

ATTACHMENT A

For Local Governments Requesting a 2008 Capital Appropriation, Please Provide Answers to all of the Following Questions (for each request) in a Letter or Memorandum to the Minnesota Department of Finance

- 1) Name of the local government or political subdivision that is submitting the request: *City of Minneapolis*
- 2) Project title: *Grand Rounds National Scenic Byway (Bridge replacement)*
- 3) Project priority number (if the applicant is submitting multiple requests):
- 4) Project location (please list county or counties, and town(s) or city(ies): *St. Anthony Parkway (between California Street NE and Main Street NE, Minneapolis, Hennepin County.*
- 5) Is this a subsequent phase of a project that received state funding in previous years? If yes, please explain: *The project has not received state funding in prior years.*
- 6) Total project cost for all funding sources – all years – for all capital costs (in thousands of dollars): *Total Project cost is \$16,300,000*

Total Project Costs (all funding sources)			
For Prior Years	For 2008	For 2010	For 2012

- 7) Amount of state funds requested (in thousands of dollars):

	For Subsequent Project Phases:	
State funds requested for 2008	State funds to be requested in 2010	State funds to be requested in 2012
\$600,000	\$2,500,000	- 0 -

- 8) Non-state funds available or to be contributed to the project (list the dollar amount and sources – federal, city, private, or other – for all years): *Federal: \$9,500,000; City: \$2,900,000; Other (BNSF): \$800,000*
- 9) Project description and rationale (limit to one page maximum). *This request is for \$3,100,000 in state funding to acquire land, pre-design, design and construction of the St. Anthony Parkway Bridge over the BNSF's Northtown Rail Yard. The Bridge is located in Northeast Minneapolis between California Street NE and Main Street NE (immediately east of University Avenue NE). This project will replace a vital link of the "Grand Rounds – National Scenic Byway"; improve the pedestrian walkways; and provide separate bicycle lanes not currently present. It will increase safety and improve the environment for pedestrians and non-motorized vehicle users.*

St. Anthony Parkway and the Bridge are part of the City’s “Grand Rounds – National Scenic Byway.” The Grand Rounds has been recognized by the Federal Highway Administration as the premier National Urban Scenic Byway and is part of the regional parks and open space system. The bridge provides an important east/west access across 24 tracks into BNSF’s Northtown Rail Yard. Unlike most parkway bridges, the St. Anthony Bridge carries a significant volume of car and truck traffic (4200 ADT) due to the commercial businesses that have developed adjacent to the BNSF Rail Yard.

The bridge has a sufficiency rating of 33.9 (well below 50 rating for bridges considered structurally deficient). The bridge superstructure is in an advanced state of deterioration and the existing bridge deck and sidewalks must be continuously maintained in order to keep them in a safe and usable condition. Routine maintenance is no longer feasible to provide this service. The current bridge consists of five trusses (span lengths of 102 to 116 feet, total span 525 feet) with the four piers located between 24 tracks into BNSF’s Northtown Rail Yard.

This project was initially programmed for bridge rehabilitation. Federal funding was secured. BNSF has seen rapid rail traffic growth since the project scope was first developed. The cost of rehabilitating or replacing the bridge is significantly impacted by the logistics of working within the active rail yard. The original estimate undervalued this cost factor. During project development, analysis indicated that the additional required pier crash protection would cause the safe loading for the existing foundation to be exceeded. The foundation’s load limitation also eliminated the possible addition of bicycle lanes on this important national scenic byway requiring bicyclists to leave the grade separated bicycle path and share the roadway with cars and trucks. The need for significant additional (and unavailable) local funds to rehabilitate the bridge and the inability to include bicycle lanes lead the City to release its FHWA Bridge Rehabilitation funding in August 2006. The City intends to reapply for bridge replacement funds this year. The City is continuing with the project pre-design using local funds with its Bridge Type Study nearing completion.

10) Identify who will own the facility. Identify who will operate the facility. *The project will be owned and operated by the City of Minneapolis.*

11) Identify total project costs (in thousands of dollars) for each of the following categories: land acquisition, predesign, design, construction, furniture/fixtures/equipment, and relocation costs.

	2008	2010	2012
Land acquisition			
Predesign			
Design (including construction administration)			
Project Management			
Construction			
Furniture/Fixtures/Equipment			
Relocation			

12) For new construction projects, identify the new square footage planned: *26,000 square foot bridge with approach roadways.*

13) For remodeling, renovation or expansion projects, identify the total square footage of current facilities and new square footage planned: *n/a*

14) Project schedule. Identify the date (month/year) when construction crews are expected to first arrive on site, and the date (month/year) when construction will be completed with a certificate of occupancy. *Pre-design and design -----; Right of Way and Easements ----- April 2011 Construction Start. November 2-12 Construction Completion.*

(Please note: for facilities projects, this information will also be used to calculate an inflation cost, using the Building Projects Inflation Schedule that is posted on the Department of Finance website. Please indicate if instead you have already included an escalation factor in your cost information under Item 6.)

15) For projects with a total construction cost of at least \$1.5 million, has a project pre-design been submitted to the Commissioner of Administration?¹ *The project has not been submitted to the Commissioner of Administration for pre-design review.*

16) Identify any new or additional state operating dollars that will be requested for this project. (Specify the amount and year, if applicable). *No operating funds will be requested from the state.*

17) Discuss how the project meets or exceeds the sustainable building guidelines established under Minnesota Statutes, section 16B.35 *(Included in Attachment B). NA*

18) Explain the extent to which the project will use sustainable building designs, if applicable.
n/a

19) Attach a resolution of support from the governing body of the applicant (with the project priority number if submitting multiple requests).

20) Project contact person, title, and contact information:

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ATTACHMENT B: Relevant Statutory Provisions

1. Project Evaluation Criteria (Excerpted from Minnesota Statutes 16A.86, subdivisions 3 and 4)

¹ For a copy of the Pre-design Manual, please visit the State Architect's Office web site (www.sao.admin.state.mn.us/) and follow the link in the top menu bar for *Designer Procedures Manual*)

The commissioner shall evaluate all requests from political subdivisions for state assistance based on the following criteria:

- 1) The political subdivision has provided for local, private, and user financing for the project to the maximum extent possible;*
- 2) The project helps fulfill an important state mission;*
- 3) The project is of regional or statewide significance;*
- 4) The project will not require new or any additional state operating subsidies;*
- 5) The project will not expand the state's role in a new policy area;*
- 6) State funding for the project will not create significant inequities among local jurisdictions;*
- 7) The project will not compete with other facilities in such a manner that they lose a significant number of users to the new project;*
- 8) The governing bodies of those political subdivisions primarily benefiting from the project have passed resolutions in support of the project and have established priorities for all projects within their jurisdictions for which bonding appropriations are requested when submitting multiple requests; and*
- 9) If a [required] predesign ... has been completed and is available at the time the project request is submitted to the commissioner of finance, the applicant has submitted the project predesign to the commissioner of administration.*

The state share of a project ... must be no more than half the total cost of the project, including predesign, design, construction, furnishings, and equipment ... (except for local school projects or disaster recovery projects, or if the project is located in a political subdivision with a very low average net tax capacity).

**2. Sustainable Building Guidelines
(Excerpted from Minnesota Statutes 16B.325)**

The primary objectives of these guidelines are to ensure that all new state buildings initially exceed existing energy code, as established in Minnesota Rules, chapter 7676, by at least 30 percent.

The guidelines must focus on achieving the lowest possible lifetime cost for new buildings and allow for changes in the guidelines that encourage continual energy conservation improvements in new buildings.

The design guidelines must establish sustainability guidelines that:

include air quality and lighting standards and that create and maintain a healthy environment and facilitate productivity improvements;

specify ways to reduce material costs; and

must consider the long-term operating costs of the building, including the use of renewable energy sources and distributed electric energy generation that uses a renewable source or natural gas or a fuel that is as clean or cleaner than natural gas.