

**ACTION TRANSMITTAL – 2019-08**

**DATE:** January 10, 2019

**TO:** TAC Planning

**PREPARED BY:** Steve Peterson, Manager of Highway Planning and TAB/TAC Process (651-602-1819)  
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**SUBJECT:** Draft Amendment to the 2040 Transportation Policy Plan to amend METRO Gold Line project and amend I-94 project from MN 101 to I-494

**REQUESTED ACTION:** That the draft amendment to the 2040 Transportation Policy Plan that amends the METRO Gold Line project and I-94 project from MN 101 to I-494 be released for public review and comment

**RECOMMENDED MOTION:** Recommend that the Transportation Advisory Board recommend that the Metropolitan Council release the draft amendment to the 2040 Transportation Policy Plan for public review and comment to extend the METRO Gold Line project and add lanes along I-94 from Dayton Parkway to MN 101

**BACKGROUND AND PURPOSE OF ACTION:** The 2040 Transportation Policy Plan (TPP) includes a fiscally constrained list of major projects for investment in the region by 2040, known as the Current Revenue Scenario. All dedicated-guideway transitway projects and highway projects that add lanes to a Principal Arterial Highway are considered major projects under federal guidance. These projects must be identified as funded in a region's long-range transportation plan (i.e., the 2040 Transportation Policy Plan) in order to qualify for federal funding and respectively to begin construction. The attached proposed 2040 Transportation Policy Plan Amendment #2 document describes the project changes in detail.

This amendment proposes to add lanes along I-94 from Dayton Parkway to MN 101 to the TPP's Current Revenue Scenario at the request of the Minnesota Department of Transportation (MnDOT), following the project development process and completion of an Environmental Assessment for a pavement project currently included in the 2040 Transportation Policy Plan.

The METRO Gold Line project locally preferred alternative (LPA) was originally added to the 2040 TPP with the plan's adoption in February 2015. The LPA was subsequently revised to shift the project from terminating in Lake Elmo to terminating in Woodbury when the TPP was updated in October 2018. Ongoing corridor work related to early design of the project throughout 2018 resulted in a recommendation for a short extension of the project in Woodbury to a new station and terminus.

The 2040 TPP is currently being amended to include the Riverview corridor locally preferred alternative with final adoption anticipated by the Metropolitan Council in February 2019. This second amendment would alter the amended Plan and its consideration by TAC and TAB will be contingent upon the first Plan amendment being adopted by the Council beforehand.

**RELATIONSHIP TO REGIONAL POLICY:** The Metropolitan Council and its Transportation Advisory Board are required, under both state and federal law, to develop a multimodal long-range regional transportation plan that identifies transportation system goals, needs, and investment priorities over at least a 20-year period. All projects adding lanes to a Principal Arterial Highway are considered major projects under federal guidance and must be identified as funded in a region's long-range transportation plan in order to begin construction.

Highway projects can be added to the fiscally constrained Transportation Policy Plan when the following criteria are met.

- The proposal is consistent with the goals, objectives and strategies of the region's 2040 Transportation Policy Plan
- Documentation is submitted showing how the project can be built with revenues in the fiscally constrained plan (or reasonable proposed additional revenues)
- Air Quality Conformity is maintained
- Public Involvement is conducted

MnDOT has provided the appropriate information to meet these criteria for the added lanes along I-94 from Dayton Parkway to MN 101 in Northwest Hennepin County.

Transitway project locally preferred alternatives in the fiscally constrained Transportation Policy Plan must be amended if planned stations are added or removed from the project. Federal Transit Administration guidance for Capital Investment Grants requires an LPA to be addressed in the TPP prior to the completion of the Project Development phase, which is scheduled to end for the Gold Line project in January 2020. The proposed change to the LPA does not affect the project's cost or timeline, so the LPA criteria to change the TPP only require that resolutions of support are adopted by local affected governments. These resolutions are expected to be passed by the City of Woodbury and Washington County prior to the Council's release of the draft amendment for public comment.

**STAFF ANALYSIS:** This draft amendment to the 2040 TPP is proposed for review and recommendation for release for public comment. The document provides background on the relationship to the existing plan, the local project development process, and a project description for the Plan.

The amendment also provides information on the impacts of the amendment to the Plan, particularly addressing any federal requirements for project lane additions. This includes an assessment of fiscal constraint, an assessment of effects on the environment and air quality conformity, an assessment of effects on equity and environmental justice populations, and an assessment of the revised Plan outcomes. An assessment of public comments will be added to the text prior to final adoption.

With these elements included, the necessary information has been provided to release an amendment of the TPP for public comment.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Planning	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review and Release for Public Comment	
Metropolitan Council	Review & Adopt	