

**Transportation Advisory Board**  
of the Metropolitan Council of the Twin Cities

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**ACTION TRANSMITTAL**

No. 2010-71

**DATE:** December 2, 2010  
**TO:** Transportation Advisory Board  
**FROM:** Technical Advisory Committee  
**SUBJECT:** TIP Amendment Request for MN/DOT: Unbonded concrete overlay, drainage corrections, cable median barrier on I-35E from south of CSAH 96 to I35W junction.

**MOTION:** That the TAB adopt an amendment to the 2011-2014 TIP to include SP#0282-34 I-35E unbonded concrete overlay, drainage corrections, and cable median barrier south of CSAH 96 to the north junction with I-35W.

**BACKGROUND AND PURPOSE OF ACTION:** Mn/DOT is using its share of the metro allocation of unexpected federal formula funds due to the lack of earmarks in 2011. Mn/DOT has elected to use the funds for pavement preservation. This project will use up \$19.8 million of the \$37 million available to the Metro District with a match provided by Chapter 388 Trunk Highway bonds.

Although it is not noted in the TIP amendment letter, the requested amendment is consistent with the Metropolitan Council Transportation Policy Plan scheduled to be adopted on December 8, 2010.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Funding & Programming Committee	Review & Recommend	November 18, 2010
Technical Advisory Committee	Review & Recommend	December 1, 2010
TAB Programming Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council	Concurrence	



**Minnesota Department of Transportation**

Metro District  
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November 18, 2010

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

RE: Amendment to the Minnesota 2011-2014 Transportation Improvement Program (TIP)  
State Project Number: 0282-34 – I 35W Unbonded concrete overlay  
Federal Project Number:

Dear Mr. Keel:

Please amend the Minnesota 2011-2014 Transportation Improvement Program (TIP) to add the above referenced project to the 2011-2014 TIP in SFY 2011. The project is being submitted with the following information:

**PROJECT IDENTIFICATION:**

SEQ #	STATE FISCAL YEAR	A T P	D I S T	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILES
	2011	M	M	I35E	0282-34	MnDOT	South of CSAH 96 to the N. Jct. I35W – Unbonded concrete overlay, drainage corrections, cable median barrier, etc	10.3

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
RC	Grade Surface	IM	22,000,000	19,800,000	0	0	2,200,000	0

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**PROJECT BACKGROUND:**

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

Additional federal funds in Federal Fiscal 2011 are expected due to no new authorization act, resulting in formula funds coming to the states rather than earmark funding. For Minnesota, the amount is estimated at \$95M. MnDOT leadership has determined that \$71M will be split between Metro and outstate Districts and \$24M will go to MnDOT's local partners. MnDOT guidance has instructed the Districts to use the funds for pavement preservation. Chapter 388 Trunk Highway Bonds will be used to provide the state match required for these federal funds.

Metro District's portion of the additional funds is \$37M. Project 0282-34 was selected to utilize \$19.8M of these additional funds. This amendment is needed to identify this project in the 2011-2014 TIP.

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

- New Money – Additional federal funds In FFY 2011 due to no authorization act     X
- Anticipated Advance Construction
- ATP or MPO or Mn/DOT Adjustment of other projects
- Earmark or HPP federal funds outside ATP target
- Other

This project will be using an additional allocation of 2011 federal funds and Chapter 388 TH bonds as the state match. The federal funds are in addition to regular target formula funds, therefore fiscal constraint is maintained.

**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. The amendment is also consistent with the 2030 Policy Plan update adopted by the Metropolitan Council on November 10, 2010 and transmitted to MnDOT on November 22, 2010 for transmittal to USDOT for a conformity determination.

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**AIR QUALITY CONFORMITY:**

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

\*Exempt Project Category #S-10 Pavement resurfacing and/or rehabilitation  
Per Section 93.126 of the Conformity Rules

We are requesting approval of this STIP amendment at this time. If you have any questions, please call me at (651) 234-7793.

Sincerely,



Sherry Narusiewicz  
Planning Program Coordinator  
Metro District

cc: Cindy Krumsieg, Metro Program Management

