

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL

No. 2010-55

DATE: September 3, 2010
TO: Transportation Advisory Board
FROM: Technical Advisory Committee
SUBJECT: TIP Amendment Request for MN/DOT SP#8816-1438: Pre-Implementation Study for a "Priced" Managed Lane on I-94
MOTION: That the TAB approve a 2010-2013 TIP Amendment for Mn/DOT SP#8816-1438: Pre-Implementation Study for a "Priced" Managed Lane on I-94.

BACKGROUND AND PURPOSE OF ACTION: This amendment is needed to add federal funds awarded in 2009 from the Value Pricing Pilot Program to the current TIP. These funds were originally awarded to study managed lanes and MnPASS operations on I-94 but the need to begin the study occurred earlier than when these funds would become available. FHWA has authorized the use of these funds on a related study that will build upon the findings of the I-94 Managed Lanes Study. The I-94 study recommended reconstruction of the TH 280 interchange to eliminate the left-hand entrance and exit ramps to allow for continuous left hand MnPASS lanes. This new study would examine the feasibility of reconstructing this interchange and consideration of low cost improvements on the I-94 Managed Lanes to permit MnPASS operations as well as the feasibility of providing a MnPASS access into downtown Minneapolis.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	August 18, 2010
Technical Advisory Committee	Review & Recommend	September 1, 2010
TAB Programming Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council	Concurrence	



Minnesota Department of Transportation

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August 19, 2010

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 2010-2013 Transportation Improvement Program (TIP) to include this project in 2011. 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
2011	M	M	I-94	SP8816-1438	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	100,000	0

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.

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

*These funds are not part of the Metro District Target funds, therefore fiscal constraint is maintained.

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.

Karl Keel
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CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted on January 19, 2009, with FHWA/FTA conformity determination established on September 16, 2009.

We are requesting approval of this TIP amendment at this time. If you have any questions, please contact me at 651.234.7793

Sincerely,



Sherry Narusiewicz
Transportation Program Coordinator
Metro District-Investment Management

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