

## Federal BIR Funding Application

<b>INSTRUCTIONS:</b> 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. <b>Applications must be received by 5:00 PM at the Metropolitan Council FTP site or postmarked on July 18, 2011.</b>	Office Use Only
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### I. GENERAL INFORMATION

1. APPLICANT			
2. JURISDICTIONAL AGENCY			
3. MAILING ADDRESS			
CITY	STATE	ZIP CODE	COUNTY
4. CONTACT PERSON	TITLE		PHONE NO.
CONTACT E-MAIL ADDRESS:			

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

5. PROJECT NAME, EXISTING BRIDGE #
6. PROJECT DESCRIPTION (For example, please provide Route, Termini, Length, Additional Thru Lane Capacity)
7. INTERMODAL OR OTHER SPECIAL CONSIDERATIONS (pedestrian/bicycle, staging, coordination, historic considerations, etc.)

### III. PROJECT FUNDING

8. FEDERAL BIR \$	13. SOURCE OF MATCH \$
9. STATE BRIDGE BONDS \$	14. REQUESTED PROGRAM YEAR: <input type="checkbox"/> 2015 <input type="checkbox"/> 2016
10. MATCH \$	15. SIGNATURE
11. TOTAL \$	16. TITLE
12. ESTIMATED COST PER SQUARE FOOT BRIDGE COST	

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

## **VI. BRIDGE IMPROVEMENT AND REPLACEMENT (BIR) PROGRAM**

PURPOSE OF BIR: The BIR Program provides funding to enable States to improve the condition of their highway bridges through replacement, rehabilitation, and systematic preventive maintenance. A portion of the Bridge Program funding provided to Minnesota and to the MN/DOT Metro District is allocated through the regional solicitation process to repair and replace important bridges on the city and county road systems.

### **GENERAL INFORMATION AND RESTRICTIONS**

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users, (SAFETEA-LU) was passed in 2005. Title I, Surface Transportation, addresses highway funding and provides funds on a reimbursable basis. The Act, and previous Acts, includes funding for a Highway Bridge Program. Eligible activities are expanded to include systematic preventative maintenance on Federal-aid and non-Federal-aid highway systems. States may carry out projects for the installation of scour countermeasures or systematic preventative maintenance without regard to whether the bridge is eligible for rehabilitation or replacement.

The region has programmed approximately \$75 million in BIR funds for projects since the Intermodal Surface Transportation Efficiency Act (ISTEA) was passed in 1991. SAFEATEA-LU expired on September 30, 2009, but Congress has extended the Act several times through September 30, 2011. A new federal transportation Act is expected to be passed during the summer of 2011, during this regional solicitation. At the start of this regional solicitation in May, 2011, the region does not know what the new Act could mean for BIR project eligibility or funding. Therefore, the region is unable to provide a target amount of BIR funds available in the 2011 regional solicitation. When the new Act is passed, the region will move quickly to determine how it impacts project eligibility as defined in this solicitation.

The Transportation Advisory Board (TAB) is soliciting bridge improvement/replacement projects at this time for implementation in federal fiscal years 2015 and 2016. Proposers need to be aware of time requirements for projects which are processed through Mn/DOT State Aid. Please review the Project Implementation Schedule in Appendix A when determining the proposed letting date.

The Metro District and the TAB are responsible for the selection of projects that are to be financed in part with federal transportation funds available to the seven county area. The Metro District and TAB have developed policies to define eligibility and prioritize eligible projects.

### **GENERAL POLICIES**

1. BIR funds are available to all state agencies, the Metropolitan Council, other transit providers, Indian tribal governments, the seven counties, all cities and towns within the Twin Cities seven county Region, and the 10 Regional Park System Implementation agencies. Other state, local or special governmental agencies which have the ability to receive and administer federal funds should work with these specified governmental units to develop and submit eligible projects. To facilitate construction financing it is strongly suggested that all agencies other than Mn/DOT, counties, and state aid cities pursue sponsorship of their project by a county or state aid city.

2. A construction or reconstruction project must be a permanent improvement. Temporary construction is defined as work, which must be essentially replaced in the immediate future (5 years). Staged construction is considered permanent rather than temporary so long as future stages build on, rather than replace, previous work.
3. The TAB may decide to partially fund a project if demand for these funds warrants.
4. A bridge improvement or replacement project, including staged projects, must be structurally capable of handling all applicable legal load limits.
5. BIR project limits are from abutment to abutment.
6. The fundable amount of a project is based on the original submittal. TAB must approve any significant change in the scope of an approved project. TAB reserves the right to partially fund any project. The BIR federal fund participation for each project may be updated by the TAB in the "Annual Implementation Report on Regionally Solicited and Federally Funded Transportation Improvement Projects and Programs".
7. If a project is added to the BIR program, the entire project is included even though a portion of that work extends beyond the period for which submittals were requested provided that a significant portion of the work is scheduled for letting within the request period.
8. Project approvals in the BIR element of the Transportation Improvement Program (TIP) are specifically limited to the federal fund amount identified in the annual implementation report. The federal fund amount listed for each project may be used to fully fund any identifiable useable element of the project described or to fund the entire project with flexible federal/nonfederal participation. The federal fund amount listed in the annual implementation report is the total, which shall be authorized for all advertisements and supplemental agreements of the project described. Any federal fund amounts authorized at PS&E approval in years prior to the current year shall be deducted from the amount identified in the annual implementation report at the time of approval. As noted in Policy 4, no more than \$8,000,000 in BIR funds will be provided for a specific bridge replacement project.
9. A BIR project will be eliminated from the program if it does not meet its sunset date. The sunset date for projects is March 31 of the year following the program year identified in the project proposal or as otherwise established by the Transportation Advisory Board. Meeting the sunset date established for a project shall be governed by the TAB adopted Criteria for Meeting Sunset Date requirements. The sunset date policies and criteria are attached.

If the Criteria for Meeting Sunset Date requirements (as noted above) for a project have been met, but BIR funds are not presently available, that particular project will be placed on a waiting list for funds, listed in order of date of approval, and the sunset date would not apply.

Once a project has met its sunset date requirements, the contract should be let as soon as possible since the project will not be included in the next Transportation Improvement Program (TIP) revision and, therefore, will not be able to access federal funds.

10. All BIR projects will be constructed to Mn/DOT or Minnesota State-Aid Standards as applicable. Depending on the project, more stringent standards may apply.

## **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:

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:

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

RESPONSE:

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

RESPONSE:

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:

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:

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:

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:

## 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:

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](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:

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:

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:

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

RESPONSE:

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

RESPONSE:

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:

**2011 Regional Solicitation  
BIR Scoring System**

**Bridge Importance**

**0 – 375 Points**

A. Functional Class of Roadway Served	Principal Arterial “A” Minor Arterial “B” Minor Arterial Collector	100 points 75 points 50 points 25 points
B. AADT of Roadway Served	Highest receives 100 points, Remainder prorated, rounded to nearest 5	0-100 points
C. Heavy Commercial Vehicles Per Day	Highest receives 75 points, Remainder prorated, rounded to nearest 5 (If bridge is posted, the HCAADT prior to posting will be used to score project)	0-75 points
D. Distance to Nearest Parallel Crossing of Barrier by Road with Equal or Greater Functional Class	3 Miles or more 2 – 2.9 Miles 1 – 1.9 Miles .5 - .9 Miles Under ½ Mile	100 points 75 points 50 points 25 points <i>zero</i> points

**Structure**

**0- 500 Points**

A. Deck Condition	0, 1, 2, or 3 4 5 6 or more	100 points 75 points 50 points <i>zero</i> points
B. Superstructure	0, 1, 2 or 3 4 5 6 or more	100 points 75 points 50 points <i>zero</i> points
C. Substructure Condition	0, 1, 2, or 3 4 5 6 or more	100 points 75 points 50 points <i>zero</i> points
D. Current Posting (Single)	Posted Legal	100 points <i>zero</i> points

**2011 Regional Solicitation  
BIR Scoring System**

**Structure (continued)**

E. Operating Capacity	HS10 or Less	100 points
	HS11 – HS20	75 points
	HS21 – HS25	50 points
	HS26 or More	<i>zero</i> points

**Other Modes**

**0 – 175 Points**

A. Buses per Day (Metro Council staff will provide bus numbers)	Highest receives 75 points, Remainder Prorated, Rounded to Nearest 5 (If bridge is posted, the number of buses using the bridge prior to posting will be used, if available)	0-75 points
B. Provisions for Bikes	No existing provisions Bridge on planned bike system	25 points 25 points
C. Provision for Peds	No existing provision Bridge on planned Ped system	25 points 25 points

**Deliverability**

**0 – 100 Points**

Points are awarded based on how many steps have been taken toward project implementation. 0-100 points

**Design Adequacy**

**0 – 120 points**

Points are awarded assuming the design deficiencies will be corrected with the proposed bridge. Please note if this is incorrect for any of the following.

A. Bridge Width	Existing bridge width does not meet state aid standards	0-40 points
B. Capacity Constraint	Driving surface width discontinuity	0-40 points
C. Vertical Clearance	Existing vertical clearance does not meet state aid standards. Height over: roads - 16 ft. 4 inch, railroads – 23 ft., trails – 10 ft.	0-40 points

Total points that could be allocated to an eligible bridge project **1270 points**



**Criteria for meeting Sunset Date requirement for all TAB-selected projects:**

**Construction Projects through the FHWA Process**

- Environmental document approved
- Right of way certificate approved or condemnation proceedings have been formally initiated
- District State Aid Engineer approval of plans
- Engineer's estimate
- Special provision information
- Utility relocation certificate
- Permit applications submitted
- Letting date can be set within 90 days

**Construction Projects through the FTA Process**

- Environmental document completed; reviewed by Metro State Aid for completeness
- Satisfactory review by Metro State Aid that project plans are complete and reflect the project that was selected
- Letting date can be set within 90 days
- FTA notification that grant approval imminent

**Right of Way Only Projects through FHWA Process**

- Environmental document approved
- OIM/SALT authorization to proceed

**Right of Way Only Projects through FTA Process**

- Environmental document completed; reviewed by Metro State Aid for completeness
- Appraisals over \$250,000 approved by FTA; under \$250,000 reviewed by MnDOT Metro State Aid/Right of Way Section
- FTA notifies that grant approval is imminent
- OIM transfers funds
- Offers made/condemnation initiated if offers refused

**Program Project**

- Grant application submitted to FTA; includes workplan
- Notification from FTA that grant approval is imminent
- Work will begin within 90 days after grant approval
- Agreement executed between MnDOT and proposer once funds are transferred