

ACTION TRANSMITTAL No. 2014-25

DATE: March 11, 2014

TO: Transportation Advisory Board

FROM: TAB Executive Committee

PREPARED BY: Heidi Schallberg, Senior Planner (651-602-1721)

SUBJECT: Public Comment Report and 2014-2017 TIP Amendment for I-94

REQUESTED ACTION: The Minnesota Department of Transportation (MnDOT) requests a TIP amendment to add a project (SP# 2780-66) in 2015 for auxiliary lane construction on I-94 from TH 241 in St. Michael to TH 101 in Rogers, including westbound exit ramp extension at TH 101 and westbound third lane from TH 101 to TH 241 using \$40,000,000 in state bonds.

RECOMMENDED MOTION: Recommend that the Transportation Advisory Board accept the public comments for this amendment and adopt an amendment to the 2014-2017 Transportation Improvement Program (TIP), pending approval of a related Transportation Policy Plan amendment, to add a project (SP# 2780-66) in 2015 for auxiliary lane construction on I-94 from TH 241 in St. Michael to TH 101 in Rogers, including westbound exit ramp extension at TH 101 and westbound third lane from TH 101 to TH 241 using \$40,000,000 in state bonds.

BACKGROUND AND PURPOSE OF ACTION: This amendment is needed to add a new project in 2015 that is one of 10 projects selected statewide for the Corridors of Commerce program. The I-94 project provides an eastbound auxiliary lane from TH 241 in St. Michael to TH 101 in Rogers. On westbound I-94, the project extends the westbound exit ramp to TH 101 and adds an additional general purpose lane through the TH 101 interchange extending to TH 241 in St. Michael. The bridges over the Crow River will be widened to accommodate the extra lanes. The Corridors of Commerce program was created by the 2013 Minnesota Legislature (2013 Session Law, Chapter 117) 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.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be partially funded with federal funds must be in an approved TIP and meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity; and opportunity for public input. It is the TAB's responsibility to adopt and amend the TIP according to these four requirements.

STAFF ANALYSIS: The TIP amendment meets fiscal constraint because the state-authorized bonds are sufficient to fully fund the project. The project is being amended into the Transportation Policy Plan that was adopted by the Metropolitan Council on November 10, 2010, with FHWA/FTA conformity determination established on February 23, 2011. The Minnesota Interagency Air Quality and Transportation Planning Committee identified the project as an A20 regionally-significant project as part of its conformity analysis for the 2014-2017 TIP, which is attached. The analysis in the attachment has resulted in a Conformity Determination that the projects included in the 2014-2017 TIP meet all relevant regional emissions analysis and budget tests. The 2014-2017 TIP conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

Public input opportunities for this amendment are provided through the TAB's and Council's regular meetings, in addition to a public comment period for this amendment due the project's regional significance in adding highway capacity. The public comment period ran from January 16 through February 14, 2014, and was advertised on the Council web site and on social media. As of the comment deadline, 111 comments were received in support of this project. The comments received are attached.

Staff response to comments and recommendation: Thank you for your comments regarding the I-94 project. This TIP amendment to add the I-94 project is one part of the process to incorporate the project in the region's long-range Transportation Policy Plan and the short-range Transportation Improvement Program. The Transportation Policy Plan has a separate public comment period open until April 4, 2014. After the completion of that comment period, both amendments will be presented for consideration to the Council at its April 23, 2014, meeting. After Council approval, these amendments will be forwarded to the Minnesota Department of Transportation and the Federal Highway Administration for final approval.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAB Executive Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Concurrence	
Metropolitan Council	Concurrence	

December 10, 2013

Karl Keel, Chair
TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street No.
St. Paul, Minnesota 55101

Re: Amendment to the Twin Cities 2014-2017 Transportation Improvement Program (TIP)

Dear Mr. Keel:

Please amend the 2014 – 2017 Transportation Improvement Program (TIP) to add a new project on I-94 in State Fiscal Year (SFY) 2015 for a total of \$40,000,000. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

SEQ #	STATE FISCAL YEAR	A T P	DIST	ROUTE SYS	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILES
	2015	M	M	I-94	2780-66	MnDOT	**ELLA** AUXILIARY LANE CONSTRUCTION EB FROM TH 241 IN ST. MICHAEL TO TH 101 IN ROGERS, INCLUDES WB EXIT RAMP EXTENSION AT TH 101 & WB THIRD LANE FROM TH 101 TO TH 241	4.15

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
MC	GRADE, SURFACE AND BRIDGE	SF	\$40,000,000	\$0			\$40,000,000	\$0

PROJECT BACKGROUND:

1. The Corridors of Commerce program was created by the 2013 Minnesota Legislature (2013 Session Law, Chapter 117) 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. The legislation includes the specific selection criteria used to guide project selection. Projects were evaluated on the basis of project readiness, return on investment and support from the MnDOT district and local and regional agencies. Project submissions were ultimately considered and announced by Transportation Commissioner Zelle and Minnesota Governor Mark Dayton.

This amendment is needed to add a new project selected for the Corridors of Commerce Program, SP 2780-66, to SFY 2015 of the 2014-2017 TIP. This project, which provides operational improvements between TH 241 and TH 101, is Regionally Significant.

The project provides an eastbound auxiliary lane from TH 241 in St. Michael to TH 101 in Rogers. On westbound I-94, the project extends the westbound exit ramp to TH 101 and adds an additional general purpose lane through the TH 101 interchange extending to TH 241 in St. Michael. The bridges over the Crow River will be widened to accommodate the extra lanes.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money _____ X _____
- Anticipated Advance Construction _____
- ATP or MPO or Mn/DOT Adjustment by deferral of other projects _____
- Earmark or HPP not affecting fiscal constraint _____
- Other _____

Legislation passed by the 2013 Minnesota Legislature created the Corridors of Commerce program and authorized the sale of up to \$300 million in new bonds for the construction, reconstruction and improvement of trunk highways.

SP 2780-66 has a total estimated design build contract cost of \$40,000,000 funded by Corridors of Commerce authorized TH bonds.

The TH bonds authorized by the Corridors of Commerce legislation are sufficient to fully fund this project, therefore fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

The Metropolitan Council Transportation Policy Plan (TPP) will be amended in the future to include this project, its timing and funding sources.

The fiscally constrained (TPP was adopted by the Metropolitan Council on November 10, 2010, with FHWA/FTA conformity determination established on February 23, 2011.

AIR QUALITY CONFORMITY:

- Subject to conformity determination _YES
- Exempt from regional level analysis....._____
- N/A (not in a nonattainment or maintenance area)....._____

The Minnesota Interagency Air Quality and Transportation Planning Committee identified the project as an A20 regionally-significant project as part of its conformity analysis for the 2014-2017 TIP, which is attached. The analysis in the attachment has resulted in a Conformity Determination that the projects included in the 2014-2017 TIP meet all relevant regional emissions analysis and budget tests. The 2014-2017 TIP conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

Sincerely,

Brian Isaacson
Planning Director, Program Management
MnDOT Metro District

cc: Cindy Krumsieg, MN/DOT Metro Program Management
Dan Erickson, MN/DOT Metro State Aid
Heidi Schallberg, Metropolitan Council

Appendix B.
Conformity Documentation
Of the amended 2014-2017 Transportation Improvement Program to the 1990
Clean Air Act Amendments
December 9, 2013

The United States Environmental Protection Agency's (EPA's) *40 CFR PARTS 51 and 93*, referred to together with all applicable amendments as the "Conformity Rule," requires the Metropolitan Council (the Council) to prepare a conformity analysis of the region's *Transportation Policy Plan* (the Plan), as well as the *FY 2014-2017 Transportation Improvement Program* (TIP). Based on an air quality analysis, the Council must determine whether the TIP conforms to the requirements of the 1990 Clean Air Act Amendments (CAAA) with regard to National Ambient Air Quality Standards (NAAQS) for mobile source criteria pollutants.

Specifically, the Minneapolis/St. Paul Metropolitan Area is within an EPA-designated carbon monoxide (CO) limited maintenance area. A map of this area, which for air quality analysis purposes includes the seven-county Metropolitan Council jurisdiction plus Wright County and the City of New Prague, is shown in Exhibit B-1. The term "maintenance" reflects the fact that regional CO emissions were unacceptably high in the 1970s when the NAAQS were introduced, but were subsequently brought under control through a metro-area Vehicle Inspection and Maintenance (VIM) Program completed in the 1990s. The EPA then re-designated the area as in attainment of the NAAQS for CO in 1999 and approved a "maintenance plan" containing a technical rationale and actions designed to keep emissions below a set region-wide budget. The maintenance plan was updated in 2005, when changes to the emissions rates approved by EPA necessitated an update of the approved CO budget as well. A second ten-year maintenance plan was approved by EPA on November 8, 2010 as a "limited maintenance plan." Every long-range Plan or TIP approved by the Council must be analyzed using specific criteria and procedures defined in the Conformity Rule to verify that it does not result in emissions exceeding this current regional CO budget.

A conforming TIP and Plan, satisfying the aforementioned analysis requirement, must be in place in order for any federally funded transportation program or project phase to receive FHWA or FTA approval. A conformity analysis for the Transportation Policy Plan was approved by the Council and submitted for FHWA/FTA and EPA approval on April 24, 2013, 2013. This appendix describes the procedures used to analyze the amended 2014-2017 TIP and lists findings and conclusions supporting the Metropolitan Council's determination that this TIP conforms to the requirements of the CAAA.

The analysis described in the appendix has resulted in a Conformity Determination that the projects included in the amended 2014-2017 Transportation Improvement Program meet all relevant regional emissions analysis and budget tests as described herein. The amended 2014-2017 Transportation Improvement Program conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

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I. CONFORMITY OF THE AMENDED 2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM: FINDINGS AND CONCLUSIONS

An analysis of the regionally significant projects listed in the TIP was prepared. The analysis included the projects listed in Tables B-1 through B-3. This analysis meets the following Conformity Rule requirements:

- *Inter-agency consultation* (§93.105, §93.112). The Minnesota Pollution Control Agency (MPCA), Minnesota Department of Transportation (MnDOT), Environmental Protection Agency (EPA), and Federal Highway Administration (FHWA) were consulted during the preparation of the TIP and its conformity review and documentation. The "Transportation Conformity Procedures for Minnesota" handbook provides guidelines for agreed-upon roles and responsibilities and inter-agency consultation procedures in the conformity process.
- *Regionally significant and exempt projects* (§93.126, §93.127). The TIP analysis includes all known federal and nonfederal regionally significant projects as defined in §93.101 of the Conformity Rule. Exempt projects not included in the regional air quality analysis were identified by the inter-agency consultation group and classified in accordance with §93.126 of the Conformity Rule.
- *Donut areas* (§93.105(c)(2)). No regionally significant projects are planned or programmed for the City of New Prague. The air quality analysis of CO emissions for Wright County is prepared by the Council as part of an intergovernmental agreement with the County, MNDOT and the Council. Four regionally significant projects were identified for Wright County to be built within the analyses period of the TIP. The projects are in the maintenance area, but are outside of the Metropolitan Council's seven-county planning jurisdiction.
- *Latest planning assumptions* (§93.110). The Council is required by Minnesota statute to prepare regional population and employment forecasts for the Twin Cities Seven-County Metropolitan Area. The published source of socioeconomic data for this region is the Metropolitan Council's *2030 Regional Development Framework*. This planning document provides the Council with socio-economic data (planning assumptions) needed to develop long range forecasts of regional highway and transit facilities needs. The latest update to these forecasts was published December 31, 2012.

Other conformity requirements have been addressed as follows:

- The TIP was prepared in accordance with the *Public Participation Plan for Transportation Planning*, adopted by the Council on February 14, 2007. This process satisfies MAP-21 requirements for public involvement, in addition to the public consultation procedures requirement of Conformity Rule §93.105.
- The TIP addresses the fiscal constraint requirements of 23 CFR Section 450.324 and Section 93.108 of the Conformity Rule. Chapter 3 of the TIP documents the consistency of proposed transportation investments with already available and projected sources of revenue.
- The Council certifies that the Plan does not conflict with the implementation of the SIP, and conforms to the requirement to implement the Transportation System Management Strategies which are the adopted Transportation Control Measures (TCMs) for the region. All of the adopted TCMs have been implemented.
- Any TIP projects that are not specifically listed in the Plan are consistent with the policies and purposes of the Plan and will not interfere with other projects specifically included in the Plan.
- There are no projects which have received NEPA approval and have not progressed within three years.
- Although a small portion of the Twin Cities Metropolitan Area is a maintenance area for PM-10, the designation is due to non-transportation sources, and therefore is not analyzed herein.

II. CONSULTATION PROCEDURES

A. PUBLIC INVOLVEMENT PROCESS

The Council remains committed to a proactive public involvement process used in the development and adoption of the plan as required by the Council's Public Participation Plan for Transportation Planning. The Public Participation Plan is in Appendix D of the 2030 Transportation Policy Plan (revision adopted February 14, 2007) and complies with the public involvement process as defined in 23 CFR 450.316 and the MAP-21 requirements of Title 23 USC 134(i)(5), as well as the most current revisions to the Conformity Rule.

In addition to the Public Participation Plan, the Council continues to develop, refine and test public involvement tools and techniques as part of extensive ongoing public involvement activities that provide information, timely notices and full public access to key decisions and supports early and continuing involvement to the development of plans and programs. For example, open houses, comment mail-in cards, emails, letters, internet bulletin board, voice messages and notices on its web site are used to attract participation at the open houses, disburse informational materials and solicit public comments on transportation plans.

Solicitation of comments on the TIP is done a 30-day comment period. The TIP is adopted after the public comment period and revised as needed in response to comments received. A copy of the TIP is available to download from the Council's web site. The TIP public comment period is announced on the Council's web site. The public can contact the Council's transportation department directly by phone using a contact phone number posted on the web site.

B. INTERAGENCY CONSULTATION PROCESS

An interagency consultation process was used to develop the amended TIP. Consultation continues throughout the public comment period to respond to comments and concerns raised by the public and agencies prior to final adoption by the Council. The Council, MPCA and MnDOT confer on the application of the latest air quality emission models, the review and selection of projects exempted from a conformity air quality analysis, and regionally significant projects that must be included in the conformity analysis of the plan. An interagency conformity work group provides a forum for interagency consultation. The work group has representatives from the Council, MPCA, MnDOT, EPA and the FHWA. The following is a list of interagency meetings held and scheduled in 2013 to consult during the preparation and adoption of the plan document. Ongoing communication occurred along with periodic meetings, draft reports, emails and phone calls.

Amended 2014-2017 TIP Adoption Schedule

Date	Action	Staff	Notes
Early December	Mn Interagency AQ and Transportation Planning Comm. Review amendment schedule, project info, and AQ conformity analysis	MPCA, MnDOT Metro, Met Council Transportation Services, FHWA Planning and Research Manager	
December 12	Mailing to Funding and Programming Comm.	Met Council, with materials supplied by MnDOT Metro	
December 19	TAC Funding and Programming Comm. Recommend amendment to TAC	Met Council Transportation Services and MnDOT Metro District	
January 8	TAC recommend amendment to TAB	Met Council Transportation Services	
January 15	TAB adopt for public comment	Met Council Transportation Services	Action item should include MPCA comment letter on AQ conformity analysis)
February 17 – April 4	Public comment period		
April 16	TAB adopts amendment and makes positive conformity finding	Met Council Transportation Services	
April 14	MC Transportation Comm. concurs	Met Council Transportation Services	
April 23	Met Council approves, sends to MnDOT	Met Council Transportation Services	

III. PROJECT LISTS AND ASSUMPTIONS

Definition of Regionally Significant and Exempt Projects

Pursuant to the Conformity Rule, the projects listed in the 2014-2017 TIP and Plan were reviewed and categorized using the following determinations to identify projects that are exempt from a regional air quality analysis, as well as regionally significant projects to be included in the analysis. The classification process used to identify exempt and regionally significant projects was developed through an interagency consultation process involving the MPCA, EPA, FHWA, the Council and MnDOT. Regionally significant projects were selected according to the definition in Section 93.101 of the Conformity Rules:

Regionally significant project means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

Junction improvements and upgraded segments less than one mile in length are not normally coded into the Regional Travel Demand Forecast Model (RTDFM), and therefore are not considered to be regionally significant, although they are otherwise not exempt. The exempt air quality classification codes used in the "AQ" column of project tables of the TIP are listed in Exhibit B-4. Projects which are classified as exempt must meet the following requirements:

1. The project does not interfere with the implementation of transportation control measures.
2. The project is segmented for purposes of funding or construction and received all required environmental approvals from the lead agency under the NEPA requirements including:
 - a. A determination of categorical exclusion: or
 - b. A finding of no significant impact: or
 - c. A final Environmental Impact Statement for which a record of decision has been issued.
3. The project is exempt if it falls within one of the categories listed in Section 93.126 in the Conformity Rule. Projects identified as exempt by their nature do not affect the outcome of the regional emissions analyses and add no substance to the analyses. These projects are determined to be within the four major categories described in the conformity rule.
 - a. Safety projects that eliminated hazards or improved traffic flows.
 - b. Mass transit projects that maintained or improved the efficiency of transit operations.
 - c. Air quality related projects that provided opportunities to use alternative modes of transportation such as ride-sharing, van-pooling, bicycling, and pedestrian facilities.
 - d. Other projects such as environmental reviews, engineering, land acquisition and highway beautification.

2014-2017 Transportation Improvement Program

The inter-agency consultation group, including representatives from MnDOT, FHWA, MPCA, EPA, and the Council, reviewed the list of projects to be completed by the 2014-2017 TIP timeframe, including the following:

- In-place regionally significant highway or transit facilities, services, and activities;
- Projects selected through the Council's Regional Solicitation process;
- Major projects from MnDOT's ten-year work program; and
- Regionally significant projects (regardless of funding sources) which are currently:
 - under construction, or;
 - undergoing right-of-way acquisition, or;
 - come from the first year of a previously conforming TIP (2011-2014), or;
 - have completed the NEPA process.

Each project was assigned to a horizon year (2015 or 2020) and categorized in terms of potential regional significance and air quality analysis exemption as per Sections 93.126 and 93.127 of the Conformity Rule, using the codes listed in this Appendix. The resulting list of regionally significant projects for 2015 and 2020 is shown in Tables B-1 through B-2.

2030 Transportation Policy Plan; Adopted November 10, 2010

The inter-agency consultation group also reviewed projects to be completed before 2030 but not within the 2014-2017 TIP timeframe, including the project types listed above, as well as regionally significant planned projects in the TPP and other regionally significant projects, regardless of funding source. Each project was assigned to a horizon year (2015, 2020, or 2030) and categorized in terms of potential regional significance and air quality analysis exemption as per Sections 93.126 and 93.127 of the Conformity Rule, using the codes listed in this Appendix. The resulting list of regionally significant projects for 2015, 2020 and 2030 is shown in Tables B-1 through B-3.

Wright County and City of New Prague Projects

A significant portion of Wright County and the City of New Prague are included in the Twin Cities CO maintenance area established in October 1999. However, since neither the county nor the cities are part of the Seven County Metropolitan Area, Wright County and New Prague projects were not coded into the Seven-County regional transportation model. However, Wright County and New Prague projects are evaluated for air quality analysis purposes, and the emissions associated with the regionally significant projects identified are added to the Seven-County region's emissions total. No regionally significant projects are currently planned or programmed for the City of New Prague during the time period of this plan. Three Wright County projects were considered in the regional air quality analysis:

- TH 25: Construct 4 lane from Buffalo to start of 4 lane south of I-94 in Monticello
- I-94: Add WB C-D road between CSAH 37 and CSAH 19 interchanges in Albertville.
- I-94: Add WB auxiliary lane between CSAH 18 interchange and TH 25 interchange in Monticello

Table B-1			
Regionally Significant Projects			
2015 Action Scenario			
Route	Description	Agency	MNDOT Project Number/Comments
TH 25	TH 55 IN MONTICELLO TO I-94 IN BUFFALO, WRIGHT CO. - RECONSTRUCT TO 4 LANES	MNDOT	8605-44
TH 23	FROM E OF ST. CLOUD TO TH 25 IN FOLEY - 2 TO 4 LANE EXPANSION	MNDOT	
I-94	ADD WB C-D ROAD BETWEEN CSH 37 ND CSAH 19 INTERCHANGES IN ALBERTVILLE. INCLUDES WB OFF	MNDOT	8680-145

Table B-1 Regionally Significant Projects 2015 Action Scenario			
	RAMP FOR CSAH 19		
I-94	ADD WB AUXILLARY LANE BETWEEN CSAH 18 INTERCHANGE AND TH 25 INTERCHANGE IN MONTICELLO	MNDOT	8605-44
TH 51	FROM ANOKA CSAH 12 TO 121ST AVE IN COON RAPIDS & BLAINE-RECONSTRUCT TO 4-LANE RDWY, PED/BIKE, SIGNALS	ANOKA COUNTY	002-651-007
CSAH 11	ON ANOKA CSAH 11 (FOLEY BLVD) FROM 101ST TO EGRET IN COON RAPIDS-RECONSTRUCT TO 4-LN RDWY, NEW SIGNALS, TRAIL	ANOKA COUNTY	002-611-032
CSAH 18	ON CARVER CSAH 18 (LYMAN BLVD) FROM CARVER CSAH 15 (AUDUBON RD) TO CARVER CSAH 17(POWERS BLVD) IN CHANHASSEN-RECONSTRUCT TO 4-LN RDWY	CARVER COUNTY	010-618-013
TH 149	FROM TH 55 TO JUST NORTH OF I-494 IN EAGAN-RECONSTRUCT FROM 4-LN RDWY TO 5-LN RDWY, TRAIL	EAGAN	195-010-010
CSAH 61	FROM CSAH 3(EXCELSIOR BLVD) TO NO OF TH 7 IN HOPKINS & MINNETONKA-UPGRADE TO A 4-LANE RDWY, INTERSECTION IMPROVEMENTS (TIED TO 2706-235)	HENNEPIN COUNTY	027-661-046
	HWY 36 EAST P&R (STILLWATER)	METROPOLITAN COUNCIL	TRF-TCMT
TH 7	AT HENNEPIN CSAH 61 (SHADY OAK RD) IN MINNETONKA - UPGRADE TO A 4-LANE RDWY, INTERSECTION IMPROVEMENTS	MNDOT	2706-235
I-94	EB I94 FROM 7TH ST EXIT TO MOUNDS BLVD IN ST PAUL-ADD AUXILLIARY LANE, NOISEWALL, DRAINAGE, POND, TMS, SIGNING, LIGHTING, GUARDRAIL	MNDOT	6283-175
TH 55	FROM N JCT MN149 TO S JCT MN149 IN EAGAN- WIDEN FROM 4-LANE SECTION TO 6-LANE SECTION	MNDOT	1909-95
I-494	FROM N OF I394 IN MINNETONKA TO I94/I494/I694 INTERCHANGE IN MAPLE GROVE - UNBONDED CONCRETE OVERLAY, CPR, RIGHT SIDE DYNAMIC SHOULDER, SIGNING, STRIPING, DRAINAGE, TMS, NOISE WALLS, REDECK AND WIDEN BRIDGES 27973, 27974, 27975, 27976, 27977, 27978, AND REDECK BRIDGE 27905	MNDOT	2785
I-394	FROM RIDGEDALE DRIVE TO WESTBOUND I394 IN MINNETONKA - NEW ENTRANCE RAMP/BRIDGE 27W09	MNDOT	2789-141
TH 52	REPLACE LAFAYETTE BRIDGE	MNDOT	6244-30
	CEDAR AVENUE BUS RAPID TRANSIT	METROPOLITAN COUNCIL	
	CENTRAL CORRIDOR LIGHT RAIL TRANSIT	METROPOLITAN COUNCIL	CCLRT

Table B- 2 Regionally Significant Projects 2020 Action Scenario			
Route	Description	Agency	MnDOT Project Numbers – comments
CSAH 116	FROM JUST E OF CRANE ST THROUGH JEFFERSON ST IN ANDOVER AND HAM LAKE-RECONSTRUCT FROM 2-LANE UNDIVIDED TO A 4-LANE DIVIDED ROADWAY INCLUDING SEPARATED BIKE/PED FACILITY, SIGNALIZED INTERSECTIONS AND	ANOKA COUNTY	002-716-015

**Table B- 2
Regionally Significant Projects
2020 Action Scenario**

	IMPROVE AT-GRADE RAIL CROSSING		
CSAH 11	FROM N OF EGRET BLVD TO N OF NORTHDALE BLVD- RECONSTRUCT CSAH 11 (FOLEY BLVD) AS A 4-LANE DIVIDED ROADWAY AS WELL AS A TRAIL AND SIDEWALK, PONDS, TRAFFIC SIGNALS AND DEDICATED LEFT- AND RIGHT-TURN LANES	ANOKA COUNTY	002-611-034
CSAH 34	FROM W94TH ST TO T8500 BLOCK OF NORMANDEALE BLVD IN BLOOMINGTON-RECONSTRUCT OF CSAH 34 (NORMANDEALE BLVD) AS A 4-LANE DIVIDED ROADWAY WITH LEFT-TURN LANES AND MULTI-USE TRAILS	BLOOMINGTON	107-020-065
TH 55	FROM THE MN149 NORTH INTERSECTION THROUGH THE MN149 SOUTH INTERSECTION-EXPANSION TO A 6-LANE ROADWAY INCLUDING TRAFFIC SIGNALS, AND CONSTRUCTION OF A MULTI-USE TRAIL	EAGAN	195-010-011
CSAH 53	FROM JUST WEST OF WASHBURN AVE TO 16TH AVE IN RICHFIELD- RECONSTRUCT TO A 3-LANE SECTION CENTER TURN LANE, RAISED CONCRETE MEDIAN, SIGNAL REPLACEMENT, SIDEWALKS, ON-ROAD BIKEWAYS	HENNEPIN COUNTY	027-653-021
CSAH 81	FROM N OF 63RD AVE N TO N OF CSAH 8 IN BROOKLYN PARK- RECONSTRUCT TO A MULTI-LANE DIVIDED ROADWAY INCLUDING CONCRETE MEDIAN AND A MUTLI-USE TRAIL	HENNEPIN COUNTY	027-681-034
TH 100	FROM 36TH ST TO CEDAR LAKE RD IN ST. LOUIS PARK - RECONSTRUCT INTERCHANGES INCLUDING CONSTRUCTING AUXILLIARY LANES	MN/DOT	2734-33AC
I-35E	FROM I94 IN ST. PAUL TO JUST NORTH OF LITTLE CANADA RD IN LITTLE CANADA - CONSTRUCT MNPASS LANE, REHAB PAVEMENT, REPLACE BRIDGES 6509, 6510, 6511, 6512, 6514, 6579, 9117, 9118, 9119, 9120 AND TMS	MN/DOT	6280-367
TH 610	EXTENSION OF 105TH AVE TO W OF I94 IN MAPLE GROVE	MNDOT	2771
I-35W	FROM 46TH ST TO I94 IN MPLS - MANAGED LANE COMPLETION, PAVEMENT RECONSTRUCTION AND REPAIR, NOISEWALLS, TMS, DRAINAGE, LIGHTING, REPLACE BRIDGES 9731, 9733, 27842, 27843, 27867, 27868, 27869, 27870, 27871, 27872	MNDOT	2782-327
I-35E	FROM JCT MN36 IN ROSEVILLE TO JUST N I694 IN ARDEN HILLS/NEW BRIGHTON- MILL AND OVERLAY, DRAINAGE, GUARDRAIL, SIGNING, AUXILLIARY LANES	MNDOT	6284-166
CSAH 35	CSAH 35 (PORTLAND AVE) FROM 67TH ST TO 77TH ST IN RICHFIELD-RECONSTRUCT TO 2-LANE ROAD WITH A CENTER TURN LANE AND INCLUDING TRANSIT FACILITIES, BIKE LANES AND PEDESTRIAN FACILITIES	RICHFIELD	157-020-026
TH 101	AT HENNEPIN CSAH 144 IN ROGERS-RECONSTRUCT INTERCHANGE, MULTI-USE TRAIL AND SIDEWALK, SIGNALS AND LIGHTING (AC PROJECT, PAYBACK IN 2015) (TIED WITH 2738-28, 2738-29)	ROGERS	238-010-003
PIERCE BUTLER RTE	FROM GROTTO ST TO ARUNDEL ST AT MINNEHAHA AVE- EXTENSION OF PIERCE BUTLER ROUTE ON A NEW ALIGNMENT AS A 4-LANE ROADWAY WITH BIKE LANES AND SIDEWALKS	SAINT PAUL	164-020-123
CSAH 17	FROM S OF CSAH 78 TO N OF CSAH 42-RECONSTRUCT AS A 4-LANE DIVIDED ROADWAY AND MULTI-USE TRAIL	SCOTT COUNTY	070-617-024
TH 36	NEW ST CROIX RIVER CROSSING	MNDOT	8217-82045
TH 610	CONSTRUCT FROM I-94 TO CSAH 81		
	I-35W BUS RAPID TRANSIT	METROPOLITAN COUNCIL	
	WEST BROADWAY AVE BUS RAPID TRANSIT	METROPOLITAN COUNCIL	
	ROBERT ST BUS RAPID TRANSIT	METROPOLITAN COUNCIL	

Table B- 2
Regionally Significant Projects
2020 Action Scenario

	CHICAGO-EMERSON/FREMONT AVES BUS RAPID TRANSIT	METROPOLITAN COUNCIL	
	SPELLING AVE BUS RAPID TRANSIT	METROPOLITAN COUNCIL	
	EAST 7 TH ST BUS RAPID TRANSIT	METROPOLITAN COUNCIL	
	WEST 7 TH ST BUS RAPID TRANSIT	METROPOLITAN COUNCIL	
	SOUTHWEST LIGHT RAIL TRANSIT	METROPOLITAN COUNCIL	
	BOTTINEAU LIGHT RAIL TRANSIT	METROPOLITAN COUNCIL	
I-694	DYNAMIC SHOULDER LANE FROM RICE TO LEXINGTON	MNDOT	
I-94	LANE ADDITION FROM TH 101 TO TH 241	MNDOT	

Table B- 3
Regionally Significant Projects
2030 Action Scenario

Route	Description	Agency	MnDOT Project Numbers - Comments
	AMERICAN BOULEVARD ARTERIAL BUS RAPID TRANSIT	METROPOLITAN COUNCIL	
	CENTRAL AVE ARTERIAL BUS RAPID TRANSIT	METROPOLITAN COUNCIL	
	NICOLLET AVE ARTERIAL BUS RAPID TRANSIT	METROPOLITAN COUNCIL	

IV. CONFORMITY DEMONSTRATION

The EPA, in response to a MPCA request, redesignated the Twin Cities seven-county Metropolitan Area and Wright County as in attainment for CO in October 1999. A 1996 motor vehicle emissions budget (MVEB) was revised in January 2005 in a revision to the SIP. The SIP amendment revised the MVEB budget to a not-to-exceed threshold of 1,961 tons per day of CO emissions for the analysis milestone years of 2009, 2015, 2020 and 2030. In 2010, in response to a MPCA request, the EPA approved a Limited Maintenance Plan for the maintenance area. A limited maintenance plan is available to former non-attainment areas which demonstrate that monitored concentrations of CO remain below 85% of the eight-hour National Ambient Air Quality Standard (NAAQS) for eight consecutive quarters. MPCA ambient CO monitoring data shows that eight hour concentrations have been below 70% of the NAAQS since 1998 and below 30% of the NAAQS since 2004.

Under a limited maintenance plan, the EPA has determined that there is no requirement to project emissions over the maintenance period and that “an emissions budget may be treated as essentially not constraining for the length of the maintenance period because it is unreasonable to expect that such an area will experience so much growth in that period that a violation of the CO NAAQS would result.” No regional modeling analysis is required, however federally funded projects are still subject to “hot spot” analysis requirements.

The limited maintenance plan adopted in 2010 determines that the level of CO emissions and resulting ambient concentrations continue to demonstrate attainment of the CO NAAQS. The following additional programs will also have a beneficial impact on CO emissions and ambient concentrations: Ongoing implementation of an oxygenated gasoline program as reflected in the modeling assumptions used the SIP; A regional commitment to continue capital investments to maintain and improve the operational efficiencies of highway and transit systems; Adoption of a regional long-term 2030 Regional Development Framework that supports land use patterns that efficiently connect housing, jobs, retail centers, and transit oriented development along transit corridors; The continued involvement of local government units in the regional 3C transportation planning process allows the region to address local congestion, effectively manage available capacities in the transportation system, and promote transit supportive land uses as part of a coordinated regional growth management strategy. For all of these reasons, the Twin Cities CO maintenance areas will continue to attain the CO standard for the next 10 years.

V. TIMELY IMPLEMENTATION OF TRANSPORTATION CONTROL MEASURES

Pursuant to the Conformity Rule, the Council reviewed the amended TIP and certifies that the amended TIP conforms with the SIP and does not conflict with its implementation. All Transportation System Management (TSM) strategies which were the adopted TCM's for the region have been implemented or are ongoing and funded. There are no TSM projects remaining to be completed. There are no fully adopted regulatory new TCM's nor fully funded non-regulatory TCM's that will be implemented during the programming period of the amended TIP. There are no prior TCM's that were adopted since November 15, 1990, nor any prior TCM's that have been amended since that date.

As part of the Urban Partnership Agreement (UPA), additional transit lanes have been added to Marquette and 2nd Ave in Minneapolis, and transit capacity in the I-35W corridor has been enhanced through dynamic priced shoulder lanes.

A list of officially adopted TCM's for the region may be found in the November 27, 1979 Federal Register notice for EPA approval of the Minneapolis-St. Paul CO Maintenance Plan, based upon the 1980 Air Quality Control Plan for Transportation, which in turn cites transit strategies in the 1978-1983 Transportation Systems Management Plan. It is anticipated that the Transportation Air Quality Control Plan will be revised in the near future. The following lists the summary and status of the currently adopted TCM's:

- **Vehicle Inspection and Maintenance Program** (listed in Transportation Control Plan as a potential strategy for hydrocarbon control with CO benefits). This program became operational in July 1991 and was terminated in December 1999.
- **I-35W Bus/Metered Freeway Project.** Metered freeway access locations have bus and carpool bypass lanes at strategic intersections on I-35W. In March, 2002 a revised metering program became operational. The *2030 Transportation Policy Plan* calls for the implementation of Bus Rapid Transit in the I-35W corridor. As part of the Urban Partnership Agreement (UPA), additional transit lanes have been added to Marquette and 2nd Ave in Minneapolis, and transit capacity in the I-35W corridor has been enhanced through dynamic priced shoulder lanes.
- **Traffic Management Improvements** (multiple; includes SIP amendments):
 - *Minneapolis Computerized Traffic Management System.* The Minneapolis system is installed. New hardware and software installation were completed in 1992. The system has been significantly extended since 1995 using CMAQ funding. Traffic signal improvements were made to the downtown street system to provide daily enhanced preferred treatment for bus and LRT transit vehicles in 2009.
 - *St. Paul Computerized Traffic Management System.* St. Paul system completed in 1991.
 - *University and Snelling Avenues, St. Paul.* Improvements were completed in 1990 and became fully operational in 1991.
- **Fringe Parking Programs.** Minneapolis and St. Paul are implementing ongoing programs for fringe parking and incentives to encourage carpooling through their respective downtown traffic management organizations.
- **Stricter Enforcement of Traffic Ordinances.** Ongoing enforcement of parking idling and other traffic ordinances is being aggressively pursued by Minneapolis and St. Paul.
- **Public Transit Strategies** (from the 1983 Transportation Systems Management Plan):
 - *Reduced Transit Fares.* Current transit fares include discounts for off-peak and intra-CBD travel. Reduced fares are also offered to seniors, youth, medicare card holders, and persons with disabilities.
 - *Transit Downtown Fare Zone.* All transit passengers can ride either the Minneapolis or Saint Paul fare zones for 50 cents. Since March 2010 passengers can ride Nicollet Mall buses for free within the downtown zone.

- *Community-Centered Transit.* The Council is authorized by legislation to enter into and administer financial assistance agreements with local transit providers in the metropolitan region, including community-based dial-a-ride systems. This program had been used to provide funding assistance to local agencies operating circulation service coordinated with regular route transit service. A regional restructuring of dial-a-ride service, now called Transit Link, occurred in 2010.
- *Flexible Transit.* Routes 755 and 756 in Medicine Lake were operated on a flex-route in 2006 by First Student, a private provider. Also, Metro Mobility, a service of the Council, as well as the dial-a-ride services mentioned above, operates with flexible routes catered to riders' special needs.
- *Total Commuter Service.* The non-CBD employee commuter vanpool matching services provided by this demonstration project, mentioned in the 1983 Transportation Systems Management Plan as well as the Transportation Control Plan, are now by the Van-Go! program, a service of the Council.
- *Elderly and Handicapped Service.* ADA Paratransit Service is available for people who are unable or have extreme difficulty using regular route transit service because of a disability or health condition. ADA Paratransit Service provides "first-door-through-first-door" transportation in 89 communities throughout the metropolitan area for persons who are ADA-certified. The region's ADA paratransit service is provided by four programs, namely Metro Mobility, Anoka County Traveler, DARTS, and H.S.I. (serving Washington County). In addition, every regular-route bus has a wheelchair lift, and drivers are trained to help customers use the lift and secure their wheelchairs safely. LRT trains offer step-free boarding, and are equipped with designated sections for customers using wheelchairs. In addition, all station platforms are fully accessible.
- *Responsiveness in Routing and Scheduling.* Metro Transit conducted a series of Transit Redesign "sector studies" to reconfigure service to better meet the range of needs based on these identified transit market areas. The Sector 1 and 2 studies, covering the northeast quadrant of the region, were the first to be completed. Following the successful reorganization of transit service in those areas, the remaining sector were studied and changes were implemented. Service is now re-evaluated as needed..
- *CBD Parking Shuttles.* The downtown fare zones mentioned above provide fast, low-cost, convenient service to and from parking locations around the CBD.
- *Simplified Fare Collection.* The fare zone system in place at the time of the Transportation Systems Management Plan has since been eliminated. Instead, a simplified fare structure based upon time (peak vs. off-peak) and type (local vs. express) of service has been implemented, with discounts for select patrons (e.g. elderly, youth). Convenient electronic fare passes are also available from Metro Transit, improving ease of fare collection and offering bulk-savings for multi-ride tickets.
- *Bus Shelters.* Metro Transit coordinates bus shelter construction and maintenance throughout the region. Shelter types include standard covered wind barrier structures as well as lit and heated transit centers at major transfer points and light-rail stations.
- *Rider Information.* Rider information services have been greatly improved since the 1983 Transportation Systems Management Plan was created. Schedules and maps have been re-designed for improved clarity and readability, and are now available for download on Metro Transit's web-site, which also offers a custom trip planner application to help riders choose the combination of routes that best serves their needs. Bus arrival and departure times are posted in all shelters, along with the phone number of the TransitLine automated schedule information hotline. Some shelters and stations have real time "next trip" information.
- *Transit Marketing.* Metro Commuter Services, under the direction of Metro Transit, coordinates all transit and rideshare marketing activities for the region, including five Transportation Management Organizations (TMOs) that actively promote alternatives to driving alone through employer outreach, commuter fairs, and other programs. Metro

Commuter Services also conducts an annual Commuter Challenge, which is a contest encouraging commuters to pledge to travel by other means than driving alone.

- *Cost Accounting and Performance-Based Funding.* Key criteria in the aforementioned Transit Redesign process include service efficiency (subsidy per passenger) and service effectiveness (passengers per revenue-hour). Metro Transit uses these metrics to evaluate route cost-effectiveness and performance and determine which routes are kept, re-tuned, or eliminated.
- *"Real-Time" Monitoring of Bus Operations.* The regional Transit Operations Center permits centralized monitoring and control of all vehicles in the transit system.
- *Park and Ride.* Appendix J of the *Transportation Policy Plan* provides guidelines intended for use in planning, designing, and evaluating proposed park-and-ride facilities served by regular route bus transit. The guidelines can also be used for park-and-ride lots without bus service and at rail stations. The Metropolitan Council administers capital funding to transit operating agencies building, operating, and maintaining park-and-ride facilities. In 2009 the region served 108 park-and-ride facilities with a capacity of 25,700. Average usage in 2009 was 67 percent.
- **Hennepin and First Avenue One-Way Pair.** These streets in downtown Minneapolis were re-configured subsequent to the 1980 Air Quality Control Plan for Transportation to address a local CO hot-spot issue that has since been resolved. The streets reverted to a two-way configuration in 2009.

The above list includes two TCM's that are traffic flow amendments to the SIP. The MPCA added them to the SIP since its original adoption. These include in St. Paul, a CO Traffic Management System at the Snelling and University Avenue. While not control measures, the MPCA added two additional revisions to the SIP which reduce CO: a vehicle emissions inspection/maintenance program, implemented in 1991, to correct the region-wide carbon monoxide problem, and a federally mandated four-month oxygenated gasoline program implemented in November 1992. In December 1999 the vehicle emissions inspection/maintenance program was eliminated.

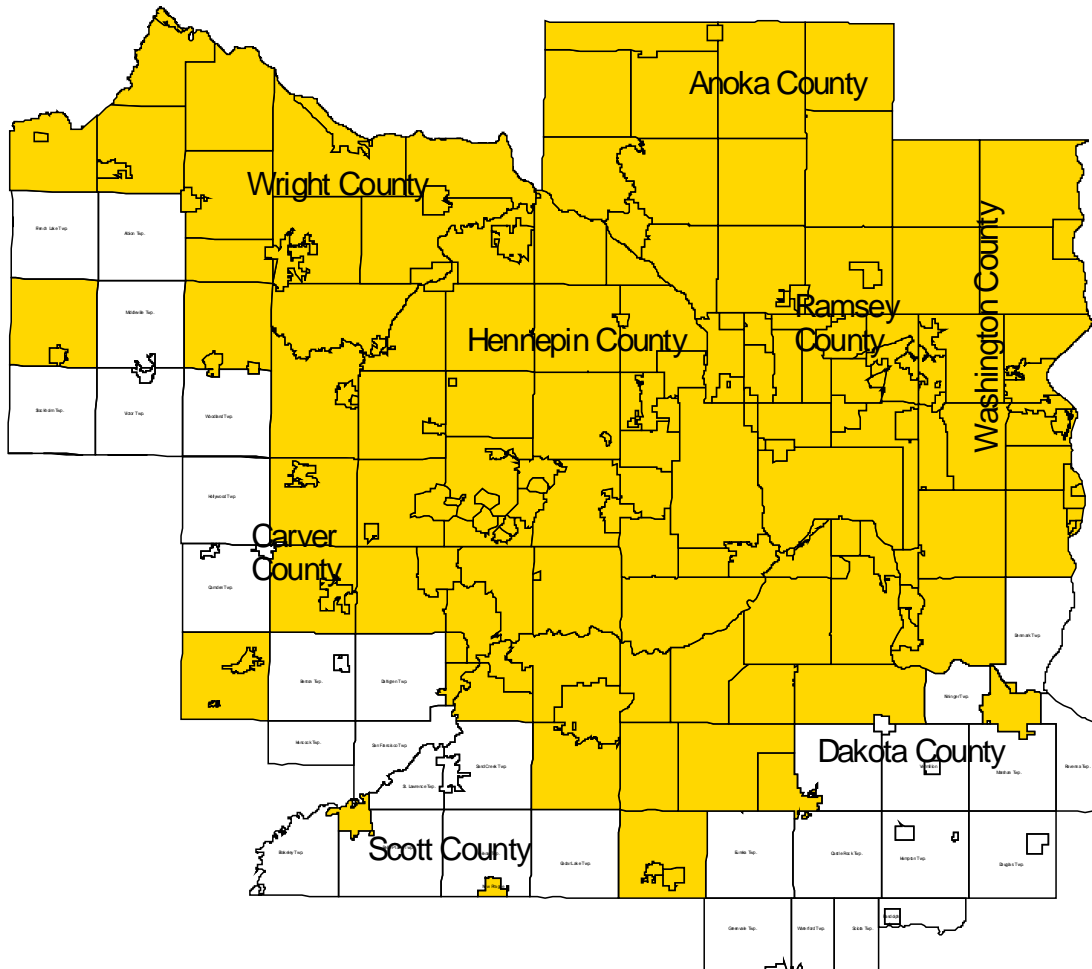
The MPCA requested that the USEPA add a third revision to the SIP, a contingency measure consisting of a year-round oxygenated gasoline program if the CO standards were violated after 1995. The USEPA approved the proposal. Because of current state law which remains in effect, the Twin Cities area has a state mandate year-round program that started in 1995. The program will remain regardless of any USEPA rulemaking.

VI. EXHIBITS

This section contains the exhibits referenced in this appendix.

Exhibit 1.

**Carbon Monoxide Maintenance Area
Seven County Metropolitan Area
and Wright County**



Note: Shaded area is designated maintenance.



EXHIBIT 2

PROJECTS THAT DO NOT IMPACT REGIONAL EMISSIONS, AND PROJECTS THAT ALSO DO NOT REQUIRE LOCAL CARBON MONOXIDE IMPACT ANALYSIS

Certain transportation projects eligible for funding under Title 23 U.S.C. have no impact on regional emissions. These are "exempt" projects that, because of their nature, will not affect the outcome of any regional emissions analyses and add no substance to those analyses. These projects (as listed in Section 93.126 of conformity rules) are excluded from the regional emissions analyses required in order to determine conformity of the TPP and TIPs.

Following is a list of "exempt" projects and their corresponding codes used in column "AQ" of the 2014-2017 TIP. The coding system is revised from previous TIPs to be consistent with the coding system for exempt projects in the proposed Minnesota Pollution Control Agency (MPCA) revision to the State Implementation Plan for Air Quality for Transportation Conformity.

Except for projects given an "A" code or a "B" code, the categories listed under Air Quality should be viewed as advisory in nature, and relate to project specific requirements rather than to the TIP air quality conformity requirements. They are intended for project applicants to use in the preparation of any required federal documents. Ultimate responsibility for determining the need for a hot-spot analysis for a project under 40 CFR Pt. 51, Subp. T (The transportation conformity rule) rests with the U.S. Department of Transportation. The Council has provided the categorization as a guide to project applicants of possible conformity requirements, if the applicants decide to pursue federal funding for the project.

SAFETY

Railroad/highway crossing	S-1
Hazard elimination program	S-2
Safer non-federal-aid system roads.....	S-3
Shoulder improvements	S-4
Increasing sight distance	S-5
Safety improvement program.....	S-6
Traffic control devices and operating assistance other than signalization projects	S-7
Railroad/highway crossing warning devices	S-8
Guardrails, median barriers, crash cushions	S-9
Pavement resurfacing and/or rehabilitation	S-10
Pavement marking demonstration.....	S-11
Emergency relief (23 U.S.C. 125)	S-12
Fencing.....	S-13
Skid treatments	S-14
Safety roadside rest areas.....	S-15
Adding medians	S-16
Truck climbing lanes outside the urbanized area	S-17
Lighting improvements	S-18
Widening narrow pavements or reconstructing bridges (no additional travel lanes)	S-19
Emergency truck pullovers	S-20

MASS TRANSIT

Operating assistance to transit agencies	T-1
Purchase of support vehicles	T-2
Rehabilitation of transit vehicles	T-3
Purchase of office, shop, and operating equipment for existing facilities	T-4
Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).....	T-5
Construction or renovation of power, signal, and	

communications systems	T-6
Construction of small passenger shelters and information kiosks	T-7
Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)	T-8
Rehabilitation or reconstruction of track structures, track and trackbed in existing rights-of-way	T-9
Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet	T-10
Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771	T-11

AIR QUALITY

Continuation of ride-sharing and van-pooling promotion activities at current levels	AQ-1
Bicycle and pedestrian facilities	AQ-2

OTHER

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.	
Federal-aid systems revisions	O-1
Engineering to assess social, economic and environmental effects of the proposed action or alternatives to that action	O-2
Noise attenuation	O-3
Advance land acquisitions (23 CFR 712 or 23 CRF 771)	O-4
Acquisition of scenic easements	O-5
Plantings, landscaping, etc.	O-6
Sign removal	O-7
Directional and informational signs	O-8
Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)	O-9
Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational, or capacity changes	O-10

Projects Exempt from Regional Emissions Analyses that may Require Further Air Quality Analysis

The local effects of these projects with respect to carbon monoxide concentrations must be considered to determine if a "hot-spot" type of an analysis is required prior to making a project-level conformity determination. These projects may then proceed to the project development process even in the absence of a conforming transportation plan and TIP. A particular action of the type listed below is not exempt from regional emissions analysis if the MPO in consultation with other state agencies MPCA, MnDOT, the EPA, and the FHWA (in the case of a highway project) or the FTA (in the case of a transit project) concur that it has potential regional impacts for any reason.

Channelization projects include left and right turn lanes and continuous left-turn lanes as well as those turn movements that are physically separated. Signalization projects include reconstruction of existing signals as well as installation of new signals. Signal preemption projects are exempt from hotspot analysis. Final determination of which intersections require an intersection analysis by the project applicant rests with the U.S.DOT as part of its conformity determination for an individual project.

Projects Exempt from Regional Emissions Analyses

Intersection channelization projects	E-1
Intersection signalization projects at individual intersections	E-2

Interchange reconfiguration projects	E-3
Changes in vertical and horizontal alignment.....	E-4
Truck size and weight inspection stations	E-5
Bus terminals and transfer points	E-6

Regionally significant projects

The following codes identify the projects included in the "action" scenarios of the TIP air quality analysis:

Baseline - Year 2010	A-10
Action - Year 2015	A-15
Action - Year 2020	A-20
Action - Year 2030	A-25

Non-Classifiable Projects

Certain unique projects cannot be classified as denoted by a "NC." These projects were evaluated through an interagency consultation process and determined not to fit into any exempt nor intersection-level analysis category, but they are clearly not of a nature which would require inclusion in a regional air quality analysis.

Traffic Signal Synchronization

Traffic signal synchronization projects (Sec. 83.128 of the Conformity Rules, Federal Register, August 15, 1997) may be approved, funded, and implemented without satisfying the requirements of this subpart. However, all subsequent regional emissions analysis required by subparts 93.118 and 93.119 for transportation plans, TIPS, or projects not from a conforming plan and TIP must include such regionally significant traffic signal synchronization projects.

**Public Comments Received for
the I-94 TIP Amendment**

MICHELE BACHMANN
6TH DISTRICT, MINNESOTA

COMMITTEES:
PERMANENT SELECT COMMITTEE
ON INTELLIGENCE

FINANCIAL SERVICES

ASSISTANT REPUBLICAN WHIP

TEA PARTY CAUCUS CHAIRWOMAN

ADOPTION CAUCUS CO-CHAIR

FOSTER CARE CAUCUS CO-CHAIR

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(763) 323-8922

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twitter.com/MicheleBachmann
www.bachmann.house.gov

Congress of the United States
House of Representatives
Washington, DC 20515-2306

August 14, 2013

Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

Re: The expansion of Interstate 94 W Corridor

Dear Metropolitan Council,

Thank you for accepting public comments on amendments to the Transportation Improvement Program (TIP) that must be made in order to accommodate the I-94 W Corridor capacity expansion from Hwy. 101 in Rogers to Hwy. 241 in St. Michael. As you know, MnDOT Commissioner Charles Zelle and Governor Mark Dayton announced last year that the I-94 W Corridor project received between \$35-45 million for capacity expansion planning and construction to begin July 2014.

As a result of the federal legislation MAP-21, the Metropolitan Council is required to ensure that the TIP is comprehensive and continual. The Metropolitan Council, furthermore is required to place an emphasis on Principal Arterial roadways that are in the region's long-range transportation interests, are initiated by local elected officials, have implications for the seven-county Metro area, and have a realistic cost and program period. Of these and more of the requirements, the I-94 W Corridor which has been listed as "highly congested" by the Federal Highway Administration (FHWA), meets and surpasses the MAP-21 criteria for approval and addition into the TIP. There is consensus from city halls to the governor's desk that this project is a priority.

Businesses, emergency responders, and elected officials have all come together and called for the expansion of I-94 W corridor which consists of less than two percent of the entire corridor, yet represents 40 percent of its congestion. Additionally, it is one of the most dangerous and smog producing segments in the entire state. After numerous studies calling for expansion, and a clear reflection of the wishes of federal, state, and local officials, I-94 W Corridor was one of the first projects chosen for Corridors of Commerce (COC) program funding, further illustrating its importance to both the region and metro area.

Due to COC funding, developing communities along the corridor will be able to accommodate the already rapid growth which is one of the fastest growing areas in the entire state.

Relieving the initial bottleneck from Rogers to St. Michael facilitates population growth, allows for the adjacent cities to establish ride share programs, and increase multi-modal transportation initiatives to shuttle commuters to major arteries. Further investment in multi-modal transportation will enable these developing communities to facilitate economic growth, reduce congestion, enhance safety, and improve air quality—all aims of the TIP.

As the citizens and businesses of the surrounding area prepare for the benefits of expansion, many were disheartened to learn that the initial portion of the expansion project has not yet been approved for expansion. TIP is the perfect opportunity to approve this expansion. On behalf of the Sixth Congressional District, I urge your approval of an amendment to the TIP to allow for the vital capacity expansion project on the I-94 W Corridor, which has never been more important.

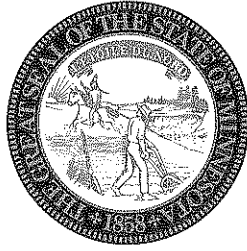
Sincerely,



MICHELE BACHMANN
Member of Congress

David FitzSimmons
State Representative

District 30B
St. Michael, Albertville, Ostego, Hanover
and a portion of Dayton



Minnesota House of Representatives

Transportation Advisory Board
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101

To Whom It May Concern,

The I-94 West Corridor runs immediately through my district and impacts the lives of my constituents on a daily basis. Residents and businesses rely upon I-94 as the principal arterial route for their access to goods and services. MnDOT's proposal is a necessary expansion that will reduce impediments to commerce, improve traffic safety, and strengthen the connection between the Twin Cities and Central Minnesota.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

A handwritten signature in cursive script that reads "David FitzSimmons".

David FitzSimmons
MN State Representative, District 30B





February 11, 2014

Transportation Advisory Board
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101

Minneapolis
3800 American Blvd W.
Suite 1000
Minneapolis, MN 55431
T (952) 563 6800
F (952) 563 6801

St. Cloud
220 Park Ave S.
St. Cloud, MN 56301
T (320) 251 7010
F (320) 251 1784

To Whom It May Concern:

I've been active in advocating for transportation infrastructure investment since the mid-1990s as a concerned citizen and businessperson. I'm not in the road construction business or own a trucking company, but me, my company, my customers and my employees are users of the transportation system.

Businesses in the St. Cloud Area rely on I-94 as the principal arterial route for our goods, services, and employees. The Corridors of Commerce announcement provides our area with a critical expansion that will reduce impediments to commerce, improve traffic safety, and reconnect the Twin Cities to Central Minnesota.

Please amend the TIP and TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Without this important investment, economic growth in the St. Cloud area will choke on the bottleneck. St. Cloud desperately needs increased accessibility to continue to be part of the St. Cloud-Twin Cities-Rochester metroplex and growth corridor.

Sincerely,

Kern, DeWenter, Viere, Ltd.

Christopher P. Shorba, CPA/ABV
Certified Public Accountant/Accredited in Business Valuation

public.info@metc.state.mn.us
Transportation Advisory Board
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101

To Whom It May Concern,

I travel from Albertville to Minneapolis every day for work. The traffic backups that occur from Rogers to Albertville are horrible, especially on Thursdays and Fridays with people traveling out of town. We never have company on Fridays because nobody will travel along that section of highway knowing how backed up it is. Also, I have several friends who would love to live in the area, but won't move because of the congestion and their commutes.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

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Sincerely,


Valerie Rittenbach

EMMER

for CONGRESS

Transportation Advisory Board
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101

To Whom It May Concern,

The I-94 West Corridor is the principal arterial route for Central Minnesota residents and businesses. On a consistent basis however, access to goods and services has been disrupted by a persistent traffic congestion issue caused by a lack of capacity on I-94. MnDOT's proposal is a necessary expansion that will reduce impediments to commerce, improve traffic safety, and strengthen the connection between the Twin Cities and Central Minnesota.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

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Sincerely,



Tom Emmer
Candidate for the 6th Congressional District of Minnesota

PAID FOR BY EMMER FOR CONGRESS

Transportation Advisory Board
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101

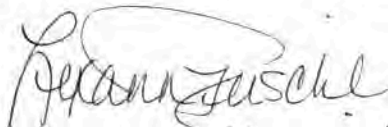
To Whom It May Concern,

Businesses in the St. Cloud Area rely on I-94 as the principal arterial route for our goods, services, and employees. The Corridors of Commerce announcement provides our area with a critical expansion that will reduce impediments to commerce, improve traffic safety, and reconnect the Twin Cities to Central Minnesota.

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Sincerely,


Lexann Reusch
Corporate Relations Manager
GNP Company
lreusch@gnpcompany.com

Transportation Advisory Board
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101

To Whom It May Concern,

Businesses in the St. Cloud Area rely on I-94 as the principal arterial route for our goods, services, and employees. The Corridors of Commerce announcement provides our area with a critical expansion that will reduce impediments to commerce, improve traffic safety, and reconnect the Twin Cities to Central Minnesota.

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Sincerely,



TAMA L. THEIS

TamaTheis@gmail.com

Transportation Advisory Board
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101

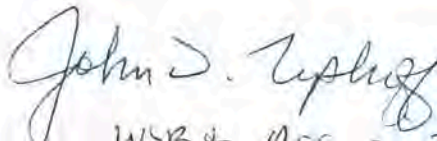
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Please amend the TIP and TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,


WSB & Associates, Inc.

Transportation Advisory Board
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101

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Sincerely,



Melinda M. Sanders

MSanders@communitygiving.org

Transportation Advisory Board
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101

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Sincerely,

A handwritten signature in cursive script that reads "Mayor Jae Perske".

Sartell, MN

Transportation Advisory Board
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101

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Sincerely,

Cory Brunny
President Brunny Transportation, Inc
P.O. Box 7155
St Cloud, MN 56307

Transportation Advisory Board
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101

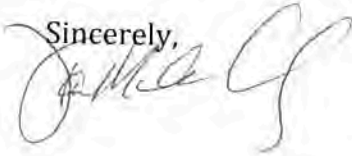
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Sincerely,

A handwritten signature in black ink, appearing to be "J. M. G.", written over the word "Sincerely,".

Transportation Advisory Board
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101


To Whom It May Concern,

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Sincerely,

 - CFO
Microbiologics, Inc.
St. Cloud, MN

Transportation Advisory Board
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101

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Sincerely,

1-31-14

Shawn Coates
16182 City Rd 158
Cold Spring MN 56320

Transportation Advisory Board
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101

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Sincerely,



Merrill Corporation
4110 Clearwater Rd.
St. Cloud, MN 56307

Transportation Advisory Board
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101

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Sincerely,



834-1st St. N.

Cold Spring, MN 56320

Transportation Advisory Board
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101


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Sincerely,


Dan Ochsner
St. Cloud MN

From: Ryan Rattai <r_rattai@yahoo.com>

Reason for commenting: This is one project we do support!

Additional notes: I am willing to pay more in taxes, if we can make more lanes to Saint Cloud. This is one issue I support, as far as a tax increase goes. I live in Saint Michael, so it may benefit me more than others, but have you ever tried to go up north on a weekend? We NEED more lanes! Minnesota NEEDS more lanes, thanks for listening to my opinion, Ryan Rattai

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

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Sincerely,

Ryan Rattai

From: ron long <ronlong71@gmail.com>

Reason for commenting: we desperately need more accessible lanes to Monticello we are selling new homes in Monticello. Since the Albertville Mall has come into play the west side of Otsego has exploded with over 2000 new lots and they are close to being all gone

Additional notes:

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

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Sincerely,

ron long

From: Kevin Kasel <kpkasel@embarqmail.com>

Reason for commenting: Favor I-94 expansion

Additional notes:Members of the Metropolitan Council, I respectfully request the Metropolitan Council make amendments to the TIP and TPP necessary to accommodate the capacity expansion of I-94 between the HWY 101 and HWY 241 interchanges. This is a major corridor and the expansion will benefit the regional and state. Thank you for your consideration.

Sincerely,

Kevin Kasel
Councilmember, City of St. Michael

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

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Sincerely,

Kevin Kasel

From: Nathan Perez <nperez@20minutecommunications.com>

Reason for commenting: Support for TPP and TIP

Additional notes:We've been waiting a long time for this-- this will make a significant difference for those of us who get stuck for the last 5 miles of our drive, adding 15 minutes to our commute. "So close, and yet so far."

Thank you!

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Sincerely,

Nathan Perez

From: Tony Vogel <tonyv_012@hotmail.com>

Reason for commenting: Need more capacity

Additional notes: Please continue to expand this busy interstate. Everybody from Rogers and St Michael use 94 to bypass side streets and this clogs the road. In Addition, I travel this section every weekend and notice heavy traffic each time even outside of rush hour. And I almost got run off the road headed east at st michael before the Crow river by a semi passing me on the right to beat merging cars that were getting on 94 east there.

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Sincerely,

Tony Vogel

From: Brian Blanchard <brian.blanchard@yahoo.com>

Reason for commenting: HWY 610 & I494 (to St Michael

Additional notes: Highways do not work well until completed end to end. Finish 610 to relieve I 694. Every day there is severe congestion on I94 from St Micheal to the "Y". Extending 3 lanes to St Michael or, better yet to Albertville is a must!

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Sincerely,

Brian Blanchard

From: Diana Van Duinen <diana.r.vanduin@irs.gov>

Reason for commenting: I live in this area and we need an expansion of I-94 between Rogers and St. Michael.

Additional notes: I commute each day between Albertville and Brooklyn Center via I-94. It takes a me an hour each day in the a.m. and p.m. to go less than 25 miles each way. This expansion is really needed.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

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Sincerely,

Diana Van Duinen

From: brian mielke <brian.mielke@charter.net>

Reason for commenting: I am in support of this expansion.

Additional notes: See above. This project will facilitate additional benefits to the metro area and to St. Michael; not carrying it forward now would be ridiculous.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

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Sincerely,

brian mielke

From: Tim Cary <timcary@charter.net>

Reason for commenting: Tired of the traffic congestion!!

Additional notes:I have been a resident of St Michael for 12 years, and in that time I have experienced a steady increase in traffic volume from that neck of the woods through the Maple Grove area (Fish Lake Interchange). The way I see it, there are 2 immediate needs on I-94 in the Northwest part of the Twin Cities Metro area, and I'm sure most everybody who drives in this area on a daily basis would agree.

First and foremost, widening I-94 into three lanes in both directions from Rogers to (at least) Monticello is long overdue. This has long been discussed and long been neglected – in favor of the southern metro area – so it's time to get it done.

Secondly, widening I-94 thru the Maple Grove area to 4 lanes in each direction is also needed. One of the many issues with traffic flow in MG has to do with merging...let me explain: Heading north on I-494 or west on I-94 to the Fish Lake Interchange is a joke. Each artery has 2 lanes, making it 4 lanes total, but 2 of the lanes merge into 1...so the traffic is losing 25% of its "turf". This is not only dangerous – partly because some people seemingly don't know how to properly merge – but it also causes major traffic backups. This merging issue is just one reason why widening I-94 in Maple Grove right now is imperative.

Traffic in and moving through the above mentioned areas is only getting heavier as time marches on, and the longer MN/DOT takes to make these necessary improvement, the more it will cost taxpayers. The time is now for you to do the right thing, take action and get it done.

Regards.

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Sincerely,

Tim Cary

From: Melinda Sanders <mmsanders09@gmail.com>

Reason for commenting: I support I-94 expansion

Additional notes:I-94 capacity expansion is crucial for the continued growth and vitality of the Greater St. Cloud area. Please expand I-94 as proposed!

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

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Sincerely,

Melinda Sanders

From: Rick Butte <rbutte@css.edu>

Reason for commenting: Negative impact on St. Cloud and Northwest Minnesota

Additional notes:The congestion caused by inadequate travel lanes along the I94 corridor is currently having a negative impact on commerce. It is imperative that the MetCouncil approve this project to help alleviate this problem in the Metro as well as to ensure the continuity of longer term plans to further develop the the corridor in the future.

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Sincerely,

Rick Butte

From: Troy Cameron <trcameron@bremer.com>

Reason for commenting: I-94 Congestion

Additional notes: Please consider the expansion of I 94. I've lived in the St. Cloud area since 1992 and frequently drive to Mpls. The traffic has gotten so much worse in the past 20 years that our current I 94 can't handle anymore.

Thanks
Troy Cameron
Sartell, MN

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

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Sincerely,

Troy Cameron

From: John Herges <jherges@falconnational.com>

Reason for commenting: I support the I94 lane expansion from Rogers to St. Michael

Additional notes: Being from St. Cloud I consider this a minimum. I would have much preferred the expansion all the way to St. Cloud. This is a good start.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

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Sincerely,

John Herges

From: Shannon Templin <stemplin@msbcollege.edu>

Reason for commenting: Improved economic vitality for Minnesota

Additional notes: Please add the I-94 expansion from Rogers to St. Michael to reduce congestion and help to improve commerce for the region.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

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Sincerely,

Shannon Templin

From: Jim Read <jimread@midco.net>

Reason for commenting: support widening from Rogers to St. Michael

Additional notes: I have to drive to and from the MSP airport often, and the travel time has been creeping up because of congestion on the I-94 corridor. I support North Star commuter rail and hope that it can ease the congestion in the long run, but until North Star gets to St. Cloud the commuter congestion on I-94 will remain heavy.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

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Sincerely,

Jim Read

From: Jud Goerss <jcgoerss@yahoo.com>

Reason for commenting: Support for widening I-94 from Rogers to St. Michael

Additional notes: The I-94 corridor between Rogers and St. Michael needs to be widened for the increased growth in Wright County. The traffic flow comes to a slow crawl on many days of the week resulting in loss of labor productivity and poor fuel economy resulting in a waste of fuel. Much of the slowdown is as result of the high traffic volume coming and exiting on Highway 241.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

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Sincerely,

Jud Goerss

From: Leonard Kirscht <lenkirscht@hotmail.com>

Reason for commenting: Support for I-94 lane expansion Between Rogers, MN and St. Michael, MN

Additional notes: I support the lane expansions of I-94 between Rogers and St. Michael and support the proposed amendments to the Transportation Policy Plan (TPP) and Transportation Improvement Program (TIP) in order to accommodate the I-94 capacity expansion from Hwy. 101 in Rogers to Hwy. 241 in St. Michael. This expansion will provide for safer transportation of our citizens as well as critical improved movement of goods and services as a Corridor of Commerce. I strongly encourage the Metropolitan Council's inclusion of this incredibly important project in the TPP and TIP.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

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Sincerely,

Leonard Kirscht

From: James Boston <jimboston78@gmail.com>

Reason for commenting: Live in St. Michael

Additional notes: Please approve this plan. Congestion will continue to increase in the near future. This will be the first step on making this interstate safer.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

James Boston

From: Jon Schaab <schamoners@gmail.com>

Reason for commenting: To move I-94 expansion forward

Additional notes: I am also a daily commuter along this stretch of highway, and feel the need for any and all improvements to existing roadways and tracking added roadways to the Rogers/St. Michael stretch. This roadway is essential to central Minnesota as well as the metro area commerce. With workers and trucking to Canada, I believe this expansion needs to happen as soon as possible. I hope you can listen to the citizens and make this happen. And, not even mentioning the importance to the valuable Minnesota tourism industry. Thank you.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Jon Schaab

From: Joe Hagerty <joe.hagerty@co.wright.mn.us>

Reason for commenting: Public Safety

Additional notes:I serve as Sheriff in Wright County and have been involved in the expansion project. Commuters use Wright County road 19 to avoid the congestion on I94 during both morning and evening commutes, causing congestion on our county roads.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Joe Hagerty

From: Justin Tourville <topgun330@gmail.com>

Reason for commenting: Because I live in the area and drive it daily

Additional notes:The I94 corridor between Albertville and Rogers is one that frequently has very bad accidents. I believe this is largely in part due to the fact that there are more commuters than the 2 lanes each direction can accommodate. There is almost always delays between St. Michael and Rogers in the morning for east bound travel, and always a bottle neck and slow down west bound in the evening in that same area. This construction project not only means a better quality of life for people that commute on that stretch of Interstate due to decreased travel times, but it will provide a ripple affect of savings throughout many industries that use it as a shipping lane. It will also provide commuters with a safer stretch of the I94 Interstate, and really, safety should be the primary focus of the State of Minnesota's decision making. Please approve this project and allow it to continue as discussed. Thank you,

Justin Tourville - I94 commuter

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Justin Tourville

From: Debrah Banas <dbanas71@gmail.com>

Reason for commenting: Approval of 94 expansion

Additional notes: My family supports the expansion, please approve this.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Debrah Banas

To Whom It May Concern,

Traffic now slows at this point where it never used to before. More and more people are moving out West and traffic, morning and evening, is backing up. This causes a backup East past Rogers in the evening and in the morning to the West at Albertville.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Tom Hanauska

From: Steve Paydon <spaydon@gmail.com>

Reason for commenting: I-94 expansion

Additional notes: I live in Otsego and I'm tired of all the traffic congestion around Rogers on 94. This isn't just a hassle but also a safety concern due to numerous accidents when people come upon the slow downs.

Thanks,
Steve Paydon
Otsego, MN

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Steve Paydon

From: JBrian Calva <jbrianc@beaudryoil.com>

Reason for commenting: sincerely desire seeing this project proceed.

Additional notes: Living in this area and traveling the discussed routes weekly and often daily it is certainly in our interest that this expansion goes thru. We support it wholeheartedly and hope there will be no further obstacles.

Thank you.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely, JBrian Calva

From: Sharon Zilke <sazilke@yahoo.com>

Reason for commenting: Traffic jams everyday from Maple Grove to Albertville

Additional notes:Traffic is terrible on this stretch of road everyday. We don't need mass transit, we need good roads. Weekend traffic is even worse.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Sharon Zilke

From: Evan Siljander <esilja@hotmail.com>

Reason for commenting:

Additional notes:Expanding I94 is vital for commerce, please approve the project!

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Evan Siljander

From: Eugene Kluk <genekluk@aol.com>

Reason for commenting: The I-94 project needs to be completed

Additional notes:Please don't stall progress on the I94 project between Rogers & St Michael. This project needs to be started as scheduled and get completed . It is already long over due

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Eugene Kluk

From: John Anderson <john.anderson@emerson.com>

Reason for commenting: I sit in traffic too much!

Additional notes: We need to fix the bottlenecks at I94 and Hwy 101 in Rogers. Please proceed with this product and expand I94 to save lives from the mega merging that occurs at this point.

Thanks,

John

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

John Anderson

From: Troy Thompson <yortthompson@yahoo.com>

Reason for commenting: In favor of I94 project

Additional notes: I am in favor of the I94 project.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the

project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Troy Thompson

From: Howard Larson <Howard@rpdinc.com>

Reason for commenting: Need 3 Lanes to St Michael

Additional notes: The 94 traffic has been steadily increasing. The jam ups on Friday, causes are deliveries not to be delivered until Monday. Our truck is not allowed out on Friday. Our truck must be back by 3:00 pm on Monday through Thursday.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Howard Larson

From: charles kinch <turborott@charter.net>

Reason for commenting:

Additional notes:

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

charles kinch

From: Carl Johnson <cdjohnson@drywall-supply.com>

Reason for commenting: Urgent need for upgrading of over whelming traffic congestion on I-94

Additional notes:Traffic congestion begins at 6:15am at the Highway 241 ST. Michael exit. I believe this is the worst congested area in the seven county metropolitan area! Please do your job and don't play politics with so many fellow Minnesotans, vote to approve the expansion on I-94 NOW!!!!

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Carl Johnson

From: Scott Burlet <scottburlet@allstate.com>

Reason for commenting: I-94 expansion support

Additional notes:The section of I-94 between Rogers & St Michael is in desperate need of expansion to handle current traffic levels, the entrance from 241 to East bound I-94 is regularly plagued by accidents as drivers try to merge into heavy traffic and traffic is backed up on a daily basis. The expansion should actually go all the way to Monticello.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Scott Burlet

From: Dennis Booth <dbooth27@yahoo.com>

Reason for commenting: Please authorize the expansion of the I-94 corridor between Rogers and St. Michael

Additional notes:I see no reason to delay this road expansion. It would help so many people and then you can say the taxes the people pay for gas and licensing that also drive on this road are being put to good use.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Dennis Booth

From: Brady Kreger <bradyk@qwest.net>

Reason for commenting: I-94 needs to be approved

Additional notes:As a Local 49er, the I-94 project needs to be approved.

Thank you.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Brady Kreger

From: Julia Nagorski <nagorski.julia@gmail.com>

Reason for commenting: We live in St Michael and this is long overdue

Additional notes: We live in St Michael and this is long overdue. Thank you!

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Julia Nagorski

From: Stacey Larsen <stacey.l.larsen@gmail.com>

Reason for commenting: Commuter

Additional notes: As someone who routinely commutes through the I-94 corridor through the St Michael Rogers area, I am in full support of this expansion. The area has been problematic for much too long and creates a dangerous bottle neck that impedes commuters and creates a safety concern. Please do not allow the expansion to be delayed.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Stacey Larsen

From: Nancy Stanchina <willnan@charter.net>

Reason for commenting: Open I-94 some more!

Additional notes:When using I-94 I must leave 35W and head north bound to 494 before 2pm or else I wind up in the worst traffic jam heading towards St. Cloud. The congestion is MUCH worse on Fridays because added to the daily back up is traffic headed way beyond St. Cloud.

PLEASE SET THE WHEELS IN MOTION, get those cars moving freely!

Thank you so much!

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Nancy Stanchina

From: Mark Swanson <swanny123@aol.com>

Reason for commenting: Support the expansion of I-94

Additional notes:This area of I-94 slows my daily drive. I am tired of seeing red tail lights as the traffic merges (morning) or exits (evening) the freeway in St. Michael. Please expedite this expansion, it is long overdue.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Mark Swanson

From: Todd Hansen <tahansen@charter.net>

Reason for commenting: I 94 expansion

Additional notes:As I live in Albertville and drive to St. Paul using the I-94 on a daily basis, I put up with long traffic delays and forced to leave my house earlier and earlier. I strongly suggest that Met Council not delay construction on the I-94 expansion, this would be a bad idea for a many reasons. During the summer the delays are much longer on Thursday and Fridays due to families leaving town for the weekends.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Todd Hansen

From: Larry V. Cassem <cassem@msn.com>

Reason for commenting: Road expansion very much needed

Additional notes:Please do not delay expansion of the I 94, as every evening there is a bottle neck of traffic. Freeways are not suppost to have bottle neck areas.

Thank you all for your efforts.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Larry V. Cassem

From: bonita lee <bonnie@tqagents.com>

Reason for commenting: We want travel flow in our area to be seamless and safe

Additional notes: Please keep the Albertville freeway project on track. We need it!

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

bonita lee

From: Michael Johnshoy <michael.johnshoy@gmail.com>

Reason for commenting: I-94 Expansion

Additional notes: I support the expansion of the I-94 corridor!!! Please make this happen!

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Michael Johnshoy

From: Lance Bolson <lancebolson@hotmail.com>

Reason for commenting: I-94 capacity expansion project needs to move forward immediately

Additional notes:

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Lance Bolson

From: Todd Barber <sgwarpig@gmail.com>

Reason for commenting: Support of the I-94 expansion

Additional notes:As a commuter from Big Lake to Saint Paul on a daily basis I loose hours every month stuck in traffic or at lower than posted speeds. This impacts both my family my income and the environment with the extra costs of fuel and the waste produced with that extra fuel sage.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Todd Barber

From: Dan Krieger <pfsdank@aol.com>

Reason for commenting: I- 94 extension project

Additional notes:Please do not block this vital expansion of I-94 to St. Michael. This project is long over due. This should really be extended to St. Cloud. There have been many life's lost and people injured at this bottle neck that could have been avoided if this extension had been put in.

Thank You!

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Dan Krieger

From: Melissa Albee <malber93@yahoo.com>

Reason for commenting: We need the I-94 Expansion

Additional notes:We need the I-94 Expansion! I support it 100% and you should to.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Melissa Albee

From: Martin Rainer <652e0b8f@opayq.com>

Reason for commenting: This project is long overdue and will definitely improve traffic flow, commerce, and driver safety.

Additional notes: We cannot afford to delay the construction of this expansion project one day!

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Martin Rainer

From: Patrick Wanderee <Wanderingalso@yahoo.com>

Reason for commenting:

Additional notes: Please do not delay the I-94 expansion project.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Patrick Wanderee

From: Cynthia Lemm <CindyLemm@edinarealty.com>

Reason for commenting: Frustration

Additional notes: Please, Ladies & Gentlemen, it is time to move on this project. There are plenty of people living or working on the other side of Rogers...one day on the freeway in the line of cars is all it

can take to change someone's mind about relocating in Wright or Sherburne County (or beyond)! The gridlock out here is appalling. Let's all work together and get something good for the area through the red tape!

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Cynthia Lemm

From: Charleen Zachman <czachman@greanorthernbank.com>

Reason for commenting: Support for I 94 project

Additional notes:Hope to see the expansion of I 94 between Roger and St michael a must for tis summer!

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Charleen Zachman

From: D Nelson <denelson777@gmail.com>

Reason for commenting: congestion to the max

Additional notes:For 10 years I drove 94 to the job in the cities, and the traffic when I started was not bad but within two years became brutal,,bumper to bumper side by side,,,going west in the evening was even more difficult, and the deterioration of the road surfaces have excacerbating the problem..it is time to get this side of the Twin Cities improved....that was 22 yrs ago,,,,

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

D Nelson

From: Jeff Strand <jeffstrandsas@hotmail.com>

Reason for commenting: I drive that road many times a month to go to doctor appointments at Maple Grove.

Additional notes:This section of I-94 gets way too much traffic for a three lane highway

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Jeff Strand

From: John Gammel <johngammel@yahoo.com>

Reason for commenting: Interstate 94 expansion

Additional notes:Please do not delay expansion of I94 corridor, it is already congested and in need of expansion to serve the exurban area west of the twin cities.\

Thank you
John Gammel

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements.

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Sincerely,

John Gammel

From: Robert Langerud <whiteshepherd53@hotmail.com>

Reason for commenting: To continue road expansion on I-94

Additional notes: Please do not change the start date of the expansion of I-94 between 101 and 241. The traffic is unbearable and backs up every day causing traffic to back up all the way to Maple Grove. Lets choose wisely and put our monies where they are really needed

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Robert Langerud

From: Michelle Armstrong <mta_msp@comcast.net>

Reason for commenting: I am in SUPPORT of this expansion and would like my voice heard

Additional notes:

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Michelle Armstrong

From: Thain Spar <thains@gmail.com>

Reason for commenting: To show my support for this project

Additional notes: Please approve this project.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

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Sincerely,

Thain Spar

From: Gregory Spar <wolffeed@gmail.com>

Reason for commenting: Severe risk of accidents due to congestion and stopped traffic.

Additional notes: Recently my wife and her mother almost lost their lives as they approached the "daily" backup on Interstate 94 westbound, about a mile east of Rogers. As usual, the traffic came to an almost complete stop due to congestion, and the bottle-neck where the highway is reduced by one lane after the Rogers exit.

As my wife slowed, she saw a semi tractor-trailer coming up behind her a full speed, apparently unaware that traffic was stopped. Only quick action by the Semi driver avoided an almost certain fatal accident when the driver swerved onto the shoulder at the last second.

These types of incidents occur daily along this stretch of road, and could be minimized, or possible even eliminated if the bottle neck is removed.

PLEASE carefully consider approving the funding for improvements on this stretch of Interstate 94.

Thank you,

Gregory Spar

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Gregory Spar

From: Ben Bauman <benbauman@aol.com>

Reason for commenting: Local Business

Additional notes:Please do not delay the expansion of I-94 at all. If you have ever seen the traffic jams, loss of productivity and wasted money and gas that happens when there is traffic on that stretch you would know the importance green lighting this plan for the expansion. Thank You.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Ben Bauman

From: Stuart Lund <sjec@sherbtl.net>

Reason for commenting: Frequently traveling on I-94 between ST. Cloud and St. Paul

Additional notes:Why would you stop a very much needed project? Traffic congestion is not only a issue on weekends it is a problem monday thru friday, most parts of the day.

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Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Stuart Lund

From: Jim Hedtke <jimahedtke@yahoo.com>

Reason for commenting: We drive this often. It's long over due and many travelers have been killed, cripeled and injured. FIX IT!!

Additional notes:

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Jim Hedtke

From: Robert Hageman <bob.hageman@jbggroup.com>

Reason for commenting: I strongly support the I-94 extention

Additional notes:J&B Group has over 200 Semi's bringing food product to our plant and/or are leaving our plant to deliver food products to an 8-state midwest region each week. In addition approximately 400 people commute to St Michael to work each day. Most cars use the I-94 freeway as do practically all of the Semi's. The amount of time lost due to traffic conjection is very significant. These costs must be added to the food products produced in St Michael. I strongly urge you to move forward with the extension in the earliest possible time frame.

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Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Robert Hageman

From: Lauri Altendorf <Lauri@Carrouseltravel.com>

Reason for commenting: Stop and Go traffic -sometimes I sit on the ramp in St. Michael waiting to get onto a crawling freeway in the morning

Additional notes:We need to improve roads to keep up with the amount of people that have moved out to Monticello, St. Michael, Rogers, Buffalo, Hanover and beyond. We are in the news on 3 or more mornings a week with WCCO because of traffic. We are famous for something!

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

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Sincerely,

Lauri Altendorf

From: Lois George <lgeorge88@live.com>

Reason for commenting: I-94 capacity expansion

Additional notes:I support the expansion of I-94 from 101 in Rogers to #241 in St. Michael. Please approve the implementation of this project.

Lois George

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements.

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Sincerely,

Lois George

From: David Shepherdson <bowrigger@gmail.com>

Reason for commenting: I-94 capacity expansion

Additional notes:I have lived in Rogers/St. Michael for the last 13 years. During that time, Rogers in particular has become a major destination for folks traveling North either via I94, Hwy 10 or 169.

During the last 7 years, the freeway backup times have increased substantially, especially from Maple Grove to the Albertville Mall Off Ramp - It is not uncommon for the 5 mile stretch of Highway to take an hour to travel if not more.

The amount of money that is being wasted by consumers (from a time and gas perspective) on a daily basis is huge, and could rather be spent generating revenue.

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Sincerely,

David Shepherdson

From: Brad Risk <brad_risk@cargill.com>

Reason for commenting: Support of project

Additional notes:I support the expansion of I94 to St. Michael and would like to see it go even further to Monticello. For those of us that travel North & West to cabins/lakes/resorts each summer, this expansion would greatly reduce the amount of time, stress, and number of accidents each Friday afternoon between Memorial Day and Labor Day. This project would allow me and my fellow Minnesotans to reach our destinations safely, as well as spend a few more precious hours w/ family and loved ones over the summer.

Thank you for reading.

Brad Risk

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Sincerely,

Brad Risk

From: Lee Sorensen <lee@labelmart.com>

Reason for commenting: I 94 expansion

Additional notes:Our employees dread the drive home and the expansion will reduce accidents and drive time.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

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Sincerely,

Lee Sorensen

From: Jacob Julik <jdjulik@gmail.com>

Reason for commenting:

Additional notes:We need this to happen. I'm tired of almost getting rearended everyday home from work in Rogers on 94W

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements.

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Sincerely,

Jacob Julik

From: Elaine Martin <remblm@izoom.net>

Reason for commenting: I 94 work must be completed

Additional notes:Please expedite

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Elaine Martin

From: Verna Rankin <ronaldvrankin@izoom.net>

Reason for commenting: I am affected by the high traffic snarls on I-94 between St Michael and Rogers

Additional notes:To the Met Council:

As you consider expansion of the I-94 corridor between Rogers and St Michael please consider the following:

- Commerce (heavy truck traffic)
- Safety (heavy road use impacting all road vehicles and potential for crash victims)
- Commuters time on the road.
- Is it really "fair" to punish those who prefer to live outside the jurisdiction of the Met Council? Seems a bit of an over reach for power. Wasn't the Northstar rail debacle and added tax burden to citizens to subsidize it enough for you? Makes you look power hungry. People would be more ready to accept your proposals if you honored their needs and desires.

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Sincerely,

Verna Rankin

From: tom gelting <tomgel@jharsom.com>

Reason for commenting: i feel the i94 expansion is critical to the state of mn along with many businesses and commuters

Additional notes:x

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

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Sincerely,

tom gelting

From: Stacia Wakefield <smwakefield@hotmail.com>

Reason for commenting: Support for expansion of I94

Additional notes:I am writing to you in support of the expansion of I94 from Rogers to St Michael. This highway is critical to our area and current capacity does not support the economic growth occurring here. At a time when jobs and the economy are stagnate, it is imperative that we allow growth in the northwest metro.

Please support the expansion.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements.

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Sincerely,

Stacia Wakefield

From: Samantha Millerbernd <sjstenson@hotmail.com>

Reason for commenting: expansion of I-94

Additional notes: Please expand I-94 from Rogers to St Michael (and beyond if possible). Traffic is often at a stand-still at Hwy 101/Rogers exit. So much traffic and always large trucks using this route. Thank you for your time.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

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Sincerely,

Samantha Millerbernd

From: Bob Moore <bobgmoore@hotmail.com>

Reason for commenting: I-94 expansion Rogers to St. Michael is needed

Additional notes: I have lived in St. Michael and commuted to Plymouth for over 20 years. 20 years ago I regularly commuted on I-94 which was typically a 25 minute commute. That has increased to a typical time of 40 minutes on a good day and longer on some days. As a result I often travel local roads and avoid I-94 which places a burden on local government to keep pace with the increased traffic. This has resulted in the addition of 11 new signal systems on my route, a total of 15 instead of what used to be 4. This has of course increased that commute time to 40 minutes minimum as well. The locals have responded to the need to make the roads safer for the increased traffic level by adding these signals. The accident rate on I-94 in this area is too high - often because of the slow downs that occur at St. Michael. I-94 needs to be improved! Too much burden has been placed on the locals!

Additionally, the additional 30 minutes I spend commuting each day is time I would rather spend with my family. While that is important it does not compare to the cost burden on businesses that count on our transportation system to effectively move goods. That 30 minutes is real \$ to them.

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Sincerely,

Bob Moore

From: James Burke <burkeiowa@gmail.com>

Reason for commenting: I-94 Lane Expansion Needed - I Bypass it for Interstate Travel Due to Congestion

Additional notes: I grew up in Minnesota, but presently live in Iowa. Several times each year, I have to drive through the Twin Cities to reach a destination NW of the cities near I-94. Like most people, I use Interstate highways to travel between states. But I-94 has quickly become the bottleneck of travel in recent years, especially after the significant improvements on the South side of the cities were finished. Losing a lane in Rogers at Highway 101 brings traffic to a standstill so much of the time. For the last several years, the interstate has been inadequate for my interstate travel when I get to the NW part of the metro area. I now use Highway 55, and then burden county roads to bypass the interstate! I come up through Saint Michael and do everything I can to avoid I-94. The interstate is fine after that point. I strongly encourage you to extend the lanes at least through Saint Michael at Highway 241. I would love to return to using interstate roads for interstate travel. Smaller roads are already having to pick up the inadequacies of I-94 in this area, and that places the burdens onto counties, towns, and cities in the area. Not everyone knows the ways to bypass I-94, and it's odd using local roads for that stretch when the interstate highway system should get me where I am going. I suspect the congestion will only grow worse if not addressed soon. If congestion doesn't get addressed, it could hamper growth in the communities in that area.

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Sincerely,

James Burke

From: Jameson Wakefield <jameson.wakefield@gmail.com>

Reason for commenting: Support for expansion of I94

Additional notes: The expansion of the I94 corridor to St. Michael is critical for economic growth in the northwest metro. This is not just a conversation about commuting from outer suburbs. Businesses in the region that rely on trucking to bring in and ship out goods and resources incur additional expenses that make it difficult to expand and create new, good paying, jobs.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Jameson Wakefield

From: Vic Harvath <vic@harvath.net>

Reason for commenting: Fed up with out dated Twin Cities Highways. We are way behind others like Dallas Tx. or L.A.

Additional notes: Expansion of I94 should have been done years ago. Why are we always years behind in expanding our highways? Stop spending time and money on studies for light rail. LRT is expensive, a burden on tax payers, 97% will never or seldom use it and the 3% that do get better service to where they want to go by way of our great bus system.

Buses routes also can be made to go where the need is and changed any time without large expenses. If I were Governor I would ELIMINATE THE MET COUNCIL. They are not elected and have taxing power. We the people should have the power to elect any one with this kind of power.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Vic Harvath

From: Bonnie Stromberg <gardeninggrrl1951@yahoo.com>

Reason for commenting: Much needed addition.

Additional notes: This road is heavily travelled and needs the expansion. It is obvious if you need to use it. I used the route to work every day before I retired.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

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Sincerely,

Bonnie Stromberg

From: Richard O'Brien <ob_one1963@hotmail.com>

Reason for commenting:

Additional notes:

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Richard O'Brien

To Whom It May Concern,

Please widen I-94.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project. Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Kelsey Bergfalk
Norwex Independent Consultant
612.816.0371
kelseybergfalk.norwex.biz

From: Paul Pegors <ppegors@gmail.com>

Reason for commenting: Support This Project

Additional notes: Please understand that this is a very important, useful expansion of I-94. Sincerely,
Paul Pegors

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Paul Pegors

From: Katrina Adickes <gardens11@me.com>

Reason for commenting: I want to see this project completed.

Additional notes: Access to the Northwestern suburbs is important to us. Please allow this project to finish.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Katrina Adickes

From: John Bolduc <jbbolduc@centurylink.net>

Reason for commenting: Approve I-94 expansion @ Rogers

Additional notes:This project is ESSENTIAL- Please APPROVE it - Sincerely John Bolduc Elk River MN.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

John Bolduc

From: Dennis Reinert <menotknow3@gmail.com>

Reason for commenting: Need the new lanes.So much gas wasted just sitting in traffic and time away from kids....

Additional notes:Three lanes are needed.Time.and accidents and time away from family.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

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Sincerely,

Dennis Reinert

From: Marka Jaster <jastermt@hotmail.com>

Reason for commenting: Frustrated commuter

Additional notes:

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Marka Jaster

To Whom It May Concern,

I live in Monticello. Try taking 94 on a Friday or Sunday afternoon, especially during the summer. Better pack a lunch, because you'll be there a while. Let's get this thing going! The I-94 project needs to start ASAP!

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

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Sincerely, Stacy Morse

From: Daniel Lewis <dlewis83@charter.net>

Reason for commenting: Personal Concern

Additional notes:This expansion is dire for this area of the state> I have spent over 20 years traveling this road daily coming from my job with the Brooklyn Park Police Department. I guarantee the extra time I have had to take over the years is significant. WE NEED THE IMPROVEMENT DONE NOW.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

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Sincerely,

Daniel Lewis

From: Barb DeMars <bsdemars@aol.com>

Reason for commenting: Don't delay the expansion and improvements on 94

Additional notes:I live in Otsego, MN and drive to Plymouth and the south metro on a daily basis. We need the expansion and improvements on this busy freeway, not only to keep the traffic moving, but also for safety concerns.

It is LONG OVERDUE. The sooner we get started, the better for all.

Sincerely,

Barb DeMars

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Barb DeMars

To Whom It May Concern,

As a local business owner and an appointed member of the Economic Development Authority in St Michael I feel this expansion is extremely important for our economic growth. Not only will the expansion lighten traffic and help bring business to our community, but it gives the "feel" that the cities do not stop in Rogers. Please allow this expansion to go through so St Michael can become the city it was meant to be!!

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Stacy Zachman

From: Chris Grenier <grenier_chris@yahoo.com>

Reason for commenting: Saint Michael resident looking to improve commuting time.

Additional notes:Please support the 94 expansion between Saint Michael and Rogers, MN. The current volume of traffice is exceeding the capacity. This is causing more congestion on alternative routs as well. The overflow is rerouting South to County 19 and then East on HWY 55. Neither road was designed to handle these increased volumes.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

Please amend both the TIP and the TPP to include the following: auxiliary-lane construction on I-94 from Minnesota Highway 241 in St. Michael to Minnesota Highway 101 in Rogers, including westbound exit ramp extension at Highway 101 and westbound third lane from Highway 101 to Highway 241.

Sincerely,

Chris Grenier

From: Marge Beard <margebeard@hotmail.com>

Reason for commenting: Met Council - get out of the way

Additional notes: I support the expansion of Interstate 94 from St. Michael to Rogers. Met Council is an UNELECTED body and needs to get out of the way.

While not currently a part of either the TIP or the TPP, the I-94 capacity expansion project west of the Twin Cities will be a welcomed relief of a reoccurring traffic congestion issue. MnDOT's analysis of the project shows a reduction of 4,000 Vehicle Hours Traveled per day by 2035 due to these enhancements. In real time, that equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses, due to this expansion project.

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Sincerely,

Marge Beard

To Whom It May Concern,

I live near Albertville and the traffic is terrible all of the time. We are glad to see plans moving forward for I-94 expansion from Rogers to Hwy. 241. Additionally, the Crow River Bridge slows morning traffic down considerably due to the short on-ramp near the bridge. It would be great if I-94 was three lanes and the merge lane ran further than the bridge. If there were any way to get I-94 widened to Albertville, or even Monticello, and plan for future expansion, it would be awesome.

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Sincerely,

Travis Rittenbach

From: Doug Donaldson <donaldsond12@gmail.com>

Reason for commenting: I-94 needs expansion to accomodate traffic volume

Additional notes: The I-94 expansion from Hwy. 101 to Hwy. 241 is a necessary project for the entire state of Minnesota. Traffic and freight volumes along that crucial artery will continue to increase over the next 30 years, and I-94 in its current state will not be able to support the increased volume.

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Sincerely,

Doug Donaldson