

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.

Northeast Minnesota Area Transportation Partnership Meeting

April 2, 2009

**Hermantown Public Safety Building
5111 Maple Grove Road
Hermantown, MN**

Members Present

David Salo
Wade Pavleck
John Welle
Ron Johnson
Dennis Jensen
Bob Manzoline
Jack Larson
Amy Wicklund
Jesse Story
Charles Lepper
Doug Grindall
Jim Foldesi
Steve Kniefel
Les Ollila
Rick Goutermont
Ron Chicka
Gordon Aanerud
Wayne Olson
Catherine McLynn
Mark LeBrun
Tom Peterson
Cindy Voigt
Jim Rohweder
Walter Leu
Denny Johnson

Others Present

Ben VanTassel
Bryan Anderson
Don Mohawk
John Minor
Rex Bordson
Gus Peterson
Lorraine Kramer
James Gittemeier

Representing

Cities > 5000
Koochiching County
Aitkin County
Duluth Seaway Port Authority
Duluth Transit Authority
Regional Rail Authority
Rural Transit
Fond du Lac Band
Cities > 5000
Koochiching County
Koochiching County
St. Louis County
St. Louis County
DNR
Lake County
MIC
Carlton County
Carlton County
Itasca County
Pine County
DNR/Environmental
City of Duluth
MIC
Mn/DOT
Mn/DOT

Representing

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

Welcome/Introductions

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

Minutes of the November 6, 2008 Meeting

Motion by Les Ollila, seconded by Jack Larson, to approve the minutes. Motion passed.

2009 Program Status

Walter Leu reviewed the FY 2009 local program status (handout). There are 44 projects in the 2009 program totaling \$47 million.

Projects must meet the April 15 deadline or be moved to the FY 2010 program.

Gus Peterson said that the NE Minnesota Bicycle Education Program enhancement project, SP 91-070-17, is being moved to FY 2010.

Walt said that the local economic stimulus projects recommended for federal funding, were partially based on criteria related to population (cities with 5,000 or greater population).

Gus reviewed the status of the 2009 Mn/DOT program (handout). The majority of the 2009 Mn/DOT projects are let and/or completed. Significant projects that have been let include the first phase of the I-35 project in Duluth, the reconstruction of TH 61 from the Onion River to CR 34 in Cook County, the Miller Mall project on and adjacent to TH 53 in Duluth and a concrete overlay on TH 2 between Deer River and Cohasset. Gus also said that the TH 210 project from McGregor to Cromwell has been moved to FY 2013 due to cuts in Mn/DOT state funds.

2013 Project Recommendations

Bryan Anderson reported that the Enhancement Task Force and ATP Steering Committee are recommending four enhancement projects (handout) for funding in FY 2013. The four (4) projects are:

- (1) Fond du Lac – Cloquet Trail Connection
- (2) Finland Community and Trail Center
- (3) Munger Trail Connection Phase II
- (4) Two Harbors Trail System – Railroad Underpass

The total federal cost of the four projects is slightly less than the \$1.5 million ATP investment guideline for enhancement projects. Chuck Lepper made a motion, seconded by Catherine McLynn to approve the four projects for 2013 funding. Motion passed.

Denny Johnson reviewed the FY 2013 Federal Aid Candidate Projects (handout), together with a memo from Abby McKenzie, Director of Mn/DOT's Office of Investment Management, regarding SRC State Funds Reductions for FY's 2010 and 2011. The NE MN ATP needs to cut \$5 million in 2010 and \$10 million in 2011, which also has a wave effect requiring project deferrals through 2013. Abby also advised that with the high risk and uncertainty of the FY 2010 federal funds, each ATP is requested to identify 20% of their FY 2010 federally funded projects as contingency projects.

Significant funding adjustments have been made to the 2010-2013 program. Almost all state funding is now needed to match available federal funds.

On the handout, projects shaded in grey are recommended for funding in FY 2013 and projects in white are not recommended for funding in FY 2013.

Catherine McLynn made a motion, seconded by Jim Rohweder to approve the FY 2013 federal aid candidate projects for funding. Motion passed.

Review/Approve FY 2010 – 2013 ATIP (handout)

Gus advised that the four (4) year program is over one half billion dollars and represents a very substantial investment in transportation. The historically large program includes a number of federal high priority projects (HPP) and state bond funded projects.

He explained that the word “backfill” on the funding summary refers to the amount of funding we can put back into our program from the economic stimulus projects.

The projects highlighted in purple on the ATP 1 FY 2010-2013 Draft ATIP handout are projects affected by the state fund budget cuts. If the description is highlighted in purple, the funding has been changed to federal funds. If the year is highlighted in purple, the fiscal year has changed to the date shown. Projects highlighted in yellow means they are fully funded with state funds.

Gus further explained that this has been a very challenging year for funding. We have a FY 2010 project on I-35 in Duluth for approximately \$75 million, which allows for flexibility with AC funding. A \$14 million HPP major reconstruction project on Highway 1 “Eagles Nest Area” between Tower and Ely has been moved to FY 2013 and tied to the HPP project on TH 169 “13 Hills Area” between Virginia and Tower.

The 20% federal aid contingency projects will include the I-35 project in Duluth described above (adjustments in federal AC funding) and the St. Louis County project located at the west and east intersections of Arrowhead Road and Rice Lake Road.

Wayne Olson questioned the TH 73 project south of Cromwell being scheduled for a resurfacing this year instead of a complete reconstruction. Denny explained that the reconstruction of TH 73 is not included in the District 1 fiscally constrained 20 year plan. Denny said that he recently discussed this issue with Dan Reed (TH 73 coalition) who was seeking Mn/DOT support for the reconstruction of TH 73 south of Cromwell as a possible federal high priority project. Denny reported that he told Dan that Mn/DOT could acknowledge the need for the project but could not commit to the 20% local match likely to be required.

The submitted FY 2010-2013 Draft ATIP was recommended for approval. Motion made by Wade Pavleck and seconded by Gordon Aanerud to approve the FY 2010-2013 Draft ATIP with possible modifications related to the clarification of funding for the transit economic stimulus projects. Motion passed.

Other Business

Economic Stimulus Projects:

Denny reviewed the list of Mn/DOT projects (handout).

Gus said that as of March 23rd, nineteen northeast Minnesota stimulus projects had been submitted to the FHWA.

Don Mohawk advised that there is an error on the list of transit stimulus projects that will need to be resolved.

Walt reviewed the list of local projects, including the Mn/DOT projects with a local share. Walt advised that dollarwise, District 1 came out extremely well on the stimulus projects.

District Long Range Transportation Plan:

Denny reviewed the District One 10 Year Plan (2009-2018) funding summary (handout) and said that the state fund revenue forecasts for 2014 to 2018 need to be reduced by approximately \$3.5 million/year. The key point shown by the yellow shading on the handout is that only \$26 million per year will be available for pavement improvements from 2013 to 2018 and pavement improvement needs are approximately \$80 million per year.

Transit Funding

Don Mohawk reviewed the statewide data on the 2004-2012 transit funding handout.

Don commented that the NE MN ATP has funded transit very well and over the ATP federal transit funding target guideline of \$1.3 million/year (all bus replacement needs have been fully funded).

The ATP Steering Committee has been discussing the equity issue of continuing to fund all transit needs when Mn/DOT and local road and bridge needs are significantly under funded. The ATP Steering Committee has suggested that the ATP consider moving future transit funding closer to the \$1.3 million/year federal target guideline. Dennis Jensen said that the DTA has the largest bus fleet of the Greater Minnesota transit providers which results in the need for higher transit funding for bus replacements.

Chairman David Salo advised that additional information is needed on transit funding. This issue will be put on the agenda for the June ATP Steering Committee meeting and Don Mohawk will provide additional information and a possible recommendation related to future NE MN ATP transit funding investment guidelines.

Next Meeting

The next full ATP meeting is scheduled for Thursday, November 5, 2009 at a location to be determined. The Steering Committee will meet on Monday, June 22, 2009.

Adjourn

The meeting was adjourned at 11:50 AM.

Northeast Minnesota Area Transportation Partnership Meeting

Thursday, November 6, 2008

**Hampton Inn
310 Canal Park Drive, Duluth, MN**

Members Present

David Salo
Les Ollila
Jack Larson
Jesse Story
Jason Fisher
Jason Holliday
Doug Grindall
Charles Lepper
Cindy Voigt
Tom Peterson
Wayne Olson
Walter Leu
Bob Manzoline
Mark LeBrun
Curt Rossow
Galen Tveit
John Welle
Jim Rohweder
Earl Elde
Bruce Martinson
Paul Bergman
Mike Moilanen
Mike Forsman
Alan Goodman
Ron Chicka
Denny Johnson
Andy Hubley

Others Present

James Gittemeier
Don Mohawk
Rex Bordson
John Minor
Lorraine Kramer

Call to Order

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

Representing

City of Hermantown
DNR
Rural Transit
City of Hibbing
City of Chisholm
Fond du Lac Reservation
Koochiching County
Koochiching County
City of Duluth
DNR/Environmental
Carlton County
Mn/DOT State Aid
Regional Rail Authority
Pine County
Pine County
Aitkin County
Aitkin County
MIC
MIC
Cook County
Lake County
Mille Lacs Band of Ojibwe
St. Louis County
Lake County
MIC
Mn/DOT
ARDC

Representing

MIC
Mn/DOT
Mn/DOT State Aid
Mn/DOT State Aid
Mn/DOT

Welcome to new members - Jim Rohweder, Proctor City Administrator and Curt Rossow, Pine County Commissioner. The other new member, Jim Foldesi, St. Louis County Interim Public Works Administrator, was not in attendance.

Minutes of the April 3, 2008 Meeting

Motion by Al Goodman, second by Jason Holliday, to approve the minutes. Motion passed.

ATP Management **Enhancement Process (handout)**

Andy Hubley said that Enhancements are a federally funded program that targets projects which are historic, scenic or environmental in nature and/or focus on facilities for bicycles and pedestrians.

Six (6) pre-applications have been received for FY 2013. The solicitation is now closed. Final applications are due on December 19, 2008. The Enhancement Task Force will review applications in February 2009 and the ATP Steering Committee review will be in March 2009.

Walter Leu advised that \$2.5 million in projects have been submitted and only \$1.5 million in funding is available. Some projects will not be funded.

2008-2009 Program Status

Walter Leu reviewed the FY 2008 local program (handout). Most of the FY 2008 projects are complete. The total amount for the 29 FY 2008 local projects is \$27 million, including \$10.4 million in federal funds. 14 additional local projects were moved from FY 2008 to FY 2009.

Walter also reviewed the FY 2009 local program (handout). The total amount for the 43 FY 2009 local projects is \$42 million, including \$26.7 million in federal funds.

Denny Johnson reviewed the FY 2009 Mn/DOT program (handout). Projects shown in green are let projects and are either under construction or completed.

2009 – 2012 STIP

Denny advised that the 2009-2012 STIP (handout) has been sent to the FHWA for approval. All NE MN ATP projects that were submitted were funded. The total program is very large because of the HPP and bond projects.

Bob Manzoline asked if any northeast Minnesota counties are looking at exercising a sales tax for transportation purposes. Denny said that he was not aware of any proposals by NE MN ATP counties.

Andy Hubley said that the timing of the FY 2010 TH 169 reclaim project and the construction of the Nashwauk steel mill will be a conflict and asked if the highway construction would involve a detour of traffic. He also asked if the pavement reclamation project would be utilized as part of a future 4 lane improvement, if HPP funding was appropriated. Denny said that he would get back to Andy on both questions, however, the pavement reclamation project is needed and will proceed due to the poor condition of the highway. Walter Leu advised that any 4 lane realignment of TH 169 would probably result in a turnback to the county.

Bruce Martinson asked if there were any limits to MN/DOT project delivery and local match resources related to possible HPP funding of TH 61 projects in the next 6-year transportation bill. Denny advised that Mn/DOT has to balance local match needs with priorities of preserving the existing bridge and highway system. FY 2015 would be the earliest that the district could deliver any new TH 61 projects if funded. Al Goodman suggested the possible use of design build as a tool to get projects advanced. Denny said that would be an option to consider if there are any earmarked funds for the projects.

John Welle asked if the ADA requirements on pavement projects in urban areas are changing. John had heard that districts are considering three quarter inch overlays to avoid the higher cost of meeting ADA requirements. Denny said that he wasn't aware of that specific threshold, however, the ADA requirements must be addressed in most pavement projects.

Doug Grindall asked why the FY 2010 TH 11 project was not included in the new STIP list of projects. Denny said that it is a bond funded project and that he would check to see that the correction is made.

Mark LeBrun said that he has had complaints related to the condition of TH 70 west of Interstate 35. Citizens are concerned with the pavement condition and narrow shoulders and would like to see the highway reconstructed. Denny said that Mn/DOT is only planning to resurface the highway. This section of TH 70 is a low volume highway and reconstruction of the highway is not included in the district's Long Range Plan.

2010 – 2013 ATIP
Funding Targets / Investment Guidelines (handout)

Denny reviewed the Funding Targets / Investment Guidelines. Similar to recent years, the \$42 million average annual federal formula funding target is distributed 67% to Mn/DOT, 22% to locals and 11% to the remaining program categories.

He advised that the DTA does not have any bus replacement requests for FY 2013.

ACTION ITEM:

Motion by Al Goodman and second by Les Ollila to approve the Investment Guidelines.
Motion passed.

Process / Schedule (handout)

The NE MN ATP tentative 2010-2013 STIP process/schedule is included with today's agenda.

The MIC and Mn/DOT solicitation for FY 2013 projects will be within the next 10 days. Candidate projects are due by December 19, 2008.

The Steering Committee meets the end of January 2009, the County Team meetings (if needed) will be held in February 2009, County Board meetings will be in March 2009 and the draft 2010-2013 ATIP will be submitted to Mn/DOT (St. Paul) by April 15, 2009.

Other Business

TRLF Solicitation

The Transportation Revolving Loan Fund solicitation for Mn/DOT and local road projects will be sent out before the end of the year.

Draft Northeast Minnesota Long Range (2009-2028) Transportation Plan (handout)

Denny reviewed the handouts. The current FY 2009 – 2012 STIP is the largest we've ever had, averaging \$108 million per year due to major HPP and bond funded projects. In FY 2013 to 2018, we will be back to approximately \$62 million per year based on projected federal formula and state funding revenues. The Long Range Plan consists almost entirely of preservation of the existing bridge and pavement system and low cost safety improvements due to constrained budgets.

Next Meeting

The next meeting of the ATP is scheduled for Thursday, April 2, 2009.

Adjourn

Chairman David Salo adjourned the meeting at 11:30 AM.

Northeast Minnesota Area Transportation Partnership Meeting

April 3, 2008

**Hermantown Public Safety Building
5111 Maple Grove Road
Hermantown, MN**

Members Present

Cindy Voigt
Chuck Lepper
Doug Grindall
Jason Fisher
John Suihkonen
John Welle
Galen Treit
Jim Foldesi
Steve Kniefel
Ron Johnson
Bill Vogel
Ron Chicka
Wade Pavleck
Bob Manzoline
Paul Bergman
Alan Goodman
Shae Kosmalski
Tom Peterson
Catherine McLynn
Mike Forsman
Walter Leu
Jim Prusak
Wayne Olson
David Salo
Denny Johnson
Alta McQuatters

Others Present

James Gittemeier
Ben VanTassel
Bryan Anderson
John Minor
Graig Gilbertson
Don Mohawk
Gus Peterson

Representing

City of Duluth
Koochiching County
Koochiching County
City of Chisholm
City of Hibbing
Aitkin County
Aitkin County
St. Louis County
St. Louis County
Ports
Grand Portage Band
MIC
Koochiching County
Rail Authorities
Lake County
Lake County
Cook County
Environmental
Itasca County
St. Louis County
Mn/DOT
City of Cloquet
Carlton County
City of Hermantown
Mn/DOT
Cook County

Representing

MIC
ARDC
ARDC
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.

Minutes of the November 1, 2007 Meeting.

Motion by Mike Forsman, second by Walter Leu to approve minutes. Motion passed.

2008 Program Status

Walter Leu reviewed the status of the FY 2008 local program. He explained how the HPP funding becomes available in 20% increments beginning in 2005. A number of the local HPP projects are now scheduled for 2009 when all of the federal funds are available. He noted the Miller Mall project was let last winter but all of the bids had to be rejected because of a conflicting city zoning ordinance requiring a setback for an environmental buffer. The project is now scheduled to be let on June 6, 2008, providing the zoning ordinance has been changed. Walt said several projects had already been completed or are under construction and that proposers had already received federal reimbursement.

Gus Peterson then reviewed the status of the Mn/DOT program for FY 2008. He noted that it had not changed from when the ATP met last November. Gus said several options for funding the Miller Mall project in 2009 are being discussed with the Mn/DOT Office of Investment Management. These include funding 2009 Early Let Late Award (ELLA) projects with 2008 dollars, or providing additional federal funding in 2009 as an equity adjustment for having moved the Mall project out of FY 2008. He noted that the vast majority of Mn/DOT's FY 2008 program was either completed or placed under contract last summer. The only significant project remaining to be let is a sign replacement project on I-35 in Pine County.

2012 Project Recommendations

Bryan Anderson, Denny Johnson, and Gus Peterson reviewed the 2012 project recommendations and actions taken by the ATP Steering Committee.

- ***Enhancements*** - Bryan Anderson reviewed the recommendations of the Enhancement Task Force. He noted that \$3.9 million in federal requests were received for 2012 funding. The task force is recommending five projects totaling \$1.9 million of federal funding. The projects include a streetscape project in Effie, a trail project on the Grand Portage Reservation, a section of the Gitch-

Gami trail near Beaver Bay, and two City of Duluth Lakewalk East extension projects.

- ***Steering Committee Actions*** - Gus Peterson reviewed actions taken by the Steering Committee that influence the number of new projects funded in FY 2012. One Lake County and one Cook County project were moved into FY 2012 from FY's 2010 and 2011 respectively. Both had significant increases in the amount of federal funds requested. The cost of a joint St. Louis County/City of Duluth project involving the intersections of the Rice Lake and Arrowhead Road also increased very significantly. As a result, neither Duluth nor St. Louis County submitted FY 2012 project candidates. Gus said that preserving the integrity of the FY 2008 to 2011 program was an important consideration.
- ***Road and Bridge Projects*** - Denny Johnson then reviewed the FY 2012 federal aid candidate projects. He noted that only two projects proposed, one by Aitkin County and one by Carlton County, were not being recommended for funding. In both cases, equity was the reason and likely both will make good candidates for FY 2013. The high cost of the DTA regular route buses was also discussed. Denny said the Office of Transit is studying transit vehicle replacement statewide and that perhaps other sources of funding for these high priced vehicles could be considered.
- ***Safety Projects*** - Denny also discussed the FY 2009/2010 Highway Safety Improvement Program/High Risk Rural Road (HSIP/HRRR) safety project solicitation. Local projects submitted by the ATP were evaluated by Mn/DOT's Office of Traffic, Security and Operations who made funding recommendations for FY's 2009 and 2010. Projects selected focused on wider pavement markings and intersection lighting. Mn/DOT is also going through the same process. FY 2009 will focus on turn lane improvements on the TH 61 expressway between Duluth and Two Harbors. FY 2010 is still under development but will likely focus on intersection lighting, wider pavement markings, and rumble stripes. Set-aside amounts for local road and Mn/DOT safety projects will be carried forward in FY's 2011 and 2012.

Review/Approve 2009 – 2012 ATIP

Denny reviewed a summary which compared the amount of federal funds in the Draft ATIP to the investment guidelines. He said the Steering Committee had approved the federal portion of the ATIP at their last meeting but deferred action on the state funded program. The new state transportation bill, HF 2800, recently enacted over the governor's veto, changes the way flex funds can be used. Beginning in 2010, these funds (which for our ATP amount to approximately \$3.7 million per/year) can no longer be used directly to fund projects on the trunk highway system. They must be used either for turnbacks or for safety improvements on the local road system. Denny noted that the bonding portion of HF 2800 may impact some of the federally

aided Mn/DOT projects in the draft program. He suggested to Chairman Salo that a motion to approve the funding shown for non Mn/DOT projects be entertained at this time due to the uncertainties associated with the Mn/DOT program.

There was a motion by Mike Forsman, second by Catherine McLynn, to approve the non Mn/DOT portion of the draft 2009-2012 ATIP.

Cindy Voigt asked if the ATP would still need to approve the Mn/DOT projects in the draft 2009-2012 ATIP and when action would be taken on the Mn/DOT projects. Denny said that the Steering Committee will meet on June 26, 2008 in conjunction with a Mn/DOT Outreach Meeting related to the update of the Statewide Transportation Plan. The ATP has previously delegated authority to the Steering Committee to approve the final ATIP at their June meetings each year.

The motion passed.

Other Business

A handout provided by the Transportation Alliance that summarizes HF 2800 was reviewed. It was noted that Mn/DOT still has a number of unanswered questions related to bonding and the implications to its near term program. Denny said that preservation of bridges and pavements were Mn/DOT's highest priorities followed by low cost safety and low cost mobility projects. Mike Forsman said that Margaret Donahoe is the new Executive Director of the Transportation Alliance following Rick Krueger's accepting a different position.

Denny said that Mn/DOT canceled all of the meetings with county boards that are normally held in March due to the uncertainties associated with HF 2800 and its impact on Mn/DOT's program. There was a discussion about whether the meetings should be rescheduled, and if so, when. Denny said that the fall of 2008 would be the earliest that new program related information would be available and that county board meetings would be held again in March 2009 on the draft 2010-2013 ATIP. Walter said that the county engineers should work with Mn/DOT and their boards to establish the interest for fall 2008 board meetings.

Next Meeting

The next meeting of the ATP is scheduled for Thursday, November 6, 2008 at a location to be determined.

Adjourn

The meeting adjourned at 11:15 A.M.

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
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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.

Northeast Minnesota Area Transportation Partnership Meeting

April 5, 2007

**Hermantown Public Safety Building
5111 Maple Grove Road
Hermantown, MN**

Members Present

David Salo
William Whiteman
Bob Manzoline
Clayton R. Grimes
Paul Bailey
John Welle
Alta McQuatters
Cindy Voigt
Jason Fisher
John Suihkonen
Tom Pagel
Doug Grindall
Charles Lepper
John Foschi
Wayne Olson
Steve Kniefel
Jack Larson
Bill Vogel
Dave Christy
Catherine McLynn
Tom Peterson
Andy Hubley
Ron Johnson
Ron Chicka
Scott Johnson
Mike Forsman
Jim Foldesi
Denny Johnson

Others Present

James Gittemeier
Ben VanTassel
Bryan Anderson
Don Mohawk
John Minor
Gus Peterson
Lorraine Kramer

Welcome/Introductions

Chairman David Salo called the meeting to order at 9:35 AM and introductions were made.

Representing

Hermantown
Bois Forte
Regional Rail Authority
Aitkin County
Aitkin County
Aitkin County
Cook County
Duluth
Chisholm
Hibbing
Grand Rapids
Koochiching County
Koochiching County
MIC
Carlton County
St. Louis County
Arrowhead – Rural Transit
Grand Portage Reservation
Itasca County
Itasca County
DNR
ARDC
Port of Duluth
MIC
Lake County
St. Louis County
St. Louis County
Mn/DOT

Representing

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

Minutes of the November 1, 2006 Meeting

Motion by Alta McQuatters, seconded by Mike Forsman, to approve the minutes.
Motion passed.

2007 Program Status

John Minor represented Walter Leu in reviewing the 2007 program status. Four (4) projects are highlighted on the handout:

- (1) SP 31-661-07 – CSAH 61 Improvements, City of Coleraine. Awaiting updates, nothing received. Dave Christy said the project will be deferred to 2008..
- (2) SP 31-090-05 – CSAH 7 to Marble Mesabi Trail, Regional Rail Authority. Waiting for Project Memo and Plan. Bob Manzoline advised that the Project Memo & Plan have been submitted.
- (3) SP 91-030-07 – Duluth Superior Bikeways Plan Phase II, ARDC. James Gittemeier advised that the plans are close to completion and will be submitted to Walt on Friday or Monday of next week.
- (4) SP 118-090-11 – Lakewalk East Extension Phase 1, City of Duluth. Will this make the April 15 deadline? (Note: this plan was received by Mn/DOT following the meeting).

Gus Peterson reviewed the status of the 2007 Mn/DOT program.

18 projects have already been let in FY 2007 for a total of \$72M. Two (2) primary projects are the I-35 project near Hinckley and the I-35 bridge rail replacement in Duluth. Three (3) noteworthy projects also let are the second phase of the Highway 53 project north of Virginia (\$29.9M), the Bovey Bypass project on TH 169 (\$11.2M), and Highway 1 east of Ely to Lake County 2 (\$6.1M). All of these projects had special federal aid funds and they do not impact the ATP targets.

Projects remaining to be let for FY 07 are TH 65's Silverdale Bridge replacement (cost estimate of \$6.5M) and a preservation project on TH 210 thru Jay Cooke Park - Thomson to Jct TH 23 in Duluth - (cost estimate of \$1.6M), both of which will be let in May.

There is concern about the amount being spent for supplemental agreements and cost overruns. The right-of-way costs on the TH 53 Kohl's project will push this over the set-aside amount.

Gus advised that the Crosstown project in the Metro District was let in March to Ames/Lunda/Schafer Construction for \$288M. John Foschi questioned how close the bids are to the engineer's estimate. Gus advised that the Crosstown bids were fairly close and that other Mn/DOT projects are also fairly close so we are getting good bids. Tom Pagel questioned whether the good bids are enabling us to move other projects forward. Gus advised that the good bids will help to manage the federal aid on FY 08 projects.

A question was made regarding the Highway 36 project in the Metro area. Are we saving \$2M by shutting the roadway down to traffic? Gus advised that we are but the cost savings have to be weighed against the economic impacts of shutting the roadway down.

FY 07-10 Project Deferrals

The highlighted enhancement project, Duluth Historic Locomotive Restoration, has been removed from the program. Several HPP funded projects were put into the 2007-09 program as placeholders and are now programmed in more realistic years. Mn/DOT was forced to defer a number of projects in FY 08 & 09 because of reduced state funding, which has a ripple effect out to FY 2012.

Items Requiring Steering Committee Action

The Steering Committee reviewed cost increases on four programmed projects and the increased funding is included in the draft 2008-2011 ATIP. No further action is required.

2011 Enhancement Project Recommendations

Bryan Anderson advised that five (5) projects have been selected and submitted for FY 2011. The projects are:

- (1) Buchanan Town Site Wayside Rest in Duluth Township (St. Louis County),
- (2) Lakewalk East Extension Phase IV (City of Duluth),
- (3) Lake Superior Transportation Museum Repairs (City of Duluth),
- (4) TH 217 Phase 2 Enhancement in Littlefork (Koochiching County) and
- (5) Tioga to TH 169 Multi-use Trail Phase 1 (City of Grand Rapids).

Jim Foldesi advised that the Lake Superior Transportation Museum Repairs is a St. Louis County project. Mike Forsman made a motion, seconded by Chuck Lepper to change this to a St. Louis County project. Motion passed.

Review/Approve 2008 – 2011 ATIP

Denny Johnson reviewed the 2008-2011 Investment Guidelines and indicated that Mn/DOT had to defer a few projects due to reduced state funding in 2008 and 2009. Federal funds are distributed approximately 2/3 to the state (MN/DOT), 20% to local government (cities & counties) and 13% to enhancements, transit, rail crossings and safety.

A set-aside is included for safety improvement projects in FY 09-11. John Welle questioned whether we are going to be identifying specific projects for the 2009-2011 safety improvements. Denny advised that we are going to look at more system-wide ways to do safety projects and that will require more discussion with the city and county engineers.

Denny said that due to the shortage of Forest Highway funds, the TH 1 (Phase 2) project has been deferred out of the program.

Other special federal funding sources are the Statewide Corridor Fund (SCF), the Coordinated Border Infrastructure Program (CBIP) and Scenic Byways (SB). The State Corridor Fund has been set-up for high cost mobility projects, however, a decision has been made for 2011 to use this fund for preservation projects. District 1 received statewide corridor funds for an I-35 (SB) unbonded concrete overlay project in Pine County north of Hinckley. The other two projects funded were in the Rochester District.

FY 2011 Federal Aid Candidate Projects

Denny reviewed the handout of FY 2011 Federal Aid Candidate Projects. He pointed out that there are four St. Louis County projects that are significantly overmatched. The purpose is to allow project development to proceed in anticipation of receiving future earmarked federal funds.

There are no Aitkin County or Lake County projects in 2011 due to funding equity (received increased funding on currently programmed projects). An Aitkin County CSAH 3 project and a Lake County CSAH 18 project were voluntarily removed as 2011 candidate projects with the expectation that they will be considered priority projects for 2012 funding.

The ATP Steering Committee recommends approval of the 2011 federal aid projects. Motion made by Alta McQuatters and seconded by Mike Forsman to approve the 2011 projects. Motion passed.

FY 2008-2011 ATIP

Denny advised that we are overprogrammed by approximately \$1M for the four (4) years. On the handout, the deferred projects have the fiscal year shown in red. Under description, the blue color indicates HPP funded projects in the program.

The ATP Steering Committee recommends approval of the FY 2008-2011 ATIP. Motion made by Tom Pagel and seconded by Mike Forsman to approve the 2008-2011 ATIP. Motion passed.

Other Business

No other business.

Next Meeting

The next ATP meeting is scheduled for Thursday, November 1, 2007 at a location to be determined.

Adjourn

The meeting was adjourned at 10:30 AM.

Northeast Minnesota Area Transportation Partnership Meeting

November 1, 2006

**Hermantown Public Safety Building
5111 Maple Grove Road
Hermantown, MN**

Members Present

Denny Johnson
Wade Pavleck
Jason Hollinday
Earl Elde
John Welle
Doug Grindall
Jack Larson
Steve Kniefel
Greg Bennett
John Foschi
Dennis Jensen
Ron Chicka
Scott Veitenheimer
Bob Kind
Jason Fisher
Alta McQuatters
Bruce Martinson
Tom Peterson
Mike Forsman
Mark LeBrun
Wayne Olson
Jim Prusak
Cindy Voigt
Walter Leu
David Salo

Representing

Mn/DOT
Koochiching County
Fond du Lac Reservation
MIC
Aitkin County
Koochiching County
Rural Transit
St. Louis County
Pine County
MIC
Urban – Large Transit
MIC
Lake County
Lake County
Chisholm
Cook County
Cook County
Environment
St. Louis County
Pine County
Carlton County
Cloquet
Duluth
Mn/DOT
Hermantown

Ex Officio Member

Mike Robinson

Mn/DOT

Others Present

Don Mohawk
James Gittemeier
Ben VanTassel
Bryan Anderson
John Minor

Mn/DOT
MIC
ARDC
ARDC
Mn/DOT

Welcome/Introductions

Chairman David Salo called the meeting to order at 10:05 a.m. and introductions were made.

Approval of April 6, 2006, Meeting Minutes

Motion by Mike Forsman, second by Alta McQuatters to approve the minutes. Motion passed.

ATP Management

A number of Enhancements Program items were discussed.

- **Enhancements Process** – Bryan Anderson said that the 2011 Enhancement project pre-applications are due 11-3-06 and final project applications are due 12-15-06.
- **\$400,000 Project Cap** – Bryan stated that the ATP Work Group and Steering Committee have discussed the possible need to raise the federal funding cap for enhancement projects from the current \$400,000 to \$500,000. Construction costs have increased 30% in the last two years and trail projects now average \$250,000 per mile. We have recently been funding major DNR trail projects every other year in order to construct longer trail segments per project.

Wayne Olson said that Carlton County is the sponsor of a three phase St. Louis River trail project and that increased costs are a local match issue and may result in the need to split the project into four phases. A concern was expressed that a higher cap would result in fewer enhancement projects being funded each year.

John Welle said that he would support raising the cap if necessary and asked if other ATP's had maximum caps. Walter Leu said that the Northwest ATP has a \$500,000 cap but didn't have information on other ATP's. The Enhancements Task Force hasn't discussed this issue. John Foschi, a member of the Enhancements Task Force, said he shares the concern related to increased construction costs and the difficulty of project sponsors to fund currently programmed projects.

Motion by John Foschi to increase the federal funding cap for enhancement projects to \$500,000 starting in 2012. Walter Leu suggested that Mn/DOT be given the flexibility to fund project cost increases up to 20% over the programmed amount for currently programmed and future enhancement projects (results in a maximum federal funding cap of \$480,000). This is the current ATP policy for non-enhancement projects. John Foschi accepted this friendly amendment and Tom Peterson seconded the motion. Motion passed.

- **Trail Rehabilitation Eligibility** – Bryan Anderson said that the ATP Work Group and Steering Committee had also discussed the possible future need to fund existing trail reconditioning projects with federal enhancement funds in addition to new trail projects.

2006-2007 Program Status

Walter Leu reviewed the status of local project lists for 2006 and 2007. He indicated that seven 2006 projects have been deferred to 2007, some due to the lack of local advance construction (AC) funds. However, a number of local projects have been completed, are under construction or planned to be let ahead of schedule and he congratulated those county and city engineers. There are 36 local projects valued at approximately \$31 million in 2007.

Denny Johnson reviewed the status of the Mn/DOT 2007 program and state funded program set-asides. Mn/DOT District 1 has let nine projects valued at \$26 million and also has an additional \$13 million of AC payback in 2007. Major projects remaining to be let include the TH 53 four lane from CR 307 to the Rice River (December 2006) and the TH 65 Silverdale Bridge (March 2007). Mn/DOT state funded set-asides are currently within budget, however, six construction projects have significant supplemental agreements/cost overruns still pending. Denny also mentioned that a few smaller projects may be delayed if the Legislative Advisory Committee (LAC) doesn't approve the requested \$40 million increase in statewide budget authority. Mike Robinson said that LAC approval is also important for the district's operating budget so that we can use federal High Priority Project (HPP) funds to pay Mn/DOT staff for design and construction engineering on these projects.

2007-2009 STIP

Denny Johnson briefly reviewed the 2007-2009 STIP which was mailed to ATP members with the meeting agenda package. All requested projects have been funded and FHWA approval is expected in December 2006. Significant variations in annual program totals are primarily related to the year HPP projects are currently scheduled to be let. The 2007 federal appropriations bill is expected to be approved by Congress some time between December 2006 and March 2007.

2008-2011 ATIP

Denny Johnson briefly reviewed the tentative process and schedule for development of the 2008-2011 ATIP, which is similar to past years. Denny referred to the 2010 list of "Illustrative" projects developed last year and said that we would be soliciting federal aid candidate projects for 2011 that will be due by 12-15-06. Denny said that cost estimate updates for 2008-2010 projects are also due by 12-15-06 and may have a significant effect on the amount of federal funds available for 2011 projects.

Denny said that construction costs have increased 30% in the past two years and that the ATP Steering Committee has discussed the possible need to cap local project federal funding at the time of project letting. John Welle noted that project cost increases over 20% needed to go back to the ATP Steering Committee for approval. Mike Forsman said that St. Louis County has also been experiencing similar cost increases and reminded members of the inflation impact of delaying high cost HPP projects such as TH 53 and TH 169 north of Virginia.

Denny reviewed the 2008-2011 ATP Investment Guidelines that are recommended by the ATP Steering Committee for approval. The guidelines include a new \$1.5 million annual Highway Safety Improvement Program (HSIP) set-aside for 2009-2011 safety projects, of which two thirds are expected to be local projects and one third are expected to be Mn/DOT projects. Denny said that we would not solicit for specific safety projects this year. A Mn/DOT led consultant study that will assist in identifying candidate safety projects will be completed by June 2007. Walter Leu reminded members that the HSIP funds are not new dollars and would come from the current local and Mn/DOT shares of federal funds.

John Welle said that if most safety projects are local, it might be good to consider safety audits, best practices and districtwide partnerships. Mike Robinson said that Mn/DOT's consultant, Howard Preston (CH2M Hill), is encouraging safety audits and systemwide safety improvements such as median cable barrier on high volume four lane divided highways. Mike Forsman said that safety projects have already been identified such as TH 169 north of Virginia where black ice is an issue and sight distance improvements and safety turn lanes are needed. Denny Johnson indicated that it is expected that HSIP projects will primarily be low cost stand alone projects or safety add-ons (turn lanes) to preservation projects.

Cindy Voigt said that it might be good to overprogram in 2011 in case additional federal or state funds become available. Mark LeBrun said he supports keeping the 80/20 match goal for local projects.

Motion by Mike Forsman, second by Cindy Voigt to approve the 2008-2011 Investment Guidelines. Motion passed.

Other Business

Bryan Anderson encouraged members to review the new ATP Website www.nemnapt.org which includes general ATP information, the enhancements program, regional trails and will include ATP meeting minutes and links to other transportation related websites.

Cindy Voigt requested that the ATP consider allowing the use of federal funds for preliminary engineering on large projects such as Joshua Avenue in Duluth so that better right-of-way and construction cost estimates can be developed prior to requesting programming. John Foschi said that he would support this for major projects. Walter Leu said that it would be good to have this flexibility for special projects. Mark LeBrun

feels that the limited amount of federal funds should be used for construction and that the jurisdictions should fund preliminary engineering. Mike Forsman said that it is important to have projects “ready to go” in case more funds become available. Mike Robinson said that the Mn/DOT District office has a similar operating budget issue to pay our staff to deliver unusually large HPP projects.

Motion by Walter Leu, second by Cindy Voigt to allow the use of federal funds for project development costs on a specific project basis with the project sponsor making a presentation to the ATP Steering Committee and then a recommendation to the ATP. Motion passed.

Chair David Salo asked Mike Robinson to comment on the upcoming constitutional amendment vote related to the Motor Vehicle Sales Tax (MVST). Mike said that approval of the amendment would constitutionally dedicate 100% of the MVST to transportation by 2012. Currently, 54% of the MVST goes to transportation with 30% to highways and 24% to transit. Mike said that the up to 60% for highways language was clear and that future legislatures will make decisions on the split of highway and transit funding. Transportation funds would increase \$300 million per year after the five year phase in period, with over \$100 million per year for state highways. It is not known how the increased funding will be distributed statewide, but the Pawlenty Administration previously proposed that 50% of the funds be used for a bonding initiative for specific major statewide projects.

John Foschi said that it was his understanding that the equivalent loss of revenue to the general fund could be replaced by the increase in revenues from economic growth. Wade Pavleck felt that the amendment language was not clear and that the legislature was not doing their job and saying “trust me” to make future highway/transit funding decisions.

John Welle asked if bonding for specific projects would require legislative action. Mike Robinson said that the Commissioner of Transportation would have the authority to select specific projects. Denny Johnson said that northeast Minnesota had four projects on the previous Pawlenty Administration bonding list. Mike Forsman said that previous bonding bills provided limited funds to northeast Minnesota. Cindy Voigt said that regardless of funding distribution, it would be welcome new funding for Minnesota’s transportation systems. Mike Forsman commented that Mike Hatch supports “pay as you go” funding with limited bonding. John Foschi said that bonding might make sense with construction costs continuing to increase.

Mike Robinson mentioned the Toward Zero Deaths (TZD) Safety Conference being held at the DECC on November 2nd and 3rd and encouraged members to attend. He said that the conference has a broad agenda including engineering, enforcement, education and emergency medical response.

Denny Johnson gave a brief overview of the Mn/DOT District 1 2007-2016 Draft Ten Year Plan. The district has eleven projects valued at \$90 million of special federal funds. Denny reviewed the scheduled projects and said that some of the projects have been delayed a year or more due to the lack of state matching funds. Preservation of existing

pavements and bridges is Mn/DOT's top priority and the district has only six non-preservation or non-special federal funded projects in the 2011-2016 timeframe. Some of these projects may also have to be delayed if additional funds are needed for system preservation.

Next Meeting

The next ATP meeting will be on April 5, 2007, at a location to be determined.

Adjourn

The meeting was adjourned at 3:15 p.m.