

TRANSPORTATION ADVISORY BOARD

Metropolitan Council, 390 Robert Street North, Saint Paul, Minnesota 55101

NOTICE OF A MEETING
of the
FUNDING AND PROGRAMMING COMMITTEE

Thursday, July 21, 2016
1:30 P.M. – Metropolitan Council, Room LLA
390 Robert Street N, Saint Paul, MN

AGENDA

- 1) Call to Order
- 2) Adoption of Agenda
- 3) Approval of the Minutes from the June 16, 2016 meeting*
- 4) TAB Report – Information Item
- 5) Dakota County US Hwy 52 & CSAH 42 Interchange Scope Change Request – Action Item 2016-41 *
- 6) TIP Amendment; Dakota County Scope Change Request – Action Item 2016-42*
- 7) Other Business
- 8) Adjournment

*Attachments

Please notify the Council at 651-602-1000 or 651-291-0904 (TTY) if you require special accommodations to attend this meeting. Upon request, the Council will provide reasonable accommodations to persons with disabilities.

TRANSPORTATION ADVISORY BOARD
Metropolitan Council
390 N. Robert St., St. Paul, Minnesota 55101-1805

Minutes of a Meeting of the
FUNDING AND PROGRAMMING COMMITTEE
June 16, 2016

MEMBERS PRESENT: Tim Mayasich (chair, Ramsey County), Colleen Brown (MnDOT Metro State Aid), Anna Flintoft (Metro Transit), Jenifer Hager (Minneapolis), Craig Jenson (Scott County), Jane Kansier (MVTA), Karl Keel (Bloomington), Jim Kosluchar (Fridley), Elaine Koutsoukos (TAB), Bruce Loney (Shakopee), Molly McCartney (MnDOT), Gina Mitteco (MnDOT Bike & Ped), Steve Peterson (Metropolitan Council), John Sass (Dakota County), Amanda Smith (MPCA) Carla Stueve (Hennepin County), Michael Thompson (Maplewood), Anne Weber (St. Paul), Andrew Witter (Anoka County), and Joe Barbeau (staff)

OTHERS PRESENT: Mike Albers (City of Brooklyn Center), and Carl Ohrn (MTS)

1. Call to Order

The meeting was called to order at 1:35 p.m.

2. Adoption of Agenda

MOTION: Keel moved to adopt the agenda. Seconded by Thompson. The motion was approved unanimously.

3. Approval of the Minutes from the May 19, 2016 Meeting

MOTION: Thompson moved to approve the minutes. Seconded by Koutsoukos. The motion was approved unanimously.

4. TAB Report – Information Item

Koutsoukos reported on the June 15, 2016, TAB meeting. TAB approved two action items: an administrated amendment to the 2016 Unified Planning Work Plan and the release of the Draft 2017-2020 Transportation Improvement Program (TIP) for public comment.

5. Brooklyn Center Safe Routes to School Scope Change – Action Item 2016-38

Barbeau said that the City of Brooklyn Center is requesting a scope change to its TAP-funded Evergreen School Area Trail and Sidewalk System project to remove curb-and-gutter. The City intends to install the curb-and-gutter through another project. The project would have scored two points lower had it been originally proposed reflective of the scope change request and therefore the scope change should be approved. The applicant said that the curb-and-gutter portion of the project was estimated at \$27,500. Staff adjusted for inflation and federal proportion and said the amount of federal funding to remove should be \$27,650.

Keel asked through what project the curb-and-gutter is going to be installed. Mike Albers from the City of Brooklyn Center replied that it will be installed as part of a street utility program.

MOTION: Thompson moved to recommend approval of the request with no federal funding reduction. Seconded by Loney. The motion was approved unanimously. Keel asked that the minutes reflect that the recommendation not to reduce federal funds was due to the small amount of funding at stake.

6. TIP Amendment; Brooklyn Center Scope Change Request – Action Item 2016-39

Barbeau said that the scope change recommended for approval in the previous item requires a TIP amendment. Because the scope change will be approved in mid-July, after TIP data is finalized, the TIP amendment will be for the 2017-2020 TIP and should be approved pending approval of the TIP in the fall.

MOTION: Keel moved to recommend approval of the TIP amendment. Seconded by Sass. The motion was approved unanimously.

7. FY 2017 Federal Funding Reallocation – Action Item 2016-36

Peterson said that a combination of factors, including increased funding from the FAST Act, project withdrawals, projects closing out under budget, and national redistributions left the region with a surplus of nearly \$33 million in regional funds. This includes roughly \$17.5 million for 2017 that must be programmed into the 2017-2020 TIP. He added that staff has determined approximate modal targets for the funding: 67% roadways, 22% Transit and TDM, and 11% bicycle and pedestrian.

Distribution of the surplus funds starts with two assumed first steps: providing the Minneapolis Bicycle Coalition TDM-funded project with \$134,000 to bring it to full funding after it was originally partially funded and advancing Metro Transit's Penn Avenue Bus purchase from 2018 to 2017. Following those actions, just under \$13 million is still available. At this point there are three funding options that staff has identified:

- Option 1: Fund unselected projects from past Regional Solicitations:
 - Dakota County's CSAH 28 Connector
 - Transit for Livable Communities' TDM project
 - Metro Transit's TDM project
 - Southwest Transit electric buses

A four percent inflation factor could be added to the Dakota County and Southwest Transit projects.

- Option 2: Fund unique projects. Four projects responded to a request to apply for 2017 funds. Staff met with Chair Mayasich and Colleen Brown to vet the proposals. The proposals are:
 - MPCA's technician training project. The federal request is lower than the minimums of all Solicitation categories.
 - Metropolitan Council's Travel Behavior Inventory
 - MPCA's diesel retrofit. The tow boat is not eligible. There are lingering questions about other parts of the application. A legal public-private partnership would need to be in place.
 - Hennepin County's bike corridor slope restoration. This project could apply in the Multiuse Trails and Bicycle Facilities category so staff feels it is not a unique project.

Keel asked how unique projects were solicited. Peterson replied that an email was sent to 4,000 to 5,000 contacts and the request was mentioned in Regional Solicitation notifications.

Thompson asked for clarification as to why Hennepin County is not eligible. Peterson replied that there is a system gap, so it can be treated as a normal bike project. Stueve said that this is a gray area and suggested that it is unique because it is a slope project and does not fit the criteria. Mayasich said that care must be taken to assure applicants do not invent unique projects by avoiding one scoring measure. Mitteco said that the cost/benefit of the project would be low given the cost of stabilization.

Mayasich said that care needs to be taken because unique projects take away from competitive process. Smith replied that in this case, however, there is extra money available.

- Option 3: Pro-rate remaining federal funds up to the federally allowed maximum. This is usually the last resort.

Brown cautioned that the list of projects shown in Option 3 is not likely exhaustive.

Stueve asked whether the programming would adhere to the modal target.

Brown asked whether Highway Safety Improvement Program (HSIP) projects could be included, to which Mayasich replied in the affirmative. Peterson cautioned that timing could make that difficult. Brown said

that there are 2018 HSIP projects that could be advanced constructed in 2017. Ohrn cautioned that HSIP projects have never been considered in this process because MnDOT administers that program.

Loney asked whether the TAB Federal Funds Management Process should be followed. Peterson replied that staff did follow it, but since 2017 is an out-year, there is an opportunity for discretion.

Keel said that a number of overlay projects were once bundled. Ohrn said that that was done with American Recovery and Reinvestment Act funds that needed to be spent in a short timeframe.

Keel said that he favors Option 3, does not like Option 2 and is comfortable with option 1. He suggested using Option 3, with a funding cap, as a starting point. Stueve said that she agrees, though modal targets should be adhered to. Koutsoukos pointed out that TAB tends to prefer adding projects as opposed to spreading money out among already-programmed projects. Peterson suggested starting with the projects they like first, as opposed to starting with Option 3, which is uncertain in amount. Koutsoukos said that TAB prefers funding more projects to providing money to already-programmed projects. Keel said unselected projects are analogous to new projects, to which Koutsoukos replied that funding unselected projects is in the Federal Funds Management Process.

Flintoft asked how the unfunded projects scored. Peterson replied that the Dakota County CSAH 28 project was the highest-scoring unfunded project in its category, the two TDM projects were further down the scoring list since most TDM projects were funded, and the SouthWest Transit project was ranked 11th out of 12 applications. That project scored 478 points, while the lowest-scoring funded project scored 739.

Stueve said that if a project can be given more money, it can add to the sponsor's CIP, effectively enabling more projects to be funded. Loney added that it is fairer to fund projects that have already been selected.

Thompson said that caution needs to be taken when funding unique projects because it could open a can of worms for the future. He added that he supports using Options 1 and 3.

Stueve said that she likes the Dakota County project because it scored reasonably well and it helps adhere to the modal split.

Smith said that diesel retrofits are frequently funded in other regions and are very cost-effective for particulate reduction. Koutsoukos said that TAB funded a diesel retrofit once, though it was for public vehicles.

Witter said that projects that have been through the selection process have typically been supported.

MOTION: Thompson moved to recommend funding of the Minneapolis Bicycle Coalition and Penn Avenue projects along with the projects in Options 1 and 3, considering incorporation of HSIP projects as well. Seconded by Kosluchar.

Keel said that he prefers not to include the SouthWest Transit project.

Smith said that unfunded projects from previous solicitations are essentially the same as unique projects. She added that the Travel Behavior Inventory and diesel retrofit are regionally beneficial. Thompson said that soliciting of unique projects bypassed committee members so there is uncertainty about those projects. Keel said that the process relies on predictability.

Kansier said that Option 3 should be equitable, regarding mode.

Jenson said that regional equity has yet to be discussed.

AMENDMENT: Keel moved to amend the motion to include only the Dakota County project from Option 1. Seconded by Loney. Mitteco requested a friendly amendment to adhere to modal targets in distributing funds to Option 3. This was agreed to by Keel and Loney. The amendment was approved with one dissenting vote and one abstention.

The amended motion was approved, with one dissenting vote.

8. Federal Funds Exchange Policy – Information Item

Barbeau said that at the last meeting a motion was approved to reconvene the project work group. However, local participation was not attainable. There had been feedback that the benefits have not been articulated to TAB, so some are added to the information. Staff has worked with the Metropolitan Council’s Office of Equal Opportunity (OEO) and determined that it cannot enforce any DBE-type requirements. It probably can provide some advisory information. OEO is going to provide some options in the near future.

Hager said that the benefits take a negative tone regarding what the applicants can “get out of.” Barbeau asked for assistance making that more positive.

Kansier said that the problem with using OEO even for an advisory role is that most applicants are bound to select the lowest qualified bidder.

Thompson suggested presenting the policy as-is to see whether it passes and addressing the DBE issue if TAB requests it.

The policy will come back to the Committee as an information item with amended “benefit” language and options from OEO.

9. Other Business

No other business.

10. Adjournment

The meeting was adjourned.

ACTION TRANSMITTAL No. 2016-41

DATE: July 12, 2016
TO: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: Scope Change Request for Dakota County US 52 / CSAH 42 Interchange
REQUESTED ACTION: Dakota County requests a scope change to its US 52 / CSAH 42 interchange reconstruction (SP # 019-642-059) to extend the project limits by 0.2 miles to the east, construct a left turn lane to a public entrance, and taper the to the existing two-lane section after the entrance.
POSSIBLE ACTIONS: The Committee can recommend approval or denial of the request.

BACKGROUND AND PURPOSE OF ACTION: Dakota County was awarded \$7,280,000 in the 2014 Regional Solicitation's Roadway Expansion category to reconstruct the interchange at US 52 and CSAH 42 (145th Street) in Rosemount. The project will reconstruct the interchange, replace two bridges on US 52, expand CSAH 42 from a two-lane to a four-lane roadway, and provide left turn lanes on CSAH 42.

The County is requesting an extension of the eastern terminus by 0.2 miles. This extension would accommodate construction of a left-turn lane into the existing parking lot at Rich Valley Golf Course and tapering of the four-lane roadway to the existing two-lane section beyond that entrance.

If the scope change is granted, these additional project elements will be paid for with local funds.

RELATIONSHIP TO REGIONAL POLICY: Projects that receive funding through the Regional Solicitation process are subject to the regional scope change policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. Additionally, federal rules require that any federally-funded project scope change must go through a formal review and TIP amendment process if the project description or total project cost changes substantially. The scope change policy and process allow project sponsors to make adjustments to their projects as needed while still providing substantially the same benefits described in their original project applications.

A TIP amendment request accompanies this request.

STAFF ANALYSIS: Working with the scorers from the Solicitation, Metropolitan Council staff reviewed the original project and scoring. The increased cost led to reduced cost-effectiveness scores, with reporting a 29-point total cost reduction. The project originally scored 595. The updated score of 566 points is still higher than the points while the lowest-scoring funded project in the category, which scored 540 points.

Staff does not find any reason to re-examine the federal contribution to this project, as no benefits or elements from the original application would be removed or compromised by this proposed scope change.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	



Physical Development Division
Steven C. Mielke, Director

June 27, 2016

Dakota County
Western Service Center
14955 Galaxie Avenue
Apple Valley, MN 55124-8579

952.891.7000
Fax 952.891.7031
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Environmental Resources
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Surveyor's Office
Transit Office

Mr. Timothy Mayasich
TAC Funding & Programming Committee
390 Robert Street North
St. Paul, MN 55101

RE: SP 019-642-059 US Hwy 52 & County State Aid Highway 42 Interchange –
Scope Change Request

Dear Mr. Mayasich:

Dakota County was successful in the 2014 Regional Solicitation for Federal Surface Transportation Program (STP) funding to reconstruct the US Hwy (TH) 52 & County State Aid Highway (CSAH) 42 interchange in Rosemount. The 2016-2020 Metropolitan Council Transportation Improvement Program identifies the project as being from 0.5 miles west of TH 52 to 0.5 miles east of TH 52. The project has \$7,280,000 in federal funding and a total project cost of \$10,000,000. The objective and benefits of the project remain unchanged and consistent with the original intent of the project, but Dakota County desires to extend the project to accommodate additional safety measures along CSAH 42. Please consider this formal scope change request and the ability to retain federal funding levels in order to move forward with the project's revised scope.

ORIGINAL PROJECT DESCRIPTION AND BENEFITS

To better address safety and operations at the interchange, the project will:

- Reconstruct the interchange at TH 52 and CSAH 42
- Replace two bridges on TH 52
- Expand CSAH 42 from a 2-lane to a 4-lane roadway from TH 52 to Conley Ave.
- Provide protected left turn lanes on CSAH 42

The objectives and benefits of the TH 52/CSAH 42 interchange reconstruction are to:

- Improve safety and sight distance
- Enhance operations along CSAH 42
- Reduce delays at the interchange

The original project objectives and benefits as defined above remain unchanged and will be achieved with the project. The change in scope will also maintain the original project objectives and benefits as identified in the STP application where the scope change applies.

REQUESTED CHANGE OF SCOPE

Since the 2014 STP application, the Dakota County project management team has been working closely with the City of Rosemount and area stakeholders to evaluate additional needs along the CSAH 42 corridor. During the stakeholder involvement process and the geometric layout development process, it was identified that additional left turn lane accommodations would provide increased safety along the corridor.

This additional involvement and development yielded the following change to the original scope.

- Extend the project limits by 0.2 miles to the east
- Construct a left turn lane to a public entrance east of Conley Ave.
- Taper to existing 2-lane section after the entrance

Attached are the 2014 STIP application, the original project concept, and the proposed concept.

The scope change revision improvements as noted maintain the identified benefits as cited in the original application by providing additional safety measures to support left turning traffic to commercial destinations. It also provides additional separation between eastbound and westbound traffic on CSAH 42, which improves the safety of the corridor.

MODIFIED PROJECT DESCRIPTION AND COST ESTIMATE

The overall original objectives and benefits remain unchanged and will be achieved with this project. Change in scope as defined in the new project limits will also maintain the original project objectives and benefits cited in the original application where the requested scope change applies.

Table 1	STP Applicaton	Estimate			
Original Description:	CSAH 42, FROM 0.5 MILE EAST OF CSAH 71 TO 0.5 MILE E OF US 52 IN ROSEMOUNT- RECONSTRUCT TO A FOUR-LANE DIVIDED ROADWAY, RECONSTRUCT US52 AND REPLACE BRIDGES 19001 (NEW BRIDGE 19005) AND 19002 (NEW BRIDGE 19006), RECONSTRUCT ACCESS RAMPS (TIED TO 1906-68)	\$10,000,000			

	Federal	State	Other	Total
2016-2020 TIP	\$7,280,000	\$0	\$2,720,000	\$10,000,000

Table 2	Revised Project Scope	Estimate			
Revised Description:	CSAH 42, FROM 0.5 MILE EAST OF CSAH 71 TO 0.7 MILE E OF US 52 IN ROSEMOUNT- RECONSTRUCT TO A FOUR-LANE DIVIDED ROADWAY, RECONSTRUCT US52 AND REPLACE BRIDGES 19001 (NEW BRIDGE 19005) AND 19002 (NEW BRIDGE 19006), RECONSTRUCT ACCESS RAMPS (TIED TO 1906-68)	\$12,500,000			

	Federal	State	Other	Total
2017-2021 TIP	\$7,280,000	\$3,100,000	\$2,120,000	\$12,500,000

It should be noted that the draft 2017-2021 TIP includes a revised total cost estimate of \$12,400,000 due to more refined bridge and construction staging costs. The additional cost to accommodate the proposed extension is approximately \$100,000.

Dakota County would propose that the formal scope change request and the ability to retain federal funding levels for the project is allowed to move forward. If you have any questions, please contact me by phone at 952-891-7981 or by e-mail at jacob.rezac@co.dakota.mn.us.

Thank you.

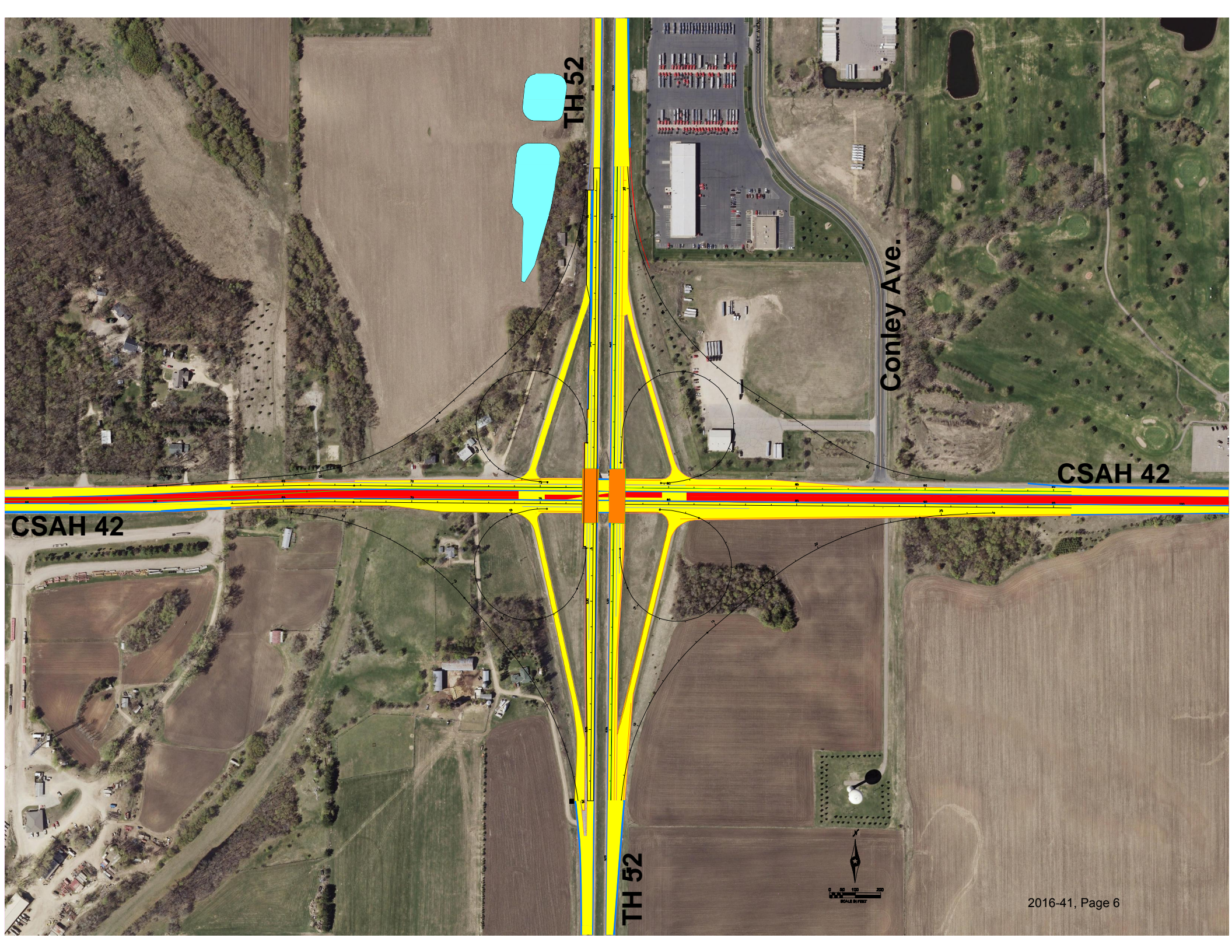
Sincerely,



Jacob Rezac
Project Manager

Cc: Mark Krebsbach, Dakota Co.
Scott Eue, MnDOT Metro State Aid
Colleen Brown, MnDOT State Aid

Enclosures: (1) 2014 STP Application Layout Concept
(2) TH 52/CSAH 42 Interchange Concept with Proposed Extension
(3) Updated TH 52/CSAH 42 Cost Estimate



TH 52

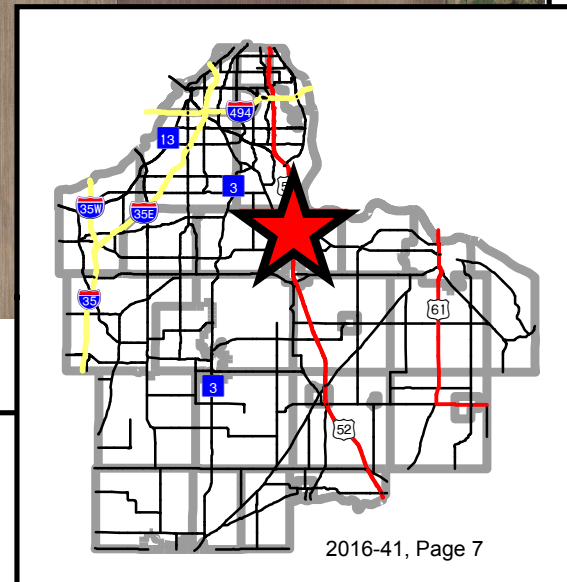
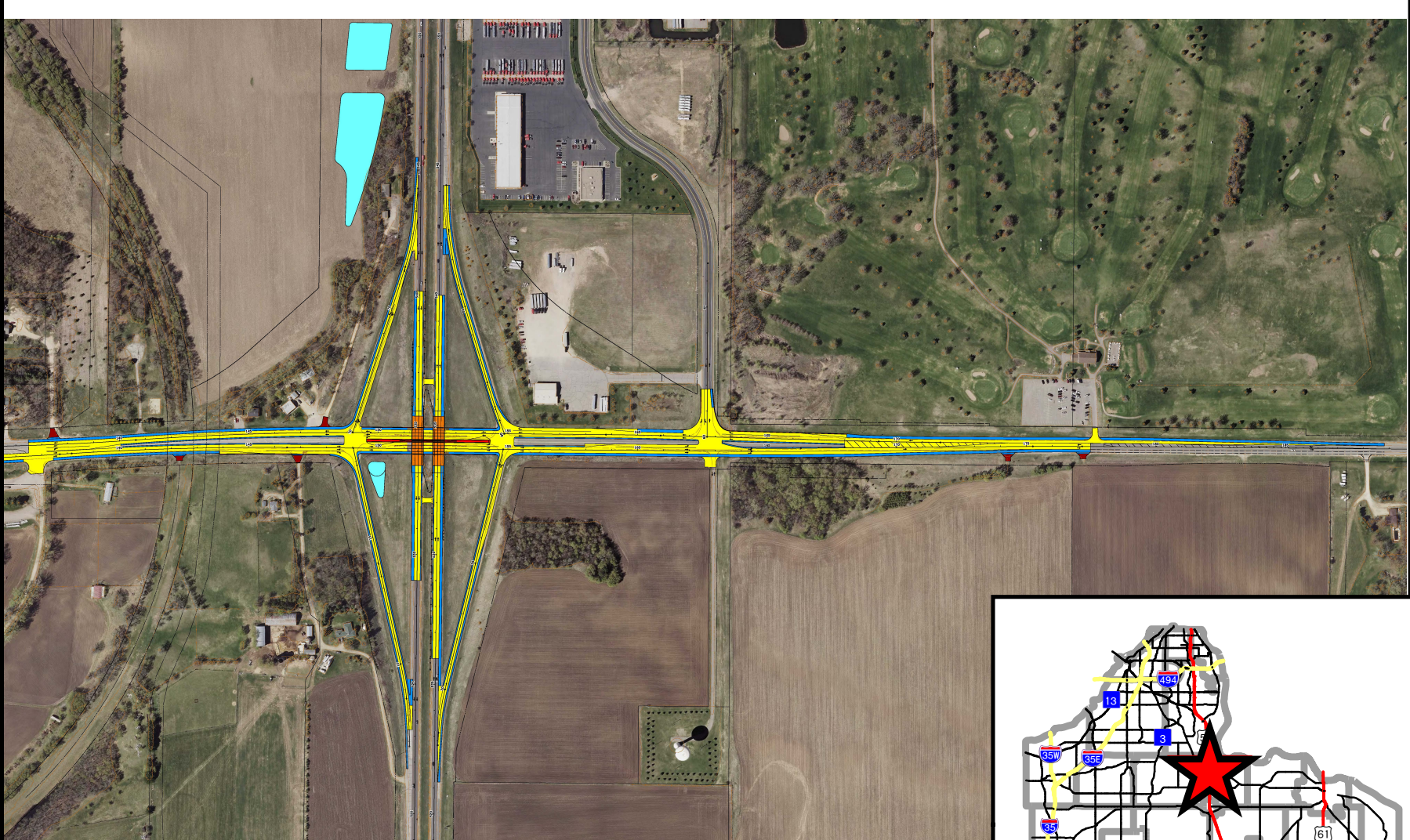
Conley Ave.

CSAH 42

CSAH 42

TH 52





County Project 42-82

Estimate of Project Costs

Fill out the scoping sheet below and provide the cost estimate for the project. Applicants are not required to fill out each row of the cost estimate. The list of project elements is meant to provide a framework to think about the types of costs that may be incurred from the project. The total cost should match the total cost reported for the project on the first page of this application. Costs for specific elements are solely used to help applicants come up with a more accurate total cost; adjustments to these specific costs are expected as the project is more fully developed. Please use 2013 cost estimates; the TAB may apply an inflation factor to awarded projects.

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES		
Check all that apply	ITEM	COST
Specific Roadway Elements		
<input checked="" type="checkbox"/>	Mobilization (approx. 5% of total cost)	\$550,000
<input checked="" type="checkbox"/>	Removals (approx. 5% of total cost)	\$550,000
<input checked="" type="checkbox"/>	Roadway (grading, borrow, etc.)	\$3,755,000
<input checked="" type="checkbox"/>	Roadway (aggregates and paving)	\$3,000,000
<input type="checkbox"/>	Subgrade Correction (muck)	\$
<input checked="" type="checkbox"/>	Storm Sewer	\$375,000
<input checked="" type="checkbox"/>	Ponds	\$250,000
<input checked="" type="checkbox"/>	Concrete Items (curb & gutter, sidewalks, median barriers)	\$400,000
<input checked="" type="checkbox"/>	Traffic Control	\$75,000
<input checked="" type="checkbox"/>	Striping	\$100,000
<input checked="" type="checkbox"/>	Signing	\$45,000
<input checked="" type="checkbox"/>	Lighting	\$250,000
<input checked="" type="checkbox"/>	Turf - Erosion & Landscaping	\$50,000
<input checked="" type="checkbox"/>	Bridge	\$3,100,000
<input type="checkbox"/>	Retaining Walls	\$
<input type="checkbox"/>	Noise Wall	\$
<input type="checkbox"/>	Traffic Signals	\$
<input type="checkbox"/>	Wetland Mitigation	\$
<input type="checkbox"/>	Other Natural and Cultural Resource Protection	\$
<input type="checkbox"/>	RR Crossing	\$
<input type="checkbox"/>	Roadway Contingencies	\$
<input type="checkbox"/>	Other Roadway Elements	\$
Specific Bicycle and Pedestrian Elements		
<input type="checkbox"/>	Path/Trail Construction	\$
<input type="checkbox"/>	Sidewalk Construction	\$
<input type="checkbox"/>	On-Street Bicycle Facility Construction	\$
<input type="checkbox"/>	Right-of-Way	\$
<input type="checkbox"/>	Pedestrian Curb Ramps (ADA)	\$
<input type="checkbox"/>	Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$
<input type="checkbox"/>	Pedestrian-scale Lighting	\$

<input type="checkbox"/>	Streetscaping	\$
<input type="checkbox"/>	Wayfinding	\$
<input type="checkbox"/>	Bicycle and Pedestrian Contingencies	\$
<input type="checkbox"/>	Other Bicycle and Pedestrian Elements	\$
Specific Transit and TDM Elements		
<input type="checkbox"/>	Fixed Guideway Elements	\$
<input type="checkbox"/>	Stations, Stops, and Terminals	\$
<input type="checkbox"/>	Support Facilities	\$
<input type="checkbox"/>	Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$
<input type="checkbox"/>	Vehicles	\$
<input type="checkbox"/>	Transit and TDM Contingencies	\$
<input type="checkbox"/>	Other Transit and TDM Elements	\$
TOTAL CONSTRUCTION COST		\$
Transit Operating Costs		
<input type="checkbox"/>	Transit Operating Costs	\$
TOTAL TRANSIT OPERATING COST		\$
TOTAL COST		\$12,500,000

ACTION TRANSMITTAL No. 2016-42

DATE: July 12, 2016
TO: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: 2017-2020 TIP Amendment: Dakota County US 52 / CSAH 42 Interchange
REQUESTED ACTION: Dakota County requests a scope change to its TH 52 / CSAH 42 Interchange project (SP # 019-642-059 and 1906-68) to amend project cost and extend the eastern terminus by 0.2 miles.
RECOMMENDED MOTION: That the TAC Funding & Programming Committee recommend to TAC an amendment of the 2017-2020 TIP project cost and description of the Dakota County US 52 / CSAH 42 Interchange project (SP # 019-642-059 and 1906-68) for the purpose of releasing it for a public comment period. .

BACKGROUND AND PURPOSE OF ACTION: Dakota County was awarded \$7,280,000 in the 2014 Regional Solicitation to reconstruct the interchange at US 52 and CSAH 42 (145th Street) in Rosemount. The project includes replacing of two bridges on US 52 and expansion of CSAH 42 to a four-lane facility from US 52 to Conley Avenue.

The County is requesting that the project limit be extended by 0.2 miles to the east, a left turn lane be constructed leading to the public golf course entrance and that the four-lane roadway be tapered to an existing two-lane sections east of the public entrance. This necessitates a TIP description change and minor cost change.

Since it was originally programmed, this project was awarded \$3,100,000 from the Transportation Economic Development (TED) program, enabling a reduction in local funds from \$5,120,000 to \$2,020,000 (\$2,120,000 after a \$100,000 project cost increase reflected in this proposed TIP amendment).

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, 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. Approval of this TIP amendment must be contingent on the approval of the accompanying scope change and approval of the 2017-2020 TIP by FHWA during the fall of 2016. 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 2017-2020 TIP. The analysis has resulted in a conformity determination that the projects included in the 2017-2020 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. 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.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	

Please amend the 2017-2020 Transportation Improvement Program (TIP) to modify these project lines in program year 2017. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

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)	M I L E S
	2017	M	M	CSAH 42	019-642-059	Dakota County	CSAH 42, from 0.5 mile E of CSAH 71 to 0.5 mile E of US52 in Rosemount-Reconstruct to a four-lane divided roadway, reconstruct US52 and replace Bridges 19001 (New Bridge 19005) and 19002 (New Bridge 19006), reconstruct access ramps (Tied to 1906-68)	2.0
							CSAH 42, from 0.5 mile E of CSAH 71 to 0.7 mile E of US52 in Rosemount-Reconstruct to a four-lane divided roadway, reconstruct US52 and replace Bridges 19001 (New Bridge 19005) and 19002 (New Bridge 19006), reconstruct access ramps (Tied to 1906-68)	2.2
	2017	M	M	US 52	1906-68	MNDOT	**TED**US 52 at CSAH 42, from 0.5 mile E of CSAH 71 to 0.5 mile E of US52 in Rosemount-Reconstruct to a four-lane divided roadway, reconstruct US52 and replace bridges 19001 (New Bridge19005) and 19002 (New Bridge 19006), reconstruct access ramps (tied to 019-642-059)	2.0
							TEDUS 52 at CSAH 42, from 0.5 mile E of CSAH 71 to 0.7 mile E of US52 in Rosemount-Reconstruct to a four-lane divided roadway, reconstruct US52 and replace bridges 19001 (New Bridge19005) and 19002 (New Bridge 19006), reconstruct access ramps (tied to 019-642-059)	2.2

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
MC	Grade and bridge	STPBG (STP)	\$12,400,000 \$9,400,000	\$7,280,000				\$5,120,000 \$2,120,000
AM	Grade and bridge	SF	\$3,100,000				\$3,100,000	

PROJECT BACKGROUND:

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

This TIP amendment is required due to a change terminus and funding source. This amendment would reflect the .2-mile change in project terminus and a minor cost increase. The 2017-2020 TIP is scheduled to be approved by the Metropolitan Council on September 28, after which time it will be provided to MnDOT and then in federal review. Should this amendment be approved by the Metropolitan Council prior to federal approval of the 2017-2020 TIP, it will not be official until after that approval is granted.

2. How is fiscal constraint maintained as required by 23 CFR 450.216 (check all that apply)?

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

Total project cost increases by \$100,000. Local cost decreases as Transportation and Economic Development (TED) funds have been secure.

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 X*
- Exempt from regional level analysis
- N/A (not in a nonattainment or maintenance area)

*The Minnesota Interagency Air Quality and Transportation Planning Committee identified the project as an A20 regionally-significant project as part of its conformity analysis for the 2017-2020 TIP, which is attached. The analysis in the attachment has resulted in a conformity determination that the projects included in the 2017-2020 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 2016-2019 Transportation Improvement
Program to the 1990 Clean Air Act Amendments May 9, 2014**

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 2016-19 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 [Public Participation Plan for Transportation Planning](#). 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 2040 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 2016-2019 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 2016-19 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 the Metropolitan Council's *Thrive MSP 2040*. The latest update to these forecasts was published in May 2014.

Public Participation: The TIP was prepared in accordance with the Public Participation Plan for Transportation Planning, adopted by the Council on Feb. 14, 2007. 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 2016-2019 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
- 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

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.

Transitway System

- METRO Orange Line
- METRO Green Line extension
- Arterial BRT along Snelling Ave in Saint Paul from 46th St. Station on METRO Blue Line to Roseville
- Arterial BRT along Penn Ave in Brooklyn Center and Minneapolis
- Cedar Grove Transit Station in Eagan

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 – Minneapolis purchases ROW, begin engineering and construction
- 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

Projects Outside of Metropolitan Planning Area, Inside Maintenance Area

- I-94: from MN 25 to CSAH 18 – reconstruction including addition of auxiliary lanes

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

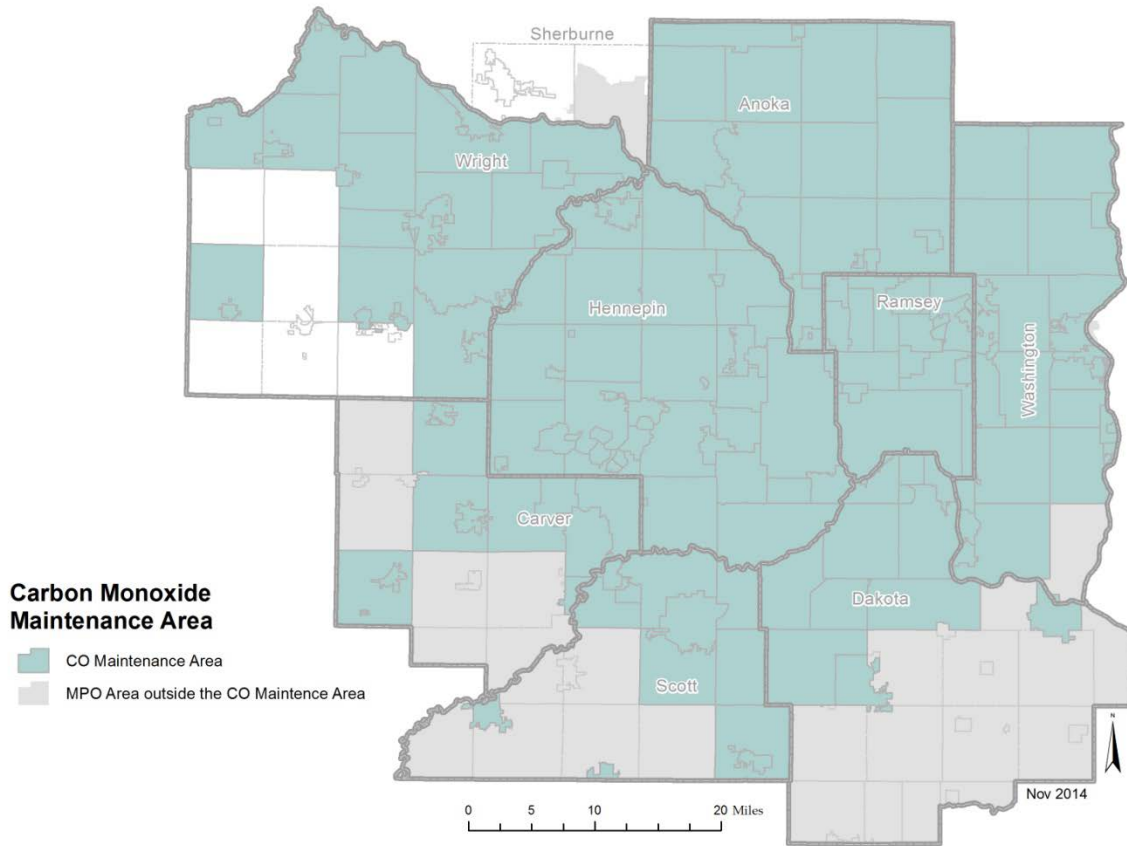
Transitway System | Horizon Year 2030

- 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.

Horizon Year 2040

- No projects identified

Figure E-1: Carbon Monoxide Maintenance Area





Minnesota Pollution Control Agency

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May 26, 2016

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

RE: Draft 2017-2020 Draft Transportation Improvement Program

Dear Ms. Koutsoukos:

The Minnesota Pollution Control Agency (MPCA) staff has completed its formal review of the draft 2017-2020 Transportation Improvement Program (TIP). The MPCA staff has examined the draft TIP for conformance with a check list 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 Act (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 (Plan) 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 November 10, 2010. This process satisfies FAST Act requirements for public participation involvement, as well as the public consultation procedures requirements of Conformity Rule.

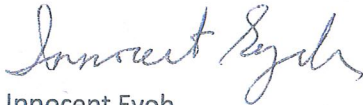
Ms. Elaine Koutsoukos
Page 2
May 26, 2016

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 innocent.eyoh@state.mn.us.

Sincerely,



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

IE:vs

cc: Kris Riesenber, FHWA
Michael Leslie, Region 5, EPA
Jonathan Ehrlich, Metropolitan Council
Arlene McCarthy, Metropolitan Council
Steve Albrecht, Technical Advisory Committee Chair
Timothy Mayasich, Technical Advisory Committee Chair
Bobbi Retzlaff, MnDOT
Lynne Bly, MnDOT
Dave Thornton, MPCA, St. Paul
Shannon Lotthammer, 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