

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

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**ACTION TRANSMITTAL**

No. 2011-53

**DATE:** June 9, 2011  
**TO:** Transportation Advisory Board  
**FROM:** Technical Advisory Committee  
**SUBJECT:** 2011-2014 TIP Amendment from MN/DOT for a Pre-Implementation study for a Priced Managed Lane on I-94 between downtown Minneapolis and downtown St. Paul.

**MOTION:** That the TAB adopts an amendment to the 2011-2014 TIP to include SP# 8816-1438; a Pre-Implementation Study for a Priced Managed Lane on I-94.

**BACKGROUND AND PURPOSE OF ACTION:** A TIP Amendment is required to identify these funds as they have recently been sent back to Minnesota and are available for use. These funds were awarded to Minnesota from the Value Pricing Pilot Program. This study will examine the feasibility of reconstructing the Highway 280 interchange, along with consideration of low cost improvements on the I-94 Managed Lanes that may permit MnPASS HOT Lane operations and connections, as well as the feasibility of providing MnPASS access into downtown Minneapolis.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Funding & Programming Committee	Review & Recommend	May 19, 2011
Technical Advisory Committee	Review & Recommend	June 1, 2011
TAB Programming Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council	Concurrence	



**Minnesota Department of Transportation**

**Metro District**  
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 Roseville, MN 55113

Office Telephone: (651) 234-7788  
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May 19, 2011

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

Re: Amendment to the Twin Cities 2010-2013 Transportation Improvement Program (TIP)  
 State Project Number: 8816-1438 Pre-Implementation Study for a "Priced" Managed Lane on I-94.

Dear Mr. Keel:

Please amend the 2011– 2014 Transportation Improvement Program (TIP) to include this project in 2012. This project is being submitted with the following information:

**PROJECT IDENTIFICATION:**

STATE FISCAL YEAR	ATP	DIST	ROUTE SYS	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILES
2012	M	M	I-94	8816-1438	MnDOT	Pre-Implementation Study for a "Priced" Managed Lane on I-94	0.0

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA Target	HPP \$	Earmark \$	FHWA Target AC \$	HPP AC \$	TH \$	OTHER \$
PL	Planning	FFM	500,000	0	400,000	0	0	0	0	100,000 (State Funds)

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**PROJECT BACKGROUND:**

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

Originally, these funds were awarded in SFY 2009 to study managed lanes and MnPASS operations on I-94. However, the need to begin the study was much earlier than the funds would become available from Washington. The I-94 Managed Lanes Study moved forward and was completed in January 2010.

MnDOT requested from FHWA approval to spend the funds on a related study that will build upon the findings of the I-94 Managed Lanes Study. The I-94 study, under the full construction alternative, recommended reconstruction of the Highway 280 interchange that eliminates left hand entrance and exit ramps, providing lane continuity which permits left hand MnPASS managed lanes operations. The new study would examine the feasibility of reconstructing the Highway 280 interchange, along with consideration of low cost improvements on the I-94 Managed Lanes that may permit MnPASS HOT Lane operations and connections. Also under consideration is the feasibility of providing MnPASS access into downtown Minneapolis.

A memorandum dated July 29, 2010 has been received from the Washington FHWA Operations Office that the funds may be spent on this study. This amendment is needed to add federal funds awarded in 2009 from the Value Pricing Pilot Program to the current TIP.

This project was previously amended into the 2010-2013 TIP in October 2010. However, the funds were rescinded by FHWA at the end of FFY 2010 and have recently been sent back to Minnesota and are available for use. Due to the adoption of the 2011-2014 STIP, during this timeframe, a new TIP amendment is required.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?
  - New Money – Value Pricing Pilot Program
  - Anticipated Advance Construction
  - ATP or MPO or Mn/DOT Adjustment by deferral of other projects
  - Earmark or HPP not affecting fiscal constraint\*
  - Other\*\*

\*These funds are not part of the Metro District regular formula target funds, therefore fiscal constraint is maintained.

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Karl Keel  
May 19, 2011  
Page 3

**AIR QUALITY CONFORMITY:**

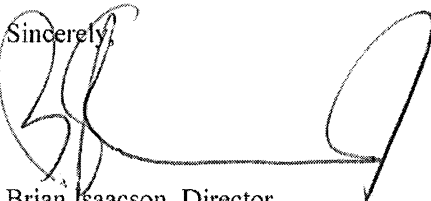
- Subject to conformity determination ..... \_\_\_\_\_
- Exempt from regional level analysis\* .....   X
- Exempt from project level analysis\* .....   X
- Exempt by virtue of interagency consultation..... \_\_\_\_\_
- N/A (not in a nonattainment or maintenance area)..... \_\_\_\_\_

**\*Exemption Code:** O-1 – Specific Activities which do not involve or lead directly to construction, such as: Planning and technical studies, Grants for training and research programs, Planning activities conducted pursuant to titles 23 and 49 U.S.C.

**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.

We are requesting approval of this TIP amendment at this time. If you have any questions, please contact me at 651.234.7788

Sincerely,  


Brian Isaacson, Director  
Investment Management  
Metro District

cc: Ken Buckeye, MnDOT  
Cindy Krumsieg, Metro Investment Management  
John Griffith, Metro Area Manager

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