

Northeast Minnesota Area Transportation Partnership Meeting

November 5, 2009

Hermantown Public Safety Building
5111 Maple Grove Road
Hermantown, MN

Members Present

John Welle
Ron Johnson
John Suihkonen
Bob Manzoline
Galen Tveit
Charles Lepper
Doug Grindall
Les Ollila
Ron Chicka
Wayne Olson
Tom Peterson
Jason Hollinday
Shae Kosmalski
Cindy Voigt
Jim Rohweder
Denny Johnson
Andy Hubley

Representing

Aitkin County
Duluth Seaway Port Authority
Cities > 5,000
Regional Rail Authority
Aitkin County
Koochiching County
Koochiching County
DNR
MIC
Carlton County
DNR/Environmental
Fond du Lac Reservation
Cook County
City of Duluth
MIC
Mn/DOT
ARDC

Ex Officio Member

Mike Robinson

Mn/DOT District Engineer

Others Present

James Gittemeier
John Minor
Rex Bordson
Lorraine Kramer

MIC
Mn/DOT
Mn/DOT
Mn/DOT

Welcome/Introductions

Chairman David Salo was unable to attend. John Welle chaired the meeting in his absence. John called the meeting to order at 10:00 AM and introductions were made.

Minutes of the April 2, 2009 Meeting

Motion by Chuck Lepper, seconded by Jim Rohweder, to approve the minutes. Motion passed.

2009-2010 Program Status

John Minor reviewed the FY 2009 local program status (handout). There are 36 projects in 2009; six are complete, 13 projects are under construction, one was moved to 2010 and there are eight ARRA projects.

John also reviewed the FY 2010 local program status (handout). There are 41 projects in 2010; 16 are HPP projects and one ARRA project. Those projects highlighted in blue are HPP projects and do not have to meet the April 15, 2010 deadline. John requested that local representatives send an email to Walter Leu, Rex Bordson or John Minor on the status of each of their projects.

Denny Johnson reviewed the FY 2010 Mn/DOT project status (handout). Projects colored in green are let projects and some have already been constructed. Projects colored in blue are HPP projects.

Denny advised that Mn/DOT has over \$100 million of bond funded projects in 2010 and highlighted the major Mn/DOT projects listed below:

- TH 11- shoulder widening, 10 ton and pavement reconditioning between Frontier and Indus in Koochiching County - \$13 million funded with bonds
- I-35 near Moose Lake - \$22 million unbonded concrete overlay funded with bonds
- TH 65 - pavement reclamation from Nashwauk to TH 1 funded with bonds
- TH 169 – pavement reclamation on the 2 lane portion of the Cross Range Expressway from Taconite to Pengilly funded with bonds and mill & overlay on the 4 lane from Pengilly to east of Nashwauk
- TH 61 - reconstruction from the Split Rock River to Chapin’s Curve in Lake County funded with federal HPP funds
- TH 2 – pavement and drainage repairs from St. Louis Co Rd 845 to Co Rd 875, funded with federal ARRA funds
- I-35 mega-project from Boundary Avenue to 26th Avenue East in Duluth partially funded with bonds. This project will have major traffic impacts for two construction seasons.

Denny also reviewed the Northeast Minnesota Mn/DOT and Local ARRA project list (handout). The bulk of these projects were funded in 2009. This includes a variety of project work for a total of \$66 million of economic stimulus projects in Northeast Minnesota.

2010-2013 STIP

Denny advised that the new STIP (handout) has been sent to the FHWA and we are awaiting federal approval. All submitted projects were approved for funding.

2011-2014 ATIP

Enhancements Process:

Andy Hubley discussed the twelve enhancement project pre-applications received for FY 2014 (handout), including a Gateway Corridor improvement project in International Falls

that wasn't shown on the candidate project list. The Enhancements Task Force will review the applications and make recommendations to the ATP. The enhancements federal funding guideline for Northeast Minnesota is \$1.5 million per year.

Funding Targets/Investment Guidelines:

Denny reviewed the handout for Funding Targets/Investment Guidelines. The average target for our region is \$42 million/year of federal formula funds. However, FY 2014 federal formula funds are reduced to \$35 million due to the TH 53 Trinity Road payback of \$6.5 million. This, in turn, reduces the cities/counties to \$6.5 million and Mn/DOT is reduced to \$20.6 million. The DTA bus replacements are 11% of the 2014 program, which is higher than normal due to increased bus replacement costs and the lower program level. The DTA has also applied for special federal earmarked funds for bus replacements.

Denny mentioned a discussion at the ATP Steering Committee meeting regarding funding equity for 2014. It was suggested that local jurisdictions that received federal ARRA funding for projects in 2009 should not expect to receive federal funding for 2014 projects. Available 2014 federal formula funds for local projects should be reserved for jurisdictions that did not receive federal ARRA funds in 2009.

ACTION ITEM:

Motion by Bob Manzoline and seconded by Tom Peterson to approve the Investment Guidelines. Motion passed.

Process/Schedule (handout):

The NE MN ATP tentative 2011-2014 STIP process/schedule is included with today's agenda. The 2014 project solicitation will be sent out shortly, with candidate project submittals due by December 18, 2009.

Other Business

TRLF Solicitation:

Denny explained the Transportation Revolving Loan Fund (TRLF) and said that statewide there is \$8 million available this year. Gus Peterson previously sent out the program application information to all eligible agencies, with the deadline of October 30, 2009 for submittal of project applications. No project applications in Northeast Minnesota were received. Shae Kosmalski also mentioned that there were no project applications received statewide.

Northeast Minnesota 10 Year (2010-2019) Transportation Plan:

Denny reviewed the handout showing the Mn/DOT District One Planned Revenue and Spending through 2019. Funding for the next few years is at historic highs due to the availability of special federal and state funds (HPP and bonds). Funding available for pavement improvements, however, is significantly short of needs and will result in a large increase in poor pavement conditions over time if revenues are not increased.

Mike Robinson commented that state legislatures and Congress determine the funding levels and Minnesota is similar to the state of affairs nationally. Until there is political will at the state and federal levels to do something different, our transportation improvement needs will continue to increase. Mike encouraged the meeting participants to contact and send this message to their representatives.

TIGER Grants:

Denny also explained that Mn/DOT District One and the Duluth Seaway Port Authority have submitted an application for a federally funded TIGER grant which is part of the Economic Stimulus program. The grant would allow the Port Authority to make significant capital improvements (including Docks C and D) and would allow Mn/DOT to partially fund the I-35 project in Duluth and to advance an I-35 pavement project between Duluth and Scanlon. TIGER grants are competing for \$1.5 billion nationwide and the selected projects are expected to be announced by January 15, 2010. The cap is \$300 million per project. Lake County and the City of Duluth have also submitted proposals for TIGER grants. Lake County submitted a TH 61 reconstruction/multi-modal project between Two Harbors and Silver Cliff and the City of Duluth submitted the proposed Downtown Duluth Multi-modal Facility.

Next Meeting

The next meeting of the ATP is scheduled for Thursday, April 8, 2010 at a location to be determined.

Adjourn

Motion by Cindy Voigt and seconded by Wayne Olson to adjourn the meeting.