

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL

No. 2011-63

DATE: October 5, 2011
TO: Transportation Advisory Board
FROM: Technical Advisory Committee
SUBJECT: TIP Amendment Request for three high speed rail crossing safety improvements,
MOTION: That the TAB adopt an amendment to the 2012-2015 TIP to include three high speed rail crossing safety improvements:

- SP#19-00140: Install flashing light signals with gates,
- SP# 82-00141: Install medians, and
- SP# 82-00142: Install flashing light signal with gates in Washington County and Dakota County.

BACKGROUND AND PURPOSE OF ACTION: This amendment is needed to identify three new rail safety projects in the 2012-2015 Transportation Improvement Program. These projects are funded through federal grants administered by the Federal Railroad Administration.

Selection of these projects takes place after the development of the TIP. Therefore, they must be amended into the TIP so the federal funds can be utilized for their implementation.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	September 15, 2011
Technical Advisory Committee	Review & Recommend	October 5, 2011
TAB Programming Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council	Concurrence	



Minnesota Department of Transportation

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September 1, 2011

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

Re: Amendment to the Twin Cities 2012-2015 Transportation Improvement Program (TIP)
State Project Number: 19-00140 Install flashing light signals with gates
82-00141 Install medians
82-00142 Install flashing light signal with gates

Dear Mr. Keel:

Please amend the 2012 – 2015 Transportation Improvement Program (TIP) to include these projects in SFY 2012. These projects are 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
2012	M	M	RR	19-00140 HSR 1912(063)	Mn/DOT Rail	Install flashing light signals with gates at railroad crossing at TWN 18, near Hastings, Dakota County	N/A
2012	M	M	RR	82-00141 HSR 8212(065)	Mn/DOT Rail	Install medians, Belden Blvd, Cottage Grove, Washington County	N/A
2012	M	M	RR	82-00142 HSR 8212(065)	Mn/DOT Rail	Install a four-quadrant flashing light signal system with gates and roadwork at railroad crossing on Innovation Rd, Cottage Grove, Washington County	N/A

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PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA Target	HPP \$	Earmark \$	FHWA Target AC \$	HPP AC \$	TH \$	OTHER \$
SR	Rail Safety	FFM	\$331,970	0	331,970	0	0	0	0	0
SR	Rail Safety	FFM	\$60,000	0	60,000	0	0	0	0	0
SR	Rail Safety	FFM	\$309,331	0	309,331	0	0	0	0	0

PROJECT BACKGROUND:

1. This amendment is needed to identify new rail safety projects in the current 2012-2015 STIP in SFY 2012. The Federal Railroad Administration announced the extension of SAFETEA-LU funding for Section 1103(f)(2)(E) High Speed Rail(HSR) funds, and made those funds available to Minnesota on September 1, 2011. Selection of projects takes place beyond the development of the current TIP.

Federal Fiscal Year appropriations for 2009 & 2010 from SAFETEA-LU Section 1103(f)(2)(E) High Speed Rail(HSR) provide dedicated funds to Minnesota, Wisconsin, and Illinois for grade crossing safety improvements on the Midwest High Speed Rail Corridor between Chicago and the Twin Cities. The FFY 2009 appropriation agreement makes \$ 384,908 available and the FFY2010 agreement makes an additional \$1,000,000 available to use in Minnesota along the corridor which traverses the Metro District and ATP 6.

The Mn/DOT Rail Office staff evaluates crossings on the corridor to identify high-hazard locations in need of safety improvements and prioritizes projects based on roadway traffic volume, current warning devices, and railway characteristics. Potential improvements may include active warning devices such as flashing lights and gates, non-traversable medians, and crossing closures. Most of the high-volume crossings on this corridor in the Metro District already have active warning devices, therefore, Mn/DOT is now able to address lower volume crossings and improve the condition of current warning devices with these funds.

The Federal Fiscal Year 2009 & 2010 funding arrived for Minnesota on September 1, 2011. Minnesota has received federal approval to use these funds for use in the Metro District and two projects in District 6 (Rochester). These are dedicated High Speed Rail funds can only be used for these projects.

Karl Keel
September 1, 2011
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2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money _____
- Anticipated Advance Construction _____
- ATP or MPO or Mn/DOT Adjustment by deferral of other projects _____
- Earmark or HPP not affecting fiscal constraint* X
- Other _____

* Section 1103(f)(2) HSR are federal funds not affecting Metro District target funds. Therefore fiscal constraint is maintained.

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) _____

* Exemption Code_S-8 Railroad/highway crossing warning devices per Section 93.126 of the Conformity Rules

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.

We are requesting approval of this TIP amendment at this time. If you have any questions, please contact me at 651.336.3693.

Sincerely,

Peter Dahlberg
Project Manager
MnDOT Office of Freight & Commercial Vehicles Operations

cc: Jon P. Solberg, Metro Program Management
Cindy Krumsieg, Metro Program Management