

T Transportation Committee
For the Metropolitan Council meeting of January 27,
2010

Item: **SW** 2010-41

ADVISORY INFORMATION

Date January 26, 2010
Prepared:
Subject: 2010-2013 TIP Amendment to Add State Project SP#2776-03, I-494/TH169
Interchange Reconstruction, Stimulus II MnDOT Project

Proposed Action:

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2010-2013 Transportation Improvement Program (TIP) to add the I-494/TH169 Interchange Reconstruction to be funded by Stimulus II.

Summary of Committee Discussion / Questions:

Carl Ohrn, MTS Planning Analyst, presented this item to the committee. He stated that if Stimulus II or other funding sources do not materialize, this project will have to be removed from the TIP to maintain fiscal constraint.

The FHWA is allowing this project to be amended into the TIP because of the very tight deadline, in the House Stimulus II bill.

The TAB supported this project because it was in the TIP at one time as part of the Governor's Bonding Bill. Due to the increasing cost of other projects, it had to be removed from of the TIP. The TAB voted to use \$34.5 M of the MnDOT loan payback as match if the competitive TIGER fund application for this project is granted.

No public comments were made at the Transportation Committee meeting.

Motion was made by McFarlin, seconded by Peterson and passed unanimously.

Business Item

T Transportation Committee

Item: SW 2010-41

Meeting date: January 25, 2010

Metropolitan Council Meeting: January 27, 2010

ADVISORY INFORMATION

Date: January 21, 2010
Subject: 2010-2013 TIP Amendment to Add State Project SP#2776-03, I-494/TH169 Interchange Reconstruction, Stimulus II MnDOT Project
District(s), Member(s): District 3 - McFarlin, District 4 - Peterson, District 5 -Bowles
Policy/Legal Reference: TAB Action
Staff Prepared/Presented: Arlene McCarthy, Director MTS (651-602-1754)
Amy Vennewitz, Dep. Dir. Finance & Planning MTS (651-602-1058)
Carl Ohrn, MTS Planning Analyst (651-602-1719)
Division/Department: MTS

Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2010-2013 Transportation Improvement Program (TIP) to add the I-494/TH169 Interchange Reconstruction to be funded by Stimulus II.

Background

In anticipation of the Stimulus II Bill, the TAB has passed a 2010-2013 TIP amendment to ensure 50% of the funds can be put under contract within a 90-day window. This is a very difficult deadline to meet. The directions from the Federal Highway Administration (FHWA) are to start the process now. FHWA and MnDOT appeared before the TAB Programming Committee and the TAB on January 20, 2010 to discuss this issue. The TAB debated this topic at length and passed the TIP amendment to fund the I-494/TH 169 Interchange Reconstruction project.

The TIP amendment request form is attached.

The TIP amendment assumes up to \$142.5 million Stimulus II funds would be allocated to this project. Local funds would total \$12 million.

This amendment is made contingent on the passage of Stimulus II. If the bill does not pass, or if the requirements were significantly different than anticipated, this amendment would have to be reversed.

The project is subject to air quality analysis and determination. An air quality conformity analysis and determination for the full design interchange was performed as part of the 2030 Transportation Policy Plan (TPP) amendment that added the project to the TPP (see attached memorandum and MPCA letter).

The amendment is consistent with the TPP adopted on January 14, 2009 with FHWA/FTA conformity determination established on September 16, 2009.

Rationale

In order to spend Federal Stimulus II funds, a project must be in the TIP, with a description and the funding sources.

"Same week" action by the Council is requested given the Stimulus II deadlines to use funds and meet MnDOT's planned letting dates.

Funding

The project is estimated to cost \$172 million. If a Stimulus II bill is passed, funding will be \$142.5 million in Stimulus II funds, \$12 million in local funds (Bloomington, Edina and Eden Prairie), \$12 million in federal STP funds and \$5.5 million state trunk highway funds.

Known Support / Opposition

No known opposition.

Transportation Advisory Board of the Metropolitan Council of the Twin Cities

Bill Hargis
Acting Chair

January 21, 2010

County Commissioners

Dennis Berg
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

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

Mr. Bell,

Municipal Officials

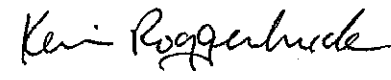
Dick Swanson
Blaine City Council
Bethany Tjornhom
Chanhassen City Council
Dan Gustafson
Burnsville City Council
Julia Whalen
Champlin City Council
James Hovland
Mayor of Edina
Becky Petryk
Hugo City Council
Robert Lilligren
Minneapolis City Council
Russ Stark
St. Paul City Council
William Hargis
Mayor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

On January 20, 2010, the Transportation Advisory Board voted to adopt an amendment to the region's 2010-2013 Transportation Improvement Program to include SP# 2776-03; Remove signals at I-494 north and south ramps at TH 169 and at Highwood Dr. and reconstruct the existing interchange ramps at I-494 and TH 169.

This project would be funded primarily with funds from an anticipated second federal recovery program.

The TAB forwards this action to the Metropolitan Council along with additional information described in TAB action transmittal 2010-07.

Sincerely,


for Bill Hargis, Acting Chair
Transportation Advisory Board

Citizen Members - Precinct

vacant - A
Bill Guidera - B
James Meyers - C
Chuck Haik - D
Bart Ward - E
Donn Wiski - F
Jill Smith - G
Ken Johnson - H

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
vacant
Transit
Ron Have
Freight
David Gepner
Non-motorized

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL

No. 2010-07

DATE: January 21, 2010
TO: Metropolitan Council
FROM: Transportation Advisory Board
SUBJECT: 2010-2013 Transportation Improvement Program Amendment.

MOTION: The Transportation Advisory Board adopted an amendment to the 2010-2013 TIP to include SP# 2776-03; Remove signals at I-494 north and south ramps at TH 169 and at Highwood Dr. and reconstruct the existing interchange ramps at I-494 and TH 169.

BACKGROUND AND PURPOSE OF ACTION: In anticipation of a second federal recovery program for transportation infrastructure projects, MN/DOT seeks to amend the area TIP to include the reconstruction of the I-494/TH 169 interchange. MN/DOT brought this amendment directly to the Transportation Advisory Board rather than the technical committees because the FHWA advises us that a second stimulus bill could be passed as early as mid-February. The bill approved by the U.S. House of Representatives includes a provision that states must have half of their apportionment under awarded within 90 days of passage of the Act. It will be extremely difficult to achieve this goal without amending the TIP immediately. The FHWA encourages the region to act quickly and advises that this is an appropriate action.

More information is provided in the attached letter from MN/DOT.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAB Programming Committee	Discussion	January 20, 2010
Transportation Advisory Board	Review & Adopt	



Minnesota Department of Transportation

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

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

January 20, 2010

Bill Hargis, Acting Chair
 Transportation Advisory 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 169/1494 Interchange

Dear Mr. Hargis:

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)	ARRA II (Jobs for Mainstreet) \$	FTA \$	TH \$	OTHER \$
MC	Grade, Surface, Bridge	Jobs for Main St. (ARRA II), STP, State & Local	\$172,000,000	\$12,000,000	\$142,500,000 (STP ARRA)	0	\$5,500,000	\$12,000,000 Bloomington (\$2.6 M), Edina (\$4.1 M), Eden Prairie (\$5.3 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).

This amendment is needed to add the TH 169/I-494 reconstruction project to the current TIP in SFY 2010 in order to use federal funds that are anticipated to be made available from the Stimulus II Jobs for Main Street funding legislation. The TH 169/I-494 interchange project being added to the current TIP at this time is to construct a performance based design of the TH 169/I-494 interchange.

On December 16, 2009, the House of Representatives passed a Stimulus II bill (Title 1; HR 2847) that identifies approximately the same amount of funding for highways and bridges that was available in the first American Reinvestment and Recovery Act (ARRA). The amount available to MnDOT Metro District under ARRA was \$170M, and MnDOT is moving forward with the assumption of the same funding level for the second stimulus program.

A key difference of the current House Bill, however, is a 90-day timeline for 50% of the total funds to be awarded for contract. This would begin on the date the bill is signed into law, which is currently expected sometime in mid February. Due to this more stringent timeline, the U.S. Secretary of Transportation has advised all states and MPOs to begin preparing immediately for meeting this requirement before the bill officially passes. A key element of this preparation is to include all projects in the MPO TIPs and STIPs. Although it is unusual for a TIP amendment to come directly to the Transportation Advisory Board, this issue was discussed with members of the TAC Executive Committee and determined that the only way to meet the expected timing requirements is to move the amendment forward now, with a STIP amendment approval by February 10th so that an RFP can be issued by February 15 (see anticipated schedule, below).

Approvals	Date
TIP amendment transmitted to MnDOT	February 8, 2010
STIP amendment approved by FHWA	February 10, 2010
Project Authorized by FHWA	February 12, 2010
RFP Issued	February 15, 2010
Evaluate Proposals	February 16 – May 14, 2010
Contract Awarded	May 15, 2010

Over the past few years, MnDOT has been preparing the TH 169/I494 interchange project for eventual construction. The project was considered as a potential candidate when the American Reinvestment and Recovery Act (ARRA) funds were available in 2009. However, the project was determined to be not deliverable under required ARRA timeline.

At this time MnDOT has chosen to move this project forward utilizing Jobs for Main Street funds. MnDOT is submitting this proposed TIP amendment assuming the most likely funding scenario available to Metro District and will make adjustments as needed if and when a final bill is signed into law. Meanwhile, Metro District is developing an additional funding scenario using other sources of funding as a contingency plan if needed.

With regard to public involvement, the TAB meetings are open to the public, and agendas are available on the Metropolitan Council website. Efforts are being made to accommodate periods of public comment at the upcoming Metropolitan Council Transportation Committee meeting as well as at the full Metropolitan Council meeting.

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 by deferral of other projects X
- Earmark or HPP not affecting fiscal constraint
- Other**

Fiscal Constraint will be maintained by using \$142.5M of new money (Jobs for Mainstreet). If the Jobs for Main Street funding does not materialize, MnDOT will pursue a TIP amendment articulating different funding sources and timeframes for this project. Along with this amount, \$12M of SFY 2010 STP target formula funds and \$5.5M of state funds will be used. The \$12M of SFY 2010 STP funds are available through savings from use of ARRA funds applied to Metro projects. The \$5.5M in state funds are State Trunk Highway dollars. The remaining \$12M will come from local sources for local components of the project. The funding for each city is expected to be as follows:

Bloomington	- \$2.6 M
Edina	- \$4.1 M
<u>Eden Prairie</u>	<u>- \$5.3 M</u>
Total	\$ 12 M

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 is currently underway and is expected to be completed prior to adoption of the TIP Amendment by the Metropolitan Council on January 27, 2010. An air quality conformity analysis and determination for the full build design of this interchange has been performed previously as part of the Transportation Policy Plan (TPP) amendment that added this project to the TPP. This air quality conformity determination was approved by the Federal Highway Administration on September 16, 2009. While an air quality conformity analysis has not yet been performed for the performance based design of this interchange, the results of the conformity analysis for the full build design were found to be well below the regional emissions budget. Based on the geometrics and operating characteristics of the performance based design, the results of the air quality

conformity analysis of the performance based design are also expected to remain well below the regional emissions budget. Documentation of the air quality conformity analysis and determination will be included with the TIP amendment that will be acted upon by the full Metropolitan Council meeting on January 27, 2010.

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.

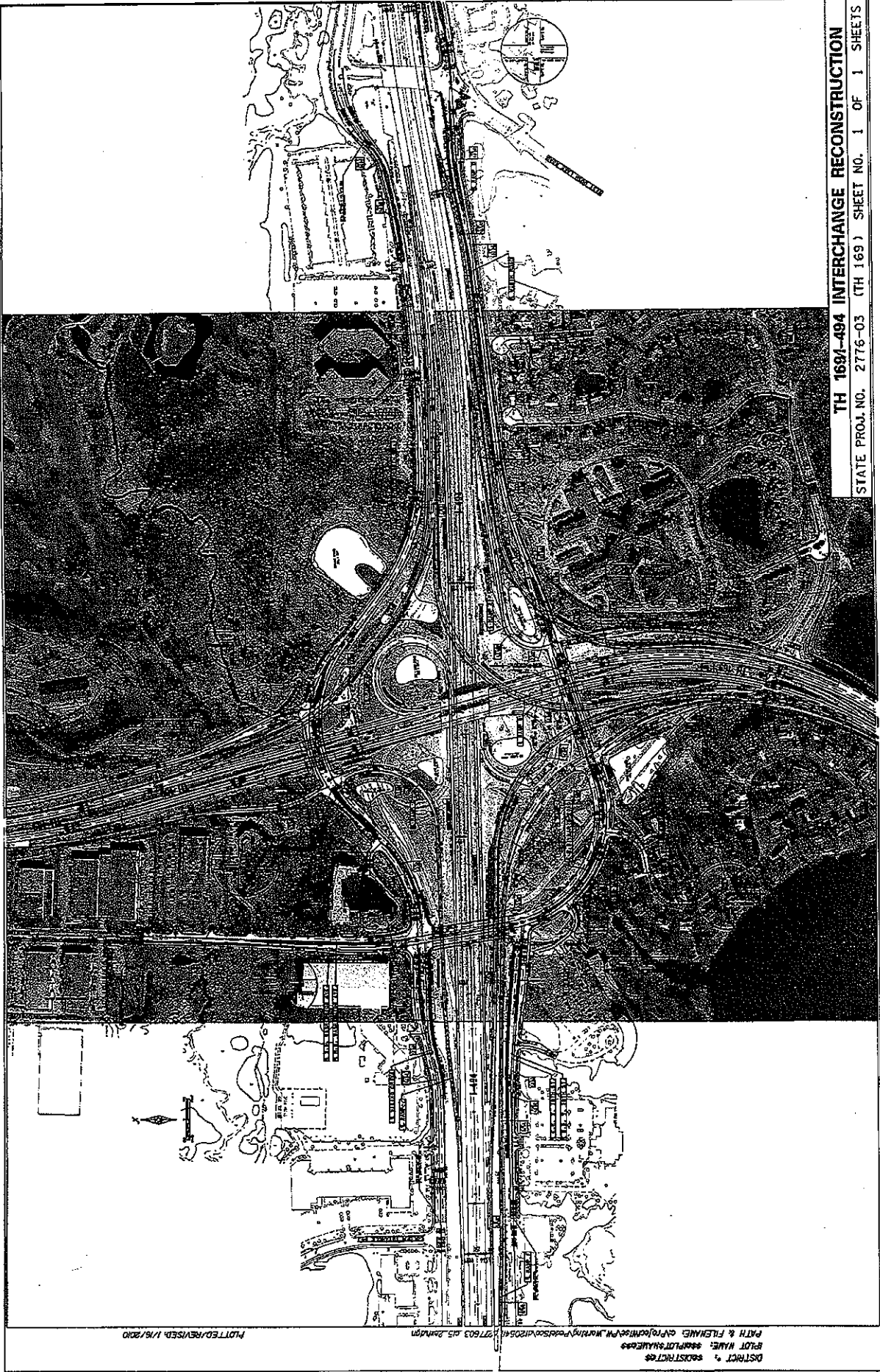
We are requesting approval of this TIP amendment at this time. If you have any questions, please contact me at 651-234-7700.

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



TH 1694-494 INTERCHANGE RECONSTRUCTION
 STATE PROJ. NO. 2776-03 (TH 169) SHEET NO. 1 OF 1 SHEETS

PLOTTED/REVISED 1/8/200

07/603 05/20/03

DISTRICT 7
 PLAN & ELEVATION
 3000/LOT 34/AREAS

Memorandum

DATE: December 1, 2008
TO: Interagency Air Quality Conformity Work Group
FROM: Jonathan Ehrlich
SUBJECT: Air Quality Conformity Analysis for 2009 TPP Modification

The analysis described in this memorandum has resulted in a Conformity finding that the addition of any one of the projects listed in Table 1 meet all relevant regional emissions analysis and budget tests as described herein. The *Transportation Policy Plan* conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of the Minnesota State Implementation Plan for air quality.

On November 25, 2008, the Interagency Air Quality Conformity Work Group, with representatives from the Metropolitan Council, Mn/DOT, MPCA, FHWA, and EPA, met and discussed proposed changes to the draft *2009 Transportation Policy Plan* in response to potential federal economic stimulus legislation targeting transportation infrastructure. With a decision to be made at a later date based on the size of stimulus legislation and other considerations, exactly one of eleven projects listed in Table 1, may be constructed. The committee directed council staff to analyze these eleven projects individually.

TABLE 1: POTENTIAL ADDITIONAL PROJECTS

1	I-35E: TH 110-TH 5
2	I-35W: 46th St to I-94
3	I-494: TH 55 to I-94
4	I-494: TH 77 to TH 100
5	I-694: I-35W to I-35E
6	I-694: I-35E to TH 36
7	TH 36: I-35W to I-35E
8	TH 100: 36th St. to Cedar Lake Rd
9	TH 252: 73rd Ave to TH 610
10	TH 610: CR 130 to I-94
11	TH 169: I-494 Interchange

Quantitative analysis of CO emissions resulting from the addition of each of the projects listed in Table 1, was prepared. Transportation and emissions forecasting procedures, consultation procedures, and other assumptions may be found in Appendix G of the Draft 2009 Transportation Policy Plan.

Each project was added to the baseline network and modeled for years 2015, 2020, and 2030. (No modeling was performed for 2009, as all of the modeled projects would be constructed after that date). The regional model highway assignment was run, and results were combined with Mobile 6.2 emissions rates to produce tons-per-day estimates of CO emissions for each scenario. While each scenario was

modeled separately and represents a single project, the modeling is based on county-wide average speeds and should not be seen as sufficient for project-level environmental analysis.

ESTIMATED FUTURE EMISSIONS IN THE TWIN CITIES CO MAINTENANCE AREA

The EPA, in response to a MPCA request, redesignated the Twin Cities seven-county Metropolitan Area and Wright County as a maintenance area for CO in October, 1999. A 1996 motor vehicle emissions budget (MVEB) was revised in January 2005 in a revision to the SIP. The SIP amendment revised the MVEB budget to a "not-to-exceed" threshold of 1,961 tons per day of CO emissions for the analysis milestone years of 2009, 2015, 2020, and 2030. The results of the emissions analysis are shown below.

TABLE 2: CO EMISSION BUDGET CONFORMITY TEST (Short Tons/day)

SCENARIO		2009	2015	2020	2030
TPP BASELINE	ACTION	1,408	1,210	1,161	1,199
	CO EMISSIONS BELOW MVEB		751	800	762
I-35E: TH 110-TH 5	ACTION		1,211	1,163	1,201
	CO EMISSIONS BELOW MVEB		750	798	760
I-35W: 46th St to I-94	ACTION		1,211	1,162	1,200
	CO EMISSIONS BELOW MVEB		750	799	761
I-494: TH 55 to I-94	ACTION		1,211	1,163	1,201
	CO EMISSIONS BELOW MVEB		750	798	760
I-494: TH 77 to TH 100	ACTION		1,211	1,163	1,200
	CO EMISSIONS BELOW MVEB		750	798	761
I-694: I-35W to I-35E	ACTION		1,211	1,163	1,201
	CO EMISSIONS BELOW MVEB		750	798	760
I-694: I-35E to TH 36	ACTION		1,211	1,164	1,201
	CO EMISSIONS BELOW MVEB		750	797	760
TH 36: I-35W to I-35E	ACTION		1,211	1,163	1,200
	CO EMISSIONS BELOW MVEB		750	798	761
TH 100: 36th St. to Cedar Lake Rd	ACTION		1,211	1,162	1,200
	CO EMISSIONS BELOW MVEB		750	799	761
TH 252: 73rd Ave to TH 610	ACTION		1,212	1,163	1,202
	CO EMISSIONS BELOW MVEB		749	798	759
TH 610: CR 130 to I-94	ACTION	1,212	1,163	1,202	
	CO EMISSIONS BELOW MVEB	749	798	759	
TH 169: I-494 Interchange	ACTION	1,210	1,161	1,199	
	CO EMISSIONS BELOW MVEB	751	800	762	



Minnesota Pollution Control Agency

520 Lafayette Road North | St. Paul, MN 55155-4194 | 651-296-6300 | 1-800-657-3864 | 651-282-5332 TTY | www.pca.state.mn.us

December 8, 2008

Ms. Arlene McCarthy
Metropolitan Transportation Services
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

RE: Air Quality Conformity Analysis for the 2030 Transportation Policy Plan Modification

Dear Ms. McCarthy:

I have completed my review of the above referenced document submitted by the Metropolitan Council (Council) in support of its 2008 modification of the 2030 Transportation Policy Plan (Plan). The Minnesota Interagency Air Quality Conformity Consultation Committee, with representatives from the Minnesota Pollution Control Agency (MPCA), Council, Minnesota Department of Transportation (MNDOT), and Federal Highway Administration (FHWA) met on November 25, 2008, to discuss the proposed changes to the draft 2008 Plan in response to potential economic stimulus legislation targeting transportation infrastructure. Only one of the eleven projects selected from the Plan may be constructed with a decision to be made on a later date depending on the size of the stimulus package and other considerations.

At this meeting, the committee directed the Council staff to analyze these eleven projects individually. As part of this plan modification, the Council prepared a quantitative analysis of carbon monoxide (CO) emissions resulting from the addition of each of the eleven projects. Each project was added to the baseline network and modeled for years 2015, 2020, and 2030. (No modeling was performed for 2009, since all of the modeled projects would be constructed after that date). The regional model highway assignment was run, and the results were combined with MOBILE 6.2 emissions rates to produce tons-per-day estimates of CO emissions for each scenario. I have examined the document for conformance with a check list of requirements from the joint Transportation Conformity Rule of the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation.

The analysis in the document shows that daily CO emissions in tons/day for the milestone years of 2015, 2020, and 2030 are below the regional CO motor vehicle emissions budget revised by the MPCA in 2005 even with the addition of any one of the projects listed in Table I of the document submitted by the Council. Based on this information, the MPCA has determined that the addition of any one of the projects listed in Table 1 of the conformity document meet all relevant regional emissions analysis and budget tests as described herein. Therefore, the 2008 Plan modification conforms to the relevant sections of the federal transportation

Ms. Arlene McCarthy
December 8, 2008
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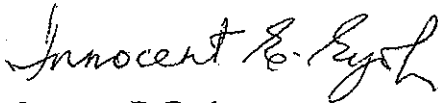
Conformity rule and to the applicable sections of the Minnesota State Implementation Plan for Air Quality.

I appreciate the opportunity given to review this document as part of the EPA Transportation Conformity rule consultation process, and for the great work done by the Council's staff by completing this analysis in a timely fashion. I also appreciate the cooperation of the interagency consultation group with their immediate assistance in resolving all policy and technical issues with respect to the Plan's Air Quality Conformity determination.

If you have any questions, please contact me at 651-757-2347 or via e-mail at innocent.eyoh@pca.state.mn.us.

*MPCA is in the middle of changing phone services and phone numbers, my new number is 651-757-2347. You may still reach me from my old number until December 15.

Sincerely,



Innocent E. Eyoh
Principal Transportation Planner

cc: Jonathan Ehrlich, Met Council
Patricia Bursaw, MNDOT
Brian Isaacson, MNDOT
Susan Moe, FHWA
Michael Leslie, EPA
J. David Thornton, MPCA
John Seltz, MPCA
Frank Kohlasch, MPCA

IE:rlr