



Request for City Council Committee Action From the Department of Public Works

Date: February 1, 2005
To: Honorable Sandra Colvin Roy, Chair Transportation and Public Works Committee
Subject: Revisions to the Municipal State Aid Street System

Recommendation:

1. Passage of the accompanying Resolution requesting the Commissioner of the Minnesota Department of Transportation to make additions to the Municipal State Aid Street System of the City of Minneapolis upon release of the trunk of trunk highways 55 (parts of 7th St., 8th St., 10th St. and 6th Ave. N.) and 65 (parts of 4th Ave. S. and 5th Ave. S.).

Previous Directives:

2003R-198 passed May 2, 2003 approving the execution of MnDOT agreement 83008 to provide for the transfer jurisdiction of trunk highways on routes 55 and 65 in downtown Minneapolis to the city.

2004R-126 passed April 2, 2004 requesting additions to and deletions from the Municipal State Aid Street System within the City of Minneapolis.

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Approved by:

Klara A. Fabry, P.E., City Engineer, Director of Public Works

Presenter: Tara Mugane

Financial Impact (Check those that apply)

No financial impact - or - Action is within current department budget.
(If checked, go directly to Background/Supporting Information)

Action requires an appropriation increase to the Capital Budget

Action requires an appropriation increase to the Operating Budget

Action provides increased revenue for appropriation increase

Action requires use of contingency or reserves

Other financial impact (Explain): This action will maximize the mileage we are allowed to designate on our State Aid system, thereby increasing our annual State Aid allocation from state gas tax funding.

Request provided to the Budget Office when provided to the Committee Coordinator

Background/Supporting Information:

The purpose of this letter is to recommend actions that are necessary for the City to remain in compliance with the rules governing the Municipal State Aid (MSA) Street System and maximize the City's benefit from MSA. This is consistent with the City's defined goals in that it will help maintain the physical infrastructure to ensure a healthy, vital and safe City.

Since 1997 the City has received between \$10.9 and \$13.7 million per year for construction and maintenance of MSA streets. In order to maximize the amount of funding the City is eligible to receive the City tries to maintain the maximum amount of mileage that is permitted on the MSA system. MSA designated routes must comply with MSA rules, which are made and promulgated by the Commissioner of Transportation. The Municipal State Aid System within a City is designated and routes selected to meet the following criteria:

1. Routes are projected to carry a relatively heavier traffic volume than a typical local street and are usually collector or arterial streets.
2. Routes connect the points of major traffic interest, parks, parkways, or recreational areas within an urban municipality.
3. Routes provide an integrated and connected street system affording, within practical limits, a state-aid street network consistent with projected traffic demands.
4. A City can designate a maximum of 20% of its local street mileage as MSA.

Minneapolis has established, constructed, reconstructed and maintained 203 miles (2004) of designated Municipal State Aid routes within the City within the above mentioned criteria. A City Council Resolution requesting modifications to the City's MSA system is required so that changes may be recorded no later than May 1 of the current calendar year. In order that we remain in compliance with these rules, we request the following changes to our State Aid System.

Public Works has prepared a resolution for your Committee's consideration requesting that the Commissioner of Transportation make the appropriate changes to the Municipal State Aid Street System in the City of Minneapolis to properly reflect the changes that are requested. The proposed changes and specific reasons are as follows:

The streets proposed for **addition** to the MSA system are due to the revocation of trunk highway designation on routes 55 and 65 in the downtown area of the city. As former trunk highways these routes are eligible to be designated to our system of MSA streets over the 20% limit as trunk highway turn backs.

Minneapolis MSA Route 220, 6th Avenue North (Olson Memorial Highway) from 7th Street North to East Lyndale Avenue North (0.19 miles)

Minneapolis MSA Route 221, 7th Street North and South from 13th Avenue South to 6th Avenue North (1.80 miles)

Minneapolis MSA Route 223, 10th Street North and South from 5th Avenue South to 7th Street North (1.04 miles)

Minneapolis MSA Route 434, 8th Street South from 13th Avenue South to 5th Avenue South (0.62 miles)

These proposed additions would be added to the MSA system replacing the designation of Trunk Highway 55.

Add 3.65 miles

MSA route 211, 4th Avenue South from Washington Avenue South to 10th Street South (0.62 miles)

MSA route 287, 5th Avenue South from Washington Avenue South to 10th Street South (0.62 miles)

These proposed additions would be added to the MSA system replacing the designation of Trunk Highway 65.

Add 1.24 Miles

Attachment: Map of Revisions