

# T Transportation Committee

**Business Item**  
**Item: 2012-77**  
**Consent**

**Meeting date: February 27, 2012**

**Council meeting date: March 14, 2012**

<b>ADVISORY INFORMATION</b>	
<b>Date:</b>	February 15, 2012
<b>Subject:</b>	2012-2015 TIP Amendment Request to add federal funds for I-35W westbound auxiliary lane, noise wall, and bridge replacement in Bloomington and Richfield (TAB Action 2012-10)
<b>District(s), Member(s):</b>	Elkins - 5
<b>Policy/Legal Reference:</b>	TAB Action
<b>Staff Prepared/Presented:</b>	Arlene McCarthy, Director (651-602-1754) Amy Vennewitz, Dep. Dir. Finance & Planning (651-602-1058) Kevin Roggenbuck, TAB Coordinator (651-602-1728) James Andrew, Senior Planner (651-602-1721)
<b>Division/Department:</b>	Metropolitan Transportation Services

## Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2012-2015 Transportation Improvement Program (TIP) to combine SP#2785-378: replacement of the Xerxes Ave 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 a new total cost.

## Background

This amendment is needed to incorporate the new combined project scope and total cost. The effect of the amendment is negligible because it is combining two projects that are in the existing TIP.

Project Description	Federal (Interstate Maintenance and National Highway System) Funds	Local Match (Trunk Highway)
MnDOT SP#2785-364: From I-35W to TH100 in Bloomington and Richfield to add a westbound auxiliary lane, noise wall, drainage, ponding, lighting, TMS, approach panels and replace the existing bridge #9126 and necessary approach reconstruction	\$13,558,500	\$1,506,500

## Rationale

The Transportation Advisory Board approves formal amendments to the Transportation Improvement Program. The Metropolitan Council concurs with the action of the TAB. This project and the amendment requested was already included in the regional air quality conformity analysis, is consistent with the Transportation Policy Plan and does not affect fiscal constraint as it only combines existing projects without affecting their costs.

## **Funding**

This project is funded with a combination of federal Interstate Maintenance funds and National Highway System funds with the match coming from State Trunk Highway funds.

## **Known Support / Opposition**

There was no opposition to this TIP amendment. The City of Bloomington assured the technical committees that they had a letter of agreement with MnDOT specifying that the auxiliary lane could be used as a MnPASS lane in the future if MnDOT constructs a MnPASS lane in the I-494 corridor.

# Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

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Bill Hargis  
Chair

February 17, 2012

County Commissioners

Andy Westerberg  
Anoka County

Randy Maluchnik  
Carver County

Paul Krause  
Dakota County

Jan Callison  
Hennepin County

Tony Bennett  
Ramsey County

Jon Ulrich  
Scott County

Dennis Hegberg  
Washington County

Municipal Officials

Dick Swanson  
Blaine City Council

Bethany Tjornhom  
Chanhassen City Council

Julia Whalen  
Champlin City Council

James Hoyland  
Mayor of Edina

Becky Petryk  
Hugo City Council

Willi Rossbach  
Mayor of Maplewood

Robert Lilligren  
Minneapolis City Council

Steven Gallagher  
Newport City Council

Sue Sanger  
St. Louis Park City Council

Russ Stark  
St. Paul City Council

Citizen Members - Precinct

Gerry Butcher - A  
Thomas Heffelfinger - B  
Jennifer Janovy - C  
Kenya McKnight - D  
Ashraf Siddiqui - E  
Bill Hargis - F  
Margaret Donahoe - G  
Karl Drotning - H

*for*   
Bill Hargis,  
Chair

Agency Representatives

Adam Duinick  
Metropolitan Council

Scott McBride  
Minnesota DOT

Lisa Peilen  
M.A.C.

David Thornton  
M.P.C.A.

Modal Representatives

Aaron Isaacs  
Transit

David Van Hattum  
Transit

Ron Have  
Freight

Ethan Fawley  
Non-motorized

Susan Haigh, Chair  
Metropolitan Council  
390 Robert Street No.  
St. Paul, MN 55101

Ms. Haigh,

On February 15, 2012 the Transportation Advisory Board voted to amend the 2012-2015 Transportation Improvement Program to include 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.

Replacement of the Xerxes Avenue bridge and construction of the auxiliary lane on I-494 from I-35W to TH 100 were identified as two separate projects in the 2012-2015 TIP. A formal amendment is needed to combine two projects into one project reflected in this amendment.

The TAB forwards the TIP amendment action to the Metropolitan Council for concurrence along with additional information described in TAB action transmittal 2012-10.

Sincerely,

kjr/kjr

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

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**ACTION TRANSMITTAL**

No. 2012-10

**DATE:** February 17, 2012  
**TO:** Metropolitan Council  
**FROM:** Transportation Advisory Board  
**SUBJECT:** Transportation Improvement Program 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:** The TAB adopted 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	February 15, 2012
Transportation Advisory Board	Review & Adopt	February 15, 2012
Metropolitan Council	Concurrence	