

## APPENDIX E: ADDITIONAL AIR QUALITY INFORMATION

This appendix contains additional background information supporting the Metropolitan Council's determination in Part 3, Section D that the 2040 Transportation Policy Plan conforms to the requirements of the Clean Air Act.

### Attainment History

The U.S. Environmental Protection Agency's (EPA) 40 CFR Parts 51 and 93, referred to together with all applicable amendments as the "Conformity Rule," requires the Metropolitan Council to prepare a conformity analysis of the region's Transportation Policy Plan. Based on an air quality analysis, the Metropolitan Council must determine whether the Transportation Policy Plan conforms to the requirements of the 1990 Clean Air Act Amendments with regard to National Ambient Air Quality Standards (NAAQS) for mobile source criteria pollutants. Under consultation procedures developed by the Minnesota Interagency and Transportation Planning Committee, the MPCA reviews the Metropolitan Council's conformity analysis before the Plan is approved for public review; a letter describing the MPCA's review is on page 6 of this appendix.

Specifically, the Minneapolis/Saint Paul Metropolitan Area is within an EPA-designated carbon monoxide ~~limited maintenance~~attainment area. ~~A map of this area, which for air quality analysis purposes includes the seven-county Metropolitan Council jurisdiction plus Wright County and the City of New Prague, is shown below. A small portion of the region (mapped below) is designated as a~~ maintenance area for coarse particulate matter (PM10). The term "maintenance" reflects the fact that PM10 regional carbon monoxide emissions in this area were unacceptably high in the ~~past~~1970s when the NAAQS were introduced. The emissions were and subsequently brought under control, ~~through a metro-area Vehicle Inspection and Maintenance Program completed in the 1990s. The EPA then re-designated the area as in attainment of the NAAQS for carbon monoxide in 1999 and approved a "maintenance plan" containing a technical rationale and actions designed to keep emissions below a set region-wide budget. The maintenance plan was updated in 2005, when changes to the emissions rates approved by EPA necessitated an update of the approved carbon monoxide budget as well. A second 10-year maintenance plan was approved by EPA on Nov. 8, 2010, as a "limited maintenance plan."~~ A 20 year maintenance plan was approved by EPA on Sept 24, 2002 and expires on XXXX, 2022, as which point the entire region will be in attainment for all transportation-related pollutants regulated by the Clean Air Act. Every Transportation Policy Plan or Transportation Improvement Program approved by the Metropolitan Council must be analyzed using specific criteria and procedures defined in the Conformity Rule.

### Federal Requirements

*The 2040 Transportation Policy Plan 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 Plan 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. No regionally significant projects were identified for Wright County to be built within the analyses period of the Plan and incorporated into the conformity analysis.~~

Latest planning assumptions: The published source of socioeconomic data for this region is the Metropolitan Council's Thrive MSP 2040. The latest update to these forecasts was published in ~~June~~ [December 2017](#) ~~2020~~.

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

Fiscal Constraint: The Transportation Policy Plan addresses the fiscal constraint requirements of the Conformity Rule. Chapter 4 of the plan documents the consistency of proposed transportation investments with already available and projected sources of revenue.

The Metropolitan Council certifies that the plan 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.

The Transportation Policy Plan includes the ~~2020~~ ~~2018~~-~~2023~~ ~~2014~~ Transportation Improvement Program projects. Moreover, any Transportation Improvement Program projects that are not specifically listed in the plan are consistent with the policies and purposes of the plan and will not interfere with other projects specifically included in the plan.

There are no projects which have received NEPA approval and have not progressed within three years.

~~Although a small portion of the Twin Cities Metropolitan Area is a maintenance area for PM 10, the designation is due to non-transportation sources, and therefore is not analyzed herein.~~

## List of Regionally Significant Projects

Pursuant to the Conformity Rule, the projects listed in the 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 Metropolitan 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 Metropolitan 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 currently meet one of the following:
    - Under construction or undergoing right-of-way acquisition
    - Come from the first year of a previously conforming Transportation Improvement Program
    - Have completed the NEPA process
    - Listed in the ~~2015-2023~~ 2020-2030 Transportation Improvement Program
    - Listed in the Transportation Policy Plan (Appendix C)
- ← 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 for ~~2015-2020~~, 2030, and 2040 is shown below.

## Horizon Year 2020

### Strategic Capacity Enhancements

- ~~I-494 – westbound lane from Concord Street through 7th Avenue~~
- ~~MN 41 – 2 to 4 lane expansion from US 212 to Pioneer Trail~~
- ~~Carver County 14 – new 2 lane divided highway from Carver County 43 to Carver County 14 in Victoria~~
- ~~Wright County 39 – 2 to 4 lane expansion from Parish Ocean Avenue to Wright County 42 in Otsego~~
- ~~070-596-013: US 169 at MN 41/Scott County 78 – new interchange~~
- 070-596-013: US 169 at Scott County 14 – new interchange
- 082-596-005: MN 36 at Hadley Avenue – new interchange
- 086-619-034: Wright County 19 – 2 to 4 lane expansion from Lamplight Dr to 70th St
- MN 97 at I-35 – expanding MN 97 through interchange area
- ~~US 10 – expanding to a 2-lane exit from southbound I-35W and adding an auxiliary lane along eastbound US 10 to the exit to Ramsey County 96~~
- 082-613-035: Washington County 13 – add southbound 3rd lane from 3rd Street to Hudson Road
- 002-678-022: Anoka County 78 – 2 to 4 lane expansion from 139th Lane NW to Anoka County 18
- 027-681-035: Hennepin County 81 – 4 to 6 lane expansion from 71st Avenue to 83rd Avenue
- ~~196-010-017/1008-87: MN 41 – 4 to 3 lane conversion from Minnesota River to East 5th Street~~
- 019-670-013/019-670-013F: Dakota County 70 – 2 to 4 lane expansion from east of I-35, east of Kenrick Avenue to Cedar Avenue/Dakota County 50

### Transitway System

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

## Horizon Year 2030

### MnPASS Investments

- I-35W – construct a MnPASS lane southbound from downtown Minneapolis to 46th Street
- I-35W – construct MnPASS Lanes from MN 36 to Lexington Avenue
- I-94 – construct MnPASS Lanes from Cedar Avenue to Marion Street
- I-494 – add a MnPASS lane along eastbound from France Avenue to MN 77 and westbound from MN 77 to I-35W
- I-35W – add a southbound MnPASS lane from MN 36 through University Avenue SE

## Strategic Capacity Enhancements

- I-494 – construct a directional ramp to serve northbound I-35W to westbound I-494
- US 169 – convert arterial to freeway from US 10 to 197th Avenue
- MN 252/I-94 – convert MN 252 from an arterial to a freeway and add lanes where necessary to reach 2 general purpose and MnPASS in each direction, add MnPASS lanes in each direction along I-94 from I-694 to Dowling Avenue
- I-94 – expand from 4 to 6 lanes between TH 41 and Wright County 19 include interchange improvements at MN 241, Wright County 37 and Wright County 19
- I-35W – northbound lane from Cliff Road to north of Mississippi River
- I-694 – southbound lane from 10th St to westbound I-694 in Oakdale
- I-494 – southbound lane from eastbound I-94 to Tamarack Road in Woodbury
- I-94 – added lanes from MN 610 to Brockton Avenue
- US 212 – 2 to 4 lane expansion from Carver County 11 to Carver County 36
- MN 51 – lane add northbound from CR B2 through Lydia Street
- Carver County 10 – 2 to 4 lane expansion from Clover Ridge Drive to Carver County 11 in Chaska
- Carver County 10 – 2 to 4 lane expansion from MN 41 to US 212
- Carver County 10 – 2 to 4 lane expansion from Carver County 11 to Carver County 43
- Carver County 11 – 2 to 4 lane expansion from 6th Street to US 212 in the City of Carver
- Carver County 18 – new 2-lane arterial from Bavaria Road to MN 41
- East Waconia Bypass – new 2-lane arterial from Carver County 10 to MN 5
- Dakota County 26 – 2 to 4 lane expansion from MN 55 to MN 3
- ~~019-670-013/019-670-013F: Dakota County 70 – 2 to 4 lane expansion from east of I-35, east of Kenrick Avenue to Cedar Avenue/Dakota County 50~~
- Scott County 27 – 2 to 4 lane expansion from Scott County 21 to Scott County 44
- Scott County 42 – 2 to 4 lane expansion from Scott County 17 to Scott County 83
- I-94 at Brockton Avenue – replace overpass with interchange in Maple Grove
- US 169 at 101st Avenue – new interchange in Brooklyn Park
- US 10 at Fairoak Avenue – new underpass in the City of Anoka
- US 10 at Thurston Avenue – new interchange in the City of Anoka
- US 212 at Carver County 44 – new ramps to and from the north at an existing overpass
- MN 13 – new interchange at Dakota Avenue
- MN 252/66th Avenue – new interchange in Brooklyn Center
- MN 36 at Manning Avenue – new interchange in Grant and Lake Elmo
- [157-108-035: MN 77 at 77th Street – new underpass in Richfield](#)
- [MN 252 at CSAH 109 in Brooklyn Park – grade separation, retaining walls](#)
- [CSAH 26 from TH 55 in Eagan to MN 3 in Inver Grove Heights – expand from 2-lane to divided 4-lane roadway](#)
- [CSAH 51 from Shepard Road to West 7th St in St. Paul – Lexington Parkway extension](#)

- [CSAH 610 from CSAH 30 to MN 610 in Maple Grove – construct new four-lane divided highway \(CSAH 610\), new bridge over I-94](#)
- [CSAH 103 from 85th Ave to 93rd Ave in Brooklyn Park – reconstruct, 2-lane to 4- lane conversion, turn lanes](#)
- [US 10 from Anoka/Ramsey city limits to Cutters Ln and Thurston Ave in Anoka- Grade Separation](#)
- [196-010-017/1008-87: MN 41 – 4 to 3 lane conversion from Minnesota River to East 5th Street](#)
- [196-010-017/1008-87: MN 41 – 4 to 3 lane conversion from Minnesota River to East 5th Street](#)

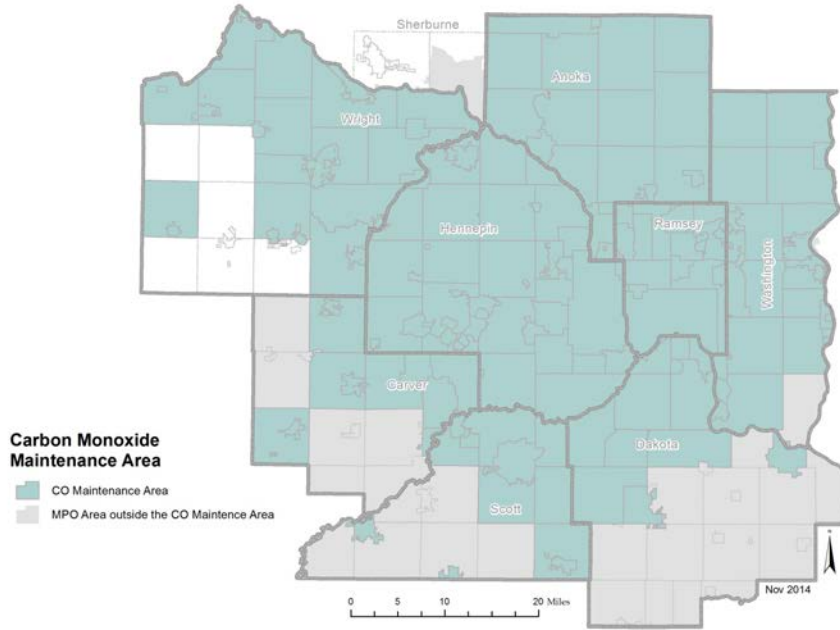
## Transitway System

- [METRO Orange Line](#)
- METRO Green Line extension
- METRO Blue Line extension
- METRO Gold Line dedicated BRT
- METRO Rush Line dedicated BRT

## Horizon Year 2040

- No projects identified

Figure E-1: ~~PM<sub>10</sub>~~ Carbon Monoxide Maintenance Area



Commented [EJ1]: Replace with PM 10 Map



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May 31, 2018

Amy Vennewitz  
Assistant Director  
Metropolitan Transportation Services  
Metropolitan Council  
390 North Robert Street  
St. Paul, MN 55101

RE: Air Quality Conformity Analysis for the 2040 Transportation Policy Plan Update

Dear Amy Vennewitz:

The Minnesota Pollution Control Agency (MPCA) has completed its review of Appendix E (Air Quality Conformity Analysis) for the 2018 update to the 2040 Transportation Policy Plan (Plan) submitted by the Metropolitan Council (Council). The Minnesota Interagency Air Quality Conformity Consultation Committee, with representatives from the MPCA, Council, Minnesota Department of Transportation, Federal Highway Administration and the U.S. Environmental Protection Agency (EPA), were consulted during the preparation of the Plan. Several ongoing communications also occurred along with periodic meetings, draft reports, emails, and phone calls.

On November 8, 2010, the EPA approved a Limited Maintenance Plan for the Twin Cities maintenance area. Under a Limited Maintenance Plan, the EPA has determined that there is no requirement to project emissions over the maintenance period and that "an emissions budget may be treated as essentially not constraining for the length of the maintenance period." The EPA made this determination because it is unreasonable to expect that the Twin Cities maintenance area would experience so much growth in that period that a violation of the CO National Ambient Air Quality Standards would result. No regional modeling analysis is required; however, federally-funded projects are still subject to "hot spot" analysis requirements.

I have examined the document for conformity with a checklist of requirements from the joint Federal Transportation Conformity Rule of the EPA and the U.S. Department of Transportation. Based on this information, the MPCA has determined that the projects included in the 2040 Plan update meet all relevant regional emissions analysis and budget tests as required by the Conformity Rule.

Therefore, the 2040 Plan update fully meets and conforms to the relevant sections of the Federal Transportation Conformity Rule and to the applicable sections of the Minnesota State Implementation Plan for Air Quality.

The MPCA appreciates the opportunity given to review this document as part of the EPA's Transportation Conformity Rule consultation process, and for the great work done by the Council's staff in completing this analysis in a timely fashion. The MPCA also appreciates the cooperation of the interagency consultation group with their immediate assistance in resolving all policy and technical issues with respect to the Plan's Air Quality Conformity determination.

Commented [EJ2]: Replace with current letter from MPCA



Amy Vennewitz  
Page 2  
May 31, 2018

If you have any questions, please contact me at 651-757-2347 or by email at [innocent.eyoh@state.mn.us](mailto:innocent.eyoh@state.mn.us).

Sincerely,



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

IE:ds

cc: Jonathan Ehrlich, Metropolitan Council  
Elaine Koutsoukos, Metropolitan Council  
Lisa Freese, Technical Advisory Committee Chair  
Paul Oehme, Technical Advisory Committee Funding and Programing Committee Chair  
Jan Lucke, Technical Advisory Committee Planning Chair  
Brian Isaacson, MnDOT  
Andrew Emanuele, FHWA  
Michael Leslie, EPA  
J. David Thornton, MPCA  
Todd Biewen, MPCA  
Frank Kohlasch, MPCA  
Mary Jean Fenske, MPCA  
Amanda Smith, MPCA

## Status of Transportation Control Measures

Pursuant to the Conformity Rule, the Metropolitan Council reviewed the Transportation ~~Improvement Policy Plan Program~~ and certifies that the Transportation ~~Improvement Policy Plan Program~~ conforms to the State Implementation Plan and does not conflict with its implementation. All transportation system management strategies that were the adopted transportation control measures for the region have been implemented or are ongoing and funded. There are no transportation management strategy projects remaining to be completed. There are neither fully adopted new regulatory transportation control measures nor fully funded non-regulatory measures that will be implemented during the programming period of the Transportation Improvement Program. There are no prior control measures that were adopted since Nov. 15, 1990, nor any prior measures 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, based on the 1980 Air Quality Control Plan for Transportation, which in turn cites transit strategies in the 1978-1983 Transportation Systems Management Plan. It is anticipated that the Transportation Air Quality Control Plan will be revised in the near future. The following lists the summary and status of the currently adopted transportation control measures:

**Vehicle Inspection and Maintenance Program** (listed in the Transportation Control Plan as a potential strategy for hydrocarbon control with carbon monoxide benefits). This program became operational in July 1991 and was terminated in December 1999.

**I-35W Bus/Metered Freeway Project.** Metered freeway access locations have bus and carpool bypass lanes at strategic intersections on I-35W. A revised metering program became operational in March 2002. The 2040 Transportation Policy Plan calls for the implementation of Bus Rapid Transit in the I-35W corridor. As part of the Urban Partnership Agreement (UPA) additional transit lanes were added to Marquette and 2nd Ave in Minneapolis, and transit capacity in the I-35W corridor has been enhanced through MnPASS lanes.

**Traffic Management Improvements** (multiple; includes State Implementation Plan amendments):

**Minneapolis Computerized Traffic Management System.** The Minneapolis system is installed. New hardware and software installation were completed in 1992. The system has been significantly extended since 1995 using CMAQ funding. Traffic signal improvements were made to the downtown street system to provide daily enhanced preferred treatment for bus and LRT transit vehicles in 2009.

**St. Paul Computerized Traffic Management System.** St. Paul system completed in 1991.

**University and Snelling Avenues, St. Paul.** Improvements were completed in 1990 and became fully operational in 1991.

**Fringe Parking Programs.** Minneapolis and St. Paul implement ongoing programs for fringe parking and incentives to encourage carpooling through their respective traffic management organizations.

**Stricter Enforcement of Traffic Ordinances.** Ongoing enforcement of parking idling and other traffic ordinances is being aggressively pursued by Minneapolis and St. Paul.

**Public Transit Strategies** (from the 1983 Transportation Systems Management Plan):

**Reduced Transit Fares.** Current transit fares include discounts for off-peak and intra-CBD travel. Reduced fares are also offered to seniors, youth, Medicare card holders, and persons with disabilities.

**Transit Downtown Fare Zone.** All transit passengers can ride either the Minneapolis or Saint Paul fare zones for 50 cents. Passengers can ride Nicollet Mall buses for free within the downtown zone.

**Community-Centered Transit.** The Metropolitan Council is authorized by legislation to enter into and administer financial assistance agreements with local transit providers in the metropolitan region, including community-based dial-a-ride systems. A regional restructuring of dial-a-ride service, now called Transit Link, occurred in 2010.

**Flexible Transit.** Several routes in the region are operated offering flexible, on-demand stops. Also, Metro Mobility, as well as the dial-a-ride services mentioned above, operates with flexible routes catered to riders' special needs.

**Total Commuter Service.** The non-CBD employee commuter vanpool matching services provided by this demonstration project, mentioned in the 1983 Transportation Systems Management Plan as well as the Transportation Control Plan, are now administered by the Metro Vanpool program, a service of the Metropolitan Council.

**Elderly and Handicapped Service.** ADA Paratransit Service is available for people who are unable to use regular route transit service (or have extreme difficulty doing so) because of a disability or health condition. ADA Paratransit Service provides "first-door-through-first-door" transportation in 89 communities throughout the metropolitan area for persons who are ADA-certified. In addition, every regular-route bus has a wheelchair lift, and drivers are trained to help customers use the lift and secure their wheelchairs safely. LRT trains offer step-free boarding, and are equipped with designated sections for customers using wheelchairs. In addition, all station platforms are fully accessible.

**Responsiveness in Routing and Scheduling.** Metro Transit conducted a series of Transit Redesign "sector studies" to reconfigure service to better meet the range of needs based on these identified transit market areas. Service is now re-evaluated as needed.

**Central Business Districts Parking Shuttles.** The downtown fare zones mentioned above provide fast, low-cost, convenient service to and from parking locations around the central business districts.

**Simplified Fare Collection.** The fare zone system in place at the time of the Transportation Systems Management Plan has since been eliminated. Instead, a simplified fare structure based on time (peak vs. off-peak) and type (local vs. express) of service has been implemented, with discounts for select patrons (e.g. elderly, youth). Convenient electronic fare passes are also available, improving the ease of fare collection.

**Bus Shelters.** Metro Transit coordinates bus shelter construction and maintenance throughout the region. Shelter types include standard covered wind barrier structures as well as lighted and heated transit centers at major transfer points and light rail stations.

**Rider Information.** Rider information services have been greatly improved since the 1983 Transportation Systems Management Plan was created. Schedules and maps have been re-designed for improved clarity and readability, and are now available for download on Metro Transit's website, which also offers a custom trip planner to help riders choose the combination of routes that best serve their needs. Bus arrival and departure times are posted in all shelters. Schedule and real time information is available through the NexTrip mobile, web, or SMS app and is shared with third party developers.

**Transit Marketing.** Metro Commuter Services, under the direction of Metro Transit, coordinates all transit and rideshare marketing activities for the region, including the work by five Transportation Management Organizations (TMOs) that actively promote alternatives to driving alone through employer outreach, commuter fairs and other programs. Metro Commuter Services also conducts an annual Commuter Challenge, which is a contest encouraging commuters to pledge to travel by other means than driving alone.

**Cost Accounting and Performance-Based Funding.** Key criteria in the aforementioned Transit Redesign process includes service efficiency (subsidy per passenger) and service effectiveness (passengers per revenue hour). Metro Transit uses these metrics to evaluate route cost-effectiveness and performance and determine which routes are kept, re-tuned or eliminated.

**“Real-Time” Monitoring of Bus Operations.** The regional Transit Operations Center permits centralized monitoring and control of all vehicles in the transit system.

**Park and Ride.** The 2030 Park-and-Ride Plan provides guidelines intended for use in planning, designing, and evaluating proposed park-and-ride facilities served by regular route bus transit. The guidelines can also be used for park-and-ride lots without bus service and at rail stations. The Metropolitan Council administers capital funding to transit operating agencies building, operating and maintaining park-and-ride facilities. In 2016, the region served 109 park-and-ride facilities with a capacity of 34,172. Average usage in 2013 was 55 percent.

**Hennepin and First Avenue One-Way Pair.** These streets in downtown Minneapolis were re-configured subsequent to the 1980 Air Quality Control Plan for Transportation to address a local carbon monoxide hot-spot issue that has since been resolved. The streets reverted to a two-way configuration in 2009.

The above list includes two transportation control measures that are traffic flow amendments to the State Implementation Plan. The MPCA added them to the State Implementation Plan since its original adoption. These include, in St. Paul, a carbon monoxide Traffic Management System at the Snelling and University Avenue.

While not control measures, the MPCA added two additional revisions to the State Implementation Plan that reduce carbon monoxide: A vehicle emissions inspection/maintenance program, implemented in

1991, to correct the region-wide carbon monoxide problem; and a federally mandated four-month oxygenated gasoline program implemented in November 1992. In December 1999 the vehicle emissions inspection/maintenance program was eliminated.

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

## 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 Transportation Improvement Programs.

The following is a list of "exempt" projects and their corresponding codes used in column "AQ" of the Transportation Improvement Program. 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 Metropolitan 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