

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL

No. 2010-38

DATE: May 12, 2010
TO: Transportation Advisory Board
FROM: Technical Advisory Committee
SUBJECT: Reallocation of 2009 Solicitation Highway Safety Improvement Program (HSIP) Funds.

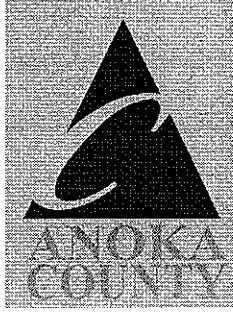
MOTION: That the TAB withdraw the HSIP funds awarded to the Anoka County CSAH 51/CSAH 14 project and re-allocate the funds to Anoka County CSAH 5 @ Alpine Drive and to Dakota County CSAH 32 @ Nicollet Ave.

BACKGROUND AND PURPOSE OF ACTION: The CSAH 14 @ CSAH 51 intersection improvement project, awarded HSIP funding in the 2009 regional solicitation, will be built as part of a design-build project to reconstruct CSAH 14 from CSAH 78 to TH 65. Funding for the CSAH 14/CSAH 51 intersection improvement is included in the design build project, so the HSIP funds are not needed. The TAB adopted a policy and process to modify the list of selected projects in a regional solicitation before they become part of an adopted TIP. The action recommended by the TAC is consistent with that adopted policy.

Additional background material is attached.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	April 22, 2010
Technical Advisory Committee	Review & Recommend	May 5, 2010
TAB Programming Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	



COUNTY OF ANOKA

Public Services Division

HIGHWAY DEPARTMENT

1440 BUNKER LAKE BLVD. NW, ANDOVER, MINNESOTA 55304

(763) 862-4200 FAX (763) 862-4201

April 7, 2010

Mr. William Hargis, Chair
TRANSPORTATION ADVISORY BOARD
Metropolitan Council
390 N. Robert Street
St. Paul, MN 55101

SUBJECT: Anoka County HSIP Projects for 2013 - 2014 Solicitation

Dear Chair Hargis:

In the 2009 Regional Solicitation process, Anoka County was awarded HSIP (Highway Safety Improvement Program) funds for safety improvements on our system. One of the projects for which we received an award is located at the intersection of CSAH 14 (Main Street) and CSAH 51 (University Avenue).

Since the award of the HSIP grants was approved by TAB, a small, but positive, complication has arisen regarding the CSAH 14/CSAH 51 project: Anoka County has been granted the opportunity to perform the first county-led Design-Build project, which happens to be on CSAH 14. The Design-Build project is being funded with turn-back dollars and proposes reconstruction of CSAH 14 from CSAH 78 (Hanson Boulevard) to TH 65. (See Exhibit A, attached)

The result is that the CSAH 14/CSAH 51 intersection, which is located right in the middle of this Design-Build project, now has two sources of funding--HSIP and turn-back dollars. Of course, it makes a great deal of sense for us to improve the intersection as we are constructing CSAH 14 through the Design-Build process. Otherwise, we will come back within a short time and tear up "new construction" to make the improvement to the intersection with HSIP funds.

Therefore, it is the intention of Anoka County to return the funds for the CSAH 14/CSAH 51 HSIP project. But there is one more small complication for your consideration: The next project on the ranked list of HSIP funded projects happens to be another project in Anoka County--that is, the CSAH 5/Alpine HSIP project. (See Exhibit B, attached)

After speaking with Kevin Roggenbuck, TAB Coordinator and then Wayne Lemaniak, MnDOT Metro Traffic Engineering Office, about this situation, it appears there are no other technical or scoring issues to be dealt with; however, there is the issue of processing both the return of funds for the CSAH 14/CSAH 51 project and the inclusion of the CSAH 5/Alpine project for STIP amendment(s) through the TAC/TAB process.

Anoka County staff has vetted this situation through our Public Works Committee, which is the committee of jurisdiction for transportation issues in the county. The four members of this committee (Commissioners Berg (Committee Chair and County Board Chair), Lang, LeDoux and Sivarajah) have authorized staff to proceed with these requests. Therefore, with this letter, we would like to initiate that process with TAC.

Sincerely,

Kate Garwood, AICP
Multimodal Transportation Manager
Anoka County Highway Department

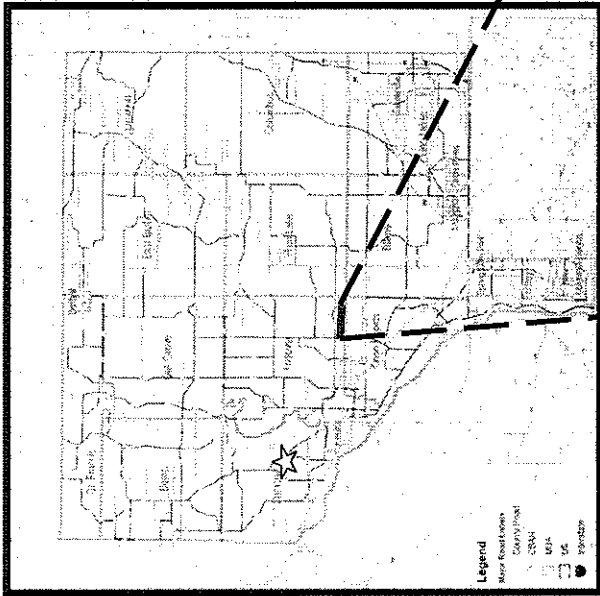
Attachments: Exhibit A (Map of CSAH 14 Design Build Project Termini)
Exhibit B (HSIP Awards for 2013 – 2014 Solicitation)

cc: Jon Olson, PE, Public Services Division Manager
Doug Fischer, PE, County Engineer

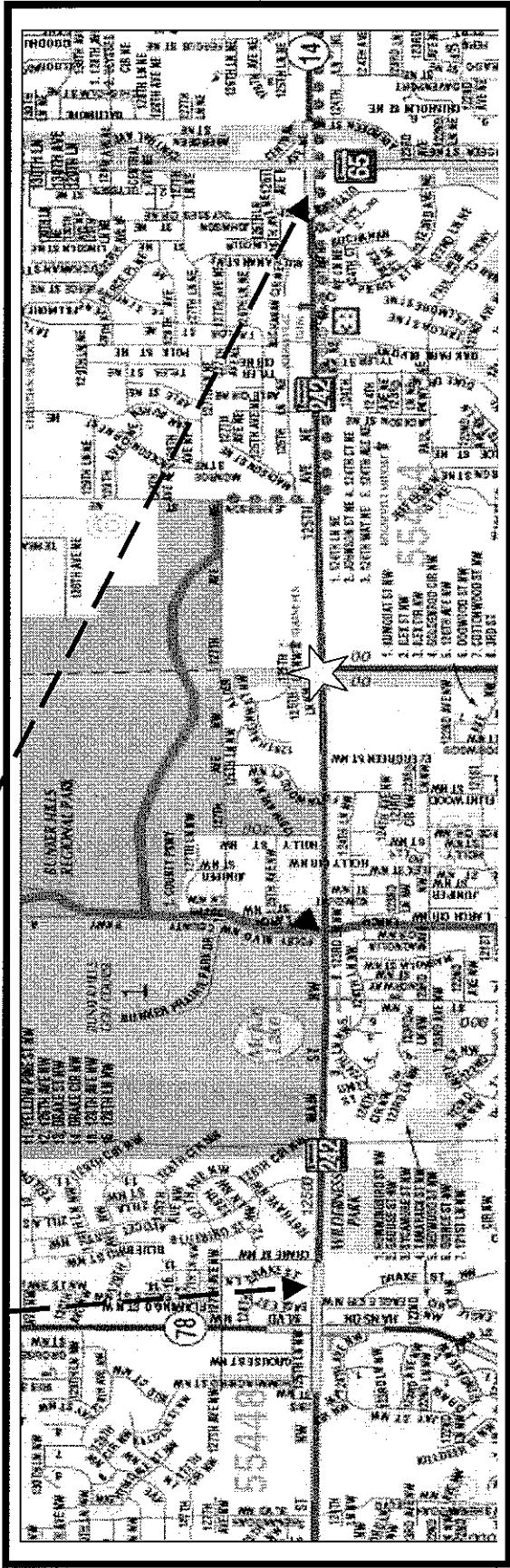
EXHIBIT A

**Anoka County Design Build Project
CSAH 14 from
CSAH 78 to TH 65**

★ Location of HSIP Projects: CSAH 14/CSAH 51
CSAH 5 @ Alpine



Legend
Main Road Shows
County/Trunk
CSAH
MHA
UC
2004/07



**2013 / 2014 HSIP FUNDING
METRO DISTRICT**

Exhibit B

Road Type	Project Description	Location	Agency	Contact	Federal \$	Match \$	Total Project Cost \$	Accumulated Federal \$	B / C
CSAH	PROACTIVE, rumble stripes, curve delineation, red light indications, rural intersection lighting, signing/stripping	Various locations	Scott County	Mitch Rasmussen, County Engineer	\$543,600	\$60,400	\$604,000	\$543,600	P
STATE	PROACTIVE, rural intersection lighting	Various locations	Mn/DOT	Wayne Lemaniak, Program Support Supervisor	\$180,000	\$20,000	\$200,000	\$723,600	P
CSAH	Close median	CSAH 1 @ 100th Lane	Anoka County	Jane Rose, Traffic Eng Mgr	\$90,000	\$10,000	\$100,000	\$813,600	48.97
CO ROAD	New signal; left & right turn lanes on minor leg	CR 74 (221st Ave) @ TH 65	Anoka County	Jane Rose, Traffic Eng Mgr	\$1,080,000	\$120,000	\$1,200,000	\$1,893,600	23.24
CSAH	Partial grade separation interchange, T-intersection, northbound bridged over left turners	CSAH 17 @ CSAH 42	Scott County	Leslie Vermillion, Public Works Director	\$1,800,000	\$2,600,000	\$4,400,000	\$3,693,600	15.75
STATE	Convert to 3/4 intersection and construct two U-turn locations	TH 52 @ CSAH 86	Mn/DOT	Wayne Lemaniak, Program Support Supervisor	\$765,000	\$85,000	\$850,000	\$4,458,600	9.66
CSAH	Signal rebuild, painted channelization to develop left turn lanes	CSAH 1 @ Round Lake Blvd	Anoka County	Jane Rose, Traffic Eng Mgr	\$360,000	\$40,000	\$400,000	\$4,818,600	6.04
CSAH	Signal rebuild, interconnect, add left turn lane, red light running indicators	CSAH 17, Vierling Drive to TH 169	City of Shakopee	Bruce Loney, Public Works Director	\$1,080,000	\$120,000	\$1,200,000	\$5,898,600	5.83
CSAH	Signal rebuild, develop opposing left turn lanes	Silver Lake Rd @ CSAH 10	City of Mounds View	Nicholas DeBar, Director Public Works	\$261,000	\$29,000	\$290,000	\$6,159,600	5.74
STATE	Convert to 3/4 intersection and construct two U-turn locations	TH 52 @ CSAH 66	Mn/DOT	Wayne Lemaniak, Program Support Supervisor	\$765,000	\$85,000	\$850,000	\$6,924,600	5.72
CSAH	Signal rebuild, additional thru lane, left & right turn lanes	CSAH 14 @ CSAH 51	Anoka County	Jane Rose, Traffic Eng Mgr	\$990,000	\$110,000	\$1,100,000	\$7,914,600	5.46
CSAH	Signal rebuild, develop dedicated left turn lanes	Maryland Ave @ Payne Ave	Ramsey County	Kenneth Haider, County Engineer	\$1,439,958	\$159,995	\$1,599,953	\$9,354,558	5.38
CSAH	Signal rebuild, 3 right turn lanes	CSAH 18 @ CSAH 11	Anoka County	Jane Rose, Traffic Eng Mgr	\$540,000	\$60,000	\$600,000	\$9,894,558	5.02
CO ROAD	Signal rebuild, lengthen existing left turn lane, construct NB left turn lane	CR 3 @ Springbrook Drive	Anoka County	Jane Rose, Traffic Eng Mgr	\$450,000	\$50,000	\$500,000	\$10,344,558	4.75
CSAH	New signal, construct left & right turn lanes all legs	CSAH 78 @ CSAH 20	Anoka County	Jane Rose, Traffic Eng Mgr	\$810,000	\$90,000	\$900,000	\$11,154,558	4.64
CSAH	Signal rebuild, construct left turn lanes	Maryland Ave @ Arkwright Street	Ramsey County	Kenneth Haider, County Engineer	\$1,363,287	\$151,476	\$1,514,763	\$12,517,845	4.43
CITY	Construct roundabout	Brookdale Drive @ Xerxes Avenue	City of Brooklyn Park	Jeff Holstein, City Traffic Engineer	\$541,800	\$60,200	\$602,000	\$13,059,845	4.20
CITY	Construct roundabout, widen Zachary Lane	Zachary Lane @ 101st Ave	City of Maple Grove	Marcus Culver, City Traffic Engineer	\$900,000	\$100,000	\$1,000,000	\$13,959,845	3.36
STATE	Construct EB left turn lane, widen shoulders, close City street, close private driveway	TH 5 @ Minnewashta Parkway and Lone Cedar Lane	City of Chanhassen	Paul Oehme, City Engineer	\$900,000	\$100,000	\$1,000,000	\$14,859,845	3.21
CSAH	New signal, construct left & right turn lanes	CSAH 17 @ CSAH 18	Anoka County	Jane Rose, Traffic Eng Mgr	\$450,000	\$50,000	\$500,000	\$15,309,845	2.99
STATE	New signal, construct turn lanes on legs	TH 61 @ CSAH 4 (170th Street)	Mn/DOT	Wayne Lemaniak, Program Support Supervisor	\$1,152,000	\$128,000	\$1,280,000	\$16,461,845	2.63
CSAH	New signal, construct left & right turn lanes	CSAH 5 @ Alpine Drive	Anoka County	Jane Rose, Traffic Eng Mgr	\$900,000	\$100,000	\$1,000,000	\$17,361,845	2.39
CSAH	Construct WB left turn lane	CSAH 32 @ Nicollet Ave	Dakota County	Todd Howard, Ass't Co Eng	\$315,000	\$35,000	\$350,000	\$17,676,845	1.74
* CSAH	* PROACTIVE, rumble stripes, shoulder widening, red light indications, enhanced curve delineation, rural int lighting, intersection signing and striping	CSAH 81, CSAH 13, CSAH 144	* Hennepin County	James Grube, County Engineer	\$987,645	\$98,765	\$1,086,410	\$18,664,290	P
* STATE	* PROACTIVE, constructing shoulders	TH 5, Scandia Road to Laketown Road	* Mn/DOT	Wayne Lemaniak, Program Support Supervisor	\$900,000	\$100,000	\$1,000,000	\$19,564,290	P

Funded projects based on projected set aside for 2013 / 2014 HSIP program.

* The HSIP scoring committee determined that both these "proactive" project submittals contained both "proactive" and "reactive" strategies. As a result, the Committee was not able to comparatively analyze these projects fairly with the rest of the submittals. The Committee also determined that it was not appropriate to fund only a portion of the submittal, as this would violate a long standing tradition of ranking proposals as a whole, and not on their individual portions. The Committee recognizes that the definition of "proactive" and the funding of such projects is a relatively new concept with limited available guidance from the HSIP Program. While the Committee recommends against funding these submittals at this time, we do recommend the F&P develop a task force to better define and develop "proactive" funding ranking criteria for the 2011 solicitation.

Final project selection and funding setasides to be determined by Transportation Advisory Committee.

Project No	Applicant	Description	Federal \$	Req TIP FY	2013	2014	2015	STIP Prog FY
HSIP-23	Scott County	PROACTIVE, rumble stripes, curve delineation, red light indications, rural intersection lighting, signing/stripping	\$543,600		554,472			
HSIP-24	Mn/DOT	PROACTIVE, rural intersection lighting	\$180,000			187,200		
HSIP-1	Anoka County	CSAH 1(Coon Rapids Blvd)@100th Ln-Close median	\$90,000		91,800			
HSIP-4	Anoka County	CR 74(221st Ave NE)@ TH 65-New signal; left & right turn lanes on minor leg	\$1,080,000			1,123,200		
HSIP-2	Scott County	CSAH 17 @ CSAH 42-Partial grade separation interchange, T-intersection, northbound bridged over left turners	\$1,800,000			1,872,000		
HSIP-3	Mn/DOT	TH 52 @ CSAH 86-Convert to 3/4 intersection and construct two U-turn locations	\$765,000		780,300			
HSIP-5	Anoka County	CSAH 1(Coon Rapids Blvd)@Round Lake Blvd-Signal rebuild, painted channelization to develop left turn lanes	\$360,000		367,200			
HSIP-12	City of Shakopee	On CSAH 17 from Vierling Dr to TH 169-Signal rebuild, interconnect, add left turn lane, red light running indicators	\$1,080,000		1,101,600			
HSIP-15	City of Mounds View	CSAH 10@ Silver Lake Rd-Signal rebuild, develop opposing left turn lanes	\$261,000		266,220			
HSIP-6	Mn/DOT	TH 52 @ CSAH 66-Convert to 3/4 intersection and construct two U-turn locations	\$765,000		780,300			
HSIP-8	Anoka County	CSAH 4(Main St)@ CSAH 54(University Ave)-Signal rebuild, additional thru lane, left & right turn lanes	\$990,000			4,026,600		
HSIP-7	Ramsey County	CSAH 31(Maryland Ave) @ Payne Ave-Signal rebuild, develop dedicated left turn lanes	\$1,439,958			1,497,556		
HSIP-13	Anoka County	CSAH 18(Crooked Lake Blvd) @ CSAH 11(Northdale Blvd)-Signal rebuild, 3 right turn lanes	\$540,000		550,800			
HSIP-9	Anoka County	rebuild, lengthen existing left turn lane, construct NB left turn lane	\$450,000		459,000			
HSIP-10	Anoka County	CSAH 78(Hanson Blvd)@CSAH 20(161st NW)-New signal, construct left & right turn lanes all legs	\$810,000			842,400		
HSIP-11	Ramsey County	CSAH 31(Maryland Ave)@ Arkwright St-Signal rebuild, construct left turn lanes	\$1,363,287		1,390,553			
HSIP-14	City of Brooklyn Park	Brooklyn Dr @ Xerxes Ave-Construct roundabout	\$541,800		552,636			
HSIP-18	City of Maple Grove	Zachary Ln@ 101st Ave-Construct roundabout, widen Zachary Lane	\$900,000			936,000		
HSIP-16	City of Chanhassen	TH 5 @ Minnewashta Pkwy & Lone Cedar Ln-Construct EB left turn lane, widen shoulders, close City street, close private driveway	\$900,000		918,000			
HSIP-17	Anoka County	CSAH 17(Lexington Ave) @ CSAH 18(Crosstown Blvd NE)-New signal, construct left & right turn lanes	\$450,000		459,000			
HSIP-19	Mn/DOT	TH 61 @ CSAH 4(170th St)-New signal, construct turn lanes on legs	\$1,152,000			1,198,080		
	Anoka County	CSAH 5 @ Alpine Drive -New signal, construct left and right turn lanes.	\$900,000			936,000		
	Dakota County	CSAH 32 @ Nicollet Avenue - Construct WB left turn lane.	\$315,000			327,600		
HSIP SUBTOTALS			\$16,686,645		8,271,881	8,920,036		

Notes: HSIP 8 project removed from the draft 2011-2014 TIP because the project scope is included as part of another project. Anoka and Dakota County projects added to the draft 2011-2014 TIP. The funds from HSIP 8 were re-programmed to these two projects per adopted TAB. Anoka County CSAH 5 project local match is \$104,000. Dakota County CSAH 32 project local match is \$36,400.

TRANSPORTATION ADVISORY BOARD
Mears Park Centre, 230 E. Fifth St., St. Paul, MN 55101

A C T I O N T R A N S M I T T A L

NO. 2002-16

DATE: September 10, 2002
TO: Transportation Advisory Board
FROM: Technical Advisory Committee
SUBJECT: Adoption of TAB Procedures for Project Selection and Changes and Federal Funds Management

MOTION: That the Transportation Advisory Board approves the attached:

- 1) Project Selection Process and Changes
- 2) Federal Funds Management Process

BACKGROUND AND PURPOSE OF ACTION: Over the past year two issues have been raised with the TAB/Council process for regional selection of projects, subsequent changes and the management of federal funds once projects have been included in the TIP.

The two attachments are intended to articulate the methods the TAB and Council will use to carry out these functions in the future in conjunction with Mn/DOT and the TAC. Once adopted, these procedures will be incorporated into the Prospectus for the Transportation Planning Process for the Twin Cities Metropolitan Area.

ISSUES: Action on this item was tabled by the TAB and referred back to the TAB Programming Committee for further discussion and explanation of the two processes.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review and Recommend	July 25, 2002
TAC	Review and Recommend	August 14, 2002
TAB Programming Committee	Review and Recommend	September 18, 2002
TAB	Review and Adopt	September 18, 2002
Metropolitan Council	Concur	

TRANSPORTATION ADVISORY BOARD

PROJECT SELECTION PROCESS AND CHANGES

Introduction

Recorded below are the key steps in the development, adoption and amendment of the regionally selected projects

In order to meet federal regulations concerning participation of locally elected officials, the Council has adopted the position that the Transportation Advisory Board (TAB) is responsible for assigning funding priorities and adopting programs. The Council may approve or disapprove a program in part or whole, but it will not modify it. If modifications are required, the program is sent back to the TAB with the Council's recommendations. The TAB then determines the manner in which the program will be resubmitted to the Council. This document is intended to describe this process and amendment procedure.

Regional Project Selection Process

1. The Technical Advisory Committee's(TAC) Funding & Programming Committee (F&PC) develops the draft project solicitation package.
 - The TAC and TAB Programming Committee participates in the process.
 - The TAB approves for purpose of holding a public meeting.
2. The F&PC modifies the solicitation package based on public and agency comments, and recommends to TAC.
 - The TAC and TAB Programming Committee recommend to TAB.
 - TAB adopts and recommends Metropolitan Council approval.
 - The Metropolitan Council's Transportation Committee recommends to the Metropolitan Council for approval.
3. The F&PC manages all aspects of the solicitation including scoring of projects and developing funding alternatives.
4. The F&PC develop and forward project selection alternatives to the TAC.
 - TAC reviews, recommends and forwards to the TAB Programming Committee.
 - The TAB Programming Committee discusses alternatives.
 - The TAB Programming Committee may drop, modify, or add to the recommended alternatives.
 - The TAB Programming Committee recommends one set of projects for funding to the TAB.
 - The TAB approves the recommended projects, modifies the list or selects a different alternative set of projects.
 - The TAB instructs staff to include the funding alternatives in the TIP.
 - The TAB holds a public hearing on the TIP, with the recommended projects prior to adoption.

5. The TAB adopts the TIP and recommends to the Metropolitan Council for concurrence. The Metropolitan Council's Transportation Committee reviews and recommends the TIP to the Council. The Council either concurs with the TAB's action or sends the entire TIP back to TAB for modification.

Modification of the Regional Project Selection prior to TIP Adoption. *

There may be instances that the TAB would be requested to modify the regionally selected projects prior to adopting the TIP. In this event the following procedures would be followed.

1. All proposed modifications to the recommended list of regionally selected projects would be referred to the TAC.
2. The TAC will seek the advice on proposed modifications (other than those of a clerical nature) of the F&PC.
 - The F&PC will review the request to determine whether the proposed modifications(s) are in the spirit of the solicitation process and maintain the fiscal balance of the TIP.
 - The F&PC will recommend approval or rejection of the proposed modifications to TAC.
 - TAC and TAB Programming will consider and recommend to TAB.
 - TAB will accept and direct staff to modify the Draft TIP.
 - The Draft TIP adoption process will not change.

* There are numerous instances when regionally selected projects need to be modified, dropped, advanced or changed in some way. These changes would all be processed as TIP Amendments. TIP Amendments and/or in accordance with the Federal Funds Management Process attached.