

T Transportation Committee

Business Item
Item: 2012-3
Consent

Meeting date: January 9, 2012

Council meeting date: January 25, 2012

ADVISORY INFORMATION

Date: December 21, 2011
Subject: 2012-2015 TIP Amendment Request to add MnDOT SP#1925-55: Preliminary Engineering for managed lane on TH 77 from 138th St. in Apple Valley to I-494 in Bloomington (TAB Action 2011-69)
District(s), Member(s): Elkins – 5, Chávez – 15, Wulff - 16
Policy/Legal Reference: TAB Action
Staff Prepared/Presented: Arlene McCarthy, Director (651-602-1754)
Amy Vennewitz, Dep. Dir. Finance & Planning (651-602-1058)
Kevin Roggenbuck, TAB Coordinator (651-602-1728)
James Andrew, Senior Planner (651-602-1721)
Division/Department: Metropolitan Transportation Services

Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2012-2015 Transportation Improvement Program (TIP) to include Preliminary Engineering for a managed lane on TH 77 from 138th Street in Apple Valley to I-494 in Bloomington.

Background

This amendment is needed for a new project which is using \$88,216 in remaining federal Value Pricing Pilot Program (VPPP) funds from the first phase of a managed lane feasibility study. These funds are eligible for Preliminary Engineering under the original project scope and have been identified as Phase II of the project.

<u>Project Description</u>	<u>Federal (VPPP) Funds</u>	<u>Local Match</u>	<u>Total</u>
SP#1925-55: Preliminary Engineering for managed lane on TH 77 from 138th St. in Apple Valley to I-494 in Bloomington	\$88,216	\$200,000 (Dakota County) & \$311,784 (Trunk Highway funds)	\$600,000

Rationale

The Transportation Advisory Board approves formal amendments to the Transportation Improvement Program. The Metropolitan Council concurs with the action of the TAB. The amendment requested is exempt from air quality conformity and does not affect fiscal constraint. The proposed work will further refine the three alternatives remaining at the end of Phase I, including some environmental analysis, to inform decisions on how and whether the project should move forward.

Funding

This project is funded with a combination of federal Value Pricing Pilot Program (VPPP) funding, Dakota County funds, and State Trunk Highway funds. No Metropolitan Council funding is required.

Known Support / Opposition

The technical committees discussed whether this project matched the priorities for managed lane corridors in the TPP since this corridor is a Tier III corridor. The committees and the TAB ultimately determined that the project was generally consistent with the TPP since the corridor is identified in the long-range plan.

Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

Bill Hargis
Chair

December 27, 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
Champion City Council

James Howland
Mayor of Edina

Becky Petryk
Hugo City Council

Will Rossbach
Mayor of Maplewood

Robert Lillgren
Minneapolis City Council

Steven Gallagher
Newport City Council

Sue Sanger
St. Louis Park City Council

Russ Stark
St. Paul City Council

Citizen Members - Precinct

Andrew Reinhardt - A
Thomas Heffelfinger - B

James Meyers - C
Kenya McKnight - D

Ashraf Siddiqui - E
Bill Hargis - F

Margaret Donahoe - G
Kari Drotning - H

Agency Representatives

Adam Duinick
Metropolitan Council

Scott McBride
Minnesota DOT

Lisa Peilen
M.A.C.

David Thornton
M.P.C.A.

Modal Representatives

Richard Mussell
Transit

David Van Hattum
Transit

Ron Have
Freight

David Gepner
Non-motorized

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

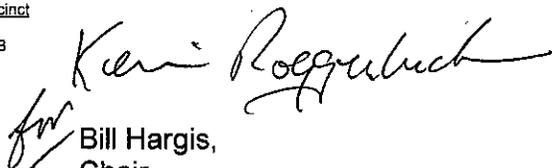
Ms. Haigh,

On December 21, 2011 the Transportation Advisory Board voted to amend the 2012-2015 Transportation Improvement Program to include SP#1925-55 MnDOT: Preliminary Engineering for a Managed Lane on TH 77 from 138th St in Apple Valley to I-494 in Bloomington.

This amendment is needed to identify this new project. The project is using remaining federal Value Pricing Pilot Program (VPPP) funds of \$88,216 to conduct Preliminary Engineering and environmental evaluation for value pricing along this section of TH 77. This project uses \$88,216 in federal funds, \$311,784 in Trunk Highway funds, and \$200,000 from Dakota County.

The TAB forwards the TIP amendment action to the Metropolitan Council for concurrence along with additional information described in TAB action transmittal 2011-69.

Sincerely,


for Bill Hargis,
Chair

kjr/kjr

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL

No. 2011-69

DATE: December 27, 2011
TO: Metropolitan Council
FROM: Transportation Advisory Board
SUBJECT: TIP Amendment Request to add SP#1925-55 MnDOT: Preliminary Engineering for a Managed Lane on TH 77 from 138th St in Apple Valley to I-494 in Bloomington
MOTION: The TAB adopted an amendment to the 2012-2015 TIP to include SP#1925-55 MnDOT: Preliminary Engineering for a Managed Lane on TH 77 from 138th St in Apple Valley to I-494 in Bloomington.

BACKGROUND AND PURPOSE OF ACTION: This amendment is needed to identify this new project. The project is using remaining federal Value Pricing Pilot Program (VPPP) funds of \$88,216 to conduct Preliminary Engineering and environmental evaluation for value pricing along this section of TH 77. This project uses \$88,216 in federal funds, \$311,784 in Trunk Highway funds, and \$200,000 from Dakota County.

The Funding & Programming Committee unanimously supported the amendment but some members expressed an opinion that other MnPASS corridors were of a higher priority in the TPP than this one. These funds, however, could not be used on another corridor in order to remain eligible because they were originally used to study the feasibility of value pricing options along the TH 77 corridor.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	November 17, 2011
Technical Advisory Committee	Review & Recommend	December 7, 2011
TAB Programming Committee	Review & Recommend	December 8, 2011
Transportation Advisory Board	Review & Adopt	December 21, 2011
Metropolitan Council	Concurrence	



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

Office Telephone: (651) 234-7793
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November 15, 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:
 Federal Project Number:

Dear Mr. Keel:

Please amend the Minnesota 2012-2015 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	TH 77	1925-55	MnDOT	From 138 th St. in Apple Valley to I-494 in Bloomington, TH 77 Preliminary Engineering for Managed Lane.	0.0

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
PL	Planning	EFM	\$600,000	\$88,216	0	0	\$311,784	\$200,000 Dakota County

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PROJECT BACKGROUND:

1. In November of 2008, Mn/DOT applied for Value Pricing Pilot Program (VPPP) funding from the FHWA for the TH 77 managed lane project. Mn/DOT was awarded a federal grant of \$540,000 for project #1925-48 (Seq # A2441) to study the feasibility and test several managed lane scenarios. This project had a total project cost of \$690,000 which includes: \$540,000 in federal VPPP funds and a match of \$150,000 in state Non-SRC funds.

In 2011 the feasibility study was concluded after completing all required tasks in the scope of work. An estimated \$90,000 in federal VPPP funds was not utilized to complete this study. The remaining funds have been determined eligible for Preliminary Engineering (PE) under the original project scope and have been identified as Phase II of the project. Phase II preliminary engineering and environmental evaluation costs are estimated at \$600,000. The funding for the project will include \$88,216 in Federal VPPP funds, \$200,000 from Dakota County and \$311,784 in State Trunk Highway funds.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money – X*
(Discretionary, Special Allocations or Other New Funding Sources)
- Anticipated Advance Construction
- ATP or MPO or Mn/DOT Adjustment of other projects
- Earmark or HPP federal funds outside ATP target
- Other

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***2009 Value Pricing Program Pilot Program Funds.**

These federal funds are in addition to regular federal target funds. These funds along with the additional funds from Dakota County and Mn/DOT TH funds are sufficient to fully fund project #1924-55 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,

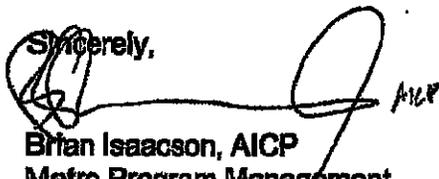
2010 and transmitted to MnDOT on November 22, 2010 for transmittal to USDOT for a conformity determination.

AIR QUALITY CONFORMITY:

- Subject to conformity determination....._____
- Exempt from regional level analysis*.....Yes
- Exempt from project level analysis*..... Yes
- Exempt by virtue of interagency consultation*....._____
- N/A (not in a nonattainment or maintenance area)

*Exempt Project Category #_O-1 Specific activities which do not involve or lead directly to the construction, such as planning and technical studies, grants for training and research programs, planning activities conducted pursuant to titles 23 and 49 U.S.C. federal-aid systems revisions 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 Brian Isaacson at (651) 234-7788

Sincerely,

Brian Isaacson, AICP
Metro Program Management

Enclosures: NA

cc: Jon Solberg, Program Management
Cynthia Krumsieg, Program Management

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