



TRANSPORTATION POLICY PLAN

2040 TPP Amendment 2 Gold Line BRT Station Addition and I-94 in Maple Grove Lane Addition

Met Council

January 23, 2019

TPP Amendment Requirements

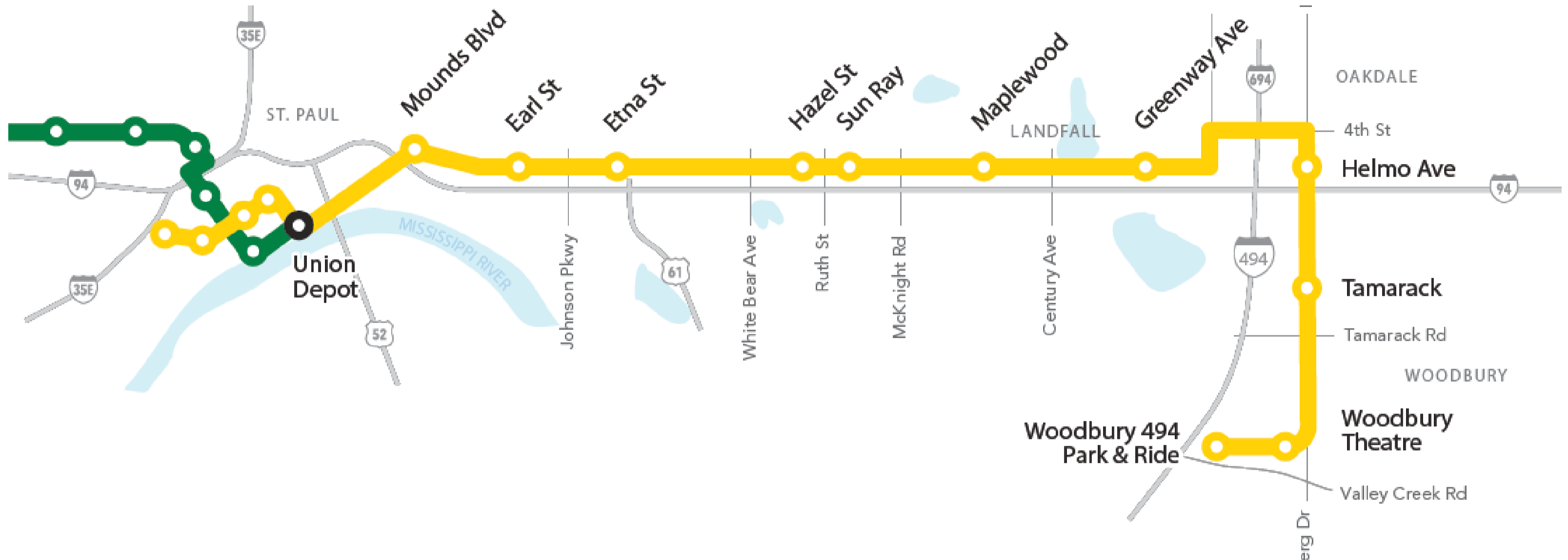
- Plan amendment required for:
 - Gold Line Bus Rapid Transit project to extend line and add station in Woodbury
 - Recognize new lane capacity as part of the I-94 in Maple Grove pavement preservation project
 - Add funds to I-94 project
- Amendment documents the impacts of each change to:
 - Transportation finance (fiscal constraint)
 - Environment and air quality conformity
 - Equity and environmental justice
 - Performance outcomes

Gold Line BRT Amendment

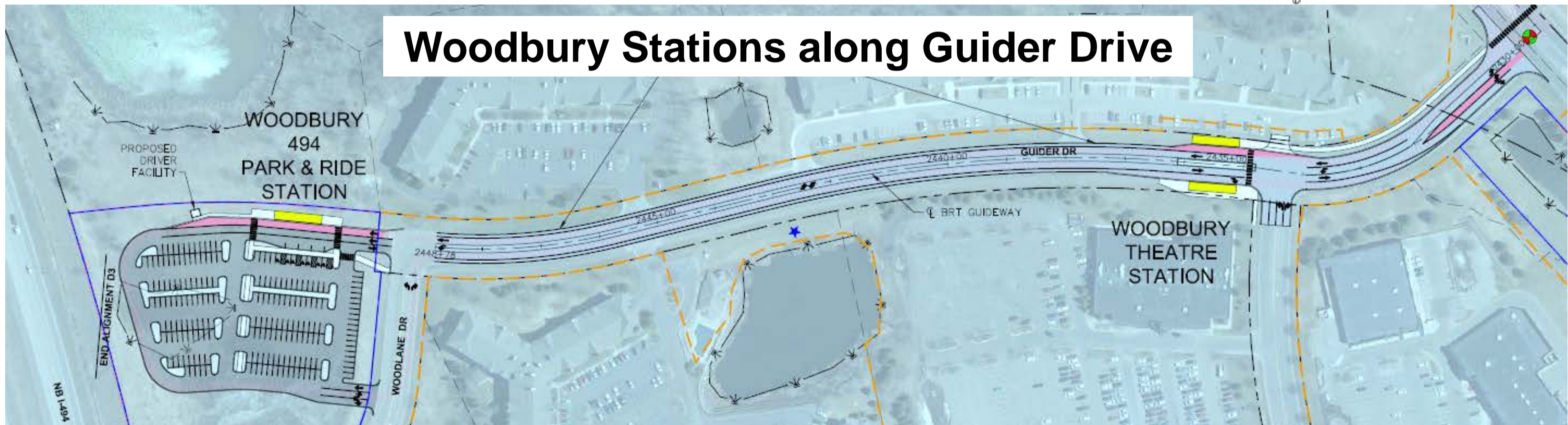
Context

- Gold Line BRT locally preferred alternative identified in 2016 and contained in current 2040 TPP
- Gold Line entered FTA's project development phase (preliminary engineering) in January 2018
- BRT line terminus station currently identified as Woodbury Theatre park and ride
- Amendment will extend Gold Line 0.3 miles and add new terminus station at I-494 park and ride (at Guider Drive and Woodlane Drive)
- Change downtown stations from stops to full stations
- Supported by project partners

Gold Line BRT Project Location



Woodbury Stations along Guider Drive



Gold Line BRT Impacts

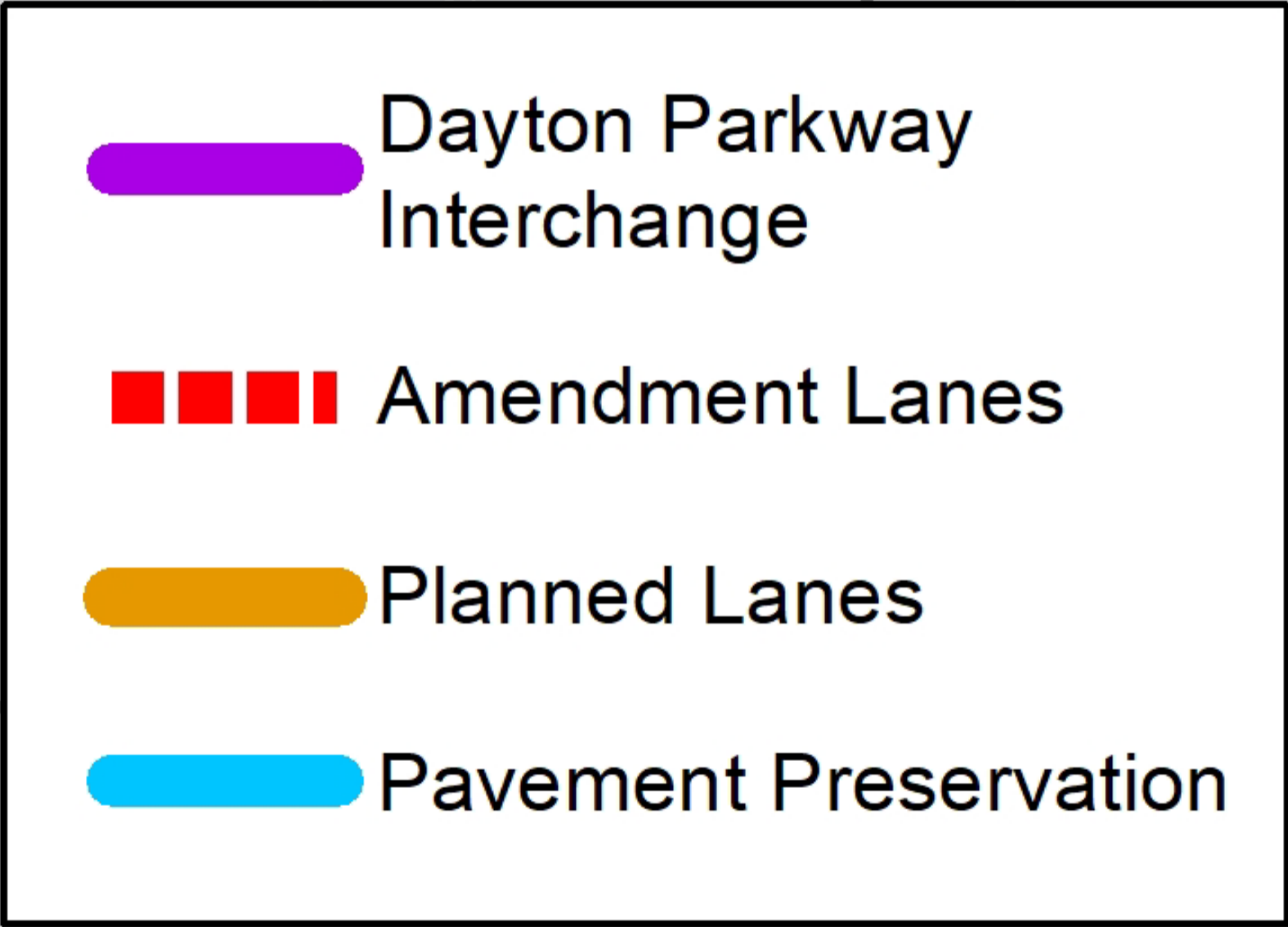
- **Transportation Finance**
 - No additional funds required
- **Air Quality**
 - In conformance
- **Equity and Environmental Justice**
 - No significant change in accessibility to jobs and amenities for people of color and total population
- **Performance Outcomes**
 - No change in 2040 daily transit ridership
 - No meaningful change to regional outcomes

I-94 in Maple Grove Amendment

Context

- Dayton Parkway (formerly Brockton) interchange awarded Regional Solicitation funding in 2017 in current plan
- Pavement preservation project on I-94 from I-494 to Highway 101 in current plan
 - Advanced to 2019 with new funding from 2017 Legislature
- Project description identifies a new lane addition between Highway 610 and Dayton Parkway interchange
- Project development identified the need for an additional lane add from Dayton Parkway interchange to Highway 101 in Rogers
- Additional projects scheduled on I-94 in 2019 St. Michael to Albertville and Monticello to Clearwater

I-94 Project Location



Dayton Parkway Interchange

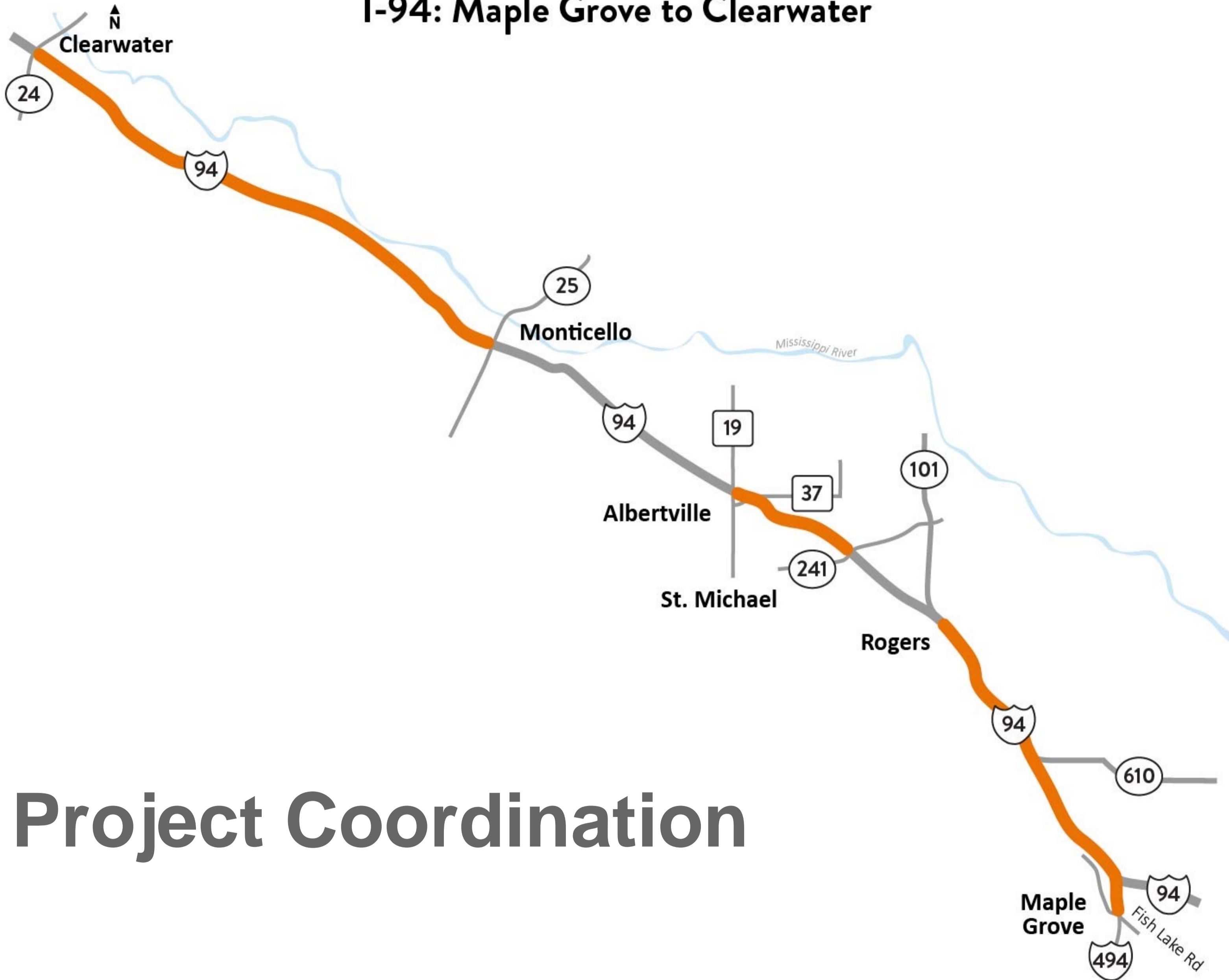
Amendment Lanes

Planned Lanes

Pavement Preservation



I-94: Maple Grove to Clearwater



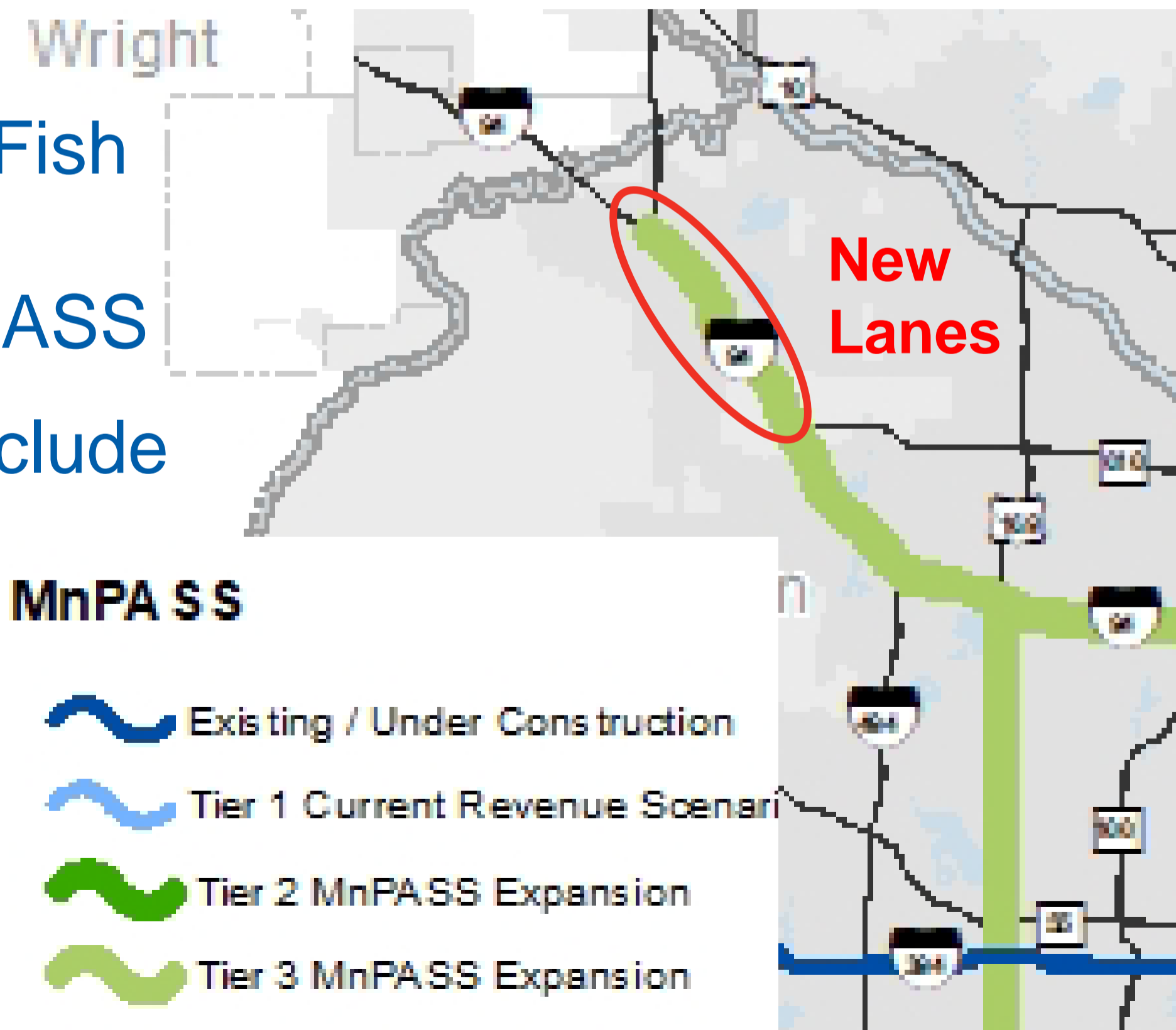
Project Coordination

I-94 Project Development

- Project development included adding additional elements and costs to the preservation project
 - Truck weigh station, rest area improvements, increased pavement thickness, design build, maintaining 3 lanes during construction, new lanes, noise walls
 - Total additional project funding need of \$35.9 million
- New lanes from Dayton Parkway interchange to Highway 101
 - Approximately 3 miles
 - Cost: \$8 million; Benefits: \$36 million; B/C: 4.5
 - Daily Vehicle Hours Saved: 700

MnPASS Considerations

- Identified in TPP as Tier 3 MnPASS Corridor from I-494 to Highway 101
- Current project length not feasible for MnPASS lane addition
- Need to study and design Fish Lake interchange (I-94/I-494/I-694) for future MnPASS
- Current project will not preclude later addition of MnPASS



I-94 Project Impacts

- **Transportation Finance**
 - Adds \$35.9 million cost
 - Included in Transportation Improvement Program (TIP) in 2021
 - Additional funding provided by shifting project not ready for delivery (Rethinking I-94) to years outside of TIP
 - MnDOT will maintain Rethinking I-94 commitments in future
- **Air Quality**
 - In conformance
- **Equity and Environmental Justice**
 - No significant change in accessibility to jobs and amenities for people of color and total population
- **Performance Outcomes**
 - No meaningful change to regional outcomes

TPP Amendment 2 Tentative Schedule

Schedule	Date
TAC Planning Review and Recommend Draft for public comment	January 10 th
TAC Review and Recommend Draft for public comment	February 6 th
TAB Review and Recommend Draft for public comment	February 20 th
Transportation Committee Recommend Draft for public comment	February 25 th
Council Approve Draft for public comment (same week)	February 27 th
Public Comment Period on Amendment begins	February 28 th
Public Hearing	Week of April 1 st
Public Comment Closes	April 15 th
TAB Public Comment Report	April 17 th
Transportation Committee Public Comment Report and Recommendation	April 22 nd
Council Approve Adoption (same week)	April 24 th

Questions or Comments?

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