

**PROPOSED AMENDMENT TO THE 2030 TRANSPORTATION POLICY PLAN AS AMENDED APRIL 30, 2014**

**Revision 1**

**Chapter 3: Regional Transportation Finance, 2008 Omnibus Transportation funding Bill, Highway Funding Provisions, page 28, third full paragraph.**

Furthermore, the 2013 Minnesota Legislature created the Corridors of Commerce program by authorizing the sale of up to \$300 million in new bonds for the construction, reconstruction and improvement of trunk highways (2013 Session Law, Chapter 117). The legislation establishes two major goals: to provide additional highway capacity on segments where there are currently bottlenecks in the system, and to improve the movement of freight and reduce barriers to commerce. Based on the legislative criteria, the MnDOT Commissioner selected projects across the state. Up to \$~~177-219~~ million is available for ~~two-three~~ projects in the Twin Cities Metropolitan Area (based on actual project costs). They are I-94 from Rogers to St. Michael, ~~and~~ TH 610 from I-94 to County State Aid Highway 81, ~~and~~ \$42 million for a project on I-694 between Lexington Avenue and Rice Street as part of the Corridors of Commerce program. In addition, MnDOT Metro District will receive up to an additional \$25 million beyond the target formula to help fund a rescoped I-494 project from I-394 to I-94/I-694. This project will be funded through a combination of MnDOT Metro District funds (\$61.6 million already programmed in the 2014-2017 Transportation Improvement Program) and cost savings from the statewide Chapter 152 Bridge Preservation programs' St. Croix River Crossing and Red Wing projects, which will provide the additional \$25 million.

**Revision 2**

**Chapter 6: Highways, Fiscally Constrained Highway Investment Plan, Target Funds, Table 6-21: State Road Construction Funds, Metro District, page 83.**

<b>State Road Construction Funds, Metro District</b>			
<i>(in millions)</i>			
	<b>Federal *</b>	<b>State</b>	<b>Total</b>
2015 - 2020	\$ 430	\$ <del>1077</del> <u>1144</u>	\$ <del>1,507</del> <u>1574</u>
2021 - 2030	\$ 950	\$ 1,550	\$ 2,500
<b>TOTAL</b>	<b>\$ 1,380</b>	<b>\$ <del>2,627</del></b> <b><u>2694</u></b>	<b>\$ <del>4,007</del></b> <b><u>4074</u></b>

*\*Mn/DOT Metro receives an average 45% of the federal funds that come to the region.*

Revision 3

Chapter 6: Highways, Fiscally Constrained Highway Investment Plan, Target Funds, Table 6-24: TSP Metro District Highway Investment Plan: State Road Construction 2015-2030, page 84.

<b>TSP Metro District Highway Investment Plan: State Road Construction 2015-2030 (in millions)</b>			
<b>Fund Category</b>	<b>2015-2020</b>	<b>2021-2030</b>	<b>Total</b>
<b>Metro Share of Tier 1 and 2 Bridges</b>	<b>\$130</b>	<b>\$0</b>	<b>\$130</b>
<b>Preservation</b>			
Pavement	\$300	\$800	\$1,100
Other Bridge	\$400	\$1000	\$1,400
BARC <sup>1</sup>	\$25	\$30	\$55
Other Infrastructure	\$80	\$140	\$220
<b>Safety</b>			
Safety Capacity	\$100	\$120	\$220
Safety- HSIP <sup>2</sup>	\$20	\$30	\$50
Cooperative Agreements	\$30	\$30	\$60
<b>Congestion Mitigation</b>			
Congestion Mitigation	\$ <u>397 464</u>	\$300	\$ <u>697 764</u>
Team Transit	\$10	\$20	\$30
<b>Community Improvements</b>			
	\$15	\$30	\$45
<b>TOTAL</b>	<b>\$ <u>1507 1574</u></b>	<b>\$2500</b>	<b>\$ <u>4007 4074</u></b>
<b>Total Estimated Range<sup>3</sup></b>	<b>\$ <u>1427 1500</u> - \$ <u>1627 1650</u></b>	<b>\$2350 - \$2700</b>	<b>\$ <u>3777 3850</u> - \$ <u>4327 4350</u></b>
1. BARC – Bridge and Road Construction 2. HSIP – Highway Safety Improvement Program 3. The ranges reflect the uncertainty of forecasting revenues over time.			

Revision 4

Chapter 6: Highways, Progress Since Adoption of the 2004 Transportation Policy Plan, Highway Construction, new paragraph before the first full paragraph on page 68.

Highway Construction

The state used a number of funding techniques to build expansion projects in the 2004-2010 timeframe. Advance construction was first used in 2000 to allow large projects to be undertaken. This program allows states to “borrow” future federal funds for a current project. The second program, passed by the Legislature in 2003, is known as the Pawlenty/Molnau Transportation Financing Package or BAP (Bond Advance Program). This added \$550 million in Trunk Highway bonds to the region’s highway construction budget. These bonds are being repaid by reducing Mn/DOT’s operating budget and delaying other investments. Furthermore, the 2013 Minnesota Legislature created the Corridors of Commerce program by authorizing the sale of up to \$300 million in new bonds for the construction, reconstruction and improvement of trunk highways (2013 Session Law, Chapter 117). The legislation establishes two major goals: to provide additional highway capacity on segments where there are currently bottlenecks in the system, and to improve the movement of freight and reduce barriers to commerce. Based on the legislative criteria, the MnDOT Commissioner selected projects across the state. Up to \$~~177~~219 million is available for ~~two~~three projects in the Twin Cities Metropolitan Area (based on actual project costs). They are I-94 from Rogers to St. Michael, ~~and~~ TH 610 from I-94 to County State Aid Highway 81- and \$42 million for a project on I-694 between Lexington Avenue and Rice Street as part of the Corridors of Commerce program. In addition, MnDOT Metro District will receive up to an additional \$25 million beyond the target formula to help fund a rescoped I-494 project from I-394 to I-94/I-694. This project will be funded through a combination of MnDOT Metro District funds (\$61.6 million already programmed in the 2014-2017 Transportation Improvement Program) and cost savings from the statewide Chapter 152 Bridge Preservation programs’ St. Croix River Crossing and Red Wing projects, which will provide the additional \$25 million.

## Revision 5

### Chapter 6: Highways, Fiscally Constrained Highway Investment Plan, 2011-2030 Highway Funding Resources, third and fourth paragraphs, page 82.

The actions of the 2008 Legislature increased revenues for the state trunk highway system by an estimated \$2.6 billion (from 2009-2018) and for the cities and counties by \$1.8 billion (2009-2018). Chapter 152 provides a 3.5 cent gas tax primarily to pay for bonds to repair or replace bridges and some smaller allocations, such as for transit advantages and interchanges. Furthermore, the 2013 Minnesota Legislature created the Corridors of Commerce program by authorizing the sale of up to \$300 million in new bonds for the construction, reconstruction and improvement of trunk highways (2013 Session Law, Chapter 117). The legislation establishes two major goals: to provide additional highway capacity on segments where there are currently bottlenecks in the system, and to improve the movement of freight and reduce barriers to commerce. Based on the legislative criteria, the MnDOT Commissioner selected projects across the state. Up to \$177 million is available for two projects in the Twin Cities Metropolitan Area (based on actual project costs). They are I-94 from Rogers to St. Michael, and TH 610 from I-94 to County State Aid Highway 81. Another \$42 million is available for a project on I-694 between Lexington Avenue and Rice Street as part of the Corridors of Commerce program. In addition, MnDOT Metro District will receive up to an additional \$25 million beyond the target formula to help fund a rescoped I-494 project from I-394 to I-94/I-694. This project will be funded through a combination of MnDOT Metro District funds (\$61.6 million already programmed in the 2014-2017 Transportation Improvement Program) and cost savings from the statewide Chapter 152 and Bridge Preservation programs’ St. Croix River Crossing and Red Wing projects, which will provide the additional \$25 million.

The total highway resources available for the region in the 2011-2030 period, is estimated at \$8.2 to \$8.9 Billion, is shown in Table 6-18. Those funds can be categorized as follows:

**Revision 6**

**Chapter 6: Highways, Fiscally Constrained Highway Investment Plan, Table 6-18: 2011 -2030 Regional Highway Investments, page 82.**

<b>2011-2030 Regional Highway Investments</b>	
<b>TIP (2011-2014)</b>	
Local & Mn/DOT Highway	\$1.3 B
Chapter 152 Bridge	\$1.1 B
<b>Est. 2015-2030 Metro Area Funds</b>	
Mn/DOT State Road Construction	\$3.6 - \$4.2 B
Ch. 152 Bridge (2015-2018)	\$0.3 B
Corridors of Commerce (I-94, <a href="#">I-694</a> , & TH 610)	\$0.2 B
Regional Solicitation	\$1.7 - \$1.8 B
<b>TOTAL Investment 2011-2030</b>	<b>\$8.2 - \$8.9 B</b>

**Revision 7**

**Chapter 6: Highways, 2015-2030 Highway Investment Plan, Table 6-29: Congestion Mitigation and Safety Investment Plan, page 89.**

<b>2015-2030 Congestion Mitigation and Safety Investment Plan</b>			
<i>(in millions)</i>			
	<b>2015-2020</b>	<b>2021-2030</b>	<b>2015-2030</b>
Active Traffic Management (ATM)	\$ 30	\$ 50	\$ 80
Lower-Cost / High-Benefit (CMSP Projects)	\$ 120	\$ 200	\$ 320
Managed Lane / Strategic Capacity Enhancements	\$ <a href="#">347 414</a>	\$ 330	\$ <a href="#">677 744</a>
<b>TOTALS</b>	<b>\$ <a href="#">497 564</a></b>	<b>\$ 580</b>	<b>\$ <a href="#">1,077 1144</a>*</b>

*\* The \$ 1.1B funding level assumes the Metro District will receive supplemental funds in addition to its formula funding through special funding programs such as Corridors of Commerce*

**Revision 8**

**Chapter 6: Highways, Congestion Mitigation / Mobility Enhancements, Strategic Capacity Expansion, page 99.**

*Strategic Capacity Expansion*

Completing the unfinished segment of TH 610 and its connection to I-94 is a strategic capacity expansion project with new general purpose lanes to close a significant gap in the Metropolitan Highway System. Some strategic capacity enhancements may also be achieved by implementing interchange consolidation/closure initiatives and adding short general purpose lane additions, such as the TH 252 improvement discussed under the Major Project Reassessment section. In addition, the I-94 project from TH 101 to TH 241 is being funded as part of the Corridors of Commerce program. [Another \\$42 million is available for a project on I-694 between Lexington Avenue and Rice Street as part of the Corridors of Commerce program. In addition, MnDOT Metro District will receive up to an additional \\$25 million beyond the target formula to help fund a rescoped I-494 project from I-394 to I-94/I-694. This project will be funded through a combination of MnDOT Metro District funds \(\\$61.6 million already programmed in the 2014-2017 Transportation Improvement Program\) and cost savings from the statewide Chapter 152 Bridge Preservation programs’ St. Croix River Crossing and Red Wing projects, which will provide the additional \\$25 million.](#) In the case of the I-94, I-694, and I-494 projects, the improvements will not preclude future development of MnPASS lanes.

**Revision 9**

**Chapter 6: Highways, Congestion Mitigation / Mobility Enhancements, Major Project Reassessment, Table 6-36: Major Project Reassessment, MnPASS 2, and Managed Lane Vision Recommendation, page 100-101.**

Corridor	TIP (2011-2014)	2015-2020	2021-2030
I-494/TH 169 Interchange	Remove signals and rebuild interchange	—	—
TH 100	--	TH 7, Minnetonka Blvd and RR bridges over TH 100 replacement and shoulder widening, Chapter 152 funds	--
I-694; I-35W to I-35E	Rebuild bridges, add	<a href="#">Reconstruct pavement,</a>	* <del>Lexington I-35W</del> to I-

Corridor	TIP (2011-2014)	2015-2020	2021-2030
	frontage road, add one new general purpose lane in each direction (TH 10 to Lexington Avenue)	<a href="#">add one new general purpose lane in each direction (Lexington Avenue to east of Rice Street)</a>	35E, Managed Lane Vision
TH 610	Ongoing work west of TH 169	Advance the connection to I-94	--
I-35E; I-94 to Maryland	Chapter 152 funding for the Tier 1 bridges and add MnPASS lane (MnPASS 2, Tier 1 Recommendation)	--	--
I-494; TH 100 to 34th Avenue	Build managed auxiliary lane from I-35W to TH 100 WB (MnPASS 2, Tier 3 Recommendation)	--	I-35W northbound/I-494 westbound flyover ramp. Coordinated with Xerxes bridge over I-494 and interchange consolidation at 12th Ave/Portland and elimination of Nicollet Ave interchange
I-35W; SB I-94 to 46th Street	--	--	*Managed Lane Vision, southbound from I-94 to 42nd Street
I-494; I-94 to South of I-394	--	<a href="#">Reconstruct pavement, add one new general purpose lane in each direction (TH 55 to Bass Lake Road), and several auxiliary lanes--</a>	* Managed Lane Vision, from I-94 through I-394 interchange (MnPASS 2, Tier 3 Recommendation)
TH 252	Northbound lane addition for 2/3 of a mile on either side of 81st Ave	--	--
TH 36: I-35W to I-35E	--	* EB Managed Lane Vision (MnPASS 2, Tier 2 Recommendation)	* WB Managed Lane Vision
I-694; I-35E to TH 36	--	--	Bridge work needed, no expansion planned
I-35E; TH 5 to TH 110	--	--	*SB, general purpose lane, lower cost/ high benefit project
*These investments are not included in the Fiscally Constrained Plan Allocations.			

Revision 10

Chapter 6: Highways, Fiscally Constrained Mobility / Congestion Mitigation Priorities, Table 6-37:  
Fiscally Constrained Congestion Mitigation/Mobility Investments, page 103.

2015-2020 Fiscally Constrained Congestion Mitigation/Mobility Investments		
<b>Active Traffic Management (ATM)</b> Estimated 6-year Budget \$30 M	Add and enhance electronic infrastructure to Trunk Highways throughout region	\$ 23 M
	ATM required for I-494 Managed Auxiliary Lane, Westbound I-35W to TH 100	\$ 7 M
<b>Lower-Cost / High-Benefit</b>	Set aside to be programmed through CMSP process (under development)	\$ 60 M
Estimated 6-year Budget \$120M	Available for lower-cost / high-benefit projects in Table 6-32 and others	\$ 57 M
	TH 252, add general purpose lane north and south of 81st Avenue Intersection to complete 3 general purpose lanes northbound	\$ 3 M
<b>Managed Lane/Strategic Capacity Enhancements</b>  Estimated 6-year Budget \$ <del>347M</del> <u>419M</u>	Advance the connection of TH 610 to I-94 with lower-cost investment through the Corridors of Commerce program ROW funded from original strategic capacity allocation	\$131M \$ 50 M
	Help fund I-35E/Cayuga managed lane, MnPASS 2, Tier I recommendation with direct connection to CBD and/or extension beyond little Canada Rd.	\$ 15-50 M
	Set aside for MnPASS 2, Tier 2 recommendations. (This allocation will be reduced if TH 610 or I-35E project costs increase)	\$ 70 - 105 M
	I-94 from TH 101 to TH 241 lane addition through the Corridors of Commerce program	\$ 46 M
	<a href="#">I-694 from Lexington Avenue to Rice Street lane addition through the Corridors of Commerce program</a>	<del>\$ 93-</del> <u>9842 M</u>
	<a href="#">I-494 from I-394 to I-94 / I-694 auxiliary and general purpose lane additions</a>	<del>\$ 35-</del> <u>4225 M</u>