

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL

No. 2010-54

DATE: August 5, 2010
TO: Transportation Advisory Board
FROM: Technical Advisory Committee
SUBJECT: Sunset Date Extension for City of Bloomington SP#107-090-06 Killebrew Drive Pedestrian Bridge

MOTION: That the TAB approve a one year sunset date extension from March 31, 2011 to March 31, 2012 for City of Bloomington SP#107-090-06 Killebrew Drive Pedestrian Bridge.

BACKGROUND AND PURPOSE OF ACTION: This project is a pedestrian bridge connecting destinations south of Killebrew Drive to the Mall of America and its transit hub. The bridge is supposed to connect to an area currently occupied by a parking deck. Since the award of the federal grant, the Mall of America has been considering constructing a hotel where the parking deck exists today. This development would modify how the north end of the pedestrian bridge accesses the MOA and sidewalk. The hotel redevelopment was scheduled to be built in 2009 but was put on hold due to the economic downturn. In recent months, the MOA has decided to again proceed with development of the hotel and has received Bloomington city approval with public financing, which makes its construction more likely. The sunset extension is necessary because of this ongoing uncertainty regarding the development in the area.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	July 15, 2010
Technical Advisory Committee	Review & Recommend	August 4, 2010
TAB Programming Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	



July 7, 2010

Karl Keel, PE
Chairman
TAC Funding and Programming Committee
Metropolitan Council
390 N. Robert St.
St Paul, MN, 55101

Dear Mr. Keel:

The City of Bloomington respectfully submits this request for a sunset date extension for the Killebrew Drive Grade Separated Crossing (pedestrian bridge). As can be seen in the attached supporting material, significant progress has been made toward the development of this project.

This project is currently programmed in 2011 with a sunset date of 3/31/11. Because the design of this project is integrally connected to a hotel to be constructed at the Mall of America and the economy has caused that development to be delayed, but not canceled, we request a one year extension of the sunset date for this project.

Sincerely,

Schane Rudlang, PE
Senior Civil Engineer

Request for Sunset Date Extension
 Killebrew Drive Grade Separated Crossing (Pedestrian Bridge)
 SP 107-090-06, Minnesota Project No. TEAX 2709(019)

1) Project Background

a)	Project Name:	Killebrew Drive Pedestrian Bridge (SP 107-090-06)
b)	Location Map:	Attached
c)	Sponsoring Agency:	City of Bloomington
d)	Other Participating Agencies:	None
e)	Project Description:	The project consists of building a new grade separated crossing (pedestrian bridge) over Killebrew Drive at approximately 22 nd Avenue in Bloomington. This will allow grade separated ped/bike access to the MOA and its transit hub from destinations south of Killebrew Drive. The new bridge will be predominately built to conform to existing grades. Signal phases will be modified to remove the pedestrian movements since those movements will occur in the bridge. Easements are required from the Mall of America (MOA), but an agreement has been executed by the MOA and the City whereby the MOA has agreed to provide the easements.
f)	Funding Category:	TE
g)	Federal Funds Allocated	\$1,008,000
h)	Local Share and Source:	The local share of construction is \$1,693,832. The source is an assessment to the MOA and City liquor and lodging taxes.
h)	Fiscal Year Programmed:	The current fiscal year for the project is 2011, with a sunset date of 3/31/2011.

2) Project Progress

a)	Complete attached progress schedule with actual dates.	The progress schedule is attached. The Project Memorandum has been started. Other cultural and environmental review documents have been submitted (Natural Heritage, Endangered Species, and Historical/Archeological).
b)	Right of way acquisition - provide map showing status of individual parcels.	The only parcel that requires an acquisition is the easement needed from the MOA. The remainder of the project will be built in existing City right-of-way. An agreement was executed in 2008 whereby the MOA will dedicate the easements required for the bridge at no cost to the City. The specific limits of those easements have not been defined since the status of the northerly connection of the bridge is still in flux due to the potential construction of the hotel on the south side of the MOA - hence the reason for the request to extend the sunset date.
c)	Plans - provide a status of current plans.	The City contracted with WSB and Associates to prepare construction plans and provide construction management services. Preliminary layouts have been produced, Work on the final design has begun, but is on hold pending final design and approval of a new hotel located on MOA property which will attach to this new bridge.
d)	Permits - provide a list of permitting agencies, permits needed and status.	Permits have not been acquired. Permits needed include: NPDES and dewatering.
e)	Approvals - provide a list of agencies with approval authority and approval status.	This bridge project resides in Bloomington. The limits of the tied project (a pavement overlay of Killebrew Drive from CSAH 1 to TH77) will require Hennepin County and MnDOT approval. Such approvals will be sought when detailed plans are available.
f)	Identify funds and other	Bloomington has paid \$47,421 for preliminary layout and aesthetic

resources spent to date on project.	design services to WSB and Associates. This is in addition to numerous hours of Bloomington staff time. The MOA has signed an assessment agreement to fund a portion of the project.
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3) Justification for Extension Request

a) What is unique about this project that requires an extension of the sunset?	The pedestrian bridge will span Killebrew Drive, a main access road to Bloomington's South Loop district and the MOA. A large portion of the pedestrian and bike traffic will use the bridge to access the MOA or the transit station in the MOA (which is home to 1,600 transit operations each day and one of the busiest transit hubs in the metro area). The elevation on the south side of Killebrew Drive is 15' below the main entrance to the MOA. All pedestrians will be required to use the bridge to cross Killebrew Drive. Since a large portion of them will be heading into the MOA, it seems logical to allow them to carry on to the MOA on the elevated parking deck that is near the same elevation as the elevated pedestrian bridge. Since the federal grant award for the bridge, the MOA has been considering building a hotel where the parking deck exists today. This would modify how the north end of the pedestrian bridge accesses the MOA and the sidewalk below. The hotel redevelopment was scheduled to be built in 2009, but then it was delayed due to the economy. However, MOA officials are now confident the hotel will be built and on June 29, 2010, Bloomington's City council approved an agreement which provides a new public financing package for the public shared parking area beneath the hotel. With the use of economic stimulus bonding and the new City agreement, the hotel project is likely to proceed. Since the northerly bridge connection is dependent on whether there is a deck or a hotel to connect to, an extension is being requested to allow the hotel project to mature over the coming months so that the bridge can be designed accordingly.
b) What are the financial impacts if this project does not meet its sunset date?	If this project does not meet the sunset date, the City may decide not to build the project. It is unlikely that our private funding partners (the MOA) will agree to be assessed for the resulting funding gap.
c) How does this project implement regional policies?	The MOA hosts 40 million visitors each year, from across the country around the world. The MOA generates significant tourism revenue. Safe crossing from the adjoining hotels to this regional attraction is essential. The bridge encourages walking and provides more efficient use of existing infrastructure (Killebrew Drive) by eliminating pedestrian signal phases at 20 th Ave and 22 nd Ave. This project also provides safe access to one of the metro area's busiest transit hubs located under the east parking deck at the MOA.
d) What are the implications if the project does not obtain the requested extension?	If the extension is not granted and the funding is lost, the project may not be constructed.
e) What actions will the agency take to resolve the problems facing the project in the next 3 to 6 months.	The stimulus bonding being used for the hotel project requires that construction start in 2010. By the end of this year, the hotel will be a reality or not. This will allow the City to resume design in late 2010 when the northerly connection parameters are known.

PROGRESS SCHEDULE FOR SUNSET EXTENSION
Killebrew Drive Grade Separated Crossing (Pedestrian Bridge)
SP 107-090-06, Minnesota Project No. TEAX 2709(019)

ENVIRONMENTAL DOCUMENTATION

EA PROJECT MEMORANDUM
 Completed/Approved
Date of approval _____
 Not Complete: Document has been started; contact with SHPO and Endangered Species has been initiated.
Anticipated Date of Completion: **November 2010**

OPPORTUNITY FOR PUBLIC HEARING (not necessary for project memorandum)

Completed
Date of approval _____
 Not Complete
Anticipated Date of Completion _____

FINAL ENVIRONMENTAL ASSESSMENT (not required for project memorandum)

Completed/FONSI Approved
Date of approval _____
 Not Complete
Anticipated Date of Completion _____

STUDY REPORT (required for Environmental Assessment Only)

Complete/Approved
Date of Approval _____
 Not Complete
Anticipated Date of Completion _____

CONSTRUCTION PLANS

Completed (includes signature of District State Aid Engineer)
Date _____
 Not Complete: Preliminary layouts have been produced, awaiting hotel decision.
Anticipated Date of Completion: **July 2011**

RIGHT OF WAY ACQUISITION

Completed (includes approval of R/W Cert. #1 or #1A)
Date _____
 Not Complete: MOA has agreed to dedicate easement; final limits will be determined when hotel decision is finalized.
Anticipated Date of Completion: **April 2011**

LETTING

Anticipated Letting Date: **September 2011**



**Progress Schedule
Killebrew Grade Separated Crossing (pedestrian bridge)
SP 107-090-06, CP 2009-202**

<u>Milestone</u>	<u>Target Date</u>
City Issues and Awards Design and Construction Management Services RFP	August – September 2006
Consultant Develops Macroscopic Design Alternatives	January – March 2007
City Council and Port Authority Considers Project Design Details	March - April 2007
City Holds Public Informational Meeting	September 2007
DCP 01 Submitted	October 2007
City and Mall of America Execute Shared Funding Agreement	February 2008
Mall of America Hotel Project Put on Hold (This impacts the north connection of the bridge)	October 2008
Consultant Develops Final Design Alternatives	May 2009
Utility Relocation Meeting	June 2009
Mall of America Hotel Project Resurfaces	April 2010
Mall of America Hotel Project Submits Development Application	June 2010
Project Memorandum Started	June 2010
City Approves Funding for Public Parking Facility Below Hotel	June 2010
Environmental\Cultural\Historical Reviews	July - August 2010

SP 107-090-06, CP 2009-202 Killebrew Pedestrian Bridge

