

Northeast Minnesota Area Transportation Partnership Meeting

November 1, 2007

Hampton Inn
Duluth, MN

Members Present

David Salo
Walter Leu
William Whiteman
Bob Manzoline
John Welle
Alta McQuatters
Cindy Voigt
Jason Fisher
Doug Grindall
Charles Lepper
John Foschi
Wayne Olson
Steve Kniefel
Jack Larson
Ron Johnson
Ron Chicka
Jim Foldesi
Jim Prusak
Tony Carter
Dick Synhorst
Galen Tveit
Jesse Story
Dennis Jensen
Greg Bennett
Les Ollila
Shae Kosmalski
Bruce Martinson

Others Present

Bryan Anderson
Don Mohawk
John Minor
Nancy Sannes
Denny Johnson
Gus Peterson
Lorraine Kramer

Representing

Hermantown
Mn/DOT
Bois Forte Tribal Council
Regional Rail Authority
Aitkin County
Cook County
Duluth
Chisholm
Koochiching County
Koochiching County
MIC
Carlton County
St. Louis County
Arrowhead – Rural Transit
Port of Duluth
MIC
St. Louis County
Cloquet
Itasca County
Itasca County
Aitkin County
Hibbing
DTA
Pine County
DNR
Cook County
Cook County

Representing

ARDC
Mn/DOT
Mn/DOT
Mn/DOT
Mn/DOT
Mn/DOT
Mn/DOT

Welcome/Introductions

Chairman David Salo called the meeting to order at 10:00 AM and introductions were made.

New members - welcome to Shae Kosmalski, Cook County Engineer. The other new members, Paul Bergman, Lake County Commissioner, and Marty Connor, Bois Forte Commissioner of Public Works, were not in attendance.

Minutes of the April 5, 2007 Meeting

Motion by Alta McQuatters, seconded by Les Ollila, to approve the minutes. Motion passed.

ATP Management

- Enhancements Process

Bryan Anderson advised that Mike Forsman is willing to serve another 4 year term on the Enhancement Task Force. Walter Leu made a motion to nominate Mike Forsman to serve another term on the Enhancement Task Force, seconded by Ron Johnson. Motion passed.

Bryan Anderson advised that five (5) pre-applications for enhancement projects have been received. He is aware that there are seven (7) other pre-applications in process. The final applications are due December 14, 2007.

FY 2007 – 2008 Program Status

Walter Leu reviewed the FY 2007 and FY 2008 local programs (handouts).

John Foschi questioned why enhancement funds would be used first and then HPP funds on projects (for instance SP 031-090-05). Walt explained that the enhancement funds expire so we need to use them first.

Walt also mentioned that FY 2008 has a larger program because projects were moved from FY 2007. There is \$16 million in federal funds, plus AC payback and other dollars totaling almost \$30 million.

Gus Peterson reviewed the status of the FY 2008 Mn/DOT program (handout).

Through October 30, 2007, six (6) projects have been let. Remaining projects to be let are the Miller Mall project in January 2008, a resurfacing project on TH 11 in International Falls and masonry repairs at Split Rock & Gooseberry State Parks.

Gus reviewed the FY 2008 Mn/DOT Set-asides (handout). We now have approximately \$14 million going to set-asides.

Walt commented that we now have to let a construction contract for former maintenance projects (preventive maintenance). John Welle questioned whether all districts are doing the same with their set-aside budget. Denny advised that each district determines their set-aside amounts but they do have the same performance measures to meet for program

categories such as sign replacements, preventive pavement and bridge maintenance, pavement markings, etc.

FY 2008 – 2011 STIP/Project Adjustments

Gus reviewed the Kohl's Project Estimate Comparison (handout). The overall cost has increased considerably because of underground utility items and overall general unit cost increases (this is the biggest reason for the cost increase). This partnership project (Mn/DOT, St. Louis County, City of Duluth) was planned for a total of \$13 million, however, the total cost has now increased to \$22 million and the original scope of the project has not changed. Mn/DOT's Office of Investment Management has approved a proposal to use a two-year advanced construction. This requires project deferrals starting in 2009 and creates a ripple effect for all three jurisdictions (state, county, city) to accommodate the cost increases. The total amount that needs to be moved is \$7.3 million. All project deferrals are shown on the handout.

Maps were also included in the handout. The first map shows who is paying for the various roadway segments (it is a very complex project as far as the cost splits) and the second map shows the stages of construction in 2008 and 2009.

FY 2009 – 2012 ATIP

- Funding Targets / Investment Guidelines (handout).

Denny reviewed the FY 2009-2012 Funding Target / Investment Guidelines by jurisdiction, mode and program category as recommended by the ATP Steering Committee. There is an annual average of \$43 million in federal formula funds starting in FY 2009, which is up substantially from previous years as a result of the revised federal target formula. A new Highway Safety Improvement Program (HSIP) category has been added with corresponding adjustments made to Mn/DOT and local jurisdiction investment guidelines.

John Welle made a motion, seconded by Alta McQuatters to approve the FY 2009-2012 Investment Guidelines. Motion passed.

- HSIP Implementation Criteria (handout)

There is a new category titled Highway Safety Improvement Program (HSIP). This federal safety program has certain requirements for projects aimed at the most effective safety treatments at the locations with the greatest need. Lane departure crashes are the key focus for rural highways in Greater Minnesota.

The plan is to solicit candidate safety projects every two (2) years. The first solicitation this fall will be for projects in FY 2009 and 2010. The current safety projects in the FY 2009-2011 STIP do not meet the new eligibility criteria. Starting in FY 2009, we need to meet the new criteria. In ATP 1, there is a 50/50 split between the state and local road safety improvement needs.

John Welle questioned where the funds would come from to add new safety projects to the FY 2009-2011 STIP. Denny explained that we will have to make

some adjustments to the STIP for FY 2009 and FY 2010 for the new HSIP projects. Gus mentioned that previously identified HSIP projects or portions of projects that are no longer eligible for HSIP funds can still be funded with federal STP funds.

- Process / Schedule (handout)

Denny briefly reviewed the Tentative FY 2009-2012 STIP Process/Schedule which is similar to past years.

Other Business

Denny advised that Mn/DOT is still planning to update the State Transportation Plan and District Ten Tear Highway Improvement Plans (HIP) in 2008. New revenue forecasts to be used to update the plans will be available in December 2007. Due to constrained budgets, Mn/DOT District 1 is a “preservation only” district with the exception of special federally funded (earmarked) projects.

Next Meeting

The next ATP meeting is scheduled for 10:00 AM on Thursday, April 3, 2008 at a location to be determined.

Adjourn

The meeting was adjourned at 11:30 AM.