

TRANSPORTATION ADVISORY BOARD

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

NOTICE OF A MEETING
of the
FUNDING AND PROGRAMMING COMMITTEE

Thursday, October 18, 2018
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 August 16, 2018 Meeting*
- 4) TAB Report
- 5) 2019-2022 TIP Amendment: Chaska US 212 and CSAH 44 Interchange – Action Item 2018-49*
- 6) 2019-2022 TIP Amendment: Anoka County CSAH 14 Reconstruction – Action Item 2018-50*
- 7) 2019-2022 TIP Amendment: MnDOT I-94 Reconstruction and Expansion in Wright County (7W) – Action Item 2018-48*
- 8) 2019-2022 TIP Amendment: MnDOT I-94 Bridge Replacement in Wright County (7W) – Action Item 2018-51*
- 9) 2018 Regional Solicitation Release of Scores – Information Item*
- 10) 2018 Regional Solicitation Funding Scenario Options – Information Item
- 11) Regional Solicitation Before and After Study
- 12) Adjournment

*Attachments

Full Packet

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
Minutes of a Meeting of the
FUNDING AND PROGRAMMING COMMITTEE
August 16, 2018

MEMBERS PRESENT: Paul Oehme (Chair, Chanhassen), Ken Ashfeld (City of Maple Grove), Lynne Bly (MnDOT Metro District), Colleen Brown (MnDOT State Aid), Amanda Smith (MPCA), Kyle Burrows (Metro Transit), Jenifer Hager (Minneapolis), Craig Jenson (Scott County), Emily Jorgensen (Washington County), Elaine Koutsoukos (TAB), Jen Lehmann (MVTA), Joe Lux (Ramsey County), Steve Peterson (Metropolitan Council), Jason Pieper (Hennepin County), Lyndon Robjent (Carver County), Michael Thompson (Plymouth), Anne Weber (St. Paul), Joe MacPherson (Anoka County), John Sass (Dakota County), Nancy Spooner-Mueller (DNR), Jim Kosluchar (Fridley), and Katie White (staff)

OTHERS PRESENT: Bill Dermody (St. Paul), Patrick Haney (Metropolitan Council), Cole Hinker (Metropolitan Council), and Daniel Peña (Metropolitan Council), and Paul Schroeder (Hourcar)

1. Call to Order

The meeting was called to order at 1:30 p.m.

2. Adoption of Agenda

MOTION: Brown moved to adopt the agenda. Seconded by MacPherson. The motion was approved unanimously.

3. Approval of the Minutes from the July 19, 2018, Meeting

MOTION: Spooner-Mueller moved to approve the minutes. Seconded by Lehmann. The motion was approved unanimously.

4. TAB Report – Information Item

Koutsoukos reported on the August 15, 2018 TAB meeting.

5. 2018 Regional Solicitation Qualifying Review – Action Item 2018-45

Peterson presented the recommendations and suggested that the committee would like to vote on each of the three qualifying recommendations separately. Oehme concurred.

Dakota County: Recommended to move from roadway expansion to reconstruction. Sass said that this was incorrectly submitted in error. Thompson moved and Lux seconded. The motion was approved unanimously.

City of Anoka: Recommended to move from reconstruction to expansion. Kosluchar moved and Brown seconded. The motion was approved unanimously.

City of St. Paul/HourCar: Recommended to move from transit expansion to travel demand management (TDM). Paul Schroeder from Hourcar and Bill Dermody from St. Paul were present to answer questions. Schroeder said that the program will provide a focus at rail and bus stations. Lehmann asked about the methodology used to determine projected ridership. Schroeder responded that ridership was determined using comparable programs in Paris along with today's Hourcar service. Koutsoukos said that the trips would not be on transit but transfers from transit routes. Furthermore, FTA does not consider car-sharing to be a transit mode, despite the potential for CMAQ funds to be used for car-sharing. Hager said that this program is like dial-a-ride services, which are eligible. Burrows said that dial-a-ride takes more than one person on a trip; whereas HourCar is like car rental services. Schroeder said that this is municipally-sponsored, and therefore not car rental.

Robjent asked whether a similar project was funded recently. Peterson responded that a charging station project was categorized as a "unique project" a few years ago, but a project can't be unique if it fits elsewhere. Lehmann asked about the scoring process for unique projects. Koutsoukos responded that those

requests go straight to TAB to determine, without scoring, whether to provide funding. Bly suggested updating the project categories in the future, but that unique is the best solution for now. Smith said that the application doesn't exclude this kind of project under transit.

Cole Hiniker said that in the Transportation Policy Plan shared use is not included in the definition of transit; a driver's license is required to use HourCar. Robjent asked about fee structure. Schroeder responded that the fee structure may be re-examined because electric cars are cheaper to run. The program will engage low-income communities.

Schroeder said that the solicitation supports park and ride lots. Hiniker responded that park and ride lots have drop off spaces for carpools and other high-occupancy vehicles. Hager said that the solicitation needs to get comfortable with new and different projects; this project does the same work as a transit line. Robjent asked whether the project sponsor would the project from consideration if it is moved to TDM; Dermody responded that it would. Robjent suggested it should be a unique project. Lux agreed. It likely won't meet the TDM criteria and will score poorly. Thompson recommended scoring it as-is.

Brown said that the ridership is the biggest risk in scoring the project. Peterson said that the ridership numbers might not be able to be used, as it is difficult to determine whether car-share users are new transit riders. Koutsoukos said that the application indicated that 28% of users would be new transit riders. Schroeder said that 90% of HourCar members already use transit, but that with this program they will use transit more often.

Jorgensen asked about the benefits of membership. Schroeder responded that insurance and gasoline are included. Daniel Peña asked whether car-sharing replaces transit use. Schroeder responded that a Shared Use Mobility Center report suggested this model is good for the Twin Cities. After car2go ceased operating in the Twin Cities it is unlikely another provider will return. Bly said it is a great project, but it does not fit the Council's Solicitation model. Smith asked what the current ridership methodology is. Hiniker responded that new routes use comparable routes. Existing routes with increased level of service use an incremental approach. The application assumes all users are transit riders. Robjent asked how the program would change behavior. Schroeder said it would facilitate increased transit use.

MOTION: Hager moved that the question progress directly to TAB at its September meeting as a unique project, and if assigned to transit or TDM, staff should work with HourCar to change the ridership projections. Seconded by Burrows. The motion was approved unanimously.

6. **Employment Flows – Information Item**

Peterson and Patrick Haney presented requested information about population and employment flows between counties. There were no questions.

7. **2018 Regional Solicitation Maps of Applications Received and Scoring Committees – Information Item**

Peterson presented mapping of solicitation applications. There were no questions.

8. **Other Business**

None.

9. **Adjournment**

MOTION: Thompson moved to adjourn the meeting. Seconded by MacPherson. The motion was approved unanimously, and the meeting was adjourned.

ACTION TRANSMITTAL No. 2018-49

DATE: October 8, 2018

TO: TAC Funding and Programming Committee

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

SUBJECT: 2019-2022 TIP Amendment: US 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 US 212 and CSAH 44 (SP # 196-020-010).

RECOMMENDED MOTION: That the TAC Funding & Programming Committee recommend to the Technical Advisory Committee approval of an amendment into the 2019-2022 TIP to approve the City of Chaska's project to construct an interchange at US 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 US 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.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	
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 partial 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

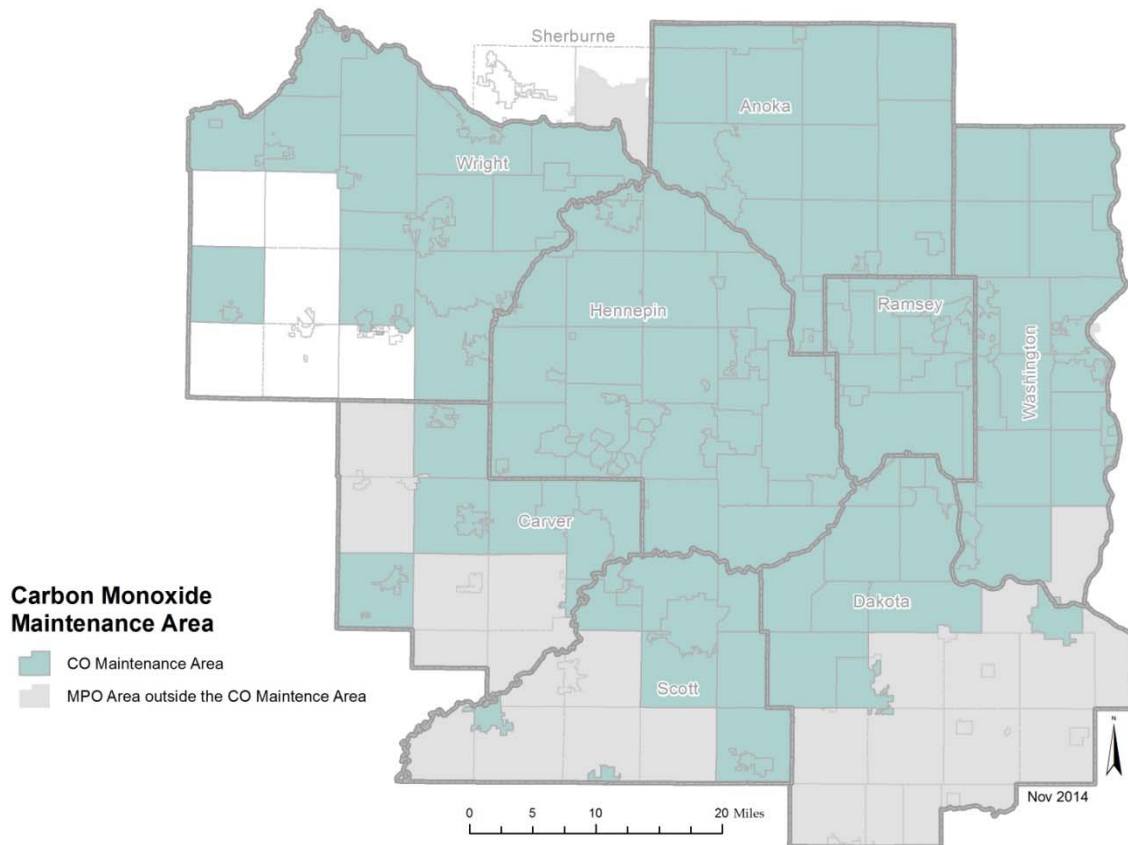
- I-94, from MN 101 in rogers to i-494 in Maple Grove: add EB and WB lanes between MN 610 and MN 101
- US 169 at 101st Ave in Brooklyn Park - construct interchange
- MN 41 from S of Minnesota River bridge to Walnut St in Chaska – improve intersection at CSAH 61
- MN 252, at 66th Ave N in Brooklyn Center-construct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



Page for forthcoming MPCA letter

Page for forthcoming MPCA letter

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 8, 2018

TO: 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 TAC Funding & Programming Committee recommend to the Technical Advisory Committee approval of an amendment into the 2019-2022 TIP to change the cost, year, and description to its 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.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	
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

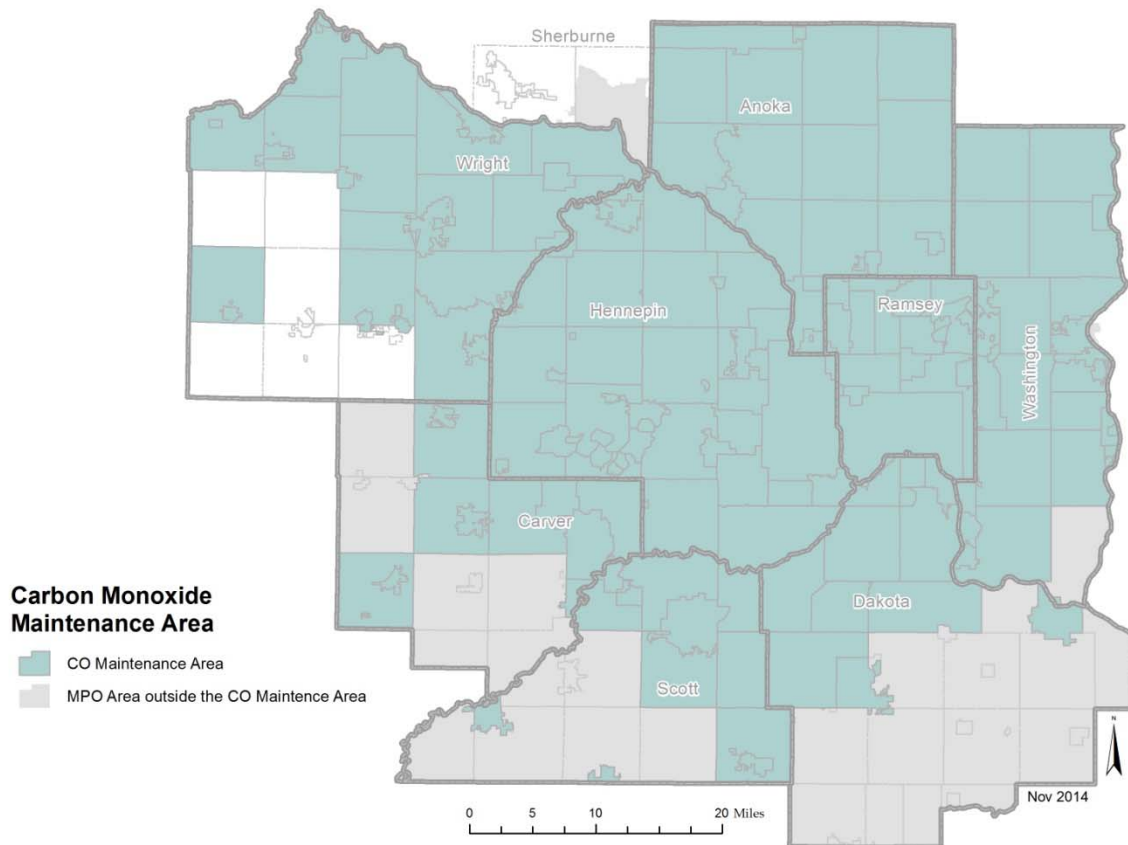
- I-94, from MN 101 in rogers to i-494 in Maple Grove: add EB and WB lanes between MN 610 and MN 101
- US 169 at 101st Ave in Brooklyn Park - construct interchange
- MN 41 from S of Minnesota River bridge to Walnut St in Chaska – improve intersection at CSAH 61
- MN 252, at 66th Ave N in Brooklyn Center-construct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



Page for forthcoming MPCA letter

Page for forthcoming MPCA letter

Exempt Projects

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- 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 8, 2018

TO: 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 TAC Funding & Programming Committee recommend to the Technical Advisory Committee approval of an amendment into the 2019-2022 TIP 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). It 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. 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 will be used. All committees will have an opportunity to provide input and a public input process will be maintained. TAB is scheduled to release the amendment request for public comment at its October 17, 2018, meeting and vote on whether to approve the request at its November 21 meeting. The Funding & Programming Committee and TAC will make recommendations on whether to approve the amendment during this process.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
Transportation Advisory Board	Release for Public Comment	
TAC Funding & Programming Committee	Review & Recommend	
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

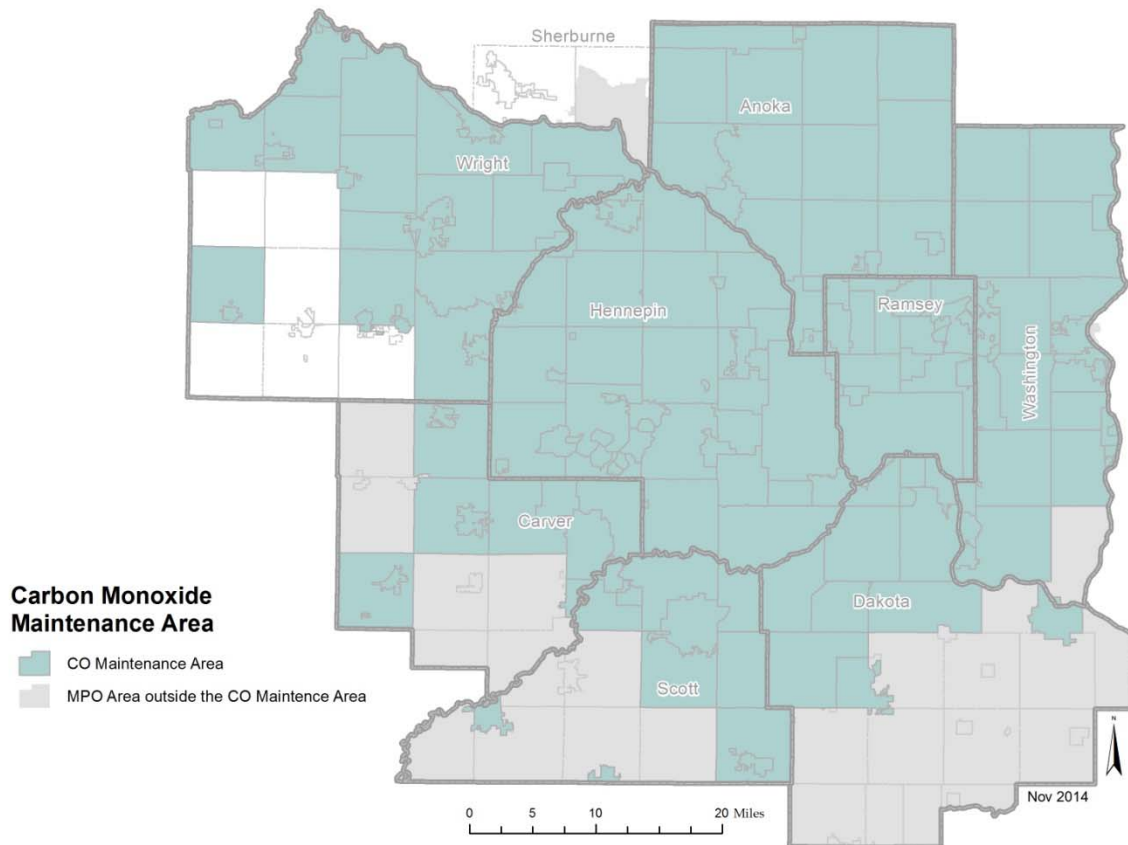
- I-94, from MN 101 in rogers to i-494 in Maple Grove: add EB and WB lanes between MN 610 and MN 101
- US 169 at 101st Ave in Brooklyn Park - construct interchange
- MN 41 from S of Minnesota River bridge to Walnut St in Chaska – improve intersection at CSAH 61
- MN 252, at 66th Ave N in Brooklyn Center-construct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



Page for forthcoming MPCA letter

Page for forthcoming MPCA letter

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. 2018-51

DATE: October 5, 2018

TO: 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 TAC Funding & Programming Committee recommend to the Technical Advisory Committee 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.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	
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	D	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	D	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))

Information Item

DATE: October 9, 2018
TO: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
 Steve Peterson, Mgr. Highway Planning and TAB/TAC Process (651-602-1819)
SUBJECT: 2018 Regional Solicitation Scores

The projects submitted during the 2018 Regional Solicitation have been reviewed by teams of professionals from cities, counties, the Metropolitan Council, and state agencies. The draft scores, arranged by the ten application types, are attached. Also attached is the schedule for the remainder of the Regional Solicitation process. Scores will be provided to applicants on Friday, October 19. Applicants have until October 31 to appeal scores on specific measures. TAC Funding & Programming Committee will consider challenges at its November 15 meeting.

The below table summarizes the total number of qualifying applications and total funding requested.

Application Type	Applications	Funding		
		Federal	Match	Total
Roadway Expansion	17	\$96,534,100	\$147,978,518	\$244,512,618
Roadway Reconstruction/Modernization	15	\$77,975,520	\$57,287,565	\$135,263,085
Traffic Management Technologies	3	\$5,905,600	\$1,476,400	\$7,382,000
Bridges	8	\$39,558,012	\$79,334,617	\$118,892,629
Transit Expansion ¹	9	\$34,734,054	\$8,683,513	\$43,417,567
Transit Modernization	10	\$43,275,306	\$10,881,326	\$54,156,632
Travel Demand Management	13	\$4,058,335	\$2,316,743	\$6,375,078
Multiuse Trails & Bicycle Facilities	40	\$96,371,349	\$31,901,960	\$128,273,309
Pedestrian Facilities	12	\$8,789,368	\$9,952,596	\$18,741,964
Safe Routes to School	8	\$5,554,550	\$2,090,637	\$7,645,187
TOTAL	135	\$412,756,194	\$351,903,875	\$764,660,069

¹ Does not include one application moved out of these categories to be classified as a unique project.

Project Schedule

Date	Process
5/18/2018	Regional Solicitation Released.
7/13/2018	Application deadline – 4:00 P.M.
8/16/2018	TAC F&P Committee meeting: Qualifying appeals heard.
8/20/2018	Scoring committees begin evaluating all qualified applications.
10/5/2018	Scoring completed. Staff prepares results for TAC F&P Committee meeting (10/18/18).
10/18/2018	TAC F&P releases project scores.
10/18/2018	Scores distributed to applicants; appeal period begins.
10/31/2018	Scoring appeal deadline.
11/15/2018	TAC F&P Committee meeting: Scoring appeals reviewed, funding options developed.
12/20/2018	TAC F&P considers funding options presented by staff and votes to eliminate, modify or create options and forwards them to the TAC.
1/2/2019	TAC review of funding options and recommendation to TAB.
1/16/2019	TAB approval of funding recommendations; direct staff to include them in the draft 2020-2023 TIP.

Use of Outliers

Application Category	Measure	Description
Roadway Expansion	5A. Vehicle Delay Reduction (100-point maximum)	Separated into two categories due to gap in scoring and difference in calculation approaches (system calculations and linear projects). Assigned system calculations score range from 100 to 50. Assigned remaining projects based on proportion to the score of 50.
	2B. Jobs / Students (65)	Awarded 50 points to second-ranked application. That project would score 27 with the guidelines as written. Purpose was to improve the overall spread.
Roadway Recon/Mod	5A. Vehicle Delay Reduction (50)	Awarded 40 points to second-ranked application. Following guidelines as written, no other projects would score 10 points, and only one would score more than three.
	5B. Emissions Reduction (30)	Awarded full 30 points to second-ranked application. Following guidelines as written, all but three projects would score one or zero points, with the second-ranked application scoring five.
TDM	6A. Technical Capacity (25)	Added an adjuster to change the spread from 25-to-18 to 25-to-14 to create a larger spread.
Pedestrian	1. Jobs / Students (150)	Awarded full points to second-ranked application. This was done to improve the spread and because the top-ranked application was quite different from the rest of the projects.
	2. Jobs / Students (150)	
Safe Routes to School	2B. Student Population Within School's Walkshed	Applicants all interpreted this differently in terms of using all students vs. students enrolled at the school and age of students (Pre-K to 18 vs. age of students at school). Inconsistency in data sources. The score for this has been removed.

2018 Regional Solicitation Application Scoring

ROADWAY EXPANSION

Prioritizing Criteria

ID	Applicant	Project Name	Funding Information		1. Role in Trans. System & Econ.			2. Usage		3. Equity and Housing		4. Age	5. Congestion		6. Safety	7. Mult	8. Risk A.	Prelim Total	9. CE	Grand Total
			Federal	Cumulative	1A	1B	1C	2A	2B	3A	3B	4	5A	5B	6	7	8			
					0-80	0-50	0-80	0-110	0-65	0-30	0-70	0-40	0-100	0-50	0-150	0-100	0-75	0-1,000		
10639	Anoka (City)	Hwy 10 and Thurston Ave/Cutters Grove Ave Interchange	\$7,000,000	\$7,000,000	80	23	60	108	65	4	58	20	100	24	129	58	61	790	22	812
11045	Scott County	TH 13 and Dakota Avenue Freight Access and	\$5,750,000	\$12,750,000	45	20	80	91	42	11	41	24	81	50	141	66	53	745	55	800
10830	Hennepin County	85th Avenue Roadway Expansion Project in Brooklyn Park	\$7,000,000	\$19,750,000	80	4	40	110	52	8	61	15	63	25	150	21	31	660	22	682
10914	Maple Grove	CSAH 610/I-94 Interchange in Maple Grove	\$7,000,000	\$26,750,000	62	7	10	54	24	8	53	24	76	29	59	34	66	506	20	526
10832	Brooklyn Park	West Broadway Avenue Roadway Expansion in Brooklyn Park	\$7,000,000	\$33,750,000	47	29	10	18	9	30	70	27	24	0	16	100	61	441	26	467
10936	Dakota County	Lone Oak Road/70th Street West Expansion in Eagan and Inver Grove Heights	\$7,000,000	\$40,750,000	70	28	10	13	14	8	57	28	7	0	79	76	49	439	21	460
10883	Carver County	US Highway 212 Expansion from Cologne to Carver	\$7,000,000	\$47,750,000	50	0	80	27	17	8	31	40	11	1	115	0	66	446	9	455
10919	Dakota County	CSAH 70 Expansion in Lakeville	\$7,000,000	\$54,750,000	54	23	80	21	12	5	56	19	48	3	72	6	35	434	20	454
10764	Ramsey County	Lexington Parkway Connection in St. Paul	\$2,240,000	\$56,990,000	76	12	10	9	13	0	70	25	39	2	0	39	49	344	100	444
11001	Washington County	Helmo/Bielenberg Bridge in Oakdale and Woodbury	\$4,400,000	\$61,390,000	80	10	0	15	8	11	62	16	50	3	5	59	52	371	55	426
10824	Anoka County	I-35W and 85th Avenue Interchange in Blaine	\$6,120,680	\$67,510,680	56	50	40	31	14	30	50	5	6	3	7	9	49	350	37	387
10972	St. Paul	Troutbrook Road in St. Paul	\$4,500,000	\$72,010,680	0	50	10	37	6	19	70	37	0	0	16	40	49	334	48	382
10822	Anoka County	CSAH 14 (125th Ave NE) Expansion in Blaine	\$3,604,000	\$75,614,680	40	1	0	22	15	5	58	12	27	1	10	50	75	316	57	373
10823	Anoka County	Lexington Ave NE Expansion in Blaine	\$5,132,000	\$80,746,680	68	14	0	44	27	5	58	6	4	0	15	0	75	316	40	356
10821	Anoka County	7th Avenue Expansion in Andover	\$6,593,600	\$87,340,280	51	0	0	27	12	5	24	19	1	0	75	21	75	310	37	347
10818	Anoka County	Round Lake Blvd Roadway Expansion in Andover	\$2,898,400	\$90,238,680	80	1	0	26	15	5	24	17	1	0	18	20	52	259	71	330
10873	Ramsey County	I-35WE/County Road J Interchange	\$7,000,000	\$97,238,680	57	8	10	10	5	3	28	38	52	3	5	0	43	262	22	284

1A	Level of congestion and Principal Arterial Intersection Conversion Study priorities
1B	Project location relative to Jobs, manufacturing, and education
1C	Regional Truck Corridor Study tiers
2A	Current daily person throughput
2B	Forecast 2040 ADT
3A	Connection to disadvantaged populations and project's benefits, impacts, and mitigation
3	Housing performance score

4	Date of construction
5A	Vehicle delay reduced
5B	Kg of emissions reduced
6	Crashes reduced
7	Transit, bike, ped elements / connections
8	Risk assessment
9	Cost effectiveness

2018 Regional Solicitation Application Scoring

Prioritizing Criteria

ROADWAY RECONSTRUCTION-MODERNIZATION AND SPOT MOBILITY

ID	Applicant	Project Name	Funding Information		1. Role in Trans. System & Econ.		2. Usage		3. Equity / Housing		4. Age		5. Congest/AQ		6. Safety	7. Mult	8. Risk A.	Prelim Total	9. CE	Grand Total	
			Federal	Cumulative	0-65	0-40	0-65	0-110	0-65	0-30	0-70	0-50	0-100	0-50	0-30	6	7	8			0-1,000
					1A	1B	1C	2A	2B	3A	3B*	4A	4B	5A	5B						
11039	State of MN	TH 169/TH 47 and TH 10 Interchange in Anoka	\$7,000,000	\$7,000,000	65	34	65	110	65	13	58	42	99	40	30	115	35	53	824	17	841
10828	Minneapolis	Hennepin Ave Reconstruction in Minneapolis	\$7,000,000	\$14,000,000	44	40	45	108	50	29	70	47	89	9	5	150	100	30	816	23	839
10614	Hennepin County	Lowry Ave NE Reconstruction in Minneapolis	\$7,000,000	\$21,000,000	36	28	10	20	19	26	70	38	86	6	6	112	80	30	567	27	594
10777	Minneapolis	37th Ave NE Reconstruction in Minneapolis, Columbia Heights, and St. Anthony Village	\$7,000,000	\$28,000,000	42	12	10	28	21	21	69	44	86	9	2	60	70	75	549	31	580
10817	Anoka County	Bunker Lake Blvd and Ferry St intersection in Anoka and Ramsey	\$1,868,000	\$29,868,000	33	17	25	21	29	16	57	30	65	50	30	7	35	53	468	100	568
10969	Burnsville	Cliff Road at I-35W South Ramps Improvement Project	\$2,632,000	\$32,500,000	0	26	65	27	30	16	69	30	100	0	0	4	55	64	486	74	560
10831	Hennepin County	Osseo Road Reconstruction in Minneapolis	\$6,120,000	\$38,620,000	28	10	25	51	18	11	70	46	79	9	11	28	85	49	520	34	554
10971	Chaska	Highway 41 Improvements in Downtown Chaska	\$7,000,000	\$45,620,000	16	6	25	31	37	27	66	25	94	7	1	49	75	64	523	20	543
10937	Hennepin County	Marshall Street NE Reconstruction in Minneapolis	\$6,604,000	\$52,224,000	0	40	65	14	13	29	70	44	69	0	0	12	85	51	492	30	522
10741	South St Paul	Concord Street (TH 156) Improvements in South St. Paul	\$5,000,000	\$57,224,000	0	26	65	20	19	30	69	32	99	0	0	1	75	55	491	23	514
10906	Dakota County	Pilot Knob Rd and Cliff Rd Intersection in Eagan	\$3,134,000	\$60,358,000	28	2	45	34	38	13	59	23	66	6	7	20	55	47	443	56	499
10887	Scott County	McCull Drive Reconstruction in Savage and Shakopee	\$6,394,400	\$66,752,400	65	14	10	11	16	8	41	35	100	12	8	4	80	58	462	29	491
10615	Hennepin County	Minnetonka Blvd Reconstruction Project in St. Louis Park	\$7,000,000	\$73,752,400	0	22	10	36	27	24	67	39	83	0	1	26	80	47	462	26	488
11002	Washington County	10th St and Keats Ave Roundabout in Lake Elmo	\$1,809,200	\$75,561,600	17	2	0	14	27	13	15	25	31	14	9	18	55	75	315	69	384
10884	Carver County	70th Street Reconstruction from Ash Ave. S to CSAH 10 in Carver County	\$2,413,920	\$77,975,520	0	0	0	5	6	7	19	50	69	0	0	23	30	58	267	44	311

1A	Average distance to nearest parallel roadways
1B	Connection to total jobs and manufacturing / distribution jobs
1C	Current daily heavy commercial traffic
1D	Freight elements
2A	Current daily person throughput
2B	Forecast 2040 ADT
3A	Connection to disadvantage populations and project's benefits, impacts, and mitigation
3B	Housing performance scores

4A	Date of construction
4B	Geometric, structural, infrastructure deficiencies
5A	Vehicle delay reduced
5B	Kg of emissions reduced
6	Crashes reduced
7	Transit, bike, ped elements / connections
8	Risk assessment
9	Cost effectiveness

2018 Regional Solicitation Application Scoring

Traffic Management Technologies

				Prioritizing Criteria																			
				1. Role in Trans. System & Econ.				2. Usage		3. Equity and		4. Age	5. Congestion/		6. Safety		7. Mult	8. Risk A.	Prelim Total	9. CE	Grand Total		
				1A	1B	1C	1D	2A	2B	3A	3B	4	5A	5B	6A	6B	7	8		9			
				Funding Information		0-50	0-50	0-50	0-25	0-85	0-40	0-30	0-70	0-75	0-150	0-50	0-50	0-150	0-50	0-75	0-1,000	0-100	0-1,100
ID	Applicant	Project Name	Federal	Cumulative																			
10587	St Paul	West Side Signalized Intersection Control Enhancements	\$1,465,600	\$ 1,465,600	50	25	50	25	65	29	17	70	75	144	0	35	100	31	75	791	99	890	
11034	Dakota County	CSAH 38 Roadway System Management in Dakota County	\$1,440,000	\$ 2,905,600	50	25	50	13	85	37	11	67	55	85	50	50	150	42	18	788	100	888	
10907	Minneapolis	City of Minneapolis ITS Upgrades and Enhancements	\$3,000,000	\$ 5,905,600	50	50	50	20	81	40	30	70	65	150	0	0	50	50	62	768	47	815	

1A	Functional classification of project
1B	Regional Truck Corridor Study Tiers
1C	Integration within existing traffic management systems
1D	Coordination with other agencies
2A	Current daily person throughput
2B	Forecast 2040 ADT
3A	Connection to disadvantage populations and project's benefits, impacts, and mitigation
3B	Housing performance scores

4	Upgrades to obsolete Equipment
5A	Congested Roadways
5B	Emissions and congestion Benefits
6A	Crashes reduced
6B	Safety issues in project area
7	Transit, bike, ped elements /
8	Risk Assessment
9	Cost effectiveness

2018 Regional Solicitation Application Scoring

Prioritizing Criteria

BRIDGES

ID	Applicant	Project Name	Funding Information		Prioritizing Criteria											7. CE	Grand Total	
					1. Role in Trans. System & Econ.			2. Usage		3. Equity / Housing		4. Infra.		5. Multimodal	6. Risk			Total
					1A	1B	1C	2A	2B	3A	3B	4A	4B	5	6			0-1,000
			Federal	Cumulative	0-100	0-30	0-65	0-100	0-30	0-30	0-70	0-300	0-100	0-100	0-75	0-1,000	0-100	0-1,100
10676	Hennepin County	Vernon Ave Bridge in Edina	\$7,000,000	\$7,000,000	47	4	10	91	25	2	64	300	100	90	51	784	35	819
10650	Hennepin County	Shoreline Dr Bridge in Orono	\$2,200,000	\$9,200,000	100	0	0	72	21	2	19	225	100	25	49	613	90	703
10910	Ramsey County	Lexington Parkway Bridges in St. Paul	\$7,000,000	\$16,200,000	28	10	10	100	30	3	70	191	100	55	51	648	28	676
10992	St. Paul	Kellogg Blvd Bridge in St. Paul	\$7,000,000	\$23,200,000	10	18	10	79	18	30	70	196	100	100	41	672	4	676
10926	Hennepin County	Washington Ave N Bridge in Minneapolis	\$2,312,000	\$25,512,000	15	30	0	81	20	3	70	185	0	30	49	483	67	550
10900	Ramsey County	County Road C Bridge in Roseville	\$5,609,716	\$31,121,716	14	1	0	45	12	2	49	163	100	75	59	520	30	550
10816	Anoka County	Viking Boulevard Bridge in Oak Grove	\$1,436,296	\$32,558,012	75	0	0	28	11	2	23	116	100	15	75	445	100	545
11019	Minneapolis	Nicollet Avenue Bridge in Minneapolis	\$7,000,000	\$39,558,012	24	2	0	66	9	2	70	109	0	35	49	366	7	373

1A	Distance to nearest parallel bridge
1B	Location relative to education, total jobs, and manu / distribution jobs
1C	Regional truck corridor tiers
2A	Current daily person throughput
2B	Forecast 2040 ADT
3A	Connection to disadvantaged populations and benefits, impacts, & mitigation

3B	Housing performance scores
4	Bridge sufficiency rating
4B	Load-posting
5	Transit, bike, ped elements / connections
6	Risk assesment
7	Cost effectiveness

2018 Regional Solicitation Application Scoring

TRANSIT EXPANSION

Prioritizing Criteria

ID	Applicant	Project Name	Funding Information		Prioritizing Criteria									8. CE	Grand Total
					1. Role in Trans. System		2. Usage	3. Equity and Housing		4. Emissions Reductions	5. Multimodal	6. Risk	Total		
					1A	1B	2A	3A	3B	4	5	6	0-1,000		
			Federal	Cumulative	0-50	0-50	0-350	0-130	0-70	0-200	0-100	0-50		0-100	
10932	Metro Transit	Route 724 Transit Service Expansion in Brooklyn Center and Brooklyn Park	\$4,169,408	\$4,169,408	4	22	350	130	70	179	54	50	859	6	865
10930	Metro Transit	Route 68 Transit Service Expansion in St. Paul, West St. Paul, and South St. Paul	\$3,581,910	\$7,751,318	16	29	273	130	66	200	81	50	845	6	851
10928	Metro Transit	Route 32 Transit Service Expansion in Robbinsdale, Minneapolis, Saint Anthony, and Roseville	\$4,312,583	\$12,063,901	9	33	209	130	62	176	67	50	736	5	741
10923	Metro Transit	Route 4 Transit Service Expansion in Minneapolis	\$2,090,814	\$14,154,716	29	50	188	104	70	63	55	50	609	8	617
11024	SouthWest Transit	SouthWest Transit Mobility Hub at SouthWest Station	\$3,672,800	\$17,827,516	19	16	102	35	53	186	45	50	506	4	510
10870	MVTA	Orange Line Connector Bus Service	\$2,744,000	\$20,571,516	4	18	78	116	69	38	92	50	465	6	471
10994	SouthWest Transit	I-494 SW Prime Service Expansion	\$5,600,000	\$26,171,516	31	20	113	26	61	113	42	50	456	2	458
10843	Scott County	Highway 169 Interim Bus Service	\$6,962,538	\$39,811,054	6	17	45	61	61	78	100	50	418	3	421
11032	SouthWest Transit	Golden Triangle Area Bus Transfer Station	\$1,600,000	\$41,411,054	50	0	0	35	54	0	81	43	263	100	363

1A	Jobs and educational institutions
1B	Average number of weekday transit trips connected to project
2	New annual riders
3A	Connection to disadvantage populations and project's benefits, impacts, and mitigation
3B	Housing performance scores

4	Total emissions reduced
5	Bicycle/Pedestrian elements and connections
6	Risk assessment
7	Cost effectiveness

2018 Regional Solicitation Application Scoring

TRANSIT MODERNIZATION

Prioritizing Criteria

ID	Applicant	Project Name	Funding Information		Prioritizing Criteria										8. CE	Grand Total
					1. Role in Trans. System & Econ.		2. Usage	3. Equity and Housing		4. Emissions Reductions	5. Service / Improvemets	6. Multimodal	7. Risk	Total		
					1A	1B	2A	3A	3B	4	5	6	7	0-1,000		
			0-50	0-50	0-325	0-105	0-70	50	0-200	0-100	0-50		0-100	0-1,100		
10980	Metro Transit	Chicago-Portland Avenue Corridor Bus Stop Modernization in Minneapolis, Richfield, and Bloomington	\$7,000,000	\$7,000,000	5	25	325	105	64	36	200	100	26	886	7	893
10649	Metro Transit	Emerson and Fremont Avenue Bus Stop Modernization in Minneapolis	\$7,000,000	\$14,000,000	2	24	316	105	70	32	200	100	26	875	13	888
10648	Metro Transit	Lake Street-Marshall Avenue Corridor Bus Stop Modernization	\$7,000,000	\$21,000,000	6	36	268	105	70	32	200	99	26	842	12	854
10647	Metro Transit	Route 6 Corridor Bus and Stop Modernization in Minneapolis	\$7,000,000	\$28,000,000	26	50	173	63	70	50	200	95	16	743	6	749
10918	Apple Valley	147th St. Skyway for Red Line in Apple Valley	\$3,520,000	\$31,520,000	2	17	22	50	66	7	86	96	50	396	26	422
10990	MVTA	Burnsville Transit Station Modernization	\$616,000	\$32,136,000	1	18	72	21	62	0	57	49	50	330	82	412
10890	MVTA	Burnsville Bus Garage Modernization	\$5,417,306	\$37,553,306	50	18	101	8	67	29	0	42	50	365	10	375
10991	MVTA	Eagan Transit Station Modernization	\$412,000	\$37,965,306	2	1	33	21	60	0	57	46	50	270	100	370
10963	Dakota County	in Apple Valley	\$2,350,000	\$40,315,306	6	17	29	38	66	7	29	96	31	319	35	354
10999	SW Transit	Solar Array at East Creek Station in Chaska	\$2,960,000	\$43,275,306	1	1	57	8	66	39	29	46	50	297	8	305

1A	Jobs and educational institutions
1B	Average number of weekday transit trips connected to project
2	Total existing riders
3A	Connection to disadvantage populations and project's benefits, impacts, and mitigation
3B	Housing performance scores

4	Description of emssions reduced
5	Improvements/amenities for riders
6	Bicycle/pedestrian elements and connections
7	Risk assessment
8	Cost effectiveness

2018 Regional Solicitation Application Scoring

TDM

ID	Applicant	Project Name	Funding Information		1. Role in Trans. System & Econ.	2. Usage	3. Equity / Housing		4. Cong. Mit. AQ		5. Innovation	6. Risk Assessment		Total	7. CE	Grand Total
			Federal	Cumulative	1	2	3A	3B	4A	4B	5	6A	6B	0-1,000		
					0-200	0-100	0-80	0-70	0-150	0-150	0-200	0-25	0-25			
10804	Car Free Life	Closed Network Carshare in Minneapolis and St. Paul	\$160,000	\$160,000	158	31	7	62	150	68	200	14	20	710	100	810
10998	MOVE Minnesota	TDM Cultural Ambassadors in Minneapolis and Brooklyn Center	\$308,166	\$468,166	200	41	80	70	50	107	75	16	10	649	47	696
11030	Metro Transit	Shared Mobility Integration for the Metro Transit Mobile App	\$300,000	\$768,166	84	100	43	68	70	150	65	23	22	625	25	650
11022	University of Minnesota	Parking FlexPass at ABC Ramps	\$500,000	\$1,268,166	147	51	23	62	70	20	175	20	25	593	27	620
10913	MOVE Minnesota	Transforming Renters' Transportation Choices Along Green Line	\$296,614	\$1,564,780	168	38	53	70	50	72	100	16	0	567	43	610
10834	Cycles for Change	Bicycle Access & Safety Education Initiative in Minneapolis and St. Paul	\$319,200	\$1,883,980	137	30	77	70	80	12	125	18	10	559	39	598
10961	HourCar	HOURECAR Community Engagement and Outreach Initiative	\$244,355	\$2,128,335	137	30	75	70	100	1	35	22	22	492	45	537
10860	Scott County	Scott County Travel Demand Management	\$120,000	\$2,248,335	126	40	76	47	80	7	50	18	0	444	83	527
11048	Minneapolis Bicycle Coalition	Commuter and Community Bicycle Access in Minneapolis	\$230,000	\$2,478,335	84	30	59	70	50	7	125	14	0	439	43	482
11031	Metro Transit	Bike Rack Sensors for Metro Transit buses	\$280,000	\$2,758,335	74	2	40	68	20	130	60	22	22	438	35	473
10942	Metro Transit	East Metro First-Last Mile Job Access Project	\$500,000	\$3,258,335	74	30	44	56	80	23	75	25	22	429	9	438
11029	University of Minnesota	eWorkplace Phase 4 for Downtown Minneapolis	\$500,000	\$3,758,335	105	41	16	68	50	68	40	16	5	409	18	427
11046	Nice Rid Minnesota	Bike Share Integration, Inclusion, and Regional Expansion	\$300,000	\$4,058,335	95	22	27	70	60	2	75	20	15	386	11	397

1	Ability to capitalize on existing facilities and resources
2	Users
3A	Connection to disadvantaged populations and benefits, impacts, and mitigation
3B	Housing performance scores
4A	Congestion reduction and reduced SOV trips

4B	Emissions reduction
5	Innovation and geographic expansion
6A	Technical capacity of applicant's organization
6B	Continuation after initial federal funding
7	Cost effectiveness

2018 Regional Solicitation Application Scoring

					Prioritizing Criteria										7. CE	Grand Total			
MULTIUSE TRAILS AND BICYCLE FACILITIES					1. Role in Trans. System & Econ.		2. Usage			3. Equity and Housing		4. Safety		5. Multimodal			6. Risk		Total
ID	Applicant	Project Name	Funding Information		1	2A	2B	3A	3B*	4A	4B	5	6	0-100			0-130	0-1,000	
			Federal	Cumulative	0-200	0-150	0-50	0-50	0-70	0-100	0-150	0-100	0-130	0-1,000	0-100	0-1,100			
10929	St Paul	Kellogg Boulevard Capital City Bikeway Phase I in St. Paul	\$5,312,000	\$5,312,000	200	110	50	33	70	95	142	94	130	924	8	932			
10791	Hennepin County	University Ave and 4th St SE Protected Bikeways in Minneapolis	\$5,500,000	\$10,812,000	200	113	0	40	70	65	135	100	130	853	5	858			
10973	Hennepin County	Hennepin Ave and 1st Ave NE Bicycle and Pedestrian Facilities	\$5,500,000	\$16,312,000	150	150	50	28	70	65	135	89	111	848	6	854			
11040	St Paul	Fish Hatchery Trail Stabilization and Reconstruction in St. Paul	\$2,216,800	\$18,528,800	200	44	50	30	70	95	120	83	111	803	16	819			
10896	Dakota County	North Creek Greenway in Lakeville and Farmington	\$480,000	\$19,008,800	175	31	50	40	51	60	125	83	130	745	70	814			
11050	Hennepin County	Midtown Greenway Accessible Connections in Minneapolis	\$1,120,000	\$20,128,800	150	104	50	50	70	75	125	83	57	764	31	795			
10895	Dakota County	CSAH 42 Multiuse Trail and Crossing in Apple Valley	\$1,256,000	\$21,384,800	175	38	50	30	66	60	130	89	130	768	27	795			
10894	Dakota County	Minnesota River Greenway in Eagan	\$3,508,000	\$24,892,800	200	35	50	33	59	75	125	83	125	784	10	794			
10718	Scott County	CSAH 17 Bicycle and Pedestrian Bridge over US 169	\$950,080	\$25,842,880	175	33	50	38	48	45	138	94	130	751	35	786			
11004	Washington Co	CSAH 38 Multi-Use Trail in Washington County	\$460,800	\$26,303,680	200	14	50	30	52	30	118	89	130	713	69	783			
10917	Apple Valley	Apple Valley Johnny Cake Ridge Road Trail	\$515,484	\$26,819,164	200	40	50	22	66	35	122	89	91	715	62	777			
11025	St Paul	Sam Morgan Regional Trail Segment 1 Reconstruction in St. Paul	\$1,877,600	\$28,696,764	200	65	50	30	70	45	120	67	111	758	18	776			
10898	Inver Grove Heights	Inver Grove Heights Babcock Trail	\$300,160	\$28,996,924	175	29	50	25	55	55	110	89	81	669	100	769			
10848	Hennepin County	Bass Lake Road Multi-Use Trail in Crystal	\$457,220	\$29,454,144	175	51	0	35	69	60	135	89	81	694	68	762			
10849	Hennepin County	Bottineau Boulevard Multi-Use Trail in Osseo and Brooklyn Park	\$1,562,348	\$31,016,492	200	42	0	35	50	70	122	89	130	738	21	759			
10653	Ramsey (City)	Regional Mississippi Skyway Multiuse Trail Bridge in Ramsey	\$3,240,000	\$34,256,492	150	9	50	25	57	75	150	100	130	746	10	756			
10854	Three Rivers Park District	Bassett Creek Regional Trail in Golden Valley	\$1,635,600	\$35,892,092	175	64	50	17	63	65	120	94	81	729	20	749			
10899	Fridley	Fridley 7th Street and 57th Ave Trail Connections	\$516,120	\$36,408,212	125	46	0	48	59	60	130	89	130	687	60	747			
11041	St Paul	Point Douglas Regional Trail Phase 1 Construction in St. Paul	\$5,152,000	\$41,560,212	200	38	50	28	70	70	120	83	81	740	6	746			
10744	Ramsey County	Bruce Vento Regional Trail Extension in Ramsey County	\$4,026,278	\$45,586,490	200	51	50	33	43	100	90	83	88	738	8	746			
10866	Minneapolis	36th St W Pedestrian and Bicycle Connection in Minneapolis	\$1,978,316	\$47,564,806	125	74	50	28	70	70	90	94	125	726	16	742			
10701	Brooklyn Park	Rush Creek Regional Trail Grade Separation in Brooklyn Park	\$930,400	\$48,495,206	175	24	50	27	70	50	120	89	91	696	34	730			
10915	Apple Valley	Apple Valley CSAH 38 Trail	\$4,160,288	\$52,655,494	175	47	50	22	66	60	118	94	81	713	8	721			
10897	Dakota County	River to River Greenway in Mendota Heights	\$1,152,000	\$53,807,494	200	35	50	25	15	50	122	78	111	687	27	713			
10938	Coon Rapids	Coon Creek Regional Trail and Pedestrian Bridge in Coon Rapids	\$3,360,000	\$57,167,494	175	29	0	33	70	50	140	83	111	691	9	701			
10970	Chaska	Circle the Brick Trail Connection in Chaska	\$1,197,792	\$58,365,286	200	22	0	30	66	35	120	89	111	673	25	698			
10850	Minnetonka	Excelsior Blvd Multi-Use Trail in Minnetonka	\$2,956,000	\$61,321,286	175	46	50	17	67	70	125	72	62	684	10	695			
10778	Washington Co	CSAH 12 Multi-Use Trail in Washington County	\$756,979	\$62,078,265	200	26	0	18	41	50	115	61	130	640	38	678			
10941	Burnsville	Highway 13 and Nicollet Avenue Pedestrian Crossing	\$2,224,000	\$64,302,265	200	31	0	30	69	45	130	78	81	664	13	677			
10591	Shakopee	US 169 Bicycle and Pedestrian Bridge in Shakopee	\$2,752,000	\$67,054,265	175	12	50	23	48	75	110	78	91	662	11	673			
10909	Anoka	Anoka 4th Ave Trail Connection Rum River Trail	\$450,000	\$67,504,265	175	34	0	47	58	15	90	94	98	611	59	669			
10885	Carver County	Lake Minnetonka Regional Trail in Carver County	\$555,280	\$68,059,545	200	17	0	20	20	45	90	89	130	610	49	659			
10886	Carver County	Lake Waconia Regional Trail in Carver County	\$1,498,320	\$69,557,865	200	9	0	23	44	60	82	83	130	631	19	650			
11003	Washington Co	Central Greenway Multi-Use Trail Segments in Cottage Grove and Woodbury	\$5,273,120	\$74,830,985	175	28	50	22	53	45	120	78	72	644	5	649			
10908	Anoka	Anoka Riverwalk West Rum River Trail	\$5,000,000	\$79,830,985	200	50	0	47	58	10	110	72	91	638	6	644			
11036	Scott County	Merriam Junction Trail in Scott County	\$5,500,000	\$85,330,985	175	9	0	30	45	80	115	72	111	637	3	640			
11042	St Paul	Robert Piram Regional Trail Grade Separation in St. Paul	\$5,500,000	\$90,830,985	175	22	50	42	70	5	135	61	68	628	5	633			
11033	Rosemount	Rosemount Greenway Downtown Trail	\$1,360,000	\$92,190,985	125	29	0	28	63	45	125	78	81	574	19	593			
10836	Three Rivers PD	Crow Hassan Park Reserve to Lake Independence Regional Trail Connection in Rogers and Hannover	\$1,069,404	\$93,260,389	125	18	0	18	20	45	80	72	91	470	20	489			
11049	Rogers	Rogers I-94 Pedestrian Bridge	\$2,800,000	\$96,060,389	50	18	0	7	20	70	100	78	111	454	7	461			

1	Location relative to Regional Bicycle Transportation Network
2A	Existing population within 1 mile
2B	Snow and ice control
3A	Connection to disadvantage populations & benefits, impacts, mitigation
3B	Housing performance scores

4A	Gaps closed / barriers removed and/or continuity between jurisdictions
4B	Deficiencies corrected or safety problems addressed
5	Transit or pedestrian elements or connections
6	Risk assessment
7	Cost effectiveness

2018 Regional Solicitation Application Scoring

Prioritizing Criteria

PEDESTRIAN FACILITIES

ID	Applicant	Project Name	Funding Information		Prioritizing Criteria								7. CE	Grand Total	
			Federal	Cumulative	1. Role in Trans. System & Econ.	2. Usage	3. Equity and Housing		4. Safety		5. Multimodal	6. Risk			Total
					1	2	3A	3B	4A	4B	5	6			0-1,000
10776	Minneapolis	Lyndale Avenue North Pedestrian Safety Improvements in Minneapolis	\$1,000,000	\$1,000,000	74	150	46	70	107	165	94	130	836	42	878
10833	Brooklyn Park	West Broadway Avenue BLRT Streetscape Improvements	\$1,000,000	\$2,000,000	150	91	19	70	112	110	150	101	803	12	815
10995	Hennepin County	ADA Retrofits at Blue and Green Line Extension Station Areas	\$1,000,000	\$3,000,000	150	150	38	66	109	60	94	91	758	38	796
11012	St. Paul	Front Ave Sidewalk Gap Infill in St. Paul	\$376,800	\$3,376,800	49	110	48	70	107	140	75	39	638	85	723
10903	Columbia Heights	Central Avenue Pedestrian Enhancement Project in Columbia Heights	\$1,000,000	\$4,376,800	32	102	50	68	118	180	66	81	697	24	721
10979	Richfield	69th Street West Pedestrian Improvements in Richfield	\$250,000	\$4,626,800	140	66	5	53	116	110	38	72	600	76	676
11047	Scott County	CH 16 ADA Pedestrian Improvement in Savage	\$428,000	\$5,054,800	43	89	26	41	103	115	56	130	603	71	674
10902	W. St. Paul	West St. Paul Wentworth Sidewalk Construction	\$263,848	\$5,318,648	54	65	29	57	110	90	66	52	523	100	623
10966	S. St. Paul	Concord Exchange Pedestrian Improvements in South St. Paul	\$1,000,000	\$6,318,648	48	65	29	70	120	110	38	101	581	13	594
10996	Anoka County	Round Lake Blvd Pedestrian Accommodations over US 10 in Coon Rapids	\$1,000,000	\$7,318,648	52	63	19	70	109	120	0	104	537	19	556
11043	Carver County	CSAH 11 Pedestrian Crossing Improvements in Victoria	\$470,720	\$7,789,368	10	41	18	20	110	70	56	130	455	49	504
10948	Shorewood	Galpin Lake Pedestrian Improvements in Shorewood	\$1,000,000	\$8,789,368	23	50	12	10	118	100	56	62	431	22	453

1	Connection to Jobs and Educational Institutions
2	Existing population
3A	Connection to disadvantage populations and project's benefits, impacts, and mitigation
3B	Housing performance scores
4A	Gaps and barriers

4B	Deficiencies/safety
5	Transit or bicycle elements and connections
6	Risk assessment
7	Cost effectiveness

2018 Regional Solicitation Application Scoring

Prioritizing Criteria

SAFE ROUTES TO SCHOOL INFRASTRUCTURE

ID	Applicant	Project Name	Funding Information		Prioritizing Criteria										6. CE	Grand Total		
			Federal	Cumulative	1. SRTS Program Elements		2. Usage		3. Equity and Housing		4. Safety		5. Public Engagement / Risk				Total	Total (Adj to 1000)
					1	2A	2B	3A	3B	4A	4B	5A	5B					
					0-250	0-170	0-80	0-50	0-70	0-100	0-150	0-45	0-85	0-920	1000			
10921	Minneapolis	Near North Safe Routes to School in Minneapolis	\$1,000,000	\$1,000,000	229	170	0	40	70	50	130	40	85	814	883	25	839	
10934	St. Paul	Bruce Vento Elementary Safe Routes to School in St. Paul	\$842,528	\$1,842,528	250	39	0	50	70	70	150	45	85	759	823	28	787	
10916	Apple Valley	Greenleaf Elementary Galaxie Crossing in Apple Valley	\$198,240	\$2,040,768	191	15	0	10	66	100	135	40	85	642	696	100	742	
10807	Bloomington	Bloomington 102nd Street SRTS Improvements	\$301,782	\$2,342,550	245	22	0	18	70	68	100	45	85	653	708	67	720	
10869	S. St Paul	South St. Paul Secondary Safe Routes to School	\$1,000,000	\$3,342,550	176	63	0	33	70	60	125	40	85	652	707	14	666	
10901	W. St. Paul	West St. Paul Bidwell Street Sidwalk Improvements	\$560,000	\$3,902,550	207	38	0	33	57	65	125	45	53	623	675	34	657	
10964	Forest Lake	Goodview Ave Pedestrian Underpass in Forest Lake	\$1,000,000	\$4,902,550	160	26	0	26	60	68	135	35	85	595	645	18	613	
10724	Rogers	Hassan Elementary School Trail in Rogers	\$652,000	\$5,554,550	218	13	0	15	20	75	75	40	85	541	587	21	562	

1	5 Es of SRTS program
2A	Average share of student population that bikes or walks
2B	Student population within school's walkshed
3A	Connection to disadvantaged populations and project's benefits, impacts, and mitigation
3B	Housing performance scores
4A	Gaps and barriers
4B	Deficiencies/Safety
5A	Public engagement process
5B	Risk assement
6	Cost effectiveness