

**ACTION TRANSMITTAL No. 2018-48**

**DATE:** November 14, 2018

**TO:** Transportation Advisory Board

**FROM:** Technical Advisory Committee

**PREPARED BY:** Joe Barbeau, Senior Planner (651-602-1705)

**SUBJECT:** Public Comment Report and 2019-2022 TIP Amendment: MnDOT I-94 Reconstruction and Expansion

**REQUESTED ACTION:** MnDOT requests an amendment to the 2019-2022 Transportation Improvement Program (TIP) to add a project reconstructing and expanding I-94 in Wright County (8680-172).

**RECOMMENDED MOTION:** That the Transportation Advisory Board accept the public comments for this amendment approve of amendment to the 2019-2022 TIP to add a project reconstructing and expanding I-94 in Wright County (8680-172).

**BACKGROUND AND PURPOSE OF ACTION:** This TIP amendment is needed to add a new project into the Transportation Improvement Program (TIP). The project, which was selected for funding under MnDOT's 2018 Corridors of Commerce program, is located in Wright County and within the extended Twin Cities urbanized metropolitan area. Related to this project is the TIP amendment being requested in Action Transmittal 2018-51, the replacement of two bridges on I-94 over Wright County State Aid Highway 19.

**RELATIONSHIP TO REGIONAL POLICY:** Federal law requires that all transportation projects that will be 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. This project is located in Wright County and within the extended Twin Cities urbanized metropolitan area. It is therefore required to be included in the TIP.

**STAFF ANALYSIS:** The TIP amendment meets fiscal constraint because the federal funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015. 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 2019-2022 TIP. The analysis has resulted in a conformity determination that the projects included in the 2019-2022 TIP meet all relevant regional emissions analysis and budget tests. The 2019-2022 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 along with a 21-day public comment period for this amendment due to the project's regional significance in adding capacity.

NOTE: This is a regionally significant project. Because the project could not be amended into the TIP until approval of the Transportation Policy Plan and the project is seeking federal authorization in December, a slightly modified approval process is being used. All committees will have an opportunity to provide input and a public input process will be maintained. TAB is scheduled to release the amendment request for public comment at its October 17, 2018, meeting. The item was presented to the Funding & Programming Committee and TAC at their October 18 and November 7 meetings, respectively.

**COMMITTEE COMMENTS AND ACTION:** At its October 17, 2018, Meeting, the Transportation Advisory Board released this TIP amendment request for a public comment period to start on October 24.

At its October 18, 2018, meeting, the Funding & Programming Committee voted unanimously to recommend approval of the TIP amendment request to add the I-94 expansion and reconstruction project to the 2019-2022 TIP.

At its November 7, 2018, meeting, the Technical Advisory Committee voted unanimously to recommend approval of the TIP amendment request to add the I-94 expansion and reconstruction project to the 2019-2022 TIP.

**STAFF RESPONSE TO PUBLIC COMMENTS:** Five commenters provided comments, shown below, during the public comment period. Staff reply to the comments:

Thank you for your comments regarding the I-494 project. This TIP amendment to expand I-94 in Wright County comes as the result of a detailed complete process, Corridors of Commerce conducted by MnDOT. The project was awarded based on how it scored in the following criteria: Return on Investment, Economic Impact, Freight Efficiency, Safety Improvements, Regional Connections, Policy Objectives and Community Consensus.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
Transportation Advisory Board	Release for Public Comment	10-17-2018
TAC Funding & Programming Committee	Review & Recommend	10-18-2018
Technical Advisory Committee	Review & Recommend	11-7-2018
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Concur	

Please amend the 2019-2022 Transportation Improvement Program (TIP) to include this project in program year 2019. These projects are being submitted with the following information:

**PROJECT IDENTIFICATION:**

Seq #	State Fiscal Year	ATP	Dist	Route System	Project Number (S.P. #) (Fed # if available)	Agency	Description include location, description of all work, & city (if applicable)	Miles		
	2019	M	3	I-94	8680-172	MNDOT	**COC** I-94 from 0.4 Mi W of Br #86818 over Wright Co CSAH 19 in Albertville to Crow River Br 0.3 Mi E of MN 241 in St. Michael (EBL & WBL), reconstruction; include addition of EB third lane from CSAH 19 to MN 241 and WB third lane from CSAH 37 to MN 241, replacement of BR 86812 on MN 241 in St. Michael W/Br 86822, construction of new EB collector-distributor roadway between CSAH 19 and CSAH 37 in Albertville with interchange revisions (Associated with SP 8680-177 and 8680-177AC)	4.7		
Prog	Type of Work			Prop Funds	Total \$	FHWA \$	AC \$	FTA \$	TH \$	Other \$
RC	Reconstruction			State TH	60,000,000	0	0		56,000,000	4,000,000

**PROJECT BACKGROUND:**

1. Briefly describe why amendment is needed (e.g., project in previous TIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in TIP).

This amendment is needed to add SP 8680-172 to the 2019-2022 Twin Cities metro area TIP. SP 8680-172 is a new project that was selected for funding under MnDOT's 2018 Corridors of Commerce program. The project is located in Wright County and within the extended Twin Cities urbanized metropolitan area. Amendment of this project into the Met Council Transportation Policy Plan (TPP) is expected on October 24, 2018. Met Council's approval of the TPP amendment allows the project to be eligible for consideration and inclusion in the region's TIP and the STIP.

SP 8680-172 involves the reconstruction of I-94 from Wright Co. CSAH 19 to MN 241, including construction of new eastbound third lane between CSAH 19 and MN 241 and westbound third lane between CSAH 37 and MN 241, construction of new eastbound collector-distributor roadway between CSAH 19 and CSAH 37, and reconstruction/reconfiguration of the MN 241 interchange. Funding for SP 8680-172 is 100 percent State Trunk Highway funds provided by the Minnesota Legislature under the MnDOT's Corridors of Commerce program.

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

- New Money ✓
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- Other (includes State TH funds under Corridors of Commerce Program)

✓ Funding awarded through Corridors of Commerce Program.

**CONSISTENCY WITH MPO LONG RANGE PLAN:**

This amendment is consistent with the Metropolitan Council Transportation Policy Plan to be adopted by the Metropolitan Council on October 24, 2018, with FHWA/FTA conformity determination to be established subsequently.

**AIR QUALITY CONFORMITY:**

- Subject to conformity determination ✓
- 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 A30 regionally-significant project. The attached analysis resulted in a conformity determination that the projects included in the 2019-2022 TIP will meet all relevant regional emissions analysis and budget tests. The 2017-2020 TIP will conform to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

**From:** Matt Steele <[matt@mattsteele.net](mailto:matt@mattsteele.net)>  
**Sent:** Friday, October 26, 2018 1:14 PM  
**To:** PublicInfo <[public.info@metc.state.mn.us](mailto:public.info@metc.state.mn.us)>  
**Subject:** Comment on Transportation Improvement Plan Amendment

Interstate 94 west of St. Michael should *\*not\** be expanded, and the TIP should accordingly not be amended as such.

Exurban freeway expansion is extremely problematic:

1. It is extremely expensive in real dollars
2. Freeway expansion merely shifts traffic congestion to chokepoints further down the line.
3. Freeway expansion subsidizes driving and reduces the marginal cost of driving per mile. It essentially subsidizes moving Point A and Point B further apart for many trips. Induced demand is real.
4. Exurban freeway expansion is particularly harmful to suburban/urban residents and freeway commuters. New sprawl-inducing expansions and interchanges (such as the proposed Brockton interchange) encourage and subsidize greenfield auto-oriented land uses. These projects encourage longer trips, many of which enter the beltway or the urban core where capacity is at a premium and expansion is much less feasible. Therefore, exurban freeway expansion disproportionately harms people who drive inside the beltway.
5. Freeway expansion is unwise in light of climate change.

Instead, the Metropolitan Council should be pursuing a variety of policies to reduce vehicle trips and vehicle trip lengths:

1. A policy of dynamic tolling wherever freeway demand exceeds freeway capacity.
2. Reduction in automobile-exclusive land uses and promotion of intensification of existing land uses.
3. Etc.

Please do not expand I-94 past Albertville.

Thank you for your consideration.

Matt Steele  
Minneapolis  
612-293-9091





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October 30, 2018

Metropolitan Council  
390 Robert St. N.  
St. Paul, MN 55101

Dear Mr. Barbeau,

I am writing this letter to express the City of St. Michael's support for the Minnesota Department of Transportation's (MnDOT's) request for the proposed, regionally-significant amendment to the 2019 – 2022 Transportation Improvement Program (TIP) to add a project reconstructing and expanding of I-94 in Wright County.

The I-94 Expansion project will increase the capacity of a four mile stretch of I-94 in Wright County from four to six lanes and make safety and operational improvements at three interchanges within the project area. The project will also reduce delays, improve access to attract businesses, and improve operations for one of the most important freight corridors in the upper Midwest. The project has completed all the necessary steps to prepare for construction including completing the environmental document. The I-94 expansion project:

- The 1.6% of MnDOT's Interregional Corridor System accounts for 40% of its congestion. This project is expected to reduce delay by more than 330 hours per weekday.
- Improves three interchanges which will provide efficient access to attract businesses and jobs to this fast-growing part of the state.
- Is a Tier One facility (the highest level in the region) in the MPO's Truck Freight Corridor Study (2017).
- Improves I-94 which is the state's most important freight route and essential for long-distance, multistate freight movements.
- Will reduce the crash costs in the corridor by nearly \$1 million per year.

Construction of the I-94 Expansion Project will greatly benefit the region and I am writing to express our support.

Please support the 2019 – 2022 Transportation Improvement Program (TIP) amendment to add a project reconstructing and expanding I-94 in Wright County.

Sincerely,

Kevin Kasel, Mayor



October 30, 2018

Metropolitan Council  
390 Robert St. N.  
St. Paul, MN 55101



Dear Mr. Barbeau,

I am writing this letter to express the I-94 West Corridors Coalition's support for the Minnesota Department of Transportation's (MnDOT's) request for the proposed, regionally-significant amendment to the 2019 – 2022 Transportation Improvement Program (TIP) to add a project reconstructing and expanding of I-94 in Wright County.

The I-94 Expansion project will increase the capacity of a four mile stretch of I-94 in Wright County from four to six lanes and make safety and operational improvements at three interchanges within the project area. The project will also reduce delays, improve access to attract businesses, and improve operations for one of the most important freight corridors in the upper Midwest. The project has completed all the necessary steps to prepare for construction including completing the environmental document. The I-94 expansion project:

- The 1.6% of MnDOT's Interregional Corridor System accounts for 40% of its congestion. This project is expected to reduce delay by more than 330 hours per weekday.
- Improves three interchanges which will provide efficient access to attract businesses and jobs to this fast-growing part of the state.
- Is a Tier One facility (the highest level in the region) in the MPO's Truck Freight Corridor Study (2017).
- Improves I-94 which is the state's most important freight route and essential for long-distance, multistate freight movements.
- Will reduce the crash costs in the corridor by nearly \$1 million per year.

Construction of the I-94 Expansion Project will greatly benefit the region and I am writing to express our support.

Please support the 2019 – 2022 Transportation Improvement Program (TIP) amendment to add a project reconstructing and expanding I-94 in Wright County.

Sincerely,

A handwritten signature in blue ink that reads 'Steve Bot'.

Steve Bot, Chair  
I-94 West Corridor Coalition





**Wright County  
Highway Department**  
3600 Braddock Ave NE  
Buffalo, MN 55313

Ph: (763)682-7383  
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VIRGIL HAWKINS, P.E.  
Highway Engineer

CHAD HAUSMANN, P.E.  
Assistant Highway Engr.

STEVE MEYER  
Maintenance  
Superintendent

JEREMY CARLSON, P.L.S.  
Right-of-Way Agent

SARA BUERMANN, P.E.  
Traffic Engineer

November 14, 2018

Mr. Joe Barbeau, Senior Planner  
Metropolitan Council  
390 Robert Street North  
Saint Paul, MN 55101

RE: Met Council 2019-2022 TIP Amendment for SP 8680-172

Dear Mr. Barbeau:

We are writing this letter to express our support for the Met Council TIP Amendment for the MnDOT I-94 Expansion Project (8680-172) between St. Michael and Albertville in Wright County, Minnesota.

The MnDOT I-94 Expansion Project will increase the capacity of a four mile stretch of I-94 in Wright County from four to six lanes and make safety and operational improvements at three interchanges within the project area. The project will also reduce delays, improve access to attract businesses, and improve operations for one of the most regionally significant freight corridors in the state, and will provide the following:

- Is expected to reduce delay by more than 330 hours per weekday.
- Improves three (3) interchanges which will provide efficient access to attract businesses and jobs to this fast-growing part of the state.
- Improves I-94 which is the state's most important freight route and essential for long-distance, multistate freight movements.
- Will reduce the crash costs in the corridor by nearly \$1 million per year.

Construction of the I-94 Expansion Project will greatly benefit Wright County communities and we are writing to express our support.

We appreciate the opportunity to provide input on this important regionally significant transportation improvement project.

Sincerely,

Virgil G. Hawkins, P.E.  
Wright County Highway Engineer

Cc: Wright County Board of Commissioners  
Claudia Dumont, MnDOT District 3  
Chad Hausmann, Assistant County Engineer





PHONE: 763-295-2711 FAX: 763-295-4404

505 Walnut Street | Suite 1 | Monticello, MN 55362

November 14, 2018

Joseph Barbeau  
Metropolitan Council  
390 Robert St. N.  
St. Paul, MN 55101

Dear Mr. Barbeau,

The city of Monticello strongly supports the Minnesota Department of Transportation's (MnDOT's) request for the proposed, regionally-significant amendment to the 2019 – 2022 Transportation Improvement Program (TIP) to add a project reconstructing and expanding I-94 in Wright County.

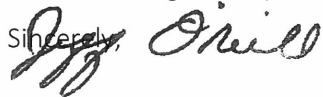
The I-94 Expansion Project will increase the capacity of a four mile stretch of I-94 in Wright County from four lanes to six, and make safety and operational improvements at three interchanges within the project area. The project will also reduce delays, improve access to attract businesses, and improve operations for one of the most important freight corridors in the upper Midwest.

The project has completed all necessary steps to prepare for construction, including the environmental document. The I-94 Expansion Project is expected to:

- Reduce delays by more than 330 hours per weekday. This stretch of road accounts for only 1.6% of MnDOT's Interregional Corridor System, but accounts for 40% of its congestion.
- Improve three interchanges which will provide efficient access to attract businesses and jobs to this fast-growing part of the state.
- Improve a Tier One facility (the highest level in the region) in the MPO's Truck Freight Corridor Study (2017).
- Improve I-94 which is the state's most important freight route and essential for long-distance, multistate freight movements.
- Reduce the crash costs in the corridor by nearly \$1 million per year.

Monticello hosts a wide variety of businesses and is truly a center of job creation in the region. Construction of the I-94 Expansion Project will greatly benefit the many manufacturers and commercial businesses that need safe and efficient transportation access to grow.

Please support the 2019 – 2022 Transportation Improvement Program (TIP) amendment to add a project reconstructing and expanding I-94 in Wright County.

Sincerely,  


Jeff O'Neill  
City Administrator  
Monticello, MN

## Appendix B

### Conformity Documentation Of the 2019-2022 Transportation Improvement Program to the 1990 Clean Air Act Amendments May 3, 2018

## Air Quality Conformity

### Clean Air Act Conformity Determination

The Minneapolis-Saint Paul region is within an EPA-designated limited maintenance area for carbon monoxide. A map of this area, which for air quality conformity analysis purposes includes the seven-county Metropolitan Council jurisdiction plus Wright County and the City of New Prague, is shown below. The term "maintenance" reflects the fact that regional CO emissions were unacceptably high in the 1970s when the National Ambient Air Quality Standards (NAAQS) were introduced, but were subsequently brought under control. A second 10-year maintenance plan was approved by EPA on November 8, 2010, as a "limited maintenance plan." Every Transportation Policy Plan (TPP) or Transportation Improvement Program (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 TPP must be in place in order for any federally funded transportation program or project phase to receive FHWA or FTA approval.

The analysis described in the appendix has resulted in a Conformity Determination that the the 2019-2022 TIP meets all relevant regional emissions analysis and budget tests as described herein and conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

### Public Involvement & Interagency Consultation Process

The Council remains committed to a proactive public involvement process used in the development and adoption of the TIP as required by the Council's [Transportation Public Participation Plan](#), adopted on July 26, 2017. An interagency consultation process was used to develop the 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 TIP. An interagency conformity work group provides a forum for interagency consultation on technical conformity issues, and has met in person and electronically over the course of the development of the TPP and TIP.

## Emissions Test

In 2010, 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 NAAQS for eight consecutive quarters. MPCA 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 in the State Implementation Plan; a regional commitment to continue capital investments to maintain and improve the operational efficiencies of highway and transit systems; adoption of *Thrive MSP 2040*, which supports land use patterns that efficiently connect housing, jobs, retail centers, and transit-oriented development along transit corridors; and the continued involvement of local government units in the regional 3C transportation planning process, which 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.

## Transportation Control Measures

Pursuant to the Conformity Rule, the Council reviewed the 2019-2022 TIP and certifies that it conforms to the State Improvement Plan and does not conflict with its implementation. All transportation system management strategies which were the adopted transportation control measures 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 TCMs nor fully funded non-regulatory TCMs that will be implemented during the programming period of the TIP. There are no prior TCMs that were adopted since November 15, 1990, nor any prior TCMs that have been amended since that date. A list of officially adopted transportation control measures for the region may be found in the Nov. 27, 1979, Federal Register notice for EPA approval of the Minneapolis-St. Paul Carbon Monoxide Maintenance Plan. Details on the status



of adopted Transportation Control Measures can be found in the 2040 Transportation Policy Plan, in [Appendix E](#).

## Federal Requirements

The 2019-2022 TIP meets the following Conformity Rule requirements:

**Inter-agency consultation:** 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:** The analysis includes all known federal and nonfederal regionally significant projects. Exempt projects not included in the regional air quality analysis were identified by the inter-agency consultation group and classified.

**Donut areas:** No regionally significant projects are planned or programmed for the City of New Prague. Regionally significant projects were identified for Wright County to be built within the analyses period of the Plan and incorporated into the conformity analysis.

**Latest planning assumptions:** The published source of socioeconomic data for this region is *Thrive MSP 2040*. The latest update to these forecasts was published by the Metropolitan Council in April 2018.

**Public Participation:** The TIP was prepared in accordance with the Transportation Public Participation Plan, adopted by the Council on July 26, 2017. This process satisfies federal requirements for public involvement and public consultation.

**Fiscal Constraint:** The TIP addresses the fiscal constraint requirements of the Conformity Rule.

The Council certifies that the TIP does not conflict with the implementation of the State Implementation Plan, 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 goals, objectives, and strategies 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.

## List of Regionally Significant Projects

Pursuant to the Conformity Rule, the projects listed in the TIP and Transportation Policy Plan (see Appendix C) 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, 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 Transportation Improvement Program are listed at the end of this appendix. Projects which are classified as exempt must meet the following requirements:

- The project does not interfere with the implementation of transportation control measures.
- 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.

The inter-agency consultation group, including representatives from MnDOT, FHWA, MPCA, EPA, and the Council, reviewed list of projects to be completed by 2040 including the following:

- Existing regionally significant highway or transit facilities, services, and activities;
- 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 Transportation Improvement Program, or;

- have completed the NEPA process, or;
- listed in the 2019-2022 Transportation Improvement Program, or;
- listed in the Transportation Policy Plan (Appendix C), or;
- identified for Wright County.

Each project was assigned to a horizon year (open by January of 2020, 2030 or 2040) 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 is shown below.

## Horizon Year 2020

### *Rebuild and Replace Highway Assets*

- I-35W: from MN36/MN280 in Roseville to just N I694 in Arden Hills/new Brighton- Auxiliary lanes (6284-180AC1)
- I-35W MnPASS Southbound from downtown Minneapolis to 46th St.
- TH 100: from 36th St to Cedar Lake Rd in St. Louis Park - reconstruct interchanges including constructing auxiliary lanes
- TH 169: Bridge replacement over nine mile creek in Hopkins

### *Strategic Capacity Enhancements*

- I-94: EB from 7th St Exit to Mounds Blvd in St Paul- add auxiliary lane
- TH 55: from N Jct MN149 to S Jct MN149 in Eagan- widen from 4-lane to 6-lane
- I-494 SB from I-94/I-694 to Bass Lake Road: add auxiliary lane
- I-494 from CSAH 6 to I-94/I-694: Construct one additional lane in each direction
- I-494 from TH 55 to CSAH 6, construct one auxiliary lane
- I-494 NB from I-394 to Carlson Pkwy, construct auxiliary lane
- I-694 from Lexington Ave to east of Rice St: Construct one additional lane in each direction
- I-94 from TH 241 in St. Michael to TH 101 in Rogers: Extend westbound ramp, add westbound lane through TH 101 interchange, and add eastbound lane between the interchanges
- I-35E MnPASS Extension from Little Canada Road to County Road J
- TH 610 from I-94 to Hennepin County 81: Complete 4-lane freeway
- TH 5 from 94<sup>th</sup> St to Birch St in Waconia: Widen to 4-lanes
- TH 62 from France Ave to Xerxes: Construct EB auxiliary lane
- TH 55 from Plymouth Blvd to Vicksburg Ln in Plymouth, Construct WB auxiliary lane.
- I-94: SB I-694 to I-94 EB and I-694 NB to I-94 EB ramps: modify the CD road and convert to individual exists.
- US 169 at Scott County 3 in Belle Plaine, construct new overpass
- MN 41 between US 212 and CSAH 14: Reconstruction and expansion



- US 52 at CSAH 42 in Rosemount: Reconstruct to 4-lane divided, bridges and access ramps
- I-35W in Burnsville: Add Auxillary lanes between Black Dog Rd and 106<sup>th</sup> Street
- I-494 in South St Paul and Inver Grove Heights: Add Auxillary lanes between Hardman Ave and Bovey Ave.
- I-35W from CR C in Roseville to Lexington Ave in Lino Lakes: Construct MNPASS LaneI-694 in Arden Hills: Construct 2 lane entrance ramp from US 10 to EB694
- US 10 from SB I-35W to CSAH 96 in Arden Hills: Construct two lane exit from I-35W, construct auxillary lane on US 10.
- US 169 from MN 41 to Scott County Road 69 in Jackson Twp: Construct Frontage road
- I-694 in Oakdale - auxiliary lane SB from 10th St to I-94
- MN 36, AT CSAH 35 (HADLEY AVE) IN OAKDALE

### ***Regional Highway Access | Horizon Year 2020***

- US 10 at Armstrong Blvd in Ramsey: New interchange and rail grade separation
- US 52 at Dakota CSAH 86 in Randolph Township – grade separated crossing
- I-94 at 5th/7th Street in Minneapolis- reconstruct interchange to close 5th street ramp and replace it with one at 7th street.
- I-494 at CSAH 28 in Bloomington: Construct ramp to WB I-494 including new bridge.
- US 169 at MN 41 in Jackson Twp: Construct interchange
- MN 36 at Hadley Ave in Oakdale: Construct interchange

### ***Transitway System***

- METRO Orange Line
- METRO Green Line extension
- Arterial BRT along Penn Ave in Brooklyn Center and Minneapolis

### ***Other Regionally Significant Transit Expansion***

- Stillwater Park and Ride at TH 36

### ***2011 Regional Solicitation Selected Projects***

- St. Paul East 7<sup>th</sup> Street: Limited stop transit service demonstration
- St. Paul Pierce Butler Rte: from Grotto St to Arundel St at Minnehaha Ave- extension on a new alignment as a 4-lane roadway
- 105th Ave: extension to 101st Ave W of I-94 in Maple Grove
- Lake Street and I-35W
- TH 149: from TH 55 to just N of I-494 in Eagan-reconstruct from 4-lane to 5-lane
- Anoka CSAH 11: from N of Egret Blvd to N of Northdale Blvd - reconstruction of CSAH 11 (Foley Blvd) as a 4-lane divided roadway

- Hennepin CSAH 34: from W 94th St to 8500 Block in Bloomington - reconstruction of CSAH 34 (Normandale Blvd) as a 4-lane divided roadway
- \*Hennepin CSAH 53: from just W 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 CSAH 81: from N of 63rd Ave N to N of CSAH 8 in Brooklyn Park - reconstruct to a multi-lane divided roadway
- Hennepin CSAH 35: from 67th St to 77th St in Richfield-reconstruct including transit, bicycle, and pedestrian facilities
- Scott CSAH 17: from S of CSAH 78 to N of CSAH 42 - reconstruct as a 4-lane divided roadway
- Anoka CSAH 116 from east of Crane St through Jefferson St – reconstruct to 4-lane divided roadway

#### ***2014 Regional Solicitation Selected Projects***

- Scott County: TH 169 and TH 41 interchange
- Eagan: Reconstruction of CSAH 31 from I-35E to Northwood/Central Parkway
- Washington County: TH 36/Hadley interchange
- Dakota County: CSAH 42/TH 52 interchange
- Washington County: CSAH 13 expansion
- Hennepin County: CSAH 81 expansion
- Bloomington: E Bush Lake Road I-494 WB entrance ramp
- Anoka County: CSAH 78 expansion from 139<sup>th</sup> Ln to CSAH 18
- Carver County: TH 41 expansion
- St. Louis Park: Beltline Park and Ride
- Metro Transit: Route 62 service expansion
- MVTA: 169 connector service
- Metro Transit: Route 2 service expansion
- Metro Transit: Emerson-Fremont Ave corridor bus and technology improvements
- Metro Transit: Chicago Ave corridor bus and technology Improvements

#### ***2016 Regional Solicitation Selected Projects***

- Brooklyn Center: US 252/66<sup>th</sup> Avenue Interchange
- Louisville Township: US 169 and CSAH 14 interchange
- Dayton: Brockton lane interchange
- Roseville: Snelling Avenue expansion
- Washington County: US 36 and Manning Avenue interchange
- Richfield: 77<sup>th</sup> Street underpass of CSAH 77
- Brooklyn Park: US 169 and 101<sup>st</sup> Avenue interchange

#### ***Projects Outside of Metropolitan Planning Area, Inside Maintenance Area***

- I-94: from MN 25 to CSAH 18 – reconstruction including addition of auxiliary lanes
- CSAH 19 in Alberville: Extend Multilane Roadway from Lamplight Dr to N of 70<sup>th</sup> St

## Horizon Year 2030

### *MnPASS Investments | Horizon Year 2030*

- I-35W from MN 36 to US 10 – construct MnPASS Lane
- I-94 from Cedar Avenue to Marion Street – construct MnPASS Lane

### *Transitway System | Horizon Year 2030*

- METRO Blue Line extension
- METRO Gold Line dedicated BRT
- Arterial BRT along Chicago Avenue and Emerson and Fremont avenues in Brooklyn Center, Minneapolis, Richfield, and Bloomington
- METRO Red Line Stage 2 improvements including extension of BRT service to 181st Street in Lakeville

### *Other Regionally Significant Transit Expansion*

- US 52, at MN 50 in hampton, in the NW quadrant- expand park and pool lot

### *Projects Outside of Metropolitan Planning Area, Inside Maintenance Area*

- Wright CSAH 19 from Lamplight Dr to N of 70th St in Albertville – extend multilane roadway
- Wright CSAH 19 from Chestnut Ave SE to Ash Ave NE in St. Michael – roadway expansion

### *Strategic Capacity Enhancements*

- I-94, from MN 101 in rogers to i-494 in Maple Grove: add EB and WB lanes between MN 610 and MN 101
- US 169 at 101st Ave in Brooklyn Park - construct interchange
- MN 41 from S of Minnesota River bridge to Walnut St in Chaska – improve intersection at CSAH 61
- MN 252, at 66th Ave N in Brooklyn Center-construct interchange, convert to freeway, close intersection at 70th Ave
- US 10/169 from Anoka/Ramsey city limits to Green Haven Rd/Main St interchange-reconstruct, grade separate intersections at Fair oak Ave and Thurston Ave, improve frontage and supporting road configurations to Main St and Thurston Ave
- CSAH 83 from US 169 north ramp to south of 4th Ave E in Shakopee-reconstruct to urban 4-lane divided roadway
- Reconstruct CSAH 21/TH 13 intersection in Prior Lake including on CSAH 21 from West Ave intersection to Franklin Trail E of MN 13 -reconstruct intersection with Main Ave to 3/4 intersection, roundabouts at TH 13 & Arcadia Ave intersection, ¾ intersection at TH 13 & Pleasant St
- MN 13 and Dakota Ave in Savage, from W of Dakota Ave to E of Yosemite- grade separated interchange at Dakota Ave, frontage roads and access ramps

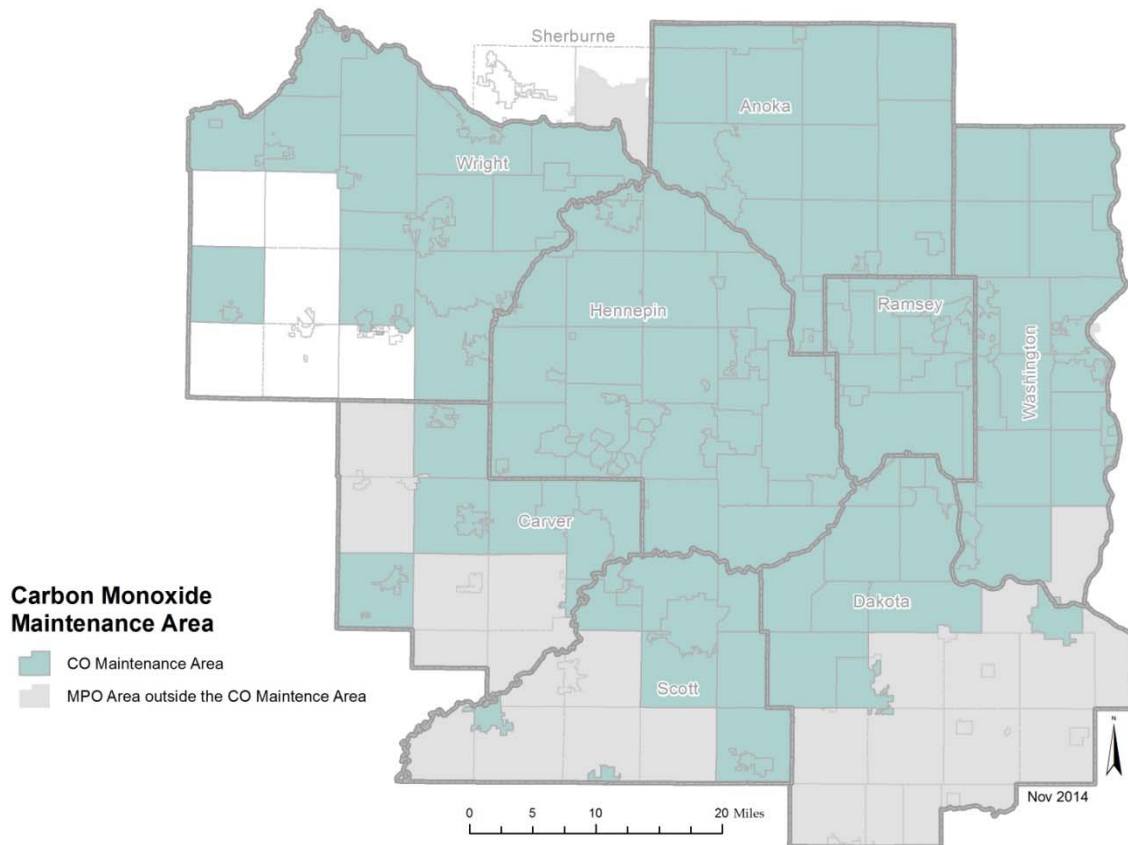


- US 10, from W City of Anoka border to EB entrance ramp from W Main St. Includes new interchange with bridges at Thurston Ave, grade separation at Fairoak with bridge and supporting roadways on north and south side of US 10
- CSAH 70, from 0.36 mi E of I-35 to CSAH 23 in Lakeville- expand 2 to 4 lane
- US 212 from Carver (CSAH 11) to Cologne (CSAH 36)- expand 2 lane to 4 lane
- CSAH 14 from Lexington Ave NE (CSAH 17) to 0.23 mi E of Lever St in Blaine - reconstruct from 2 to 4 lane

## Horizon Year 2040

- No projects identified

Figure E-1: Carbon Monoxide Maintenance Area



October 18, 2018

Elaine Koutsoukos  
Transportation Advisory Board Coordinator  
Metropolitan Council  
390 Robert Street North  
St. Paul, MN 55101-1805

RE: 2019-2022 Draft Transportation Improvement Program Amendment

Dear Elaine Koutsoukos:

The Minnesota Pollution Control Agency (MPCA) has completed its formal review of the 2019-2022 Transportation Improvement Program (TIP) amendment request. The proposed TIP amendment includes the following projects:

- Reconstruction of Interchange (I)-94 from Wright County CSAH 19 to Minnesota (MN) 231, including construction of a new eastbound third lane between CSAH 19 and MN 241 and a westbound third lane between CSAH 37 and MN 241, construction of a new eastbound collector- distributor roadway between CSAH 19 and CSAH 37, and reconstruction/reconfiguration of the MN 241 interchange.

The MPCA staff has examined the draft TIP for conformance with a checklist of requirements from the joint Transportation Conformity Rule (Rule) of the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation. The intent of the Rule is to ensure compliance with the Clean Air Act Amendments of 1990 and the new transportation reauthorization bill "Fixing America's Surface Transportation (FAST) Act when a Metropolitan Planning Organization (MPO) or state department of transportation serves as a distribution agency for federal transportation funds.

The Rule requires that the MPOs base their TIPs and long-range comprehensive Transportation Plans on the latest planning assumptions. As a result, the draft TIP's air quality conformity analysis is based on the most current Metropolitan Council (the Council) socioeconomic data used in Thrive MSP 2040, which was adopted by the Council on May 28, 2014. The planning document provides the Council with the socioeconomic data (planning assumptions) to develop long-range forecasts of regional highway and transit facilities' needs.

On November 8, 2010, the EPA approved a Limited Maintenance Plan request for the Twin Cities maintenance area. Under a Limited Maintenance Plan, the EPA has determined that there is no requirement to project emissions over the maintenance period and that "an emission budget may be treated as essentially not constraining for the length of the maintenance period". The reason is that it is unreasonable to expect that the Twin Cities maintenance area will experience so much growth within this period that a violation of carbon monoxide (CO) National Ambient Air Quality Standard (NAAQS) would result. Therefore, 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 will continue to demonstrate attainment of the CO NAAQS.

Elaine Koutsoukos

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October 18, 2018

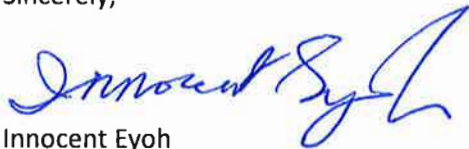
The current TIP was also prepared in accordance with the public participation plan for transportation planning adopted by the Council on July 26, 2017. This process satisfies FAST Act requirements for public participation involvement, as well as the public consultation procedures requirements of Conformity Rule.

Based on this review, the analysis described in the conformity Appendix B, and submitted by Council has resulted in a Conformity Determination that the additional projects included in the 2019-2022 TIP meet all relevant regional emissions analysis and budget tests as described therein. The 2019-2022 TIP also conforms to the relevant sections of the Federal Conformity Rule and the applicable sections of the Minnesota State Implementation Plan for air quality.

The MPCA staff appreciates the opportunity given to review this document as part of the EPA Transportation Conformity Rule consultation process. The MPCA staff also appreciates the cooperation of the interagency consultation group that includes the Council, EPA, Minnesota Department of Transportation (MnDOT), and Federal Highway Administration (FHWA) for their immediate assistance in resolving all policy and technical analysis issues with respect to the projects' air quality classification and their willingness to accept the suggested course of action.

Please contact me if you have any questions at 651-757-2347 or via email at [innocent.eyoh@state.mn.us](mailto:innocent.eyoh@state.mn.us).

Sincerely,



Innocent Eyoh  
Planner Principal  
Air Assessment Section  
Environmental Analysis and Outcomes Division

IE:ds

cc: Andrew Emanuele, FHWA  
Michael Leslie, Region 5, EPA  
Jonathan Ehrlich, Metropolitan Council  
Joseph Barbeau, Metropolitan Council  
Lisa Freese, Technical Advisory Committee Chair  
Paul Oehme, Technical Advisory Committee Funding and Programming Committee Chair  
Bobbi Retzlaff, MnDOT  
Lynne Bly, MnDOT  
Dave Thornton, MPCA, St. Paul  
Todd Biewen, MPCA, St. Paul  
Frank Kohlasch, MPCA, St. Paul  
Mary Jean Fenske, MPCA, St. Paul  
Amanda Jarrett Smith, MPCA, St. Paul

## Exempt Projects

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 the Conformity Rules) are excluded from the regional emissions analyses required in order to determine conformity of the Transportation Policy Plan and the TIP.

The following is a list of "exempt" projects and their corresponding codes used in column "AQ" of the TIP. Except for projects given an "A" code, the categories listed under Air Quality should be viewed as advisory in nature, and relate to project specific requirements rather than to the air quality conformity requirements. Ultimate responsibility for determining the need for a hot-spot analysis for a project rests with the U.S. Department of Transportation. The Council has provided the categorization as a guide to possible conformity requirements.

## Projects that Do Not Impact Regional Emissions

### Safety

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



## Transit

- T-1: Operating assistance to transit agencies
- T-2: Purchase of support vehicles
- T-3: Rehabilitation of transit vehicles
- T-4: Purchase of office, shop, and operating equipment for existing facilities
- T-5: Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)
- T-6: Construction or renovation of power, signal and communications systems
- T-7: Construction of small passenger shelters and information kiosks
- T-8: Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals and ancillary structures)
- T-9: Rehabilitation or reconstruction of track structures, track and trackbed in existing rights-of-way
- T-10: Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
- T-11: Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771

## Air Quality

- AQ-1: Continuation of ridesharing and vanpooling promotion activities at current levels
- AQ-2: Bicycle and pedestrian facilities

## Other

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

## 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 Transportation Improvement Program. A particular action of the type listed below is not exempt from regional emissions analysis if the MPO in consultation with the MPCA, MnDOT, EPA, and FHWA (in the case of a highway project) or 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 hot-spot analysis. A final determination of the intersections that require an 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

- E-1: Intersection channelization projects
- E-2: Intersection signalization projects at individual intersections
- E-3: Interchange reconfiguration projects
- E-4: Changes in vertical and horizontal alignment
- E-5: Truck size and weight inspection stations
- E-6: Bus terminals and transfer points

### Non-Classifiable Projects

Certain unique projects cannot be classified, as denoted by "NC." These projects were evaluated through an interagency consultation process and determined not to fit into any exempt or intersection-level analysis category, but they are clearly not of a nature that would require inclusion in a regional air quality analysis.

### Traffic Signal Synchronization

Traffic signal synchronization projects (Sec. 83.128 of the Conformity Rules) 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, Transportation Improvement Programs, or projects not from a conforming plan and Transportation Improvement Program, must include such regionally significant traffic signal synchronization projects.

## Regionally Significant Projects

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

- A-20: Action Year 2020
- A-30: Action Year 2030
- A-40: Action Year 2040