

T Transportation Committee

Meeting date: June 27, 2011

Council meeting date: July 13, 2011

ADVISORY INFORMATION

Date:	June 16, 2011
Subject:	2011-2014 TIP Amendment Request from MnDOT for TH 55 Full Depth Reclamation Project (TAB Action 2011-50)
District(s), Member(s):	District 1 - Smith
Policy/Legal Reference:	TAB Action
Staff Prepared/Presented:	Arlene McCarthy, Director (651-602-1754) Amy Vennewitz, Dep. Dir. Finance & Planning ((651-602-1058) Carl Ohrn, Planning Analyst (651-602-1719)
Division/Department:	Metropolitan Transportation Services

Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2011-2014 Transportation Improvement Program (TIP) to include MnDOT SP# 2722-81: TH 55 Full Depth Reclamation extending from the Wright/Hennepin County border to west of Hennepin CR 116 (Pinto Drive) in Medina.

Background

TH 55 was selected for the Better Roads Program by MnDOT due to the poor condition of the pavement. The project is being amended into the TIP so it can be let in State FY 2012.

Rationale

In order to spend Federal Transportation Funds, the project must be in the current TIP.

Funding

A combination of funding sources will be used for this \$8.375M project: including \$5.64M additional FHWA funds coming to the State, \$1.635M trunk highway funds, and per an agreement between the Dept. of Public Safety and MnDOT, \$1.1M of federal safety funds.

Known Support / Opposition

No opposition was noted at either the TAC or the TAB meetings.

Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

Bill Hargis
Chair

June 16, 2011

County Commissioners

Andy Westerberg
Anoka County

Randy Maluchnik
Carver County

Paul Krause
Dakota County

Jan Callison
Hennepin County

Tony Bennett
Ramsey County

Jon Ulrich
Scott County

Dennis Hegberg
Washington County

Municipal Officials

Dick Swanson
Blaine City Council

Bethany Tjornhom
Chanhassen City Council

Julia Whalen
Champlin City Council

James Hovland
Mayor of Edina

Becky Petryk
Hugo City Council

Will Rossbach
Mayor of Maplewood

Robert Lillgren
Minneapolis City Council

Steven Gallagher
Newport City Council

Russ Stark
St. Paul City Council

Susan Haigh, Chair
Metropolitan Council
390 Robert Street No.
St. Paul, MN 55101

Ms. Haigh,

On June 15, 2011 the Transportation Advisory Board voted to amend the 2011-2014 Transportation Improvement Program to include SP# 2722-81; TH 55 Full Depth Reclamation from Wright/Hennepin County border to west of Hennepin CR 116 (Pinto Drive) in Medina.

This project needs to be amended in the TIP to identify it as a Better Roads for a Better Minnesota project with \$5,640,000 federal funds. Funding for the program will come from current state and federal funds as well as previously authorized bonds.

The TAB forwards the TIP amendment action to the Metropolitan Council for concurrence along with additional information described in TAB action transmittal 2011-50.

Sincerely,

Citizen Members - Precinct

Andrew Reinhardt - A

Thomas Heffelfinger - B

James Meyers - C


vacant - D

Bart Ward - E

Bill Hargis - F

Jill Smith - G

Ken Johnson - H

for 
Bill Hargis,
Chair

Agency Representatives

Adam Duinick
Metropolitan Council

Scott McBride
Minnesota DOT

Lisa Peilen
M.A.C.

David Thornton
M.P.C.A.

kjr/kjr

Modal Representatives

Richard Mussell
Transit

vacant
Transit

Ron Have
Freight

David Gepner
Non-motorized

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL

No. 2011-50

DATE: June 16, 2011
TO: Metropolitan Council
FROM: Transportation Advisory Board
SUBJECT: 2011-2014 TIP Amendment Request from MN/DOT for TH 55 Full Depth Reclamation project.

MOTION: The TAB adopted an amendment to the 2011-2014 TIP that includes MN/DOT SP# 2722-81; TH 55 Full Depth Reclamation from Wright/Hennepin County border to west of Hennepin CR 116 (Pinto Drive) in Medina.

BACKGROUND AND PURPOSE OF ACTION: This project needs to be amended in the TIP to identify it as a Better Roads for a Better Minnesota project with \$5,640,000 federal funds from the additional federal funding that came to the state as a result of no HPP (earmark) projects. The project is exempt from air quality analysis as it is a pavement resurfacing and rehabilitation project. Additional background material is attached.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	May 19, 2011
Technical Advisory Committee	Review & Recommend	June 1, 2011
TAB Programming Committee	Review & Recommend	June 15, 2011
Transportation Advisory Board	Review & Adopt	June 15, 2011
Metropolitan Council	Concurrence	



Minnesota Department of Transportation
 Metro District
 1500 West County Road B-2
 Roseville, MN 55113

Office Telephone: (651) 234-7793
 Fax: (651) 234-7786

May 19, 2011

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: 2722-81
 Federal Project Number:

Dear Mr. Keel:

Please amend the Minnesota 2011-2014 Transportation Improvement Program (TIP) to add the following new project in SFY 2012 of the TIP. 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
	2012	M	M	MN 55	2722-81	MnDOT	From Ash St. in Rockford to west of Hennepin CR 116(Pinto Dr.) in Medina-Thick Mill & Overlay, replace concrete center median, ADA upgrades, misc. drainage, striping, turn lanes(Design build and possible alternative bid project)	9.5

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
RS	Grade Surface	NHS	8,375,000	5,640,000	0	0	1,635,000	1,100,000 (DPS funds)

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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).

On May 3, 2011, the Minnesota Department of Transportation announced the "Better Roads for a Better Minnesota" program. This four year Statewide program, aimed at improving existing highways determined to be in "poor" condition, will:

- Significantly improve state highway pavement condition-the goal is to improve more than 700 miles of roads and reduce "Poor" pavements.
- Provide pavement-focused mobility enhancements and transit advantages in the Twin Cities metro area including MnPASS expansion and shoulder hardening for transit.
- Provide pavement-related improvements in the areas of safety and ADA accessibility and other work, such as drainage facilities.
- Explore innovative engineering and delivery techniques to best use taxpayer dollars and
- Support about 3,400 jobs in the Minnesota road construction industry

The overall cost of the program is \$398 million and does not require any increase in revenue. The funding for the program will come from current state and federal funds, as well as previously authorized bonds. This funding is in addition to the previously committed MnDOT funds for pavement improvement through June 30, 2014(FY 2015).

Minnesota has also received an estimated \$95 million of additional federal funds for federal fiscal year 2011 because no new authorization act has been signed. Of that \$95 million, Metro District will receive \$34,030,000. This project has been selected as one of the trunk highway projects to receive \$5,640,000 of these additional federal funds.

This amendment is needed to identify project 2722-81 in SFY 2012 as a Better Roads for a Better Minnesota project with \$5,640,000 federal funds from the additional 2011 federal funding and Trunk Highway funds of \$1,635,000.

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The MnDOT Office of Traffic Safety and Technology has dedicated \$1.1M of Section 164 Repeat Offender sanction funds for the installation of the turn lanes needed on this project. These federal funds are transferred to the MN Department of Public Safety by the National Highway Safety Traffic Agency(NHTSA) due to Minnesota complying with the Section 164 enacting a Repeat Intoxicated Driver law. Based on an agreement between DPS and MnDOT, a portion of the funds are transferred to MnDOT as state funds.

1. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?
- New Money – Additional FY 2011 Fed Funds* X
(Discretionary, Special Allocations or Other New Funding Sources)
 - Anticipated Advance Construction
 - ATP or MPO or Mn/DOT Adjustment of other projects* X
 - Earmark or HPP federal funds outside ATP target
 - Other

* \$1,635,000 of the state TH funds from 880M-SAS-12 (Seq. # 1692) currently identified in SFY 2012 of the 2011-14 STIP as a set aside with a total of \$36,615,000 in state TH funds. These funds will be used along with \$5,640,000 of additional FFY 2011 federal funds coming to Minnesota due to operating under a continuing resolution. Additional federal funds, which are in addition to regular federal formula funds, and state TH funds from a set aside in SFY 2012 will be used to fund project 2722-81, 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) _____

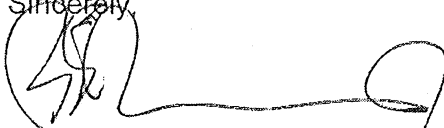
*Exempt Project Category #:

S-10 – Pavement resurfacing and rehabilitation and

E-1 – Intersection channelization projects 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) 234-7788.

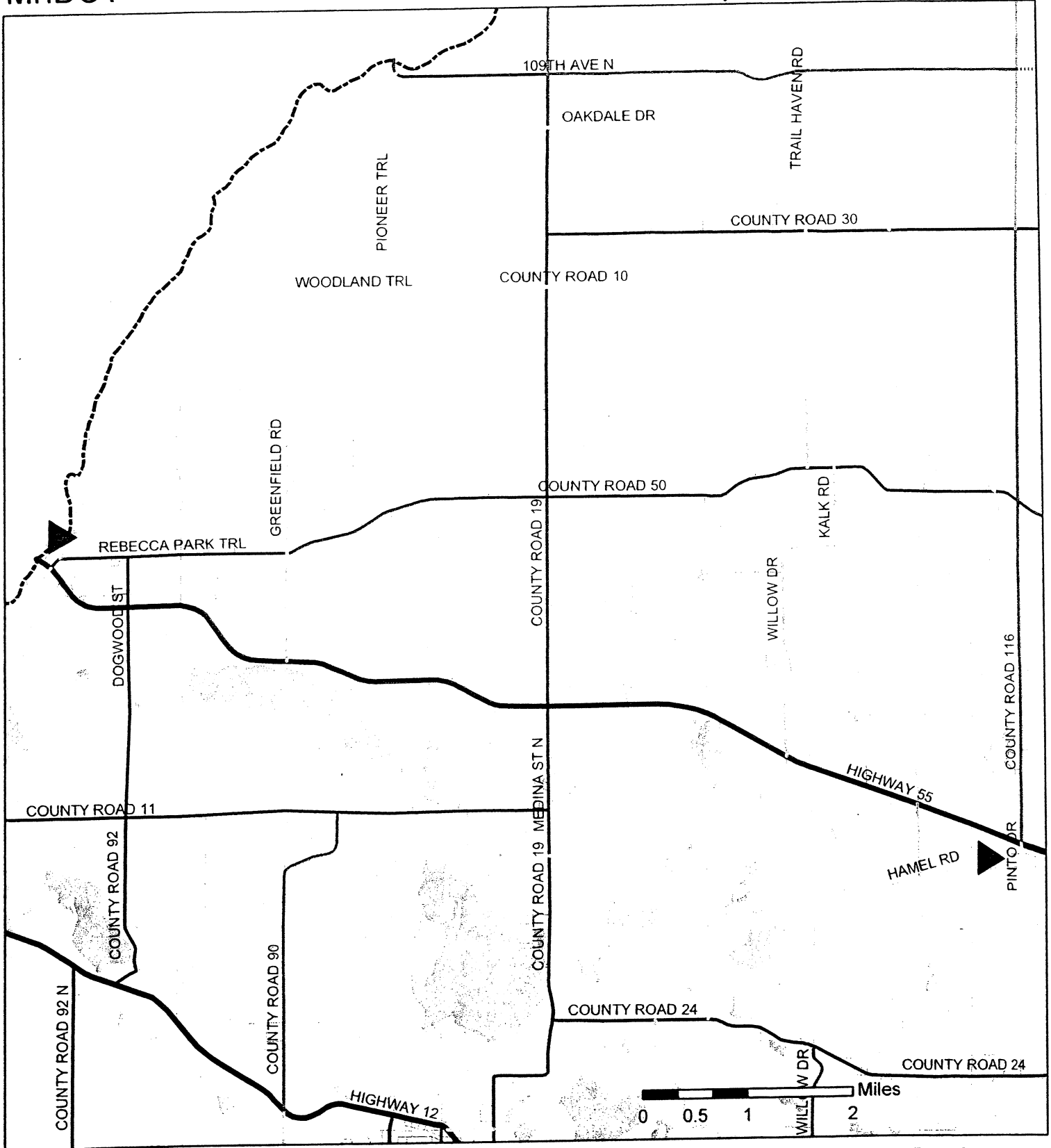
Sincerely,



Brian Isaacson, Director
Metro Program Management
Metro District

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Existing Regional Functional Class Roads

- | | | | |
|--|--------------------|--|-------------------|
| | Principal Arterial | | A Minor Augmentor |
| | B Minor | | A Minor Reliever |
| | Major Collector | | A Minor Expander |
| | Minor Collector | | A Minor Connector |

Planned Regional Functional Class Roads

- | | | | |
|--|--------------------|--|-------------------|
| | Principal Arterial | | A Minor Augmentor |
| | B Minor | | A Minor Reliever |
| | Major Collector | | A Minor Expander |
| | Minor Collector | | A Minor Connector |





Better Roads for a Better Minnesota

May 2011

Background

More than 750 miles of Trunk Highway (TH) roads in Minnesota are currently in "Poor" condition. Despite approximately \$980 million of planned pavement investments from 2012-15, the miles in "Poor" condition is projected to increase to 1,900 by the year 2020. This will have a significant negative impact on the traveling public, the state's economy and quality of life. It will also increase the future cost of maintaining paved roads in Minnesota.

Program Proposal

The Minnesota Department of Transportation is developing a four-year program that will:

- Significantly improve state highway pavement condition – the goal is to improve more than 700 miles of roads and reduce "Poor" pavements
- Provide pavement-focused mobility enhancements and transit advantages in the Twin Cities metro area including MnPASS expansion and shoulder hardening for transit
- Provide pavement-related improvements in the areas of safety and ADA accessibility and other work, such as drainage facilities
- Explore innovative engineering and delivery techniques to best use taxpayer dollars
- Support about 3,400 jobs in the Minnesota road construction industry

Program Cost and Funding

The overall cost of this program is \$398 million and does not require any increase in revenue. The funding sources include: TH Bonds held as contingency for unanticipated cost increases in the Mn/DOT Bridge Program; state funds from the TH Fund; and available federal funds, including bid savings on recent projects.

Source	FY 2012	FY 2013	FY 2014	FY 2015	Total
TH Bonds	\$68 m	\$50 m	\$35 m	-	\$153 m
TH Fund	\$56 m	\$28 m	\$25 m	\$33 m	\$142 m
Federal Funds	\$31 m	\$12 m	\$19 m	-	\$62 m
Subtotal	\$155 m	\$90 m	\$79 m	\$33 m	\$357 m
TH Debt Service	\$5 m	\$9 m	\$14 m	\$13 m	\$41 m
Total	\$160 m	\$99 m	\$93 m	\$46 m	\$398 m

Funding will be allocated statewide to MnDOT's transportation districts based on pavement performance need.

Additional Commitment

MnDOT has already committed an additional \$96 million in FY 2011 towards pavement improvement.

Sustainability

The *Better Roads for a Better Minnesota* program will stem the increase in "Poor" pavements over the next four years, after which, more investments above and beyond the regular program will be needed. These investments will be determined based on MnDOT's risk management approach.

Legislative Authority

Appropriation authority is necessary to use this increased funding from the TH Fund balance, which includes debt service on the TH bonds, as well as federal funds for the *Better Roads for a Better Minnesota* program. No additional authority is needed to use the TH bonds for the program.

Your Destination...Our Priority

