

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL

No. 2010- 31

DATE: April 14, 2010.
TO: Transportation Advisory Board
FROM: Technical Advisory Committee
SUBJECT: 2010-2013 Transportation Improvement Program Amendment include reconstruction of the TH 169/I-494 interchange.

MOTION: That the TAB amends the 2010-2013 Transportation Improvement Program (TIP) to include SP #2776-03, TH 169/I-494 Interchange.

BACKGROUND AND PURPOSE OF ACTION: This TIP Amendment is necessary in order to use federal funds that are available to Minnesota based on the current Transportation Appropriations legislation. The project includes \$34 million in regional STP-UG funds that were allocated to the project at the direction of TAB on March 17, 2010, as well as savings from other sources.

Additional background material is attached.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	March 18, 2010
Technical Advisory Committee	Review & Recommend	April 7, 2010
TAB Programming Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council	Concurrence	



Minnesota Department of Transportation

Metro District
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March 18, 2010

Karl Keel, Chair
 Funding and Programming Committee
 Metropolitan Council
 390 North Robert St.
 St. Paul, Minnesota 55101

Re: Amendment to the Twin Cities 2010-2013 Transportation Improvement Program (TIP)
 State Project Number: 2776-03 TH 169/I494 Interchange

Dear Mr. Keel:

Please amend the 2010– 2013 Transportation Improvement Program (TIP) to include this project in SFY 2010. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

STATE FISCAL YEAR	ATP	DIST	ROUTE SYS	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILES
2010	M	M	TH 169	2776-03	MnDOT	Remove Signals At I 494 No. and So. Ramps and at Highwood Dr. and Reconstruct Existing interchange ramps	1.14

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA Target (STP)	FTA \$	TH \$	OTHER \$
MC	Grade, Surface, Bridge	STP-UG, NHS IM	\$157,000,000	\$97,000,000 (\$40M – Add'l 2010, \$34M Regional STP, \$23M ARRA savings)	0	\$3,000,000	\$57,000,000 Bloomington (\$1.5 M), Edina (\$2.4 M), Eden Prairie (\$3.1 M) State TH Bonds (\$50 M)

PROJECT BACKGROUND:

1. Briefly describe why amendment is needed (e.g., project in previous STIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in STIP).

In January, Metro District brought to the TAB an amendment for the TH 169/I494 interchange. At that time, it was expected that a Stimulus II funding bill would be passed with a more stringent timeline for projects to be awarded. The U.S. Secretary of Transportation advised all states to begin preparing immediately for meeting this timeline before the bill officially passes. In the original amendment, funding for the project was identified as the following:

FHWA Target Funds (STP)	\$12,000,000
ARRA II (Jobs for Mainstreet)	\$142,500,000
Trunk Highway	\$5,500,000
Local	\$12,000,000
TOTAL	\$172,000,000

After the TIP amendment was approved by the Met Council on January 26, 2010, it was determined that the \$12M STP funds and \$3M Trunk Highway funds (match funds) would be utilized for Right of Way. These funds were identified in a separate STIP amendment and submitted to FHWA for STIP approval. Once the approval is received, MnDOT will move forward with project authorization to purchase Right of Way.

Also, in the original amendment, it was stated if ARRA II funds did not materialize, MnDOT would pursue a TIP amendment articulating different funding sources and timeframes for the project. The latest information from MnDOT Office of Capital Programs and Performance Measures indicates that ARRA II funds are stalled in Congress and will probably not become reality in the very near future. Based on this information, Metro District has decided to move forward without the ARRA II funds and has prepared a new funding plan for the project. At the March 17, 2010 TAB meeting, TAB approved directing \$34M of federal funds to this project, providing the needed funds to complete the funding package.

The alternative funding scenario is similar to the previous proposal in that it leverages other funds to complete the overall funding package. Below, outlines the funding sources that will be used:

State Trunk Highway Bonds	\$50 M
Additional Certain Allocated Funds to Minnesota MnDOT Federal Funds	\$40 M
Reallocated Regional STP funds (approved by TAB March 17,2010)	\$34 M
MnDOT ARRA Savings (Federal STP)	\$23 M
MnDOT TH Funds	\$ 3M
Local Funds	\$ 7M
TOTAL	\$157M

The \$157M identified in this amendment along with the \$15M for Right of Way under a separate amendment equal the original amount of \$172M identified as the project total.

With regard to public involvement, the TAB meetings are open to the public, and agendas are available on the Metropolitan Council website.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money* X
- Anticipated Advance Construction
- ATP or MPO or Mn/DOT Adjustment of funds X
- Earmark or HPP not affecting fiscal constraint
- Other**

Fiscal constraint will be maintained by using a combination of funds available in SFY 2010:

\$90 M of new money to the region will be used

- \$50M from the 2008 Chapter 152 State Trunk Highway Bonds
- \$40M available to Metro District from an additional allocation of 2010 federal funds that were received due to the continuing resolution that provided the same appropriation as 2009. However, since there were no earmarks in this appropriation an additional \$80M is available to the State and \$40M to Metro District.

Regional Funds

- \$34 M in regional federal funds were allocated to this project at the direction of the Transportation Advisory Board (TAB) on March 17, 2010. These funds will be advance construction (\$8 M in 2013 and \$26 M in 2014)

MnDOT adjustment of funds

- \$38M of SFY 2010 STP target formula funds were saved when ARRA funds were used on projects as a replacement for STP funds. \$15 M of the funds were allocated to Right of Way acquisition. The remaining \$23M, of the freed up funds, are available to be applied to the project.

TH Funds

- \$3 M of state Trunk Highway funds will be used to match federal funds.

Local Funds

- The remaining \$7M will come from local sources for local components of the project. The funding for each city is expected to be as follows:

Bloomington	– \$1.5 M
Edina	– \$2.4 M
<u>Eden Prairie</u>	<u>– \$3.1 M</u>
Total	\$ 7 M

3. AIR QUALITY CONFORMITY:

- Subject to conformity determinationX_____
- Exempt from regional level analysis*....._____
- Exempt from project level analysis*....._____
- Exempt by virtue of interagency consultation....._____
- N/A (not in a nonattainment or maintenance area)....._____

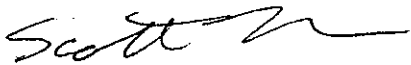
The process for conducting an air quality conformity analysis and determination for this project was completed and the Minnesota Pollution Control Agency found that the project meets the emissions budget test for the Metropolitan Region. A letter dated February 23, 2010 documents that the project has followed the consultation process and meets the applicable Federal requirements with respect to air quality and transportation conformity as well as the applicable sections of the Minnesota State Implementation Plan for Air Quality.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted on January 14, 2009, with FHWA/FTA conformity determination established on September 16, 2009.

We are requesting approval of this TIP amendment at this time. If you have any questions, please contact me at 651-234-7700.

Sincerely,



Scott McBride, P.E.
MnDOT Metro District Engineer

cc: Khani Sahebjam
Abby McKenzie
Jon Chiglo
John Griffith
Scott Pedersen
Pat Bursaw
Tim Mayasich
Karl Keel
Susan Moe
Brian Isaacson