

Committee Report

Business Item No. 2018-165

Transportation Committee

For the Metropolitan Council meeting of July 11, 2018

Subject: 2018-2021 TIP Amendment: Washington County Hadley Avenue Interchange Cost Increase

Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2018-2021 Transportation Improvement Program (TIP) to increase the cost of Washington County's Hadley Avenue interchange construction project.

Summary of Committee Discussion/Questions

This item was approved as part of the consent agenda.

Motion by Letofsky, seconded by Munt. Motion carried, **consent to Council.**

Transportation Committee

Meeting date: June 25, 2018

For the Metropolitan Council meeting of July 11, 2018

Subject: 2018-2021 TIP Amendment: Washington County Hadley Avenue Interchange Cost Increase

District(s), Member(s): 11 – Rummel

Policy/Legal Reference: TAB Action

Staff Prepared/Presented: Amy Vennewitz, Deputy Director, Finance & Planning (651-602-1508)
Steve Peterson, Manager of Highway Planning and TAB/TAC Process (651-602-1819)
Joe Barbeau, Senior Planner (651-602-1705)

Division/Department: Transportation / Metropolitan Transportation Services (MTS)

Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2018-2021 Transportation Improvement Program (TIP) to increase the cost of Washington County's Hadley Avenue interchange construction project.

Background

This amendment is requested to accommodate an increase in cost. The increase is due to poor soils, muck excavation, the addition of management systems items, and the addition of noise walls. The noise walls are being added as a result of the public involvement process. Local funds will cover the increased cost.

Rationale

The Transportation Advisory Board approves formal amendments to the TIP and the Metropolitan Council concurs with the action of the TAB. The project is consistent with the Transportation Policy Plan (TPP) and meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis.

Thrive Lens Analysis

This action promotes *livability* by enabling noise walls to be added at the request of members of the public.

Funding

The project is fully funded with federal and local funds.

Known Support / Opposition

No known opposition.

Please amend the 2018-2021 Transportation Improvement Program (TIP) to include this project in program year 2019. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

SEQ #	STATE FISCAL YEAR	A	D	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILE S	
1576	2019	M	M	MN 36	082-596-005	Washington County	MN 36, at CSAH 35 (Hadley Ave) in Oakdale-Construct interchange and construct Gateway State Trail access (Tied to 082-090-007 and 8204-72)	0.9	
PROG	TYPE OF WORK		PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
MC	Grade, Surface, Bridge		STBGP	\$9,450,000 \$13,650,000	\$7,560,000				\$1,890,000 \$6,080,000

PROJECT BACKGROUND:

- Briefly describe why amendment is needed (e.g., project in previous TIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in TIP).

This amendment is needed to increase the total project cost due to poor soils/muck excavation, and the addition of noise walls which were voted in during the public involvement process, and TMS and DMS items that were added. There is not a change in project scope, and local funds will be covering the additional costs.

- How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?
 - New Money
 - Anticipated Advance Construction
 - ATP or MPO or MnDOT Adjustment by deferral of other projects
 - Earmark or HPP not affecting fiscal constraint
 - Other ✓

No additional federal funds are being added to this project, therefore fiscal constraint will be maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015.

AIR QUALITY CONFORMITY:

- Subject to conformity determination
- Exempt from regional level analysis ✓
- N/A (not in a nonattainment or maintenance area)

Exempt due to a lack of impact on the amount or length of capacity added.