



# TRANSPORTATION POLICY PLAN

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

Met Council  
March 27, 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

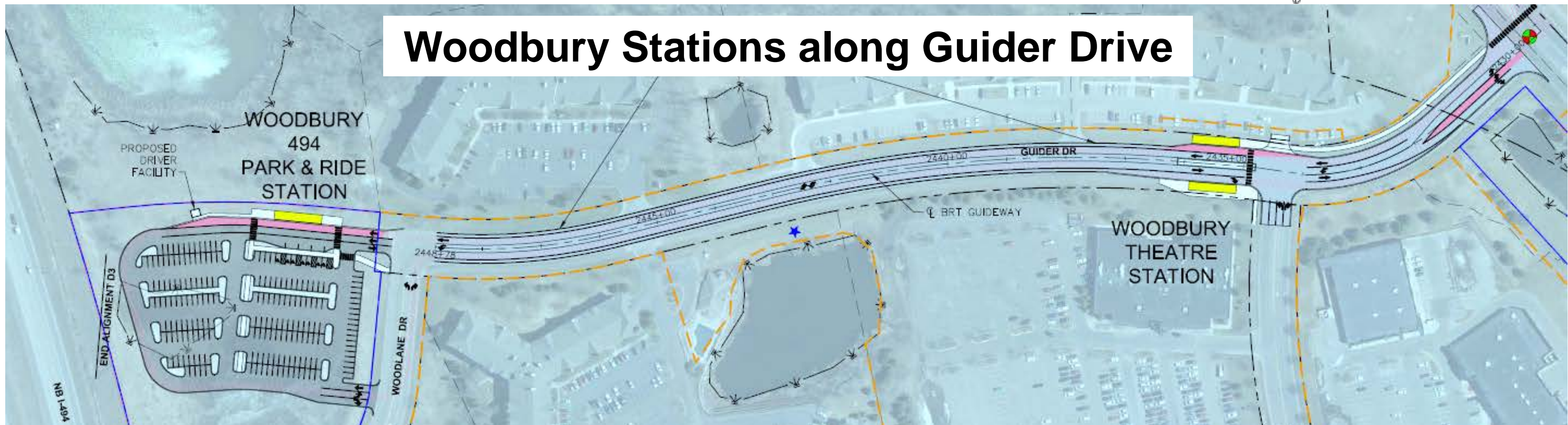
- Gold Line BRT locally preferred alternative identified in 2016 and contained in current 2040 TPP
- Gold Line entered FTA's project development phase (preliminary engineering) in January 2018
- BRT line terminus station currently identified as Woodbury Theatre park and ride
- Amendment will extend Gold 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

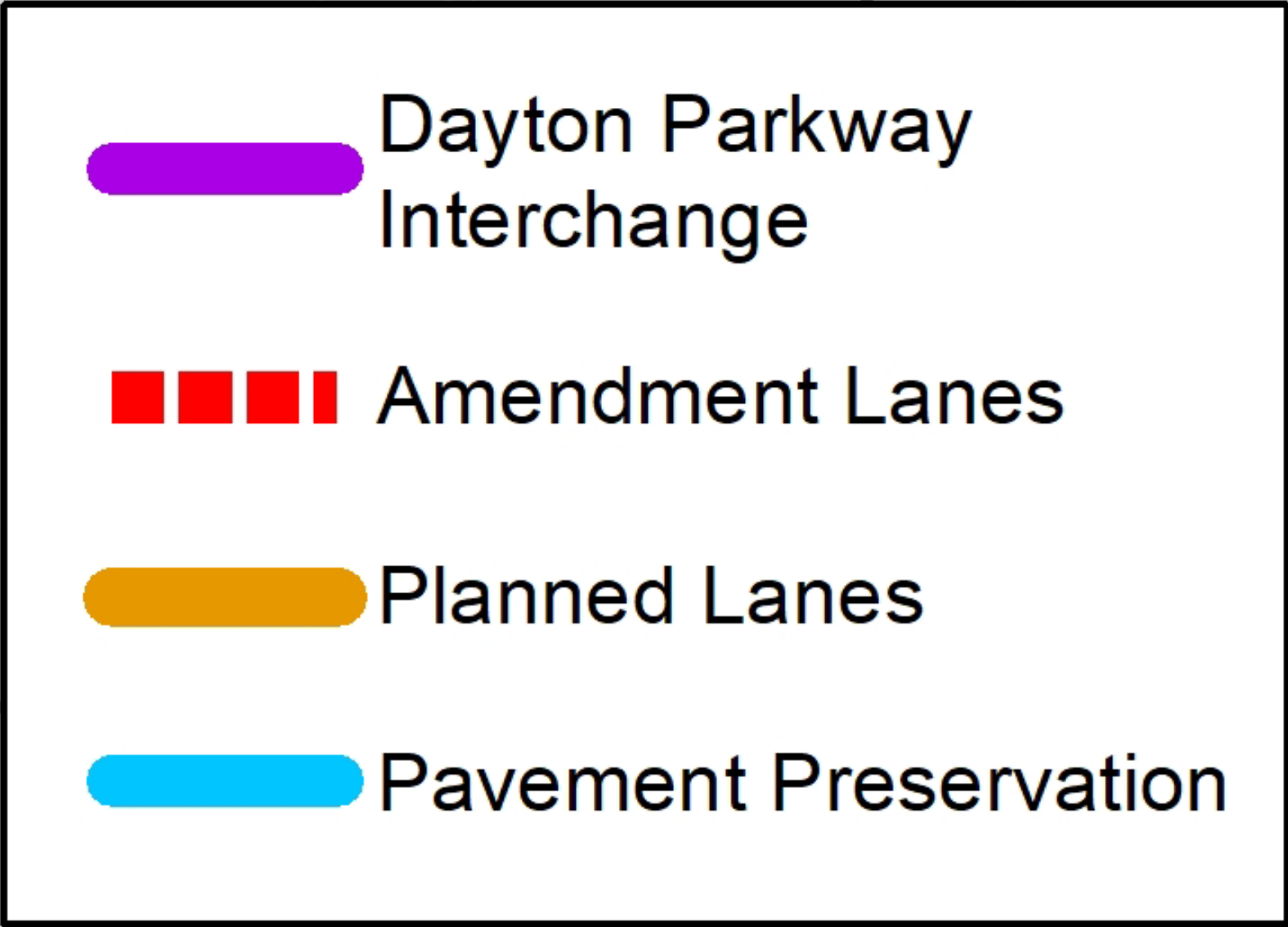


# I-94 in Maple Grove Amendment

## 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

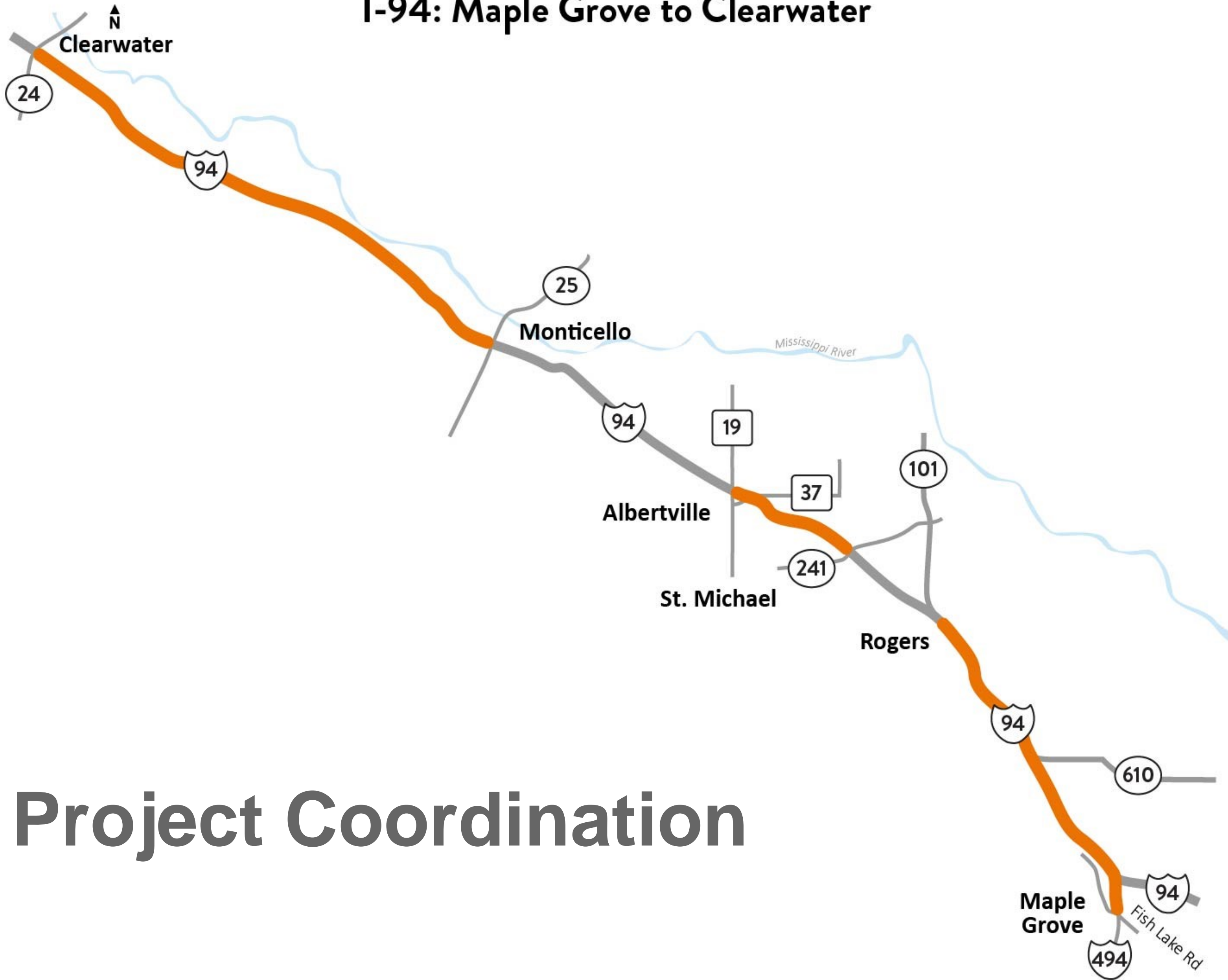
Amendment Lanes

Planned Lanes

Pavement Preservation



# I-94: Maple Grove to Clearwater



## Project Coordination

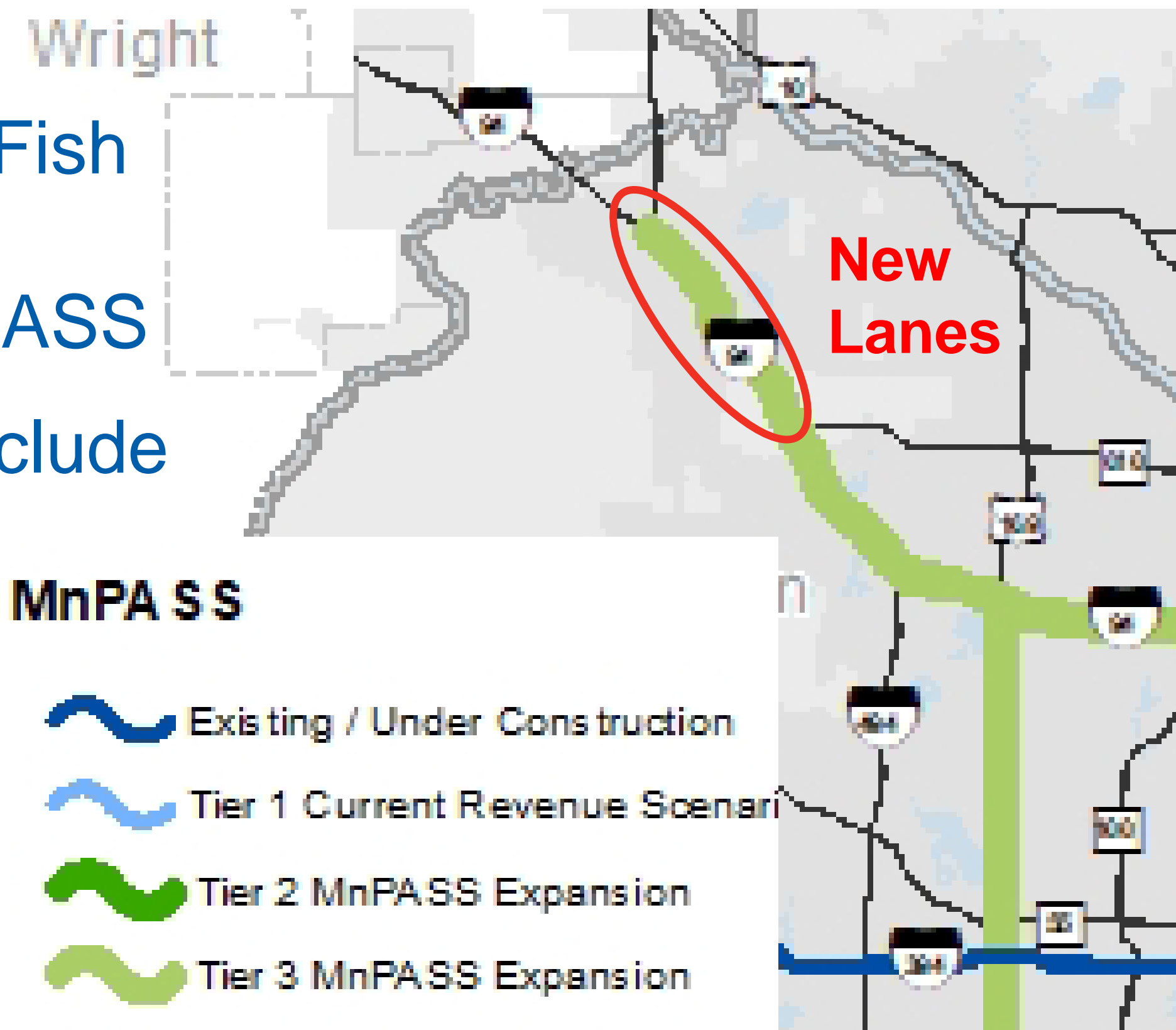


# I-94 Project Development

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

# Questions or Comments?

Steve Peterson

Manager of Highway Planning and TAB/TAC Process

651-602-1819

[Steven.Peterson@metc.state.mn.us](mailto:Steven.Peterson@metc.state.mn.us)

Cole Hiniker

Manager of Multimodal Planning

[Cole.Hiniker@metc.state.mn.us](mailto:Cole.Hiniker@metc.state.mn.us)