

# T Transportation Committee

Meeting date: April 26, 2010

Council Meeting: April 28, 2010

## ADVISORY INFORMATION

Date:	April 22, 2010
Subject:	2010-2013 TIP Amendment: Include Reconstruction of the TH 169/I-494 Interchange (TAB Action 2010-31)
District(s), Member(s):	District 3 – McFarlin, District 5 - Bowles
Policy/Legal Reference:	TAB Action
Staff Prepared/Presented:	Arlene McCarthy, Director MTS 651-602-1754 Amy Vennewitz, Deputy Director Finance & Planning MTS (651-602-1058) Carl Ohrn, Planning Analyst MTS (651-602-1719)
Division/Department:	Metropolitan Transportation Services

### Proposed Action

That the Metropolitan Council concur with the attached Transportation Advisory Board (TAB) action to amend the 2010-2013 Transportation Improvement Program (TIP) to include SP #2776-03, TH 169/I-494 Interchange.

### Background

MnDOT has proposed a variety of sources to fund the TH 169/I-494 Interchange reconstruction. The current funding package totaling \$157M includes \$34 million in regional STP funds approved by TAB on March 17, 2010. In January 2010, \$15 million in right-of-way funds for the project was approved and amended into the TIP.

### Rationale

In order to spend federal funds, the project must be in the current TIP.

### Funding

A package of funding sources have been assembled in order to construct this project.

### Known Support / Opposition

Transit for Livable Communities and Smart Growth America representatives spoke against this project at a previous Council meeting.

# Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

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Bill Hargis  
Acting Chair

April 22, 2010

County Commissioners

Dennis Berg  
Anoka County  
Randy Maluchnik  
Carver County  
Paul Krause  
Dakota County  
Jan Callison  
Hennepin County  
Tony Bennett  
Ramsey County

Peter Bell, Chair  
Metropolitan Council  
390 Robert Street No.  
St. Paul, MN 55101

Jon Ulrich  
Scott County  
Dennis Hegberg  
Washington County

Mr. Bell,

On April 21, 2010, the Transportation Advisory Board voted to amend the 2010-2013 Transportation Improvement Program to include SP# 2776-03: TH 169/I-494 Interchange Reconstruction in Hennepin County.

Municipal Officials

Dick Swanson  
Blaine City Council  
Steve Lampi  
Mayor of Brooklyn Park  
Bethany Tjornhom  
Chanhassen City Council  
Dan Gustafson  
Burnsville City Council  
Julia Whalen  
Champlin City Council  
James Hovland  
Mayor of Edina  
Becky Petryk  
Hugo City Council  
Robert Lilligren  
Minneapolis City Council  
Russ Stark  
St. Paul City Council  
William Hargis  
Mayor of Woodbury


MN/DOT has assembled adequate funding to reconstruct the interchange using a performance-based design. The FHWA has agreed to using the new design approach. The funding package includes the remaining \$34 million in federal funds owed to the TAB from the Crosstown Reconstruction project. This amendment is necessary in because the project must be in an approved TIP before it can utilize the federal funds.

The TAB forwards the TIP amendment action to the Metropolitan Council along with additional information described in TAB action transmittal 2010-31.

Sincerely,

Citizen Members - Precinct

Andrew Reinhardt - A  
Thomas Heffelfinger - B  
James Meyers - C  
Chuck Haik - D  
Bart Ward - E  
Donn Wiski - F  
Jill Smith - G  
Ken Johnson - H

  
for Bill Hargis, Acting Chair  
Transportation Advisory Board

Agency Representatives

Peggy Leppik  
Metropolitan Council  
Scott McBride  
Minnesota DOT  
Sherry Stenerson  
M.A.C.  
David Thomson  
M.P.C.A.

Modal Representatives

Richard Mussell  
Transit  
Matthew Craig  
Transit  
Ron Have  
Freight  
David Gepner  
Non-motorized

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

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**ACTION TRANSMITTAL**

No. 2010-31

**DATE:** April 21, 2010  
**TO:** Metropolitan Council  
**FROM:** Transportation Advisory Board  
**SUBJECT:** 2010-2013 Transportation Improvement Program Amendment to include reconstruction of the TH 169/I-494 interchange.

**MOTION:** The TAB amended 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.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Funding & Programming Committee	Review & Recommend	March 18, 2010
Technical Advisory Committee	Review & Recommend	April 7, 2010
TAB Programming Committee	Review & Recommend	April 21, 2010
Transportation Advisory Board	Review & Adopt	April 21, 2010
Metropolitan Council	Concurrence	



**Minnesota Department of Transportation**

**Metro District**  
 1500 west County Road B-2  
 Roseville, MN 55113

Office Telephone: (651) 234-7700  
 Fax: (651) 234-7786

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:

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

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:

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

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\*
- Anticipated Advance Construction
- ATP or MPO or Mn/DOT Adjustment of funds
- 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>
<b>Total</b>	<b>\$ 7 M</b>

- Karl Keel  
March 18, 2010  
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**3. AIR QUALITY CONFORMITY:**

- Subject to conformity determination .....X\_\_\_\_\_
- 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)..... \_\_\_\_\_

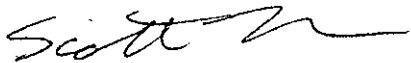
The process for conducting an air quality conformity analysis and determination for this project was completed and the Minnesota Pollution Control Agency found that the project meets the emissions budget test for the Metropolitan Region. A letter dated February 23, 2010 documents that the project has 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