

**Transportation Advisory Board**  
of the Metropolitan Council of the Twin Cities

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**ACTION TRANSMITTAL**

No. 2012-10

**DATE:** February 9, 2012  
**TO:** Transportation Advisory Board  
**FROM:** Technical Advisory Committee  
**SUBJECT:** TIP Amendment Request for MnDOT SP#2785-364 I-494 from I-35W to TH 100 in Bloomington and Richfield to add westbound auxiliary lane, noise wall, including replacement of existing bridge and approaches

**MOTION:** That the TAB adopt an amendment to the 2012-2015 TIP to combine SP# 2785-378, replacement of the Xerxes Avenue bridge over I-494 with the project scope of SP# 2785-364, add auxiliary lane on I-494 from I-35W to TH 100 and reflect increased total cost.

**BACKGROUND AND PURPOSE OF ACTION:** A formal amendment is needed to combine two projects into one project reflected in this amendment. The TIP includes all of this work but as two individual projects. This TIP amendment does not change anything from these existing projects except that it ties them together. The project is subject to air quality conformity analysis but since this work was already identified in the TIP, it has already been included in the regional air quality analysis so no additional analysis is necessary. The project maintains fiscal constraint because it is simply combining two existing projects into one and is consistent with the Transportation Policy Plan. Additional background material is attached.

**RELATIONSHIP TO REGIONAL POLICY:** Federal law requires that all transportation projects that will be partially funded with federal funds must be in an approved Transportation Improvement Program and meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity and opportunity for public input. It is the TAB's responsibility to adopt and amend the TIP according to these four requirements.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Funding & Programming Committee	Review & Recommend	January 19, 2012
Technical Advisory Committee	Review & Recommend	February 1, 2012
TAB Programming Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council	Concurrence	



**Minnesota Department of Transportation**

**Metropolitan District**

1500 West County Road B-2

Roseville, MN 55113

January 18, 2012

Revised February 9, 2012

Karl Keel, Chair  
 TAC Funding and Programming Committee  
 Metropolitan Council  
 390 N. Robert St.  
 St. Paul, Minnesota 55101

RE: Amendment to the Minnesota 2012-2015 Transportation Improvement Program (TIP)  
 State Project Number: 2785-364  
 Federal Project Number:

Dear Mr. Keel:

Please amend the Minnesota 2012-2015 Transportation Improvement Program (TIP) to address changes in the above referenced project which is currently in SFY 2013 of the TIP. The project is being submitted with the following information:

**PROJECT IDENTIFICATION:**

SEQ #	STATE FISCAL YEAR	A T P	D I S T	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILE S
1870	2013	M	M	I-494	2785-364	MNDOT	FROM I35W TO MN100 IN BLOOMINGTON AND RICHFIELD - ADD WB AUXILIARY LANE, NOISE WALL, DRAINAGE, PONDING, LIGHTING, TMS, APPROACH PANELS, & REPLACE EXISTING BRIDGE #9126 (NEW BRIDGE #27408) & NECESSARY APPROACH RECONSTRUCTION.	1.9

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
MC	Grade Surface & Bridge	IM, SM	\$15,065,000	\$13,558,500	0	0	\$1,506,500	\$0

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**PROJECT BACKGROUND:**

1. 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).

Project 2785-364(Sequence # 1870) is in SFY 2013 of the 2012-2015 TIP with \$6,584,000 in federal National Highway System funds and \$1,646,000 in state funds for a total project cost of \$8,230,000 with a cost split of 80% federal and 20% state match. A formal amendment is needed to combine the replacement of the Xerxes Avenue Bridge and associated work from project 2785-378 (Sequence 1872) to the project and to document the resulting changes in the total project cost and change in funding program.

Project 2785-378 (Sequence 1872) is in SFY 2013 of the 2012-2015 TIP with \$6,151,500 in federal Interstate Maintenance funds and \$683,500 in state funds with a total project cost of \$6,835,000 for a cost split of 90% federal and 10% state match. This project number will be dropped and the associated work will be added to Project 2785-364(Sequence # 1870) for a new total project cost of \$15,065,000.

The work under both projects was determined to be eligible for Interstate Maintenance funds, resulting in a cost split of 90% federal and 10% state match. The resulting combined project cost is now \$13,558,500 in federal Interstate Maintenance funds and \$1,506,500 in state funds. The new federal and state match funding level is the difference between the entire project having 90/10 funding ratio and only one portion being 90/10 while the second had a funding split of 80/20. *The total project description and project costs are not changing.*

2785-364 (I-494 Westbound Auxiliary Lane from I-35W to TH 100) and Project 2785-378 (Sequence #1872) Xerxes Avenue bridge are located within the same control section. Mn/DOT protocol does not allow a single plan set to contain two project numbers if they are in the same control section. Therefore Project 2785-364 (Sequence #1870) and Project 2785-378 (Sequence #1872) have to be combined into one state project number.



2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money – \_\_\_\_\_  
(Discretionary, Special Allocations or Other New Funding Sources)
- Anticipated Advance Construction \_\_\_\_\_
- ATP or MPO or Mn/DOT Adjustment \_\_\_\_\_  
of other projects X\*
- Earmark or HPP federal funds outside ATP \_\_\_\_\_  
target \_\_\_\_\_
- Other \_\_\_\_\_

\*The federal and state funds for this project are the result of combining Project 2785-364 (Sequence 1870) and Project 2785-378(Sequence 1872). The additional required \$832,000 in federal funding for this project will be provided by project 880M-SAS-13 (Sequence 1886) the metro districtwide setaside with a total of \$8,456,000 in federal funds in SFY 13. \$7,633,000 is the remaining federal fund balance left in project 880M-SAS-13 (Sequence 1886) after drawdown. These Federal funds along with state trunk highway funds are sufficient to fully fund project 2785-364, therefore fiscal constraint is maintained.

**CONSISTENCY WITH MPO LONG RANGE PLAN:**

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted on January 14, 2009, with FHWA/FTA conformity determination established on September 16, 2009. The amendment is also consistent with the 2030 Policy Plan update adopted by the Metropolitan Council on November 10, 2010 and transmitted to MnDOT on November 22, 2010 for transmittal to USDOT for a conformity determination.

**AIR QUALITY CONFORMITY:**

- Subject to conformity determination..... YES
- Exempt from regional level analysis\*..... \_\_\_\_\_
- Exempt from project level analysis\*..... \_\_\_\_\_
- Exempt by virtue of interagency consultation\*..... \_\_\_\_\_
- N/A (not in a nonattainment or maintenance area) ..... \_\_\_\_\_

\* The elements of this project have previously been included in the TIP Air Quality Analysis. The I-494 portion was modeled and will continue to be listed as A-15 under Regional Significant Projects. The Xerxes Ave Bridge is an exempt project Per Section 93.126 of the Conformity Rules under Category #S1, Widening narrow pavements or reconstructing bridges. No changes have been made either to the horizon year or to the capacity increase to the regional system from the original projects.

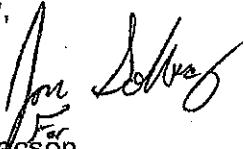
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Karl Keel  
January 18, 2012  
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We are requesting approval of this STIP amendment at this time. If you have any questions, please call Brian Isaacson at (651) 234-7788

Sincerely,



Brian Isaacson  
Planning Director, Program Management

Enclosures: None

cc: Jon P. Solberg, Metro Program Management  
Cynthia Krumsieg, Metro Program Management

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