

**T** Transportation Committee  
Meeting date: February 22, 2010  
Council meeting: February 24, 2010

**ADVISORY INFORMATION**

<b>Date:</b>	February 17, 2010
<b>Subject:</b>	Authorization to set date for public hearing on 2030 Transportation Policy Plan (TPP) Amendment – I-94
<b>District(s), Member(s):</b>	All
<b>Policy/Legal Reference:</b>	TAB Action
<b>Staff Prepared/Presented:</b>	Arlene McCarthy, Director MTS (651-602-1754) Amy Vennewitz, Dep. Dir. Finance & Planning MTS (651-602-1508) Carl Ohrn, Planning Analyst (651-602-1719)
<b>Division/Department:</b>	Metropolitan Transportation Services

**Proposed Action**

That the Metropolitan Council:

- Adopt the proposed 2030 Transportation Policy Plan (TPP) amendment that includes modification to I-94 from St. Paul/5<sup>th</sup> Street to the Lowry Tunnel, for the purpose of holding a public hearing; and
- Authorize a public hearing on the proposed amendments to the 2030 Transportation Policy Plan to be held on April 12, 2010 at 5:00 p.m.

**Background**

In 2007, significant changes were made to I-94 from TH 280 to I-35W in response to the I-35W bridge collapse. The project converted the shoulder to a temporary general purpose lane between TH 280 and I-35W (southbound) and included geometric changes at I-35W and TH 280. The Metropolitan Council, MnDOT and the Minnesota Division of the Federal Highway Administration jointly undertook a study to determine what reasonable corridor improvements were allowed as part of returning to the pre-emergency response condition. A key point was to balance the needs of the general motoring traffic and the advantages previously provided to transit users through use of the bus-only shoulder. After months of extensive study and evaluation of many options, a concept was developed that achieves a level of balance between these two very important stakeholder groups in the corridor. Due to the permanent general traffic use of the shoulder for over a mile, the project must be in the TPP to meet the interagency agreement for Air Quality Conformity.

**Rationale**

In order to implement the I-94 project which will add capacity for more than a mile, the project must be in the TPP. Amendment of the TPP requires an opportunity for public comment and hearing.

**Funding**

This amendment does not affect funding for the project.

## **Known Support / Opposition**

No opposition was presented at the TAC or TAB meetings.

# Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

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Bill Hargis  
Acting Chair

February 18, 2010

County Commissioners

Dennis Berg  
Anoka County  
Randy Maluchnik  
Carver County  
Paul Krause  
Dakota County  
Jan Callison  
Hennepin County

Tony Bennett  
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Jon Ulrich  
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Dennis Hegberg  
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Blaine City Council

Steve Lampi  
Mayor of Brooklyn Park

Bethany Tjornham  
Chanhassen City Council

Dan Gustafson  
Burnsville City Council

Julia Whalen  
Champlin City Council

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Becky Petryk  
Hugo City Council

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Minneapolis City Council

Russ Stark  
St. Paul City Council

William Hargis  
Mayor of Woodbury

Peter Bell, Chair  
Metropolitan Council  
390 Robert Street No.  
St. Paul, MN 55101

Mr. Bell,

On February 17, 2010, the Transportation Advisory Board voted to recommend adoption of an amendment to the region's 2030 Transportation Policy Plan to include modifications to the I-94 corridor between the Lowry Tunnel in Minneapolis and the 5<sup>th</sup> Street exit in St. Paul for the purpose of holding a public hearing.

The TAB forwards this action to the Metropolitan Council along with additional information described in TAB action transmittal 2010-08.

Sincerely,



*for* Bill Hargis, Acting Chair  
Transportation Advisory Board

Citizen Members - Precinct

vacant - A  
Bill Guidera - B  
James Meyers - C  
Chuck Haik - D  
Bart Ward - E  
Donn Wiski - F  
Jill Smith - G  
Ken Johnson - H

Agency Representatives

Peggy Leppik  
Metropolitan Council

Scott McBride  
Minnesota DOT

Sherry Stenerson  
M.A.C.

David Thornton  
M.P.C.A.

Modal Representatives

Richard Mussell  
Transit

vacant  
Transit

Ron Have  
Freight

David Gepner  
Non-motorized

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

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**ACTION TRANSMITTAL**

No. 2010-08

**DATE:** February 18, 2010  
**TO:** Metropolitan Council  
**FROM:** Transportation Advisory Board  
**SUBJECT:** 2030 Transportation Policy Plan Amendment

**MOTION:** The TAB recommended adoption of the proposed 2030 Transportation Policy Plan (TPP) amendment that includes modifications to I-94 from St. Paul/5<sup>th</sup> Street to the Lowry Tunnel for the purpose of holding a public hearing.

The following amendment is proposed to be added to the bottom of page 78 of the TPP to include the I-94 corridor management project:

MnDOT and the Council have developed a corridor management investment strategy for I-94 from St. Paul (5<sup>th</sup> St.) to the Lowry Tunnel in Minneapolis as a retrofit after the temporary modifications were made in response to the I-35W Bridge collapse. The project includes bus-only shoulders, managed auxiliary/bus lanes and Intelligent Transportation System application of lane controls, speed harmonization, queue warnings, and dynamic lane controls. This project will be implemented in 2010 and 2011.

**BACKGROUND AND PURPOSE OF ACTION:**

In 2007, significant changes were made to I-94 from TH 280 to I-35W in response to the I-35W Bridge collapse. The project, developed as an emergency response, converted the shoulder to a temporary general purpose lane between TH 280 and I-35W southbound and included geometric changes at I-35W and TH 280. The Metropolitan Council, MnDOT and the Minnesota Division of the Federal Highway Administration jointly undertook a study to determine what reasonable corridor improvements were allowed as part of returning to the pre-emergency response condition. A key point was to balance the needs of the general motoring traffic and the advantages previously provided to transit users through use of the bus-only shoulder. After months of extensive study and evaluation of many options, a concept was developed that achieves a level of balance between these two very important stakeholder groups in the corridor.

The attached table and graphic illustrate the changes recommended in the corridor in the next two years. These changes are not currently included in the 2030 Transportation Policy Plan adopted in January 2009.

The Metropolitan Council submitted the Air Quality Conformity Analysis and Documentation to the Minnesota Pollution Control Agency on December 15, 2009. The MPCA's response is attached.

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**ROUTING**

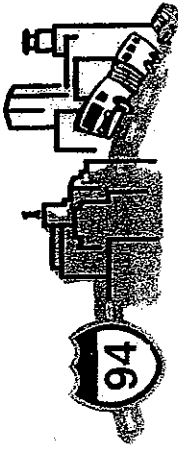
<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Planning Committee	Review & Recommend	January 14, 2010
Technical Advisory Committee	Review & Recommend	February 3, 2010
TAB Policy Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Adopt	

## Modifications proposed to the I-94 Corridor from St. Paul 5<sup>th</sup> Street to Lowry Tunnel in Minneapolis

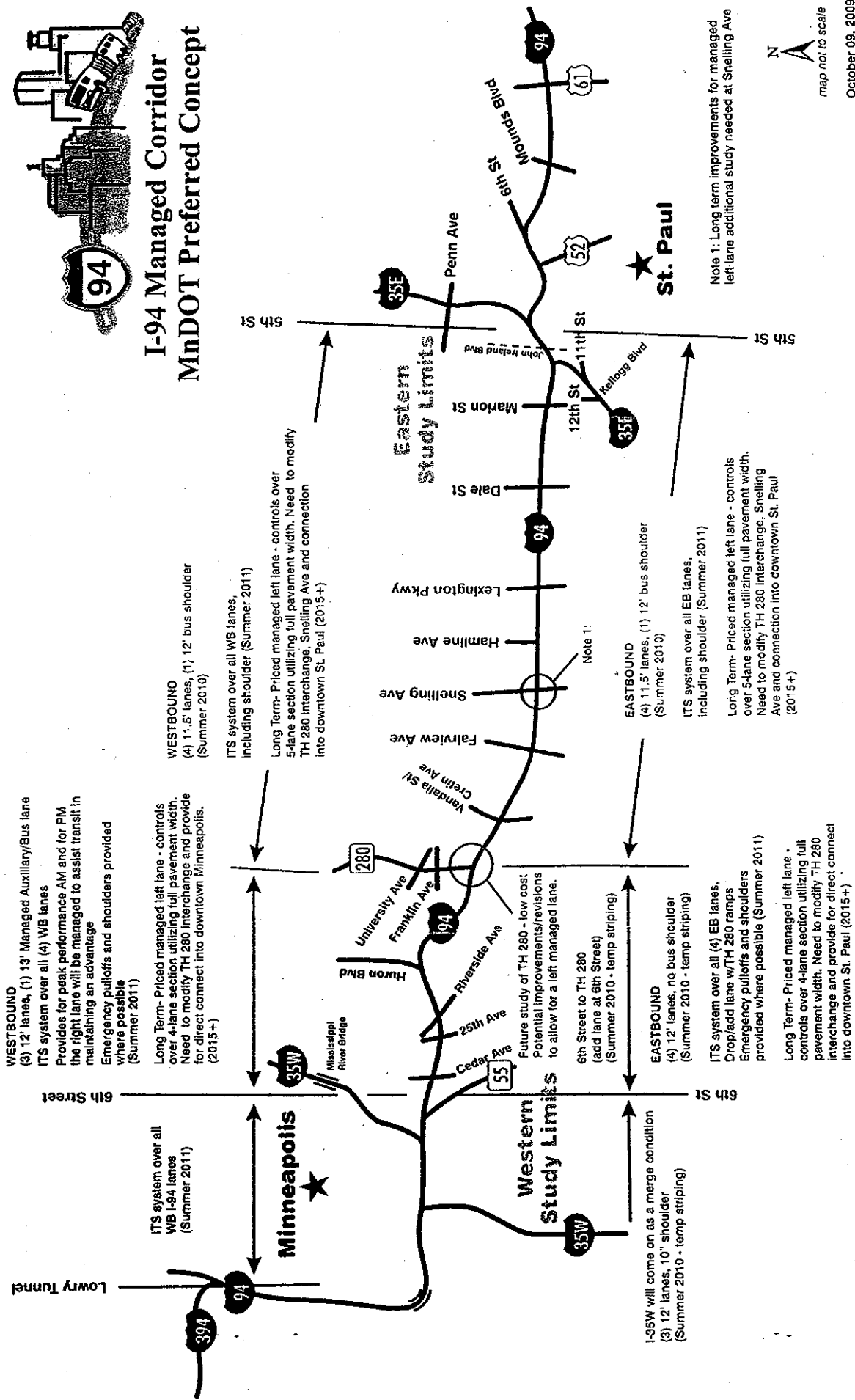
1. Westbound (WB) from St. Paul (5<sup>th</sup> St.) to the Lowry Tunnel
  - A. From St. Paul to TH 280
    - 4 – 11.5' General Purpose (GP) lanes
    - 1 – 12' bus only shoulders
    - ITS\* over all WB lanes
  - B. TH 280 to Mpls. (6<sup>th</sup> St.)
    - 3 – 12' GP lanes
    - 1 – 13' Managed Auxiliary/Bus lane (provides for peak performance AM and PM, the right lane will be managed to assist transit in maintaining an advantage)
    - ITS\* over all WB lanes
  - C. Mpls. (6<sup>th</sup> St.) to Lowry Tunnel
    - ITS\* over all lanes
2. Eastbound (EB) from the I-35W to St. Paul (5<sup>th</sup> St.)
  - A. I-35W to Mpls. (6<sup>th</sup> St.)
    - I-35W will come on as a merge
    - 3 – 12' GP lanes, 10' shoulders
  - B. Mpls. (6<sup>th</sup> St.) to TH 280
    - 4 – 12' GP lanes, no bus shoulder
    - ITS\* system over all EB lanes
    - Drop and add lane with TH 280 ramps
    - Emergency pullouts and shoulders where possible
  - C. TH 280 to St. Paul (5<sup>th</sup> St.)
    - 4 – 11.5' GP lanes
    - 1 – 12' bus only shoulder
    - ITS over all EB lanes

\* ITS strategies to be implemented include:

- lane speed control
- queue warnings
- dynamic lane control



# I-94 Managed Corridor MnDOT Preferred Concept



map not to scale  
 October 09, 2009



# Minnesota Pollution Control Agency

520 Lafayette Road North | St. Paul, MN 55155-4194 | 651-296-6300 | 800-675-3843 | 651-282-5332 TTY | [www.pca.state.mn.us](http://www.pca.state.mn.us)

January 13, 2010

Ms. Arlene McCarthy  
Director  
Metropolitan Transportation Services  
Metropolitan Council  
390 North Robert Street  
St. Paul, MN 55101

RE: Amendment to the Conformity Documentation for the 2030 Transportation Policy Plan

Dear Ms. McCarthy:

The Minnesota Pollution Control Agency (MPCA) staff has completed its review of the above referenced document. The Metropolitan Council (Council) is proposing two amendments to its 2030 Transportation Policy Plan (Plan). The first amendment includes the locally preferred light rail transit (LRT) mode and alignment for the Southwest Transitway. The second includes the existing configuration of Interstate (I)-94 between (I)-35W and Trunk Highway 280, as established after the (I)-35W bridge collapse and slightly modified by the (I)-94 managed corridor project.

As part of this amendment, the Council has revised the Conformity Documentation (Appendix F) for meeting carbon monoxide (CO) standards. This revision includes a detailed description of the LRT mode and alignment for Southwest Transitway as well as the (I)-94 managed corridor. Air quality analysis that shows daily CO emissions in tons/day for the milestones years 2009, 2015, 2020, and 2030 are provided in this evaluation. Based on this information, the future CO emissions in tons/day will remain below the regional emissions budget established by the MPCA's emissions inventory even with the implementation of the two projects. Therefore, the proposed amendment to the Conformity Documentation for the 2030 Plan fully meets and conforms to the relevant sections of the Federal Transportation Conformity Rule and to the applicable sections of the Minnesota State Implementation Plan for Air Quality.

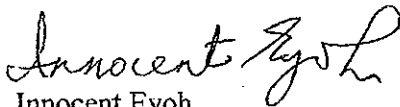
The MPCA staff appreciates the opportunity given to review the Plan amendment as part of the U.S. Environmental Protection Agency's (EPA's) Transportation Conformity Rule consultation process, and looks forward to working with your staff to address any other policy concerns. The staff also appreciates the cooperation of the interagency



Ms. Arlene McCarthy  
Page 2

consultation group that includes the Council, Mn/DOT, EPA, and FHWA, in their immediate assistance in resolving all policy and technical issues with respect to the Plan's air quality conformity determination. Please contact me at 651-757-2347 or by e-mail at [innocent.eyoh@state.mn.us](mailto:innocent.eyoh@state.mn.us) if you have any questions.

Sincerely,



Innocent Eyoh  
Planner Principal  
Air Assessment and Environmental Data Management Section  
Environmental Analysis and Outcomes

IE:jab

cc: Mark Filipi, Metro Council  
Susan Moe, FHWA  
Brian Isaacson, Mn/DOT  
Michael Leslie, EPA  
John Seltz, MPCA  
David Thornton, MPCA  
Michael Sandusky, MPCA  
Frank Kohlasch, MPCA