

T Transportation Committee
For the Metropolitan Council meeting of February 24,
2010

Item: **SW** 2010-75

ADVISORY INFORMATION

Date February 23, 2010
Prepared:
Subject: Authorization to set date for public hearing on 2030 Transportation Policy Plan (TPP) Amendment – I-94

Proposed Action:

That the Metropolitan Council:

- Adopt the proposed 2030 Transportation Policy Plan (TPP) amendment that includes modification to I-94 from St. Paul/5th 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.

Summary of Committee Discussion / Questions:

Carl Ohrn, Metropolitan Transportation Services, presented this item.
There were no questions from committee members.

Motion was made by Beach, seconded by Peterson and passed unanimously.

Clarification: The proposed amendment to TPP Appendix F: Clean Air Act Conformance which is an attachment to the January 13, 2010 MPCA letter, is available at www.metrocouncil.org/planning/transportation/TPP/2008/amendments.htm

Business Item

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

Item: **SW** 2010-75

ADVISORY INFORMATION

Date:	February 17, 2010
Subject:	Authorization to set date for public hearing on 2030 Transportation Policy Plan (TPP) Amendment – I-94
District(s), Member(s):	All
Policy/Legal Reference:	TAB Action
Staff Prepared/Presented:	Arlene McCarthy, Director MTS (651-602-1754) Amy Vennewitz, Dep. Dir. Finance & Planning MTS (651-602-1508) Carl Ohrn, Planning Analyst (651-602-1719)
Division/Department:	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/5th 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

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
Ramsey County

Jon Ulrich
Scott County

Dennis Hegberg
Washington County

Municipal Officials

Dick Swanson
Blaine City Council

Steve Lampi
Mayor of Brooklyn Park

Bethany Tjornham
Chanhassen City Council

Dan Gustafson
Burnsville City Council

Julia Whalen
Champlin City Council

James Hovland
Mayor of Edina

Becky Petryk
Hugo City Council

Robert Lilligren
Minneapolis City Council

Russ Stark
St. Paul City Council

William Hargis
Mayor of Woodbury

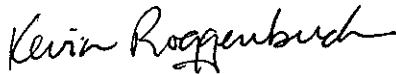
Peter Bell, Chair
Metropolitan Council
390 Robert Street No.
St. Paul, MN 55101

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 5th 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

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/5th 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 (5th 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.

ROUTING

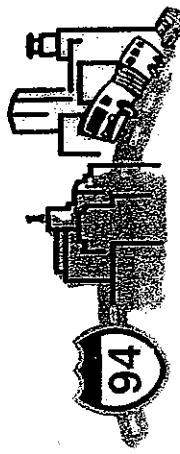
TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning Committee	Review & Recommend	January 14, 2010
Technical Advisory Committee	Review & Recommend	February 3, 2010
TAB Policy Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend	
Metropolitan Council Transportation Committee	Review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

Modifications proposed to the I-94 Corridor from St. Paul 5th Street to Lowry Tunnel in Minneapolis

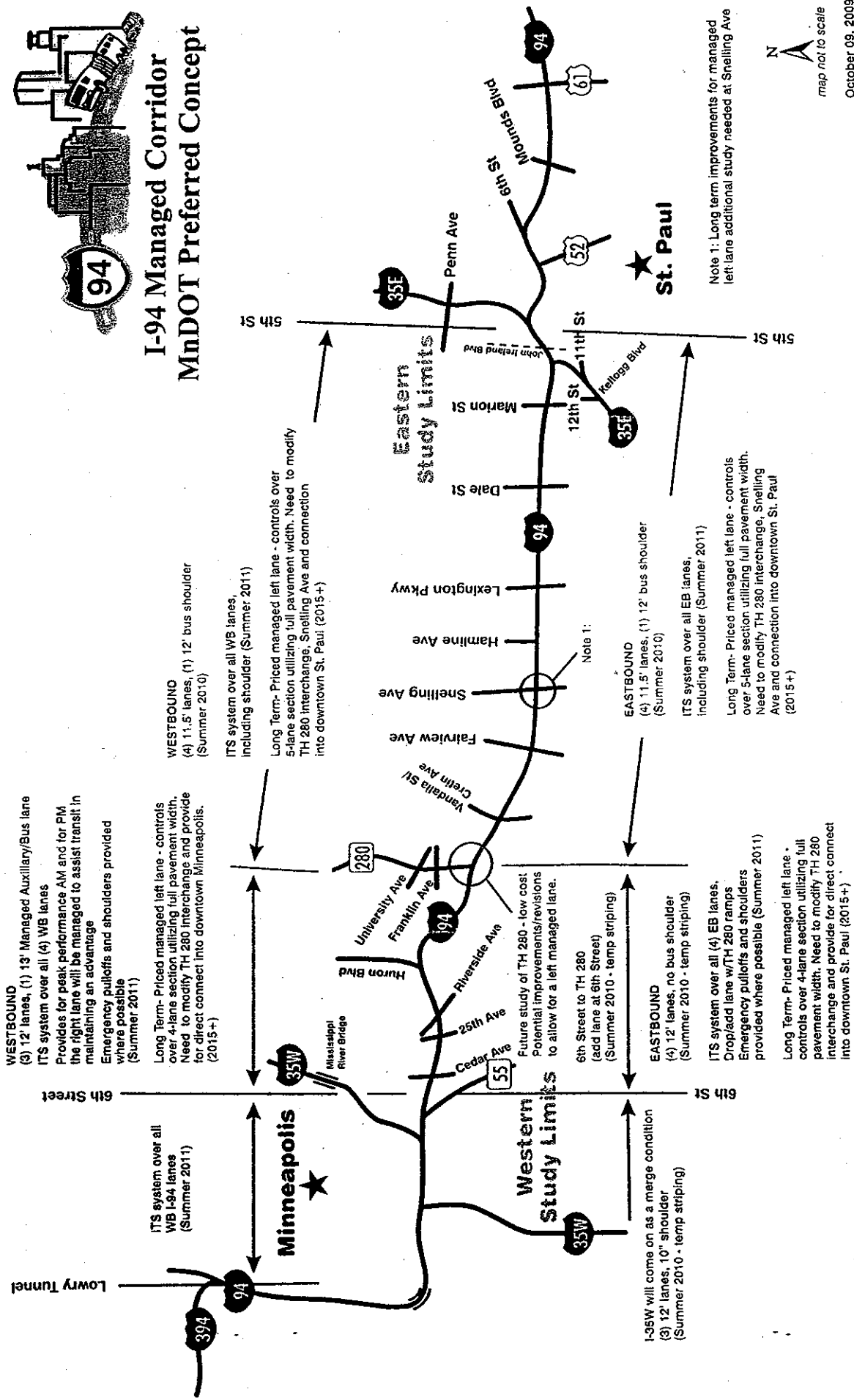
1. Westbound (WB) from St. Paul (5th St.) to the Lowry Tunnel
 - A. From St. Paul to TH 280
 - 4 – 11.5' General Purpose (GP) lanes
 - 1 – 12' bus only shoulders
 - ITS* over all WB lanes
 - B. TH 280 to Mpls. (6th St.)
 - 3 – 12' GP lanes
 - 1 – 13' Managed Auxiliary/Bus lane (provides for peak performance AM and PM, the right lane will be managed to assist transit in maintaining an advantage)
 - ITS* over all WB lanes
 - C. Mpls. (6th St.) to Lowry Tunnel
 - ITS* over all lanes
2. Eastbound (EB) from the I-35W to St. Paul (5th St.)
 - A. I-35W to Mpls. (6th St.)
 - I-35W will come on as a merge
 - 3 – 12' GP lanes, 10' shoulders
 - B. Mpls. (6th 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 (5th 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





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

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.

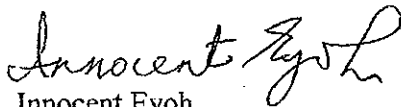
As part of this amendment, the Council has revised the Conformity Documentation (Appendix F) for meeting carbon monoxide (CO) standards. This revision includes a detailed description of the LRT mode and alignment for Southwest Transitway as well as the (I)-94 managed corridor. Air quality analysis that 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
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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 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