonds for this project). A portion of these funds will cover completed design and property acquisition for Phase II, which is scheduled in 2005. Without this local match increase, we would be unable to leverage the additional federal dollars and award the bid at this time and would most likely need to re-bid this project in 2005. The total dollars for this project will be spent in 2004 and 2005.

The Finance Department has indicated that a resolution authorizing the issuance of these bonds as well as the rest of the 2005 capital program will be included in the 2005 Capital and Bonding Resolutions.

cc: Council Member Lisa Goodman, Ward 7
Council Member Dan Niziolek, Ward 10
Rhonda Rae
Don Elwood
Bernie Maciej
Mike Abeln

Colvin Roy & Johnson

Amending the 2004 Capital Improvement Appropriation Resolution (2003R-612).

Resolved by The City Council of The City of Minneapolis:

Be it resolved that the above-entitled resolution be amended by amending the appropriations for the Loring Bike Project by the following amounts and funding sources:

- a) Public Works Commuter Bike Route System Improvements (4100-943-9470-BIK03) by \$255,918 with a corresponding increase to the Federal funds revenue source (4100-943-9470-3210).
- b) Public Works Commuter Bike Route System Improvements (4100-943-9470-BIK03) by \$251,000 with a corresponding increase to the net debt bonds revenue source (4100-943-9470-3910) to reflect advancing the net debt bonds from 2005 forward to 2004.