

ACTION TRANSMITTAL No. 2018-32

DATE: June 6, 2018

TO: Transportation Advisory Board

FROM: Technical Advisory Committee

PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)

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

REQUESTED ACTION: Washington County requests an amendment to the 2018-2021 Transportation Improvement Program (TIP) to increase the cost of its Hadley Avenue interchange construction project (SP # 082-596-005).

RECOMMENDED MOTION: That the Transportation Advisory Board approve an amendment to the 2018-2021 Transportation Improvement Program (TIP) to increase the cost of Washington County's Hadley Avenue interchange construction project (SP # 082-596-005).

BACKGROUND AND PURPOSE OF ACTION: The project was funded by MnDOT-programmed Surface Transportation Block Grant Program (STBGP) funds. This amendment is needed 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.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be funded with federal funds must be in an approved TIP 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. While the project description is not changing, the cost change is large enough to meet the FHWA's threshold to require a TIP amendment (35% for projects costing from \$3M to \$10M).

STAFF ANALYSIS: The TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. 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. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings.

COMMITTEE COMMENTS AND ACTION: At its May 17, 2018, meeting, the Funding & Programming Committee voted unanimously to recommend approval of an amendment to the 2018-2021 TIP to increase the cost of Washington County's Hadley Avenue interchange construction project.

At its June 6, 2018, meeting, the Technical Advisory Committee voted unanimously to recommend approval of an amendment to the 2018-2021 TIP to increase the cost of Washington County's Hadley Avenue interchange construction project.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	5-17-2018
Technical Advisory Committee	Review & Recommend	6-6-2018
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Concur	
Metropolitan Council	Concur	

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)	M I L E 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.