

*TRANSPORTATION ADVISORY BOARD
Of the Metropolitan Council*

Notice of a Meeting of the
TECHNICAL ADVISORY COMMITTEE

Wednesday, November 7, 2018
Metropolitan Council
9:00 A.M.

AGENDA

1. **Call to Order**
2. **Approval of Agenda**
3. **Approval of August 1, 2018 Minutes**
4. **TAB Report** (Elaine Koutsoukos, TAB Coordinator)
5. **Committee Reports**
 - **Executive Committee** (Lisa Freese, Chair)
 - **Planning Committee** (Jan Lucke, Chair)
 - a. **2018-47 TPP Amendment: Riverview Modern Streetcar**
 - **Funding & Programming Committee** (Paul Oehme, Chair)
 - a. **2018-49 TIP Amendment: Chaska**
 - b. **2018-50 TIP Amendment: Anoka County**
 - c. **2018-48 TIP Amendment: MnDOT I-94 Expansion**
 - d. **2018-51 TIP Amendment: MnDOT I-94 Bridges**
6. **Special Agenda Items**
 - **Regional Solicitation Funding Scenario Options** (Steve Peterson, MTS)
 - **Regional Solicitation Before and After Study** (Katie White, MTS and Lance Bernard, HKGi)
7. **Agency Reports**
8. **Other Business**
9. **Adjournment**

Click here to print all agenda items at once.

Streamlined Amendments going to TAB this month. Contact Joe Barbeau with questions at 651-602-1705.

MnDOT: 11 Enhanced Mobility for Seniors and Persons with Disabilities Projects funded by FTA Section 5310

*Transportation Advisory Board
Of the Metropolitan Council*

**Minutes of a Meeting of the
TECHNICAL ADVISORY COMMITTEE
Wednesday, August 1 2018
9:00 A.M.**

Members Present: Doug Fischer, Lyndon Robjent, Brian Sorenson, John Doan, Ted Shoenecker, Lisa Freese, Jan Lucke, Steve Bot, Elaine Koutsoukos, Steve Peterson, Michael Larson, Brian Isaacson, Innocent Eyoh, Bridget Rief, Dave Jacobson, Peter Dahlberg, Danny McCullough, Karl Keel, Ken Ashfeld, Paul Oehme, Michael Thompson, Jim Kosluchar, Jen Hager, Bill Dermody, Paul Kurtz (Excused: Adam Harrington, Anne Kane)

1. Call to Order

The meeting was called to order by Lisa Freese at 9:02 a.m.

2. Approval of Agenda

A motion to approve the agenda was moved by Brian Isaacson and seconded by Dave Jacobson. No discussion. Motion passed.

3. Approval of Minutes

A motion to approve the minutes was moved by Paul Oehme and seconded by Ken Ashfeld. Motion passed.

4. TAB Report

Elaine Koutsoukos reported on the June 20 TAB meeting.

Committee Reports

A. Executive Committee (Lisa Freese, Chair)

Lisa Freese reported on the Executive Committee meeting, which discussed the day's agenda.

B. Planning Committee (Jan Lucke, Chair)

Jan Lucke introduced the June committee meeting reports.

2018-40 2019 Unified Planning Work Program. Jan Lucke introduced this item and Katie White who presented. Doug Fischer asked if the federal funding amount ever changes. Katie White responded that the dollar value is tied to the region's population and has been relatively flat over the past several years, however last year there was a congressional rescission and reduced the funding by approximately \$100,000. There is a chance that could happen again this year. Lisa Freese asked how projects were picked for the Corridor Study list. Katie White responded that it's only projects that Council staff will be attending, since this is a document to illustrate where staff time is being spent. It is not intended to be a comprehensive list of all corridor studies across the region. Brian Isaacson moved and Lyndon Robjent seconded the recommended motion. Motion passed.

2018-43 Federal Performance Measures. Jan Lucke introduced and presented this item. Dave Jacobson asked how the TAM methodology was chosen. Dave Burns responded that all transit providers agreed on the methodology. Doug Fischer asked why the measures seem to be attainable but our system needs more investment than the measures would indicate. Dave Burns responded that MnDOT is being more conservative to ensure we meet the targets. There are federal penalties to the DOTs (but not MPOs) for failure to achieve targets. Doug Fischer said that the MPO can be more aggressive on targets for congestion than the DOT. Dave Burns responded that since all MnDOT system congestion is in the Twin Cities, the two are very closely tied.

Karl Keel said that the TAM measures look more like reporting than goal setting. Lyndon Robjent asked if the highway measures have historical numbers behind them. Dave Burns responded that MnDOT took historical numbers into account when developing these measures. Ted Shoenecker asked how a more aggressive target would be achieved. Dave Burns responded that creating an aggressive target would not trigger automatic changes, but would theoretically be reflected in the next MnSHIP update and picking Regional Solicitation projects.

Jan Lucke recommended that the detailed TAC-Planning presentation be shared with this group, and reiterated that a lot of work has gone into creating these measures. There is a hard federal deadline approaching and TAC needs to act today. Lyndon Robjent asked if these measures are new this year. Dave Burns responded yes. Lyndon Robjent said that perhaps after a few years these numbers will make more sense and tell a better story than they currently do. John Doan asked about safety measures. Dave Burns responded that they were adopted earlier this year. Brian Isaacson recommended that FHWA come to TAB.

Karl Keel moved that the motion be forwarded to TAB without recommendation, and that the TAB action should have more background information attached. Lyndon Robjent seconded. Motion passed.

C. Funding and Programming Committee (Paul Oehme, Chair)

2018-41 Scope Change: Dakota County. Paul Oehme presented the item. Doug Fischer moved and Jim Kosluchar seconded the recommended motion. Motion passed.

2018-42 TIP Amendment: Dakota County. Paul Oehme presented the item. Karl Keel moved and Innocent Eyoh seconded. Motion passed.

Scope Change Policy. Paul Oehme and Joe Barbeau presented the draft recommendations so far. Doug Fischer said that adding project elements should automatically qualify because there is no removal of project elements; the project is leveraging federal dollars for increased benefit. Brian Sorenson agreed, saying that having two separate projects on the same stretch of road one year apart produces a negative impact on the community. Elaine Koutsoukos responded that some applicants keep project components out of the scope to score better on cost/benefit, then add project elements later. Lyndon Robjent said that the informal process still needs to include justification.

Steve Peterson said that Funding & Programming removed cost-effectiveness from the process. Jan Lucke commented that leveraging other funds is not a scoring criteria. Dave Jacobson asked what the impact would be for transit projects. Lyndon Robjent responded that the focus is on the service being provided. Lisa Freese recommended that all comments be sent to Joe Barbeau. Action will be taken at Funding & Programming in September.

6. Special Agenda Items

Geographic Balance Maps. (Steve Peterson and Dave Burns, MTS) Steve Peterson and Dave Burns presented maps that have been shown to TAB illustrating the location of projects selected since 2003. Karl Keel asked about the Streetlight data used to demonstrate regional impacts of projects; what range of distribution existed? Dave Burns responded that there was a project in either Carver County or western Hennepin County that showed a distinctly local benefit. Steve Bot asked if the LEHD data could be broken down from the county level to the UZA level (specific to Wright and Sherburnes counties). Steve Peterson said that a new hire in MTS should help get us to that level eventually.

Brian Isaacson said that 14% of all metro employment comes from outside the 7 county metro while approximately 10% of metro residents leave the metro for employment. Karl Keel said that we can only make decisions based on the information that we have; this is interesting and helpful and the data purchase could be made possible with Regional Solicitation dollars (similar to the TBI). Jan Lucke suggested that these maps could be made as part of the application, or qualifying or scoring criteria. Doug Fischer recommended that scoring would then be split between urban and rural areas.

Lyndon would like to see the funding break out between local roads and MnDOT roads. Jim Kosluchar asked how transit users are accounted for in the dataset. Dave Burns responded via their cell phones.

7. Agency Reports

Brian Isaacson reported that MnDOT has released an RFP for the Streetlight or equivalent dataset and it should be finalized within a few weeks.

Bridget Rief announced that the new airport hotel is partially open and it is intended for local users as well as travelers. The CIP is coming for review soon through the Council process.

Elaine Koutsoukos announced that there were 136 applications to the Regional Solicitation for a total of \$420 million.

8. Other Business and Adjournment

There being no other business, the meeting adjourned at 10:51AM.

Prepared by:

Katie White

ACTION TRANSMITTAL – 2018-47

DATE: October 29th, 2018

TO: Technical Advisory Committee

FROM: TAC-Planning

PREPARED BY: Cole Hiniker, Multimodal Transportation Planning Manager

SUBJECT: Draft 2040 Transportation Policy Plan Amendment to Add Riverview Modern Streetcar Locally Preferred Alternative

REQUESTED ACTION: That the draft amendment to the 2040 Transportation Policy Plan to add Riverview Modern Streetcar Locally Preferred Alternative be released for public review and comment

RECOMMENDED MOTION: Recommend that the Transportation Advisory Board recommend that the Metropolitan Council release the draft amendment to the 2040 Transportation Policy Plan for public review and comment to add Riverview Modern Streetcar Locally Preferred Alternative

BACKGROUND AND PURPOSE OF ACTION: The 2040 Transportation Policy Plan (TPP) includes a fiscally constrained list of major projects for investment in the region by 2040, known as the Current Revenue Scenario. All fixed-guideway rail transit projects are considered major projects under federal guidance. These projects must be identified as funded in a region's long-range transportation plan, which for this region is the 2040 Transportation Policy Plan, in order to qualify for Federal Transit Administration capital investment grants. Transitway projects generally originate as locally led projects to recommend a locally preferred alternative (LPA) for adoption. This amendment proposes to add the Riverview Modern Streetcar LPA to the TPP's Current Revenue Scenario at the request of Ramsey County following the conclusion of its Riverview Corridor Pre-Project Development Study.

The attached text for the amendment is a new format being proposed by MTS staff to simplify how amendments are presented. Previously, amendments resulted in red-lined versions of chapters of the TPP for public comment with the final text resulting in reposting of updated chapters affected by an amendment to the Council's website. This revised approach provides all necessary information on the amendment in one document that will be posted on the website as an addition to the full Plan. The attached text also references the project website, hosted by Ramsey County, and some basic information about the Riverview Modern Streetcar LPA.

In addition, this amendment is advancing on an accelerated timeline at the request of Ramsey County. The 2040 TPP was adopted October 24th by the Metropolitan Council. This amendment would alter the recently adopted Plan.

RELATIONSHIP TO REGIONAL POLICY: The Metropolitan Council and its Transportation Advisory Board are required, under both state and federal law, to develop a multimodal long-range regional transportation plan that identifies transportation system goals, needs, and investment priorities over at least a 20-year period. All fixed-guideway

rail transit projects are considered major projects under federal guidance and must be identified as funded in a region's long-range transportation plan in order to qualify for Federal Transit Administration capital investment grants.

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

- A locally preferred alternative (LPA) designating the mode and alignment is identified and adopted by a lead agency and the LPA report is submitted to the Council documenting the planning process including a summary of the project's public input process and content
- Local affected governments adopt resolutions of support for the LPA, validating their support for the project moving forward
- A reasonable project timeline is submitted with key milestones for federal action and construction and opening dates for the project
- A reasonable financial plan is submitted documenting how the project can be built and operated with revenues in the fiscally constrained plan (or reasonable proposed additional revenues)

Ramsey County has provided the appropriate information to meet these criteria for the Riverview Modern Streetcar LPA.

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

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

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

COMMITTEE ACTION: TAC Planning moved to recommend the amendment, contingent on the 2040 TPP being approved by the Metropolitan Council on Oct 24th. As the Council did approved the Plan, the motion proceeds as written.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning	Review & Recommend	10-11-18
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend	
Metropolitan Council Transportation Committee	Review & Recommend	

Metropolitan Council	Review and Release for Public Comment	
Metropolitan Council	Review & Adopt	

2040 Transportation Policy Plan Amendment

Overview

Amendment Purpose

This 2040 Transportation Policy Plan amendment adds the Riverview Modern Streetcar transitway project to the Current Revenue Scenario.

Policy Basis

The 2040 Transportation Policy Plan presents policies and plans to guide development of the region’s transportation system. The Plan includes strategies that are organized by the Plan’s six desired goals for transportation investment, including a number of strategies that relate to investment in the transitway system, show in table 1. These strategies result in a set of planned investments in transitways that are detailed in in Chapter 6: Transit Investment Direction and Plan.

Table 1 – Transportation Policy Plan Strategies related to Transitway Investment

Goal	Strategy Number	Strategy Text
Access to Destinations	C12	“Regional transportation partners will invest in an expanded network of transitways that includes but is not limited to bus rapid transit, light rail, and commuter rail. Transitway investments will be prioritized based on factors that measure a project’s expected contributions to achieving the outcomes, goals, and objectives identified in Thrive MSP 2040 and the Transportation Policy Plan.”
Competitive Economy	D1	“The Metropolitan Council and its transportation partners will identify and pursue the level of increased funding needed to create a multimodal transportation system that is safe, well maintained, offers modal choices, manages and eases congestion, provides reliable access to jobs and opportunities, facilitates the shipping of freight, connects and enhances communities, and shares benefits and impacts equitably among all communities and users.”

Land Use and Local Planning	F3	“Local governments will identify opportunities for and adopt guiding land use policies that support future growth around transit stations and near high-frequency transit service. The Metropolitan Council will work with local governments in this effort by providing technical assistance and coordinating the implementation of transit-oriented development. The Metropolitan Council will also prioritize investments in transit expansion in areas where infrastructure and development patterns support a successful transit system and are either in place or committed to in the planning or development process.”
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Transitway corridors are often planned locally, usually by county regional railroad authorities in collaboration with cities and transit providers. When a transitway corridor identifies a specific investment through a local process (referred to as a “locally preferred alternative”), it can be considered for inclusion in the 2040 Transportation Policy Plan. Projects can be added to the Plan in either of two different funding scenarios: the current revenue scenario and the increased revenue scenario. To be included in the current revenue scenario, a project sponsor needs to provide the following information:

- A locally preferred alternative report including the details of the recommended improvement, a summary of the local process that was used to make a recommendation, and a summary of public engagement and input during that process;
- A project development schedule through the opening date for revenue service;
- A financial capacity analysis or similar documentation demonstrating that the project fits in the current revenue scenario;
- Local resolutions of support from affected local governments to affirm local support for the project and commitment to transit-supportive land use policies.

Transitways are considered regionally significant projects in this region and must be identified in the region’s long-range transportation plan (i.e. the TPP’s current revenue scenario) for air quality conformity purposes under federal law. In addition, all fixed-guideway projects (including all rail transit projects) must be identified in a region’s long-range transportation plan to qualify for federal Capital Investment Grants (e.g. New Starts funding).

The Riverview locally preferred alternative was determined through the Riverview Pre-Project Development Study, led by Ramsey County Regional Railroad Authority. The Riverview Corridor was previously listed in the 2040 Transportation Policy Plan under “Potential Current Revenue Scenario Projects,” awaiting the conclusion of the necessary steps for a locally preferred alternative (LPA) request. The information needed for the LPA request is available for the Riverview Corridor upon request. A project factsheet is attached to this amendment and is available on the [project website](#).

Project Details

Riverview Modern Streetcar This corridor connects Saint Paul with the Minneapolis-Saint Paul International Airport and the Mall of America and South Loop district in Bloomington. This project’s locally preferred alternative was adopted in 2018 as a modern streetcar alignment in a mix of dedicated and shared-use guideway from Union Depot to the Mall of America generally along West 7th Street and crossing the river at Highway 5. The project would use existing Green Line light rail tracks in downtown Saint Paul and existing Blue Line light rail tracks starting just north of Fort Snelling Station. The project will be conducting the environmental review phase and early engineering work in the next few years. The project anticipates entering the federal Capital Investment Grants (New Starts) Project Development phase in 2023, working toward a planned opening date of 2031.

Revised transitway investment maps are shown attached in the form of revised figures 6-8 and 6-9 from Chapter 6: Transit Investment Direction and Plan.

The following description is added to Appendix C: Long-Range Highway and Transit Capital Project List

Transit Investment Category	Route	Project Description	Estimated Cost (Year of Expenditure)	Timeframe
Transitway System	Riverview Modern Streetcar	11.7-mile modern streetcar with plans to build 11 new stations primarily along West 7th Street in St. Paul from downtown St. Paul to the Mall of America in Bloomington.	\$2,066,000,000	2028-2040

Impacts to the Plan

Transportation Finance

The Riverview Modern Streetcar project impacts the current revenue scenario capital and operations portions of the “Transit – Transitway System” section in Chapter 4: Transportation Finance. The project fits within the fiscal constraint of the Plan by adding additional revenues and drawing on revenues in the Plan that were not yet designated to a specific project.

Transit – Transitway System Capital

The Riverview Modern Streetcar capital project is funded through a mix of existing and new revenues in the 2040 Transportation Policy Plan. Table 2 is a breakdown of the capital cost for the project, by source and relationship to the existing plan.

Table 2 – Riverview Modern Streetcar Capital Funding Sources

Revenue Sources	Total Current Revenue Scenario 2015-2040	Relationship to the Existing Plan
Property Tax and Other (County Regional Railroad Property Tax Levy)	\$206.6 M	New revenue that is identified as project specific
Federal Capital Investment Grants (CIG)	\$1,012.3 M	New revenue that is identified as project specific
County Sales Tax	\$847.1 M	Existing revenue net yet designated to a specific project as an expense under “Locally designated to future projects”
Riverview Modern Streetcar Capital Costs	\$2,066.0 M	\$1,218.9 M in new revenue and \$847.1 M in existing revenue

Transit – Transitway System Operations

The Riverview Modern Streetcar operations are funded through a mix of existing and new revenues in the 2040 Transportation Policy Plan. Table 3 is a breakdown of the operations cost for the project, by source and relationship to the existing plan.

Table 3 – Riverview Modern Streetcar Operations Funding Sources

Revenue Sources	Total Current Revenue Scenario 2015-2040	Relationship to the Existing Plan
Fares	\$97.2 M	New revenue that is ongoing but identified as project specific
State General Fund	\$113.4 M	New revenue that is ongoing but identified as project specific
County Sales Tax	\$113.4 M	Existing revenue net yet designated to a specific project as an expense under “Locally designated to future projects”
Riverview Modern Streetcar Operations Costs	\$324.0 M	\$210.6 M in new revenue and \$113.4 M in existing revenue

Environment and Air Quality

The Riverview Modern Streetcar project is added to the list of regionally significant projects described in Appendix E: Additional Air Quality Information. It is a *Horizon Year 2040*:

Transitway System project. It is located within the carbon monoxide (CO) maintenance area and the Plan is subject to Clean Air Act Conformity determination.

Clean Air Act Conformity Determination

The Minneapolis-Saint Paul region is within an Environmental Protection Agency (EPA)-designated limited maintenance area for carbon monoxide (CO). 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 included in Appendix E. The term "maintenance" reflects to 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 Federal Transportation Conformity Rule to verify that it does not result in emissions exceeding this current regional CO budget. The analysis described in Appendix E has resulted in a Conformity Determination that the projects included in the 2040 Transportation Policy Plan, as amended, meet all relevant regional emissions analysis and budget tests. The 2040 Transportation Policy Plan, as amended, conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

Emission Test

In 2010, the EPA approved a limited maintenance plan for the 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 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.

Transportation Control Measures

Pursuant to the Conformity Rule, the Council certifies that the 2040 Transportation Policy Plan as amended conforms to the State Improvement Plan and does not conflict with its implementation. All Transportation System Management (TSM) strategies that were the adopted Transportation Control Measures (TCM) 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 any 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. Details on the status of adopted Transportation Control Measures can be found in Appendix E.

<<placeholder for MPCA letter>>

Equity and Environmental Justice

The Riverview Modern Streetcar project will result in slight increases (mostly less than one percent) in accessibility to jobs and other community amenities (shopping, colleges and universities, hospitals, and libraries) for the Current Revenue Scenario. These increases apply to travel by both transit and automobile for both people of color and the total population. Overall transit investments in the Current Revenue Scenario will continue to provide higher percentage increases in accessibility for every destination type for people of color compared to the total population.

The Riverview corridor is an existing high-frequency transit corridor that serves two regional job concentrations and areas of concentrated poverty along Highway 5 in Saint Paul and around the Minneapolis-Saint Paul International Airport. The proposed project would provide an enhanced customer experience and additional transit capacity in this corridor.

Performance Outcomes

The Riverview Modern Streetcar project will change some projected long-range performance outcomes for the Current Revenue Scenario. Only performance measures with associated future year forecasted outcomes change. The Increased Revenue Scenario is unchanged, and no performance outcomes are affected. Only performance outcomes that change a meaningful amount are reported in Table 4. Unlisted performance outcomes have no or negligible change due to the amendment.

Table 4 – Updated Performance Measures

Performance Measure	Description		2040 Current Revenue Scenario (as amended)	Change from Previous 2040 Current Revenue Scenario
Transit Ridership (Table 13-4)	Increase in Daily Transit Ridership		+150,300 over No Build	+5,300
On-Road Mobile Source Emissions (Table 13-6)	Amount of Carbon Monoxide (CO), Nitrogen Oxides, Sulfur	CO (Pounds)	288,404	-11,596
		Nitrogen Oxides (Pounds)	16,527	-573

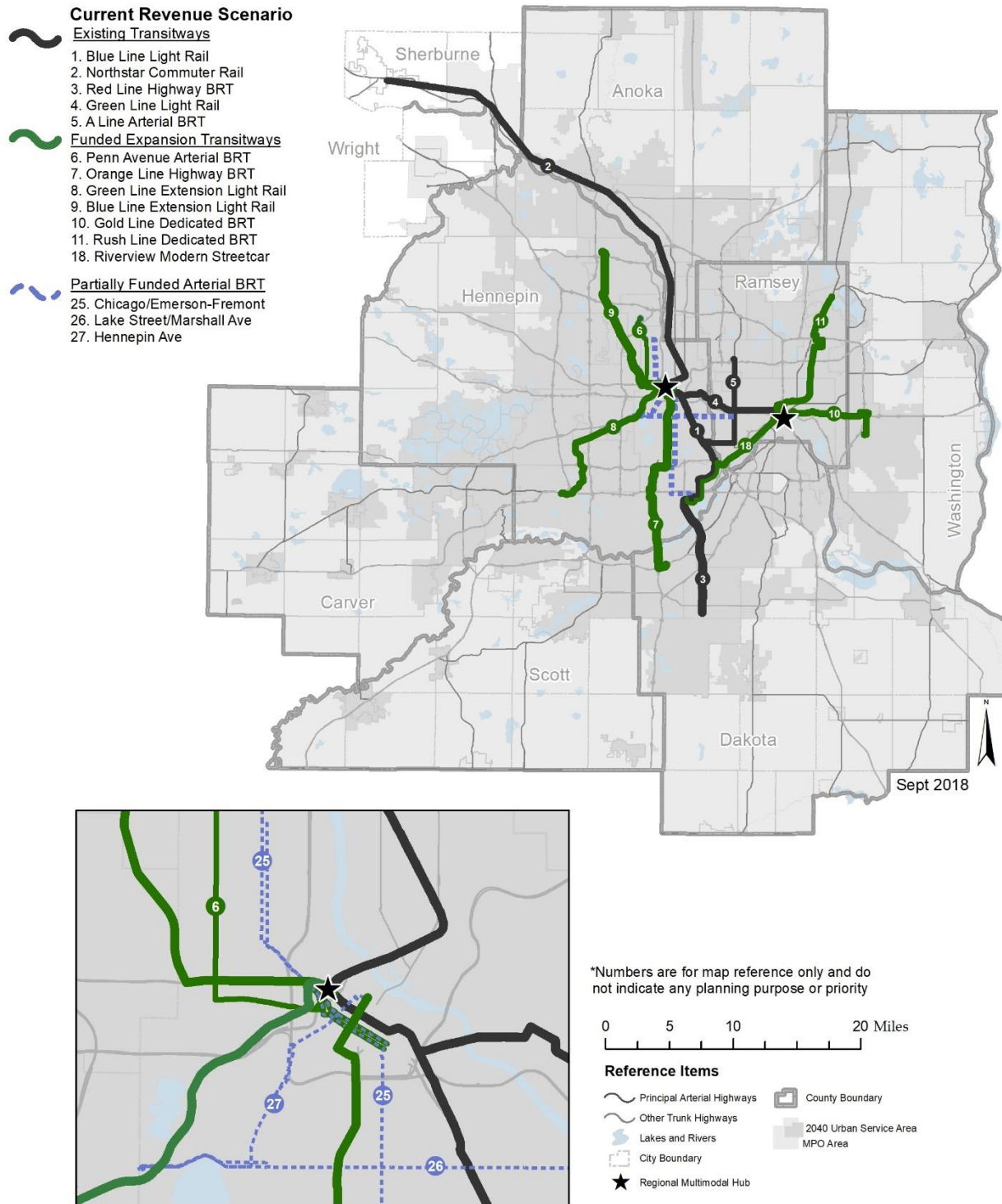
	Dioxide (SO ₂), Volatile Organic Compounds (VOCs), and Carbon Dioxide (CO ₂), emissions	SO ₂ (Pounds)	340	-12
		VOCs (Pounds)	5,841	-259
		CO ₂ Equivalent (Pounds)	49,026,384	-1,793,616

Public Involvement Summary

To be filled out after public comment period.

Revised Figure 6-8: Map of Existing Transitways and Current Revenue Scenario Expansion Transitways

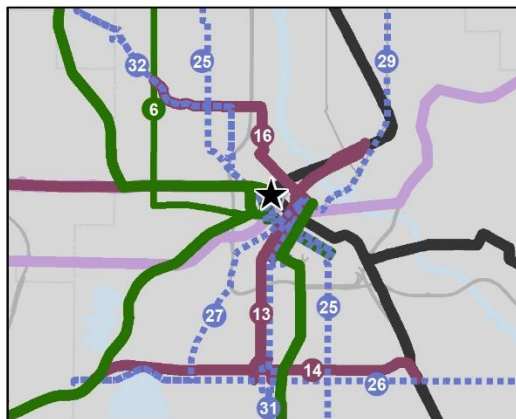
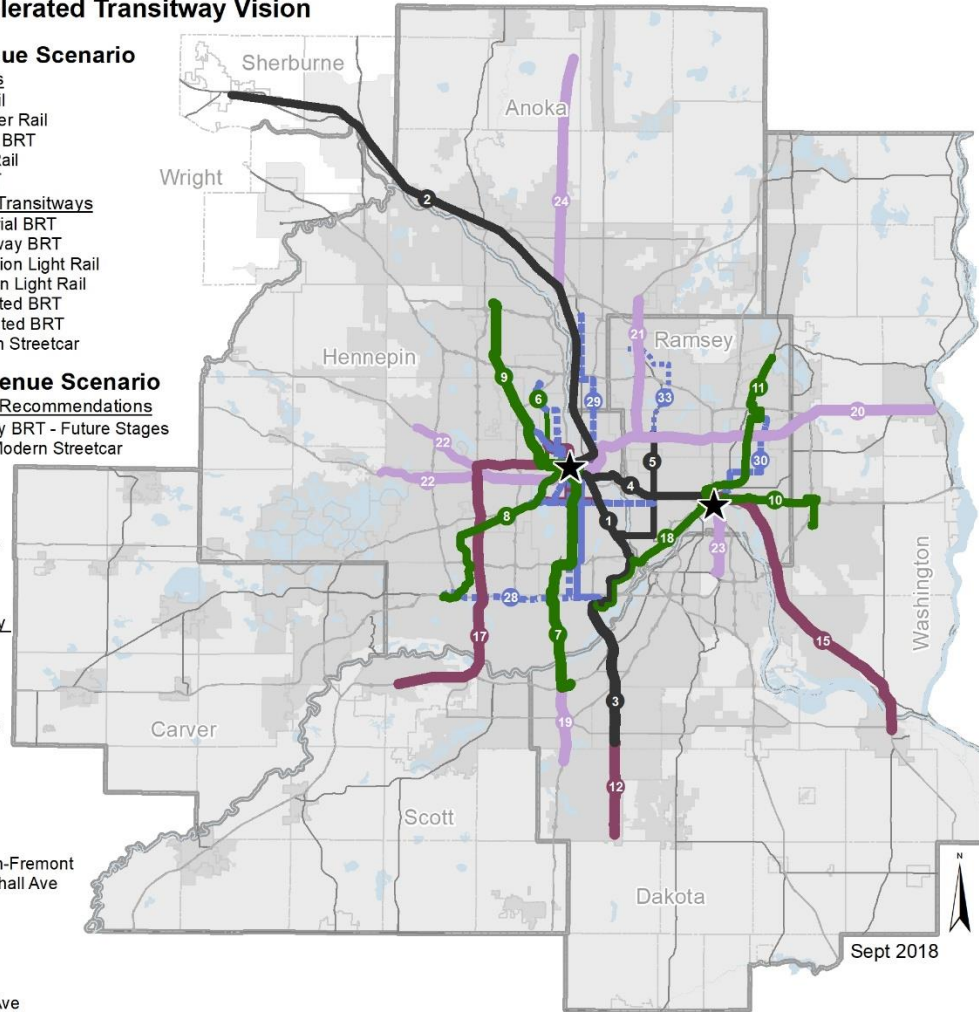
Existing Transitways and Expansion Transitways



Revised Figure 6-9: Map of Transitway System in an Increased Revenue Scenario – Building an Accelerated Transitway Vision

**Transitway System in the Increased Revenue Scenario
Building an Accelerated Transitway Vision**

- Current Revenue Scenario**
- Existing Transitways**
 - 1. Blue Line Light Rail
 - 2. Northstar Commuter Rail
 - 3. Red Line Highway BRT
 - 4. Green Line Light Rail
 - 5. A Line Arterial BRT
- Funded Expansion Transitways**
 - 6. Penn Avenue Arterial BRT
 - 7. Orange Line Highway BRT
 - 8. Green Line Extension Light Rail
 - 9. Blue Line Extension Light Rail
 - 10. Gold Line Dedicated BRT
 - 11. Rush Line Dedicated BRT
 - 18. Riverview Modern Streetcar
- Increased Revenue Scenario**
- Projects with Study Recommendations**
 - 12. Red Line Highway BRT - Future Stages
 - 13. Nicollet-Central Modern Streetcar
 - 14. Midtown Rail
 - 15. Red Rock Highway BRT
 - 16. West Broadway Modern Streetcar
 - 17. Highway 169 Highway BRT
- Projects Under Study or to be Studied**
 - 19. Orange Line Ext.
 - 20. Highway 36
 - 21. I-35 W North
 - 22. I-394/Highway 55
 - 23. Robert St
 - 24. North Central
- Accelerated Arterial BRT**
 - 25. Chicago/Emerson-Fremont
 - 26. Lake Street/Marshall Ave
 - 27. Hennepin Ave
 - 28. American Blvd
 - 29. Central Ave NE
 - 30. East 7th St
 - 31. Nicollet Ave
 - 32. West Broadway Ave
 - 33. A Line Extension



Increased Revenue Scenario would also include at least 1% average annual bus expansion.

*Numbers are for map reference only and do not indicate any planning purpose or priority



Reference Items

- Principal Arterial Highways
- Other Trunk Highways
- Lakes and Rivers
- City Boundary
- Regional Multimodal Hub
- County Boundary
- 2040 Urban Service Area MPO Area

ACTION TRANSMITTAL No. 2018-49

DATE: October 19, 2018

TO: Technical Advisory Committee

FROM: TAC Funding and Programming Committee

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

SUBJECT: 2019-2022 TIP Amendment: TH 212 and CSAH 44 Interchange

REQUESTED ACTION: The City of Chaska requests an amendment to the 2019-2022 Transportation Improvement Program (TIP) to add a project to construct an interchange at TH 212 and CSAH 44 (SP # 196-020-010).

RECOMMENDED MOTION: That the Technical Advisory Committee recommend to the Transportation Advisory Board approval of an amendment into the 2019-2022 TIP to approve the City of Chaska's project to construct an interchange at TH 212 and CSAH 44 (SP # 196-020-010) for the purpose of releasing it for a public comment period.

BACKGROUND AND PURPOSE OF ACTION: This TIP amendment is needed to add a new project into the Transportation Improvement Program (TIP). In 2017, the Minnesota legislature appropriated \$10.5M to this project through the Local Road Improvement Program (LRIP) for right of way, engineering and construction of the Interchange at TH 212 and CSAH 44.

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.

STAFF ANALYSIS: The TIP amendment meets fiscal constraint because the state and local 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 A30 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.

Committee Comments and Action: At its October 18, 2018, meeting, the Funding & Programming Committee voted unanimously to recommend approval of the TIP amendment request to construct an interchange at TH 212 and CSAH 44 for the purpose of releasing it for a public comment period.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	10-18-2018
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Release for Public Comment	
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. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

SEQ #	State Fiscal Year	A	D	Route System	Project Number (S.P. #) (Fed # if available)	Agency	Description include location, description of all work, & city (if applicable)	Miles
NA	2019	M	M	CSAH 44	SP 196-020-010	City of Chaska	Right of way, Engineering, and Reconstruction of CSAH 44, modifications to Bridge No. 10017 and construction of a new interchange at US Highway 212 including new pedestrian Bridge No. 10060	1.2

Prog	Type of Work	Prop Funds	Total \$	FHWA \$	AC \$	TH \$	Other \$
	Reconstruction	Local/LRIP	\$19,390,000	-	-	-	\$8.89M (Local) \$10.5M (LRIP)

PROJECT BACKGROUND:

- 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 this new project to the TIP. In 2017, the Minnesota legislature appropriated \$10.5M to this project through the Local Road Improvement Program (LRIP) for right of way, engineering and construction of the Interchange at CSAH 44 and TH 212.

- 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

The costs are being funded by the State of Minnesota (LRIP), Carver County, and the City of Chaska. There are not any federal funds in the project.

CONSISTENCY WITH MPO LONG RANGE PLAN:

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.

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.

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 94th 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 Auxilliary lanes between Black Dog Rd and 106th 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 7th 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 139th 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 252/66th 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: 77th Street underpass of CSAH 77
- Brooklyn Park: US 169 and 101st 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 70th 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

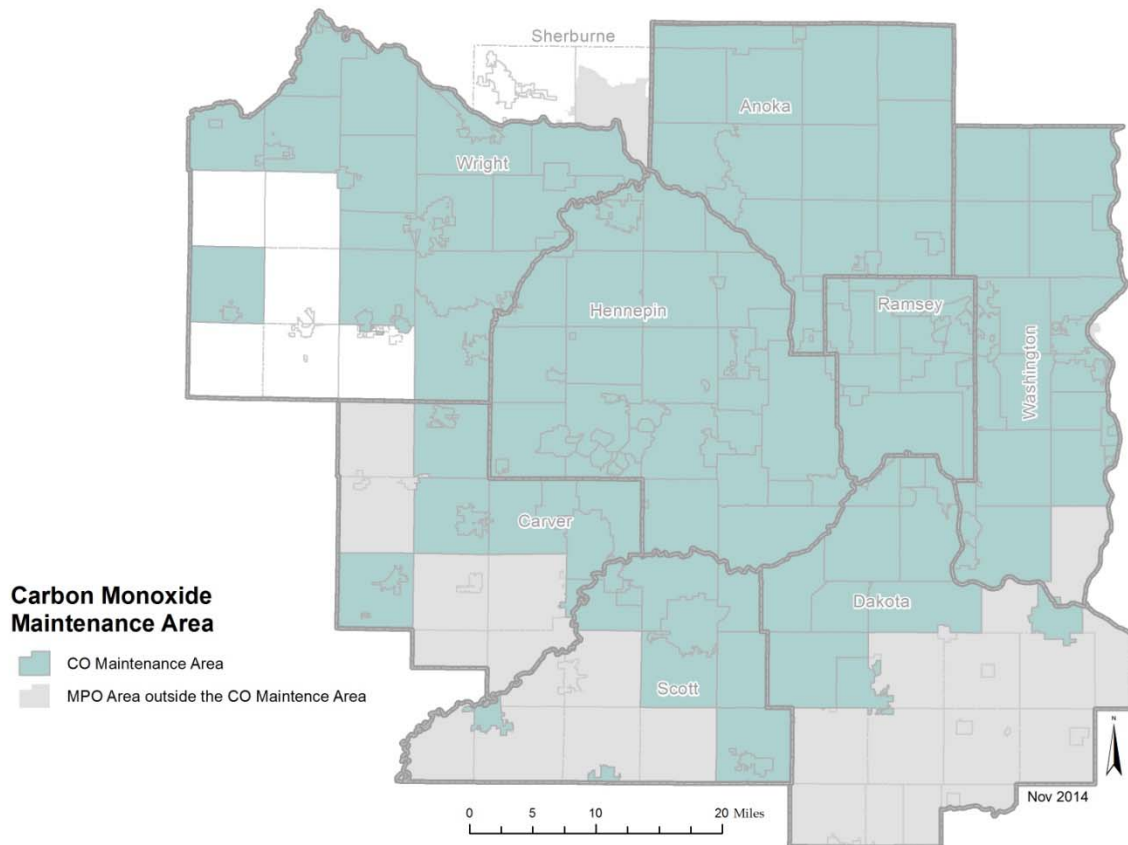
- I-94, from MN 101 in rogers to i-494 in Maple Grove: add EB and WB lanes between MN 610 and MN 101
- US 169 at 101st Ave in Brooklyn Park - construct interchange
- MN 41 from S of Minnesota River bridge to Walnut St in Chaska – improve intersection at CSAH 61
- MN 252, at 66th Ave N in Brooklyn Center-construct 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





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October 24, 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 draft 2019-2022 Transportation Improvement Program (TIP) amendment request. The proposed TIP amendment includes the construction of an interchange at County State Aid Highway 44 and Trunk Highway 212.

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.

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.

Elaine Koutsoukos

Page 2

October 24, 2018

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 project 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.

Sincerely,



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

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 CFR 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

ACTION TRANSMITTAL No. 2018-50

DATE: October 22, 2018

TO: Technical Advisory Committee

FROM: TAC Funding and Programming Committee

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

SUBJECT: 2019-2022 TIP Amendment: Anoka County CSAH 14 Reconstruction

REQUESTED ACTION: Anoka County requests an amendment to the 2019-2022 Transportation Improvement Program (TIP) to change the cost, year, and description to its CSAH 14 reconstruction project (SP # 002-614-045).

RECOMMENDED MOTION: That the Technical Advisory Committee recommend to the Transportation Advisory Board approval of an amendment into the 2019-2022 TIP to change the cost, year, and description to Anoka County's CSAH 14 reconstruction project (SP # 002-614-045) for the purpose of releasing it for a public comment period.

BACKGROUND AND PURPOSE OF ACTION: This TIP amendment is needed to change the project's description, scope and cost. The project will no longer be expanding from two to four lanes. Based on recently conducted traffic analysis, it was determined that a two-lane roadway will be able to accommodate future traffic volumes. The reduction in scope will also result in a decreased project cost.

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

STAFF ANALYSIS: The TIP amendment meets fiscal constraint because the federal and local 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 A30 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.

Committee Comments and Action: At its October 18, 2018, meeting, the Funding & Programming Committee voted unanimously to recommend approval of the TIP amendment request to change the cost, year, and description to Anoka County's CSAH 14 reconstruction project for the purpose of releasing it for a public comment period.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	10-18-2018
Technical Advisory Committee	Review & Recommend	
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. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

Seq #	State Fiscal Year	A T P	Dist	Route System	Project Number (S.P. #) (Fed # if available)	Agency	Description include location, description of all work, & city (if applicable)	Miles
	2020 <u>2019</u>	M	M	CSAH	002-614-045	Anoka County	**AC** CSAH 14 from Lexington Ave NE (CSAH 17) to 0.23 Mi E of Lever St in Blaine - Reconstruct from 2 to 4 lane , traffic signal (AC project, payback in <u>FY 20 and FY 21</u>)	0.60

Prog	Type of Work	Prop Funds	Total \$	FHWA \$	AC \$	FTA \$	TH \$	Other \$
BI	Reconstruction	NHPP	3,500,000 <u>2,500,000</u>	1,095,896	573,592 <u>1,095,896</u> <u>(\$610,527 2020 & \$573,592 2021)</u>			1,404,104

PROJECT BACKGROUND:

- 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 change the project description/scope. The project will no longer be expanding from 2 to 4 lanes. Based on recently conducted traffic analysis, it was determined that a 2-lane roadway will be able to accommodate future traffic volumes and a 4-lane roadway isn't needed within MnDOT's horizon year. A 2-lane roadway which is setup to accommodate a future expansion to 4-lanes was determined to be the appropriate treatment at this time. The amendment will also decrease the total cost of the project.

- 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 ✓

Total project cost is decreasing. Federal funding remains unchanged.

CONSISTENCY WITH MPO LONG RANGE PLAN:

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.

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.

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 94th 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 Auxilliary lanes between Black Dog Rd and 106th 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 7th 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 139th 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 252/66th 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: 77th Street underpass of CSAH 77
- Brooklyn Park: US 169 and 101st 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 70th 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

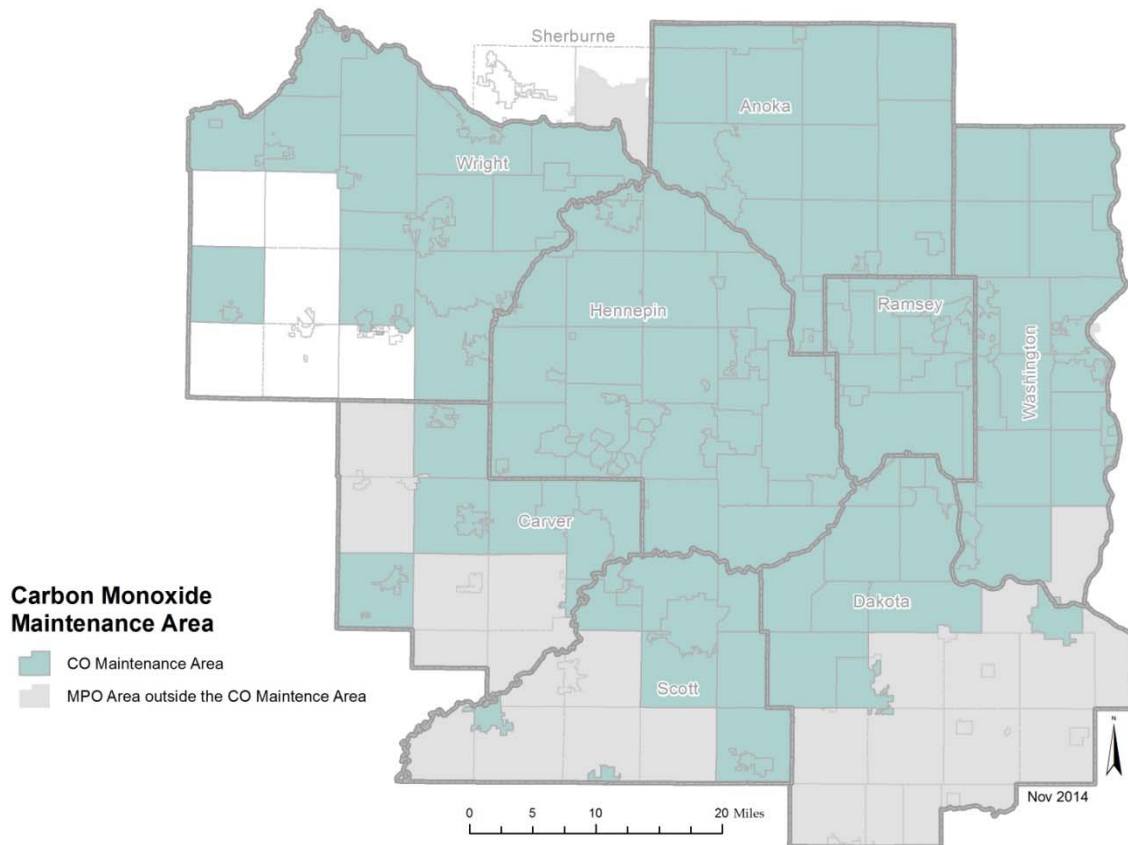
- I-94, from MN 101 in rogers to i-494 in Maple Grove: add EB and WB lanes between MN 610 and MN 101
- US 169 at 101st Ave in Brooklyn Park - construct interchange
- MN 41 from S of Minnesota River bridge to Walnut St in Chaska – improve intersection at CSAH 61
- MN 252, at 66th Ave N in Brooklyn Center-construct 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 24, 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 draft 2019-2022 Transportation Improvement Program (TIP) amendment request. The proposed TIP amendment involves the reconstruction of County State Aid Highway 44 from Lexington Avenue Northeast to 0.23 mile east of Lever Street in Blaine. The TIP amendment is needed to change the project's description, scope and cost. The project will no longer be expanding from two to four lanes. Based on recently conducted traffic analysis, it was determined that a two-lane roadway will be able to accommodate future traffic volumes and a four-lane roadway is not needed within Minnesota Department of Transportation's (MnDOT) horizon year. The reduction in scope will also result in a decrease in project cost.

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

Page 2

October 24, 2018

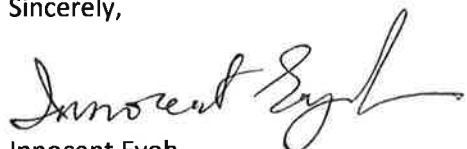
The current TIP was also prepared in accordance with the public participation plan for transportation planning adopted by the Council on July 26, 2017. This process satisfies FAST Act requirements for public participation involvement, as well as the public consultation procedures requirements of Conformity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

Sincerely,



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

cc: Andrew Emanuele, FHWA
Michael Leslie, Region 5, EPA
Jonathan Ehrlich, Metropolitan Council
Joseph Barbeau, Metropolitan Council (TAC) 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 CFR 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

ACTION TRANSMITTAL No. 2018-48

DATE: October 19, 2018

TO: Technical Advisory Committee

FROM: TAC Funding and Programming Committee

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

SUBJECT: 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 Technical Advisory Committee recommend to the Transportation Advisory Board approval of an 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 released the amendment request for public comment at its October 17, 2018, meeting and will vote on whether to approve the request at its November 21 meeting. The item was presented to the Funding & Programming Committee at its October 18 meeting and TAC at this meeting.

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.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
Transportation Advisory Board	Release for Public Comment	10-17-2018
TAC Funding & Programming Committee	Review & Recommend	10-18-2018
Technical Advisory Committee	Review & Recommend	
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.

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 94th 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 Auxilliary lanes between Black Dog Rd and 106th 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 7th 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 139th 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 252/66th 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: 77th Street underpass of CSAH 77
- Brooklyn Park: US 169 and 101st 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 70th 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

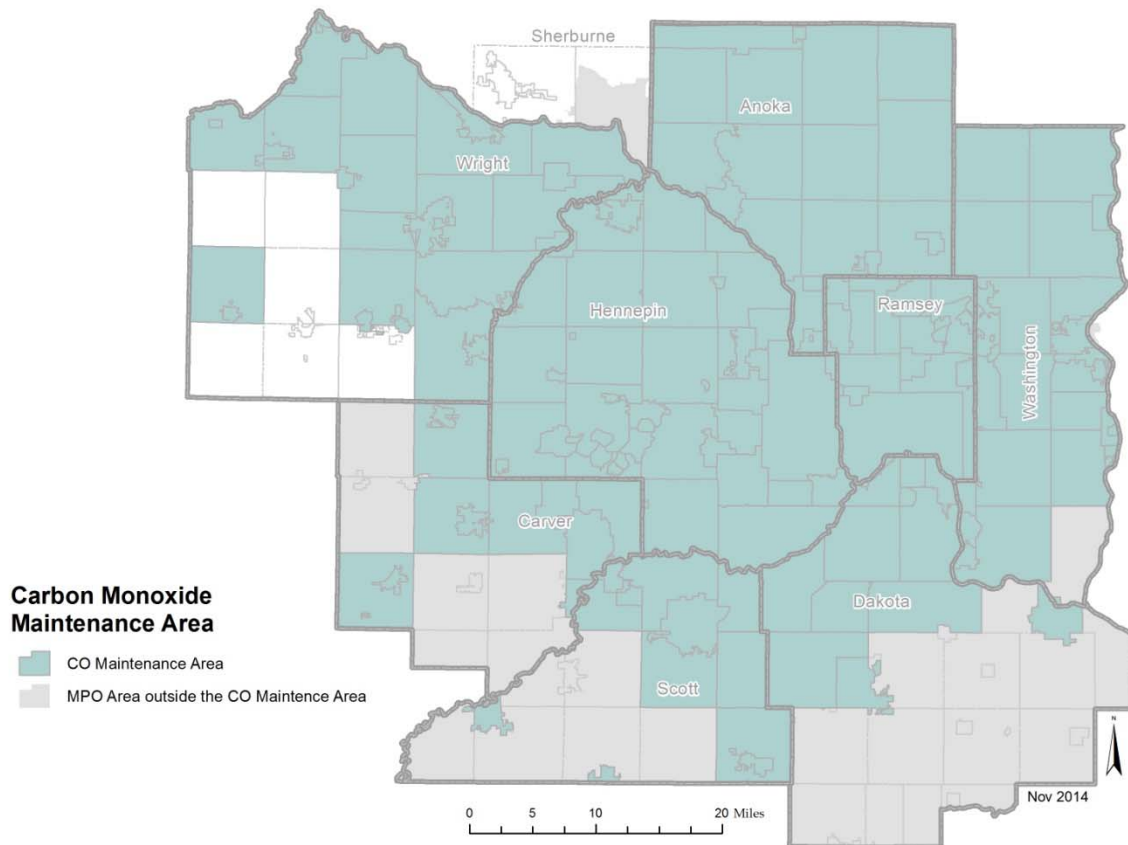
- I-94, from MN 101 in rogers to i-494 in Maple Grove: add EB and WB lanes between MN 610 and MN 101
- US 169 at 101st Ave in Brooklyn Park - construct interchange
- MN 41 from S of Minnesota River bridge to Walnut St in Chaska – improve intersection at CSAH 61
- MN 252, at 66th Ave N in Brooklyn Center-construct 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

Page 2

October 18, 2018

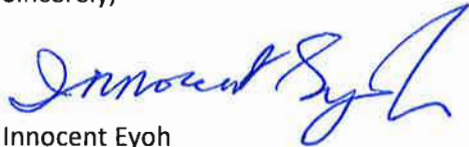
The current TIP was also prepared in accordance with the public participation plan for transportation planning adopted by the Council on July 26, 2017. This process satisfies FAST Act requirements for public participation involvement, as well as the public consultation procedures requirements of Conformity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

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

ACTION TRANSMITTAL No. 2018-51

DATE: October 22, 2018

TO: Technical Advisory Committee

FROM: TAC Funding and Programming Committee

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

SUBJECT: 2019-2022 TIP Amendment: MnDOT I-94 Bridge Replacement Project

REQUESTED ACTION: MnDOT requests an amendment to the 2019-2022 Transportation Improvement Program (TIP) to add a project replacing two bridges on I-94 in Wright County (SP # 8680-177).

RECOMMENDED MOTION: That the Technical Advisory Committee recommend to the Transportation Advisory Board approval of an amendment into the 2019-2022 TIP to add a MnDOT-sponsored project replacing two bridges on I-94 in Wright County (SP # 8680-177).

BACKGROUND AND PURPOSE OF ACTION: This TIP amendment is needed to add a new project into the Transportation Improvement Program (TIP). The project consists of the replacement of two bridges crossing over I-94 in Wright County. The project will be constructed along with the Corridors of Commerce-funded I-94 reconstruction and expansion project (Action Item 2018-48) also proposed for amendment into the TIP. This amendment is requested to be approved pending approval of the 2019-2022 TIP by the USDOT. The 2019-2022 TIP was approved by the Metropolitan Council on September 26, 2018. It is currently in federal review, which is expected to be complete in November 2018.

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 determined that the project is exempt from air quality conformity analysis. The 2019-2022 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. Public input opportunities for this amendment are provided through the TAB's and Council's regular meetings.

Committee Comments and Action: At its October 18, 2018, meeting, the Funding & Programming Committee voted unanimously to recommend approval of the TIP amendment request to add a MnDOT-sponsored project replacing two bridges on I-94 in Wright County.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	10-18-2018
Technical Advisory Committee	Review & Recommend	
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 these projects in program years 2019 and 2020. These projects are being submitted with the following information:

PROJECT IDENTIFICATION:

Project 1:

SEQ #	State Fiscal Year	A T P	D i s t	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	8680-177	MnDOT	I-94, Replace westbound Bridge #86817 and eastbound Bridge #86818 over Wright Co CSAH 19 in Albertville with new Bridges #86823 and 86824 (AC project, payback in 2020) (Associated with SP 8680-172)	0.0
Prog	Type of Work	Prop Funds	Total \$	FHWA \$	AC \$	FTA \$	TH \$	Other \$
RC	Reconstruction	NHPP	4,080,000	3,210,000	4,620,000		870,000	0

Project 2:

SEQ #	State Fiscal Year	A T P	D i s t	Route System	Project Number (S.P. #) (Fed # if available)	Agency	Description include location, description of all work, & city (if applicable)	Miles
	2020	M	3	I-94	8680-177AC	MnDOT	I-94, Replace westbound Bridge #86817 and eastbound Bridge #86818 over Wright Co CSAH 19 in Albertville with new Bridges #86823 and 86824 (AC project, payback 1 of 1) (Associated with SP 8680-172)	0.0
Prog	Type of Work	Prop Funds	Total \$	FHWA \$	AC \$	FTA \$	TH \$	Other \$
RC	Reconstruction	NHPP	4,620,000	4,620,000				0

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 a new project to the 2019-2022 Twin Cities metro area TIP. The project consists of the replacement of the I-94 bridges (e.g., #86817 and #86818) over I-94 in Wright County. This project is located in Wright County and within the extended Twin Cities urbanized metropolitan area. SP 8680-177 and -177AC was programmed in ATP-3's element of the STIP and is required to also be shown

in the Met Council's TIP. The total amount programmed for this project in the STIP is \$8,700,000, which includes \$7,830,000 in federal NHPP funds and \$870,000 in State TH matching funds. It has been set up as an Advance Construction (AC) project in 2019 with an AC payback in 2020.

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) ✓

CONSISTENCY WITH MPO LONG RANGE PLAN:

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.

AIR QUALITY CONFORMITY:

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

✓Exempt from regional level analysis: S-19 (Widening narrow pavements or reconstructing bridges (no additional travel lanes))