Transportation Committee

Meeting date: April 22, 2012

For the Metropolitan Council meeting of May 8, 2012

Subject: Adoption of 2030 Transportation Policy Plan amendment for Bottineau Transitway Locally Preferred Alternative and Additional Potential Arterial Bus Rapid Transit Routes

District(s), Member(s): 1-Smith, 2-Schreiber, 6-Brimeyer, 7-Cunningham, 8-Duininck, 14-Commers

Policy/Legal Reference: M.S. 473.146, subd. 3 & 23 CFR 450.322

Staff Prepared/Presented: Arlene McCarthy, Director MTS (651-602-1754)
Amy Vennewitz, Deputy Director MTS (651-602-1058)
Mary Karlsson, Planning Analyst (651-602-1819)

Division/Department: Metropolitan Transportation Services (MTS)

Proposed Action

That the Metropolitan Council:

- Accept the attached Public Comment Report,
- Adopt the attached amendment to the 2030 Transportation Policy Plan that:
    - Selects light rail transit (LRT) on the West Broadway in Brooklyn Park-Burlington Northern Santa Fe Corridor-Olson Memorial Highway alignment (Alternative B-C-D1) as the locally preferred alternative (LPA) for the Bottineau Transitway, and
    - Identifies additions to the 2030 potential Arterial Bus Rapid Transit (Arterial BRT) routes based on results of the Arterial Transitway Corridors Study.
- Affirm the amendment maintains the fiscal constraint and air quality conformity of the plan.

Background

The Metropolitan Council is required, under both state and federal law, to develop a long range multimodal regional transportation policy plan. The current 2030 Transportation Policy Plan (TPP), adopted in November 2010, identifies the Bottineau Transitway as a corridor to be studied for implementation of LRT or BRT, but does not specify a preferred mode or alignment for the transitway. The current plan also identifies nine corridors as potential Arterial BRT corridors.

The Hennepin County Regional Railroad Authority (HCRRA) has been the lead agency for the Bottineau Transitway Alternatives Analysis and recommended light rail transit on the West Broadway in Brooklyn Park-Burlington Northern Santa Fe Corridor-Olson Memorial Highway alignment (LRT Alternative B-C-D1) as the locally preferred alternative (LPA) on June 26, 2012. The proposed amendment to the TPP recommends this locally preferred alternative for the Bottineau Transitway.

The proposed amendment also reflects recommendations from the 2012 Arterial Transitway Corridors Study, expanding the list of potential Arterial BRT corridors to include Penn Avenue North, Hennepin Avenue, and Lake Street, and extending the already-planned Chicago Avenue corridor to include Fremont-Emerson Avenues North.

The proposed amendment reflects that a number of the potential Arterial BRT corridors are also being studied for other modes such as streetcar.

The Metropolitan Council identified two major issues with the June 2012 Bottineau LPA recommendation - lack of support from the City of Golden Valley and stated opposition by the Minneapolis Park and Recreation Board - to be addressed before the Council would consider the proposed TPP amendment. The Minneapolis Park and Recreation Board issued a September 5, 2012 letter retracting its opposition to the recommended LPA, and Golden Valley passed a resolution of support for the recommended LPA on December 18, 2012.

After resolution of these issues, on January 23, 2013 the Council authorized a public hearing and 45-day public comment period on the proposed amendment. The public comment period began on February 4 and concluded on March 21, 2013. The Air Quality Conformity Analysis and Documentation for this amendment, and the Minnesota Pollution Control Agency's response and concurrence with the proposed conformity determination, were made available to the public as part of the public comment process. A public meeting on the amendment was held on March 7 and 50 individuals attended. A public hearing on the amendment was held at the March 11 Transportation Committee meeting with testimony provided by 13 people including residents, representatives from North Hennepin Community College, and a member of the Hennepin County Regional Railroad Authority.

A summary of the public comments on the proposed amendment is attached along with responses recommended by Council staff. Council staff is recommending no changes to the proposed amendment based on public comment. The comments include support and opposition. Many of the comments do not apply directly to the proposed amendment but will be shared with city, Hennepin County, and Metro Transit leadership because they will be helpful in understanding concerns as projects advance.

The Transportation Advisory Board (TAB) to the Metropolitan Council reviewed the proposed amendment (attached) and recommended it for adoption on December 19, 2012 with changes that have been incorporated. Consistent with the procedure established in the region's Transportation Planning and Programming Guide (June 2012), staff will present a summary of public comments at the TAB's May 15, 2013 meeting.

The proposed amendment does not change revenue or project cost assumptions, thereby maintaining the fiscal constraint of the 2030 Transportation Policy Plan.

Rationale

Under federal transportation planning requirements, the LPA must be selected and amended into the regional transportation plan before a transitway project may apply to enter the New Starts process. This TPP amendment specifying the Bottineau Transitway LPA selection will allow the Metropolitan Council to seek FTA permission in 2013 to start New Starts Project Development on the project.

Funding

This action does not require funding. If permitted to enter Project Development under the current funding structure, Bottineau project costs will be shared as follows: 50% federal, 30% CTIB, 10% state and 10% regional rail authorities.

Known Support / Opposition

Support and opposition to the proposed amendment voiced during the public comment period is shown in the attached Public Comment Report. In addition, the following support is known:

- Metropolitan Council's Transportation Advisory Board (TAB)
- Hennepin County Regional Railroad Authority (HCRRA)

- Minneapolis, Golden Valley, Robbinsdale, Crystal, and Brooklyn Park passed resolutions supporting the Bottineau LPA recommendation
- Bottineau Transitway Policy Advisory Committee (PAC) and Community Advisory Committee (CAC)
- North Hennepin Community College (Brooklyn Park), Courage Center (Golden Valley), Honeywell (Golden Valley), Minneapolis Building and Construction Trades Council.

Some public opposition to the recommended LPA selection was voiced through public hearings conducted by Golden Valley, the HCRRA, and the PAC.

PROPOSED AMENDMENT TO THE 2030 TRANSPORTATION POLICY PLAN

Revision 1

Chapter 1: *Overview, The Regional Transportation Strategy, The Transit Contribution*, Page 5, Third Paragraph, revise language to read (revisions noted below):

Nine other potential transitway corridors are under consideration in this plan. According to the Council's Transit Master Study, two of them show good potential for light rail or a dedicated busway- Southwest, between Eden Prairie and Minneapolis, and Bottineau ~~Boulevard~~, connecting the northwest suburbs with downtown Minneapolis. Light rail ~~LRT~~ was selected as the locally preferred alternative (LPA) for the Southwest Corridor by Hennepin County Regional Railroad Authority in early 2010 and amended into the Transportation Policy Plan by the Council in May 2010. ~~Bottineau Boulevard is under study as is the Rush Line corridor the proposed link between Forest Lake and St. Paul~~. Hennepin County also selected light rail as the LPA for the Bottineau Transitway in June 2012 and the Council amended it into the Transportation Policy Plan in May 2013. The Rush Line corridor, the proposed link between Forest Lake and St. Paul, is currently under study. An alternatives analysis for Red Rock was completed, and bus improvements are currently being planned. An alternatives analysis ~~will begin~~ began for the Gateway corridor (I-94 east) in fall 2010.

Revision 2

Chapter 7: *Transit, Progress Since 2004 Policy Plan, Transitway Development*, Page 113, Second Bullet, revise language to read (revisions noted below):

The region made substantial progress in developing transitways in the past several years: …

- ~~The Bottineau Transitway, linking downtown Minneapolis to communities in northwestern Hennepin County, began an alternatives analysis and environmental documentation.~~ The Bottineau Transitway completed alternatives analysis and selected LRT on the West Broadway in Brooklyn Park – Burlington Northern Santa Fe Corridor – Olson Memorial Highway alignment (Alternative B-C-D1) as the Locally Preferred Alternative in May 2013, progressed in environmental documentation with the DEIS scheduled for public review in 2013, advanced station area land use planning, and began preparations for a request for permission from the FTA to enter the Preliminary Engineering design phase. The corridor connects Brooklyn Park, Crystal, Robbinsdale, Golden Valley, and Minneapolis.

Revision 3

Chapter 7: *Transit, 2030 Transit Plan, Develop a Network of Bus and Rail Transitways, Corridors Under Study or Development,* Page 137, Third Bullet, revise language to read (revisions noted below):

Previous plans and studies inform the transitway recommendations described in this section. Corridors currently in some stage of study or development include: …

- Bottineau Transitway – ~~Alternatives analysis and environmental documentation is in progress.~~ LRT on the West Broadway in Brooklyn Park – Burlington Northern Santa Fe Corridor – Olson Memorial Highway alignment (Alternative B-C-D1) was selected in May 2013 as the Locally Preferred Alternative. The LPA selection completes the New Starts Alternatives Analysis transportation planning process. Consistent with federal guidance to integrate the NEPA process with the transportation planning

process, the Draft Environmental Impact Statement (DEIS) study process will continue with the DEIS scheduled to be complete in 2013.

Revision 4

Chapter 7, *Transit, 2030 Transit Plan, Develop a Network of Bus and Rail Transitways, Transitway Recommendations, Light Rail and Dedicated Busways, Light Rail Transit and Dedicated Busway Recommendations,* Page 140, Fourth Paragraph, revise language to read (revisions noted below):

The Council's 2030 Transit Master Study showed two other corridors with high potential for light rail or a dedicated busway. The Southwest Transitway extends between Eden Prairie and Minneapolis, including the cities of Minnetonka, Hopkins, and Saint Louis Park. The Bottineau Transitway extends from Brooklyn Park to Minneapolis, and includes the cities of Crystal, Robbinsdale, and Golden Valley. An alternatives analysis has been completed for both corridors ~~this corridor and a draft environmental impact statement (DEIS) is anticipated in 2010~~. A draft environmental impact statement (DEIS) was published for Southwest in Fall 2012. A DEIS is scheduled for publication for Bottineau in 2013. LRT on the Kenilworth-Opus-Golden Triangle alignment (Alternative 3A) was selected as the Locally Preferred Alternative for Southwest and LRT on the West Broadway in Brooklyn Park – Burlington Northern Santa Fe Corridor – Olson Memorial Highway alignment (Alternative B-C-D1) was selected as the LPA for Bottineau.. ~~Bottineau Corridor extends from Minneapolis to potential destinations in Maple Grove or Brooklyn Park. Alternatives analysis and environmental work is on-going for this corridor and both LRT and BRT alternatives continue to be studied.~~

Revision 5

Chapter 7: *Transit, 2030 Transit Plan, Develop a Network of Bus and Rail Transitways, Transitway Recommendations, Bus Rapid Transit*, Page 142, revise language to read (revisions noted below):

1. Arterial Bus Rapid Transit

The *2030 Transit Master Study* and other studies screened high ridership arterial transit corridors for their potential for light rail or dedicated busways. These studies showed that substantial ridership growth could be achieved through faster and higher frequency service. These corridors are all in highly developed areas with very limited right-of-way available, meaning that light rail or dedicated busways are most likely not feasible. These areas also have existing high density and mixed-use development characteristics that foster strong existing and potential transit ridership. Furthermore, local communities have focused growth on these corridors through infill and redevelopment opportunities.

Bus Rapid Transit service on arterial streets ~~could provide limited stop service and~~ will use technology and facility improvements to provide a faster, more reliable trip with fewer stops in these corridors and use branding to differentiate the service from regular bus routes.

Candidate corridors are shown in Figure 7-39. The Council completed ~~This plan recommends~~ a comprehensive study of eleven corridors for this service in early 2012~~,~~. While the study found differing performance and readiness among these corridors, strong existing ridership, planned growth and the cost effective nature of arterial transitway improvements make investments in any of the study corridors by 2030 appropriate.

In addition, during the consideration and selection of the Bottineau Transitway Locally Preferred Alternative, potential arterial bus rapid transit improvements were identified along Penn Avenue and an extension of the Chicago Avenue corridor along Emerson-Fremont Avenues in north Minneapolis. These corridors share many characteristics with the top performing corridors in the Arterial Transitway Corridors Study, including high ridership, and slow average speeds and therefore have been added to the list of potential arterial BRT corridors.

This plan ~~and~~ assumes six arterial bus rapid transitways will be implemented between 2008 and 2020 and three additional by 2030. The ~~proposed~~ potential corridors include:

Central Avenue	Nicollet Avenue	Robert Street
Snelling Avenue/Ford Pkwy	West 7th Street	Chicago/Emerson-Fremont Ave
West Broadway	East 7th Street	American Boulevard
Lake Street	Hennepin Avenue	Penn Avenue

~~In addition, the Arterial Transitway Corridor Study will include an analysis of the Lake Street Corridor and the Hennepin Avenue corridor between West Lake Street and downtown Minneapolis.~~ Some of the corridors ~~have been~~ are being studied and may be recommended for modes in addition to bus rapid transit, including potential streetcar. ~~The results of these studies will be incorporated into the Arterial Transitway Corridors Study and considered in selecting appropriate modes, alignments, and prioritization of corridor investments.~~ Alternatives Analyses are currently underway for the Nicollet Avenue and Central Avenue corridors, the Lake Street/Midtown corridor and the Robert Street corridor and proposed on the West Broadway corridor in Minneapolis and Robbinsdale. These detailed corridor analyses ~~following the Study~~ will determine if other bus or rail improvements, such as streetcar are viable in the near or long term. In some corridors, arterial BRT implementation could be complementary to, or a precursor to, future rail improvements including streetcar.

Revision 6

Chapter 7: *Transit, 2030 Transit Plan, Develop a Network of Bus and Rail Transitways, Transitway Recommendations,* Page 143 replace Figure 7-39 Potential 2030 Arterial BRT Routes with new figure (attached).

Revision 7

Chapter 7: *Transit, 2030 Transit Plan, Develop a Network of Bus and Rail Transitways, Transitway Recommendations,,* Page 147 replace Figure 7-42 Proposed 2030 Express Service Corridors with new figure (attached).

Revision 8

Chapter 7: *Transit, 2030 Transit Plan, Develop a Network of Bus and Rail Transitways, Transitway Recommendations,* Page 148 replace Figure 7-43 2030 Transitway System with new figure (attached).

Revision 9

Chapter 7: *Transit, 2030 Transit Plan, Develop a Network of Bus and Rail Transitways, Transitway Recommendations, Summary of Transitway Recommendations,*, Page 149-150, revise language to read (revisions noted below):

Complete, In Construction, Final Design or Preliminary Engineerings

Eight ~~Seven~~ transitway corridors, Hiawatha LRT, I-35W BRT, Cedar Avenue BRT, I-394 Managed Lane, Northstar Commuter Rail, and Central LRT are complete, in construction, final design or preliminary engineering ~~while~~ with Southwest ~~is anticipated to enter~~ entering preliminary engineering in ~~2010~~ 2012 and Bottineau anticipated to apply for entry into preliminary engineering in 2013.

Develop as LRT/Busway/BRT/Commuter Rail

Seven ~~Eight~~ corridors, ~~Bottineau,~~ I-35W North, Central Ave/TH65/BNSF, Rush Line, TH36/NE, Gateway, Midtown and Red Rock corridors should continue in development and are recommended as potential transitways by 2030.

Planning and development studies, conducted and funded in cooperation with county regional railroad authorities and Mn/DOT, will determine the specific alignment, mode and schedule for each corridor. Corridor Status:

- ~~Bottineau Boulevard: Alternatives analysis and environmental documentation underway.~~
- Rush Line: Initiated commuter bus demonstration service in 2010 with alternatives analysis underway.
- Gateway: Alternatives analysis underway.
- I-35W N, Central Ave/TH65/BNSF, and TH36/NE: Preferred mode and alignment to be determined through alternatives analyses over the next three years.
- Midtown: Preferred mode and alignment to be determined through further study.
- Red Rock: Alternatives analysis prepared recommending a phased approach with commuter rail implemented if high speed rail is developed in the corridor.

As corridors move toward implementation, the revenue estimates in this plan would allow for the following transitways to be implemented:

- Three corridors could be built as LRT or dedicated busways, one to be completed by 2020, one possibly begun before 2020 and completed soon after, and a third possibly completed by 2030. Both the Southwest and Bottineau corridors have selected LRT as the preferred mode and potentially represent two of the three corridors;
- Four BRT corridors could be built on highway alignments, two by 2020 and two additional BRT corridors on highway alignment by 2030; and
- One additional commuter rail corridor could be built by 2030.

However it should be noted that based on current data, no commuter rail line other than the Northstar corridor appears to generate enough ridership to justify this kind of large capital investment. This assumption was validated in 2010 by comparing actual Northstar ridership data to commuter rail ridership projections previously prepared for that corridor to evaluate the accuracy of the ridership model. However, progress in potential high speed or intercity passenger rail connections to Chicago and Duluth could significantly reduce the capital cost of the Red Rock and Bethel-Cambridge commuter rail lines and improve their cost/effectiveness. Because other

commuter rail corridors may become viable in the future, this plan assumes implementation of a second commuter rail line in its cost estimates between 2020 and 2030.

Develop as Arterial BRT Corridors

Nine corridors are recommended as potential Arterial BRT facilities by 2030. In some of those corridors, arterial BRT implementation could be complementary to, or a precursor to future rail improvements including streetcar. This plan's cost estimates assume that six corridors are to be implemented by 2020 and three additional corridors by 2030. Three additional corridors may be implemented after 2030. Potential corridors include:

Central Avenue	Nicollet Avenue	Robert Street
Snelling Avenue/Ford Pkwy	West 7th Street	Chicago/Emerson Fremont Ave
West Broadway	East 7th Street	American Boulevard
Lake Street	Hennepin Avenue	Penn Avenue

Express Bus Corridors with Transit Advantages

Various corridors

Intermodal Hubs

The implementation of a network of transitways converging on the two downtowns will require the development of intermodal facilities where passengers can make connections between lines. This plan identifies the Union Depot in downtown St. Paul and the Target Field Station/Interchange near downtown Minneapolis as those two intermodal hubs.

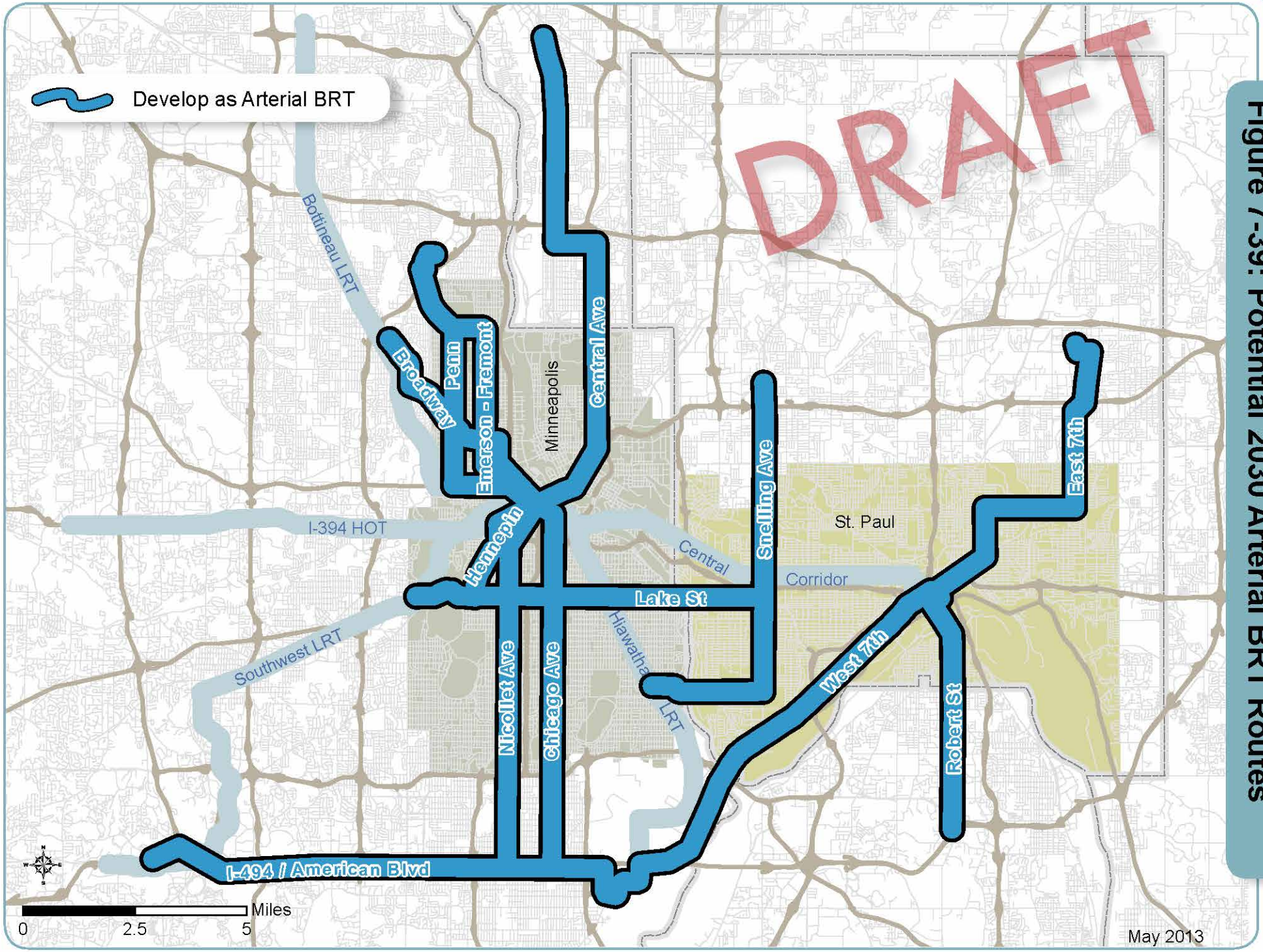

Figure 7-39: Potential 2030 Arterial BRT Routes

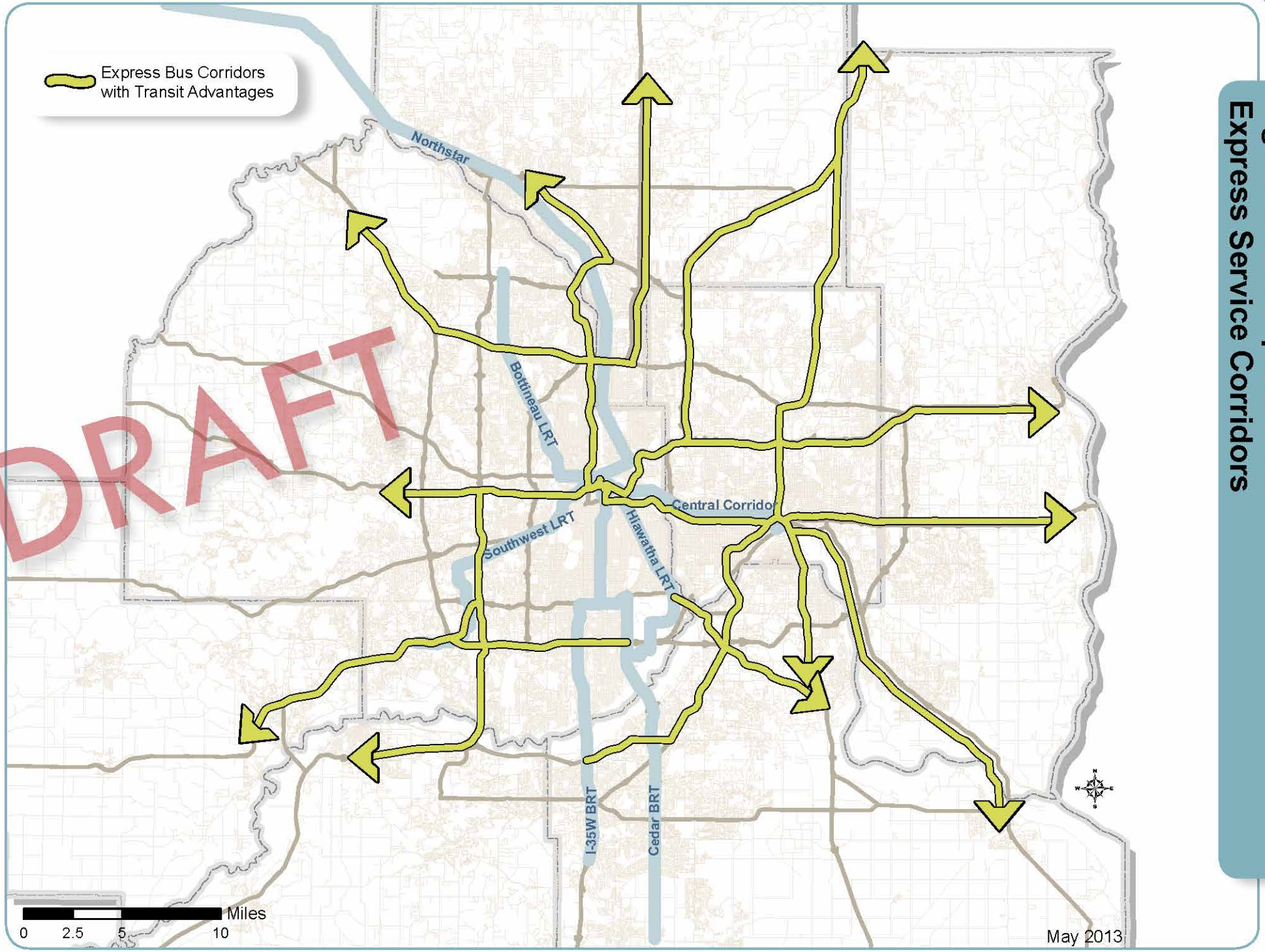

Figure 7-42: Proposed 2030 Express Service Corridors

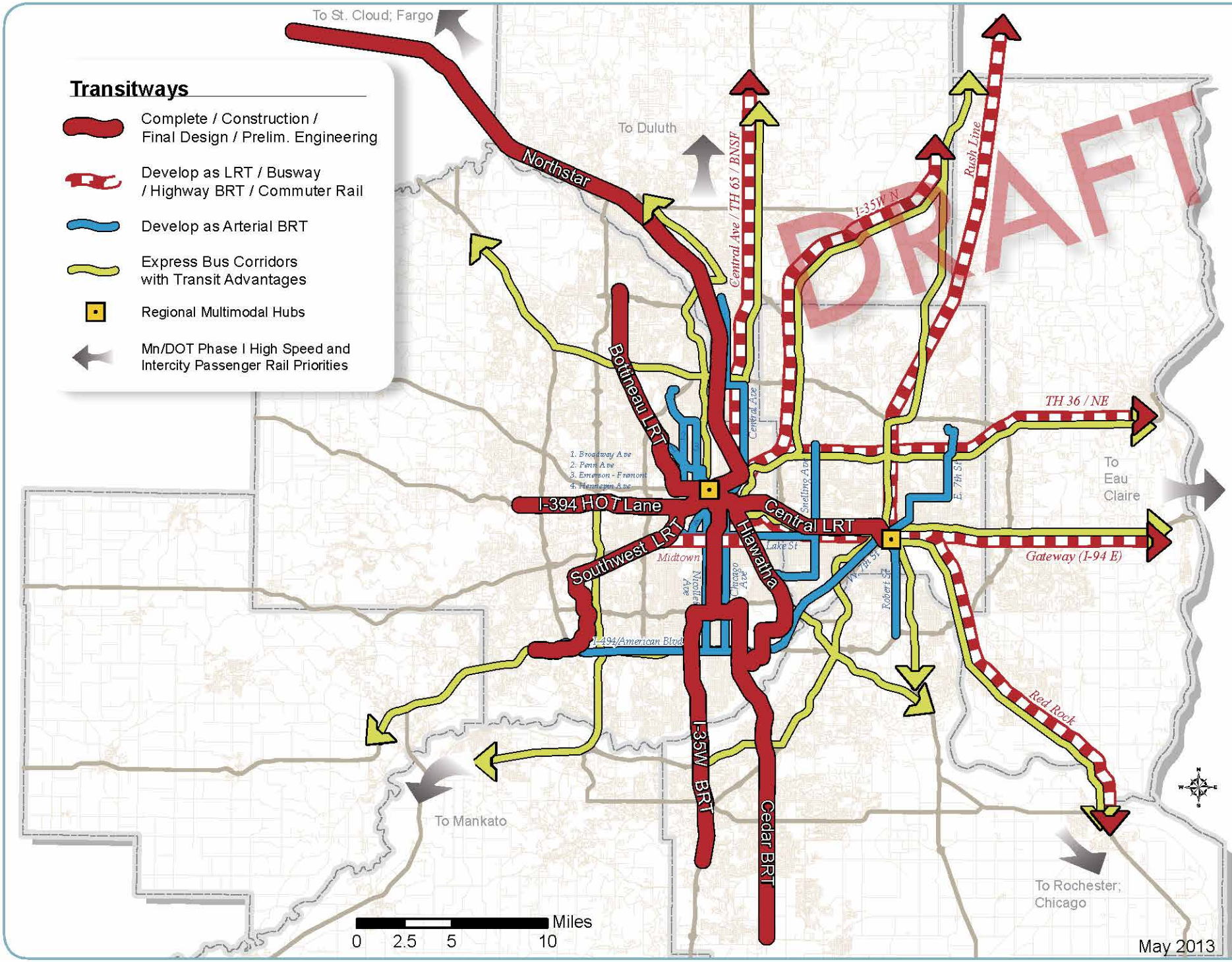

Figure 7-43: 2030 Transitway System

Minnesota Pollution Control Agency

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August 8, 2012

Ms. Arlene McCarthy
Director
Metropolitan Transportation Services
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

RE: Air Quality Conformity Analysis for the 2012 Metropolitan Council's 2030 Transportation - Policy Plan Update

Dear Ms. McCarthy:

The Minnesota Pollution Control Agency (MPCA) has completed its review of the above referenced document submitted by the Metropolitan Council (Council) in support of its 2012 update of the 2030 Transportation Policy Plan (Plan). 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 update and its conformity review of projects and documentation. An interagency consultation meeting was held on July 1, 2012. Other ongoing communication occurred along with periodic meetings, draft reports, e-mails and phone calls.

The current Plan was adopted in January 14, 2009, and was subsequently updated in November 2010, to include Highway and Aviation chapters. The requested plan amendment will include the locally preferred alternative for the Bottineau Transitway. The adopted plan currently does not specify a mode or alignment for the Bottineau Transitway. The proposed amendments also reflect proposed changes due to the completion of the Arterial Transitway Corridors Study including listing Lake Street, Hennepin Avenue, Penn Avenue and Emerson-Fremont Avenues in north Minneapolis as potential Arterial BRT corridors.

As part of this Plan Update, the Council has revised the Conformity Documentation referenced as Appendix F in the Plan. This provides the basis for meeting carbon monoxide (CO) standards. This revision involved conferring on the application of the latest air quality emission models, the reviewing 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 plan for Action years 2015, 2015, and 2020. The analysis included the projects listed in Tables B-1 through B-4.

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 because it is unreasonable to expect that the Twin Cities maintenance area will 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 conformance with a check list of requirements from the joint 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 2012 Plan Update meet all relevant regional emissions analysis and budget tests as described herein.

Therefore, the 2012 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 by completing this analysis in a timely fashion. The staff 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.

If you have any questions, please contact me at 651-757-2347 or via e-mail at innocent.eyoh@state.mn.us.

Sincerely,

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

cc: Jonathan Ehrlich, Met Council
Brian Isaacson, Mn/DOT
Susan Moe, FHWA
Michael Leslie, EPA
J. David Thornton, MPCA
Shannon Lotthammer, MPCA
Frank Kohlasch, MPCA
Mary Jean Fenske, MPCA

IEE:jab

Appendix F: Clean Air Act Conformance
Conformity Documentation of the amended 2030 Metropolitan Council Transportation Policy Plan to the 1990 Clean Air Act Amendments
July 3, 2012

The United States Environmental Protection Agency's (EPA's) *40 CFR PARTS 51 and 93*, referred to together with all applicable amendments as the "Conformity Rule," requires the Metropolitan Council (the Council) to prepare a conformity analysis of the region's *Transportation Policy Plan* (the Plan), as well as the *Transportation Improvement Program* (TIP). Based on an air quality analysis, the Council must determine whether the Plan conforms to the requirements of the 1990 Clean Air Act Amendments (CAAA) 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 Council's conformity analysis before the Plan is approved for public review; a letter describing the MPCA's review is on page F-3.

Specifically, the Minneapolis/St. Paul Metropolitan Area is within an EPA-designated carbon monoxide (CO) limited maintenance 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 in Exhibit B-1. The term "maintenance" reflects the fact that regional CO emissions were unacceptably high in the 1970s when the NAAQS were introduced, but were subsequently brought under control through a metro-area Vehicle Inspection and Maintenance (VIM) Program completed in the 1990s. The EPA then re-designated the area as in attainment of the NAAQS for CO 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 CO budget as well. A second ten-year maintenance plan was approved by EPA on November 8, 2010 as a "limited maintenance plan." Every long-range Plan or 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 Plan, satisfying the aforementioned analysis requirement, must be in place in order for any federally funded transportation program or project phase to receive FHWA or FTA approval. This appendix describes the procedures used to analyze the amended 2030 Transportation Policy Plan and lists findings and conclusions supporting the Metropolitan Council's determination that this TIP conforms to the requirements of the CAAA.

The analysis described in the appendix has resulted in a Conformity Determination that the projects included in the amended 2030 Transportation Policy Plan meet all relevant regional emissions analysis and budget tests as described herein. The 2013-2016 Transportation Improvement Program conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

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I. CONFORMITY OF THE AMENDED 2030 TRANSPORTATION POLICY PLAN: FINDINGS AND CONCLUSIONS

An analysis of the regionally significant projects listed in the Plan was prepared. The analysis included the projects listed in Tables F-1 through F-4. This analysis meets the following Conformity Rule requirements:

- *Inter-agency consultation* (§93.105, §93.112). 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* (§93.126, §93.127). The Plan analysis includes all known federal and nonfederal regionally significant projects as defined in §93.101 of the Conformity Rule. Exempt projects not included in the regional air quality analysis were identified by the inter-agency consultation group and classified in accordance with §93.126 of the Conformity Rule.

- *Donut areas* (§93.105(c)(2)). No regionally significant projects are planned or programmed for the City of New Prague. The air quality analysis of CO emissions for Wright County is prepared by the Council as part of an intergovernmental agreement with the County, MNDOT and the Council. Four regionally significant projects were identified for Wright County to be built within the analyses period of the Plan. The projects are in the maintenance area, but are outside of the Metropolitan Council's seven-county planning jurisdiction.

- *Latest planning assumptions* (§93.110). The Council is required by Minnesota statute to prepare regional population and employment forecasts for the Twin Cities Seven-County Metropolitan Area. The published source of socioeconomic data for this region is the Metropolitan Council's *2030 Regional Development Framework*. This planning document provides the Council with socio-economic data (planning assumptions) needed to develop long range forecasts of regional highway and transit facilities needs. The latest update to these forecasts was published December 31, 2011.

Other conformity requirements have been addressed as follows:

- The Plan was prepared in accordance with the *Public Participation Plan for Transportation Planning*, adopted by the Council on February 14, 2007. This process satisfies SAFETEA-LU requirements for public involvement, in addition to the public consultation procedures requirement of Conformity Rule §93.105.

- The Plan addresses the fiscal constraint requirements of 23 CFR Section 450.324 and Section 93.108 of the Conformity Rule. Chapter 3 of the TIP documents the consistency of proposed transportation investments with already available and projected sources of revenue.

- The Council certifies that the Plan does not conflict with the implementation of the SIP, 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 Plan includes the 2013-16 TIP projects. Moreover, any TIP 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.

II. CONSULTATION PROCEDURES

A. PUBLIC INVOLVEMENT PROCESS

The Council remains committed to a proactive public involvement process used in the development and adoption of the plan as required by the Council's Public Participation Plan for Transportation Planning. The Public Participation Plan is in Appendix D of the 2030 Transportation Policy Plan (revision adopted February 14, 2007) and complies with the public involvement process as defined in 23 CFR 450.316 and the SAFETEA-LU requirements of Title 23 USC 134(i)(5), as well as the most current revisions to the Conformity Rule.

In addition to the Public Participation Plan, the Council continues to develop, refine and test public involvement tools and techniques as part of extensive ongoing public involvement activities that provide information, timely notices and full public access to key decisions and supports early and continuing involvement to the development of plans and programs . For example, open houses, comment mail-in cards, emails, letters, internet bulletin board, voice messages and notices on its web site are used to attract participation at the open houses, disburse informational materials and solicit public comments on transportation plans.

B. INTERAGENCY CONSULTATION PROCESS

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 plan. An interagency conformity work group provides a forum for interagency consultation. The work group has representatives from the Council, MPCA, MnDOT, EPA and the FHWA. An interagency meeting was held on July 1, 2012 to consult during the preparation of the Plan document. Ongoing communication occurred along with periodic meetings, draft reports, emails and phone calls.

III. PROJECT LISTS AND ASSUMPTIONS

Definition of Regionally Significant and Exempt Projects

Pursuant to the Conformity Rule, the projects listed in the 2013-2016 TIP and Plan 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 (RTDFM), 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 TIP are listed in Exhibit F-4. Projects which are classified as exempt must meet the following requirements:

1. The project does not interfere with the implementation of transportation control measures.
2. The project is segmented for purposes of funding or construction and received all required environmental approvals from the lead agency under the NEPA requirements including:
    a. A determination of categorical exclusion: or
    b. A finding of no significant impact: or
    c. A final Environmental Impact Statement for which a record of decision has been issued.
3. 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.
    a. Safety projects that eliminated hazards or improved traffic flows.
    b. Mass transit projects that maintained or improved the efficiency of transit operations.
    c. Air quality related projects that provided opportunities to use alternative modes of transportation such as ride-sharing, van-pooling, bicycling, and pedestrian facilities.
    d. Other projects such as environmental reviews, engineering, land acquisition and highway beautification.

2013-2016 Transportation Improvement Program

The inter-agency consultation group, including representatives from MnDOT, FHWA, MPCA, EPA, and the Council, reviewed the list of projects to be completed by the 2013-2016 TIP timeframe, including the following:

- In-place regionally significant highway or transit facilities, services, and activities;
- Projects selected through the Council's Regional Solicitation process;
- Major Projects from MnDOT's ten-year work program; and

- 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 TIP (2011-2014), or;
  - have completed the NEPA process.

Each project was assigned to a horizon year (2015 or 2020) 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 and 2020 is shown in Tables F-1 through F-2.

Table F-4 contains a list of regionally significant projects selected by TAB from the 2012 Regional Solicitation. These projects are scheduled to be amended into the TIP for 2015-2016 in January 2013. The conformity determination in this analysis applies whether these projects are included or not.

2030 Transportation Policy Plan

The inter-agency consultation group also reviewed projects to be completed before 2030 but not within the 2013-2016 TIP timeframe, including the project types listed above, as well as regionally significant planned projects in the TPP and other regionally significant projects, regardless of funding source. Each project was assigned to a horizon year (2015, 2020, or 2030) 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 and 2030 is shown in Tables F-1 through F-3

Wright County and City of New Prague Projects

A significant portion of Wright County and the City of New Prague are included in the Twin Cities CO maintenance area established in October 1999. However, since neither the county nor the cities are part of the Seven County Metropolitan Area, Wright County and New Prague projects were not coded into the Seven-County regional transportation model. However, Wright County and New Prague projects are evaluated for air quality analysis purposes, and the emissions associated with the regionally significant projects identified are added to the Seven-County region's emissions total. No regionally significant projects are currently planned or programmed for the City of New Prague during the time period of this plan. Three Wright County projects were considered in the regional air quality analysis:

- TH 25: Construct 4 lane from Buffalo to start of 4 lane south of I-94 in Monticello
- I-94: Add WB C-D road between CSAH 37 and CSAH 19 interchanges in Albertville.
- I-94: Add WB auxiliary lane between CSAH 18 interchange and TH 25 interchange in Monticello

Table F–1
Regionally Significant Projects
2015 Action Scenario

Route	Description	Agency	MNDOT Project Number/Comments
TH 25	TH 55 IN MONTICELLO TO I-94 IN BUFFALO, WRIGHT CO. - RECONSTRUCT TO 4 LANES	MNDOT	8605-44
TH 23	FROM E OF ST. CLOUD TO TH 25 IN FOLEY – 2 TO 4 LANE EXPANSION	MNDOT	
I-94	ADD WB C-D ROAD BETWEEN CSH 37 ND CSAH 19 INTERCHANGES IN ALBERTVILLE. INCLUDES WB OFF RAMP FOR CSAH 19	MNDOT	8680-145
I-94	ADD WB AUXILLARY LANE BETWEEN CSAH 18 INTERCHANGE AND TH 25 INTERCHANGE IN MONTICELLO	MNDOT	8605-44
CSAH 116	SUNFISH LAKE BOULEVARD TO GERMANIUM ST – RECONSTRUCT TO FOUR LANES	ANOKA COUNTY	

Table F–1 Regionally Significant Projects 2015 Action Scenario			
CSAH 23	147TH ST TO 181TH ST – CONSTRUCTION OF 6-LANE FACILITY, INTERSECTION UPGRADES TO ACCOMMODATE BRT BUSES ON CEDAR AVENUE	DAKOTA COUNTY	
CSAH 109	MAIN ST TO JEFFERSON HWY – CONSTRUCT 4-LANE DIVIDED ROAD	HENNEPIN COUNTY	
CSAH 17	CSAH 14 (MAIN ST) TO CSAH 116 (BUNKER LAKE BLVD) – RECONSTRUCTION TO SIX-LANE ROADWAY IN BLAINE AND FOUR-LANE ROADWAY IN HAM LAKE	ANOKA COUNTY	002-617-018
CSAH 2	19TH ST SW TO 12TH ST SW AND THE I-35 INTERCHANGE – RECONSTRUCTION	WASHINGTON COUNTY	
CSAH 81	TH 100 TO CSAH 10 – RECONSTRUCT TO 6-LANE URBAN DIVIDED ROADWAY	HENNEPIN COUNTY	
CSAH 96	AT TH 10 IN ARDEN HILLS-CONSTRUCT INTERCHANGE, ETC.	RAMSEY COUNTY	062-596-003
TH 7	AT LOUISIANA AVE IN ST. LOIUS PARK- CONSTRUCT INTERCHANGE ETC.	ST. LOUIS PARK	2706-226
CSAH 10	FROM VICKSBURG LANE TO PEONY LN IN MAPLE GROVE-RECONSTRUCT TO 4-LANE DIVIDED ROADWAY, TRAILS, ETC.	MAPLE GROVE	
CSAH 116	FROM CSAH 7 TO 38TH AVE IN ANOKA & ANDOVER-RECONSTRUCT TO 4-LANE DIVIDED RDWY, PED/BIKE TRAIL, ETC.	ANOKA COUNTY	
TH 13	FROM ZINRAN AVE S TO LOUISIANA AVE S IN SAVAGE-RECONSTRUCT TH 13/101 INCLUDING AN OVERPASS FOR EB 101 TRAFFIC, ETC	SCOTT COUNTY	
TH 36	AT HILTON TRAIL IN PINE SPRINTS-RECONSTRUCT INTERSECTION	MNDOT	8204-55
TH 169/I-494	NEW INTERCHANGE CONSTRUCTION	MNDOT	2776-03B
CITY	ON GRANARY RD FROM 25TH AVE TO 17TH AVE SE IN MPLS-CONSTRUCT FIRST SEGMENT AS 3-LANES WITH TURN LANES, SIGNALS, LIGHTING, SIDEWALKS AND BICYCLE TRAIL	MINNEAPOLIS	141-433-02
CSAH 17	ON SCOTT CSAH 17 FROM SCOTT CSAH 78 TO SCOTT CSAH 16-RECONSTRUCT, ETC	SCOTT COUNTY	70-617-22
CSAH 5	AT TH 13 IN BURNSVILLE-CONSTRUCT INTERCHANGE, ACCESS CLOSURES, FRONTAGE RDS, ETC	DAKOTA COUNTY	19-605-28
TH 101	FROM CARVER CSAH 18(LYMAN BLVD) CSAH 14(PIONEER TR) IN CHANHASSEN-RECONSTRUCT TO 4-LN RDWY, ETC	CHANHASSEN	194-010-11
TH 149	FROM TH 55 TO I-494 IN EAGAN RECONSTRUCT FROM 4-LN RDWY TO 6-LN RDWY, TRAIL, ETC	EAGAN	195-010-10
CSAH 11	ON ANOKA CSAH 11(FOLEY BLVD) FROM 101ST TO EGRET IN COON RAPIDS-RECONSTRUCT TO 4-LN RDWY, NEW SIGNALS, TRAIL, ETC	ANOKA COUNTY	02-611-32
CSAH 18	ON CARVER CSAH 18(LYMAN BLVD) FROM CARVER CSAH 15(AUDUBON RD) TO CARVER CSAH 17(POWERS BLVD) IN CHANHASSEN-RECONSTRUCT TO 4-LN RDWY, ETC	CARVER COUNTY	10-618-13
CSAH 61	FROM CSAH 3(EXCELSIOR BLVD) TO NO OF TH 7 IN HOPKINS AND MINNETONKA- COUNTY UPGRADE TO A 4-LANE RDWY, INTERSECTION IMPROVEMENTS, ETC	HENNEPIN COUNTY	27-661-46
TH 36	FROM HAZELWOOD AVE TO TH 61 IN MAPLEWOOD-CONSTRUCT SPLIT- DIAMOND INTERCHANGE BETWEEN ENGLISH ST/TH 61, ACCESS CLOSURES, SIGNAL INSTALLATION, ETC	MAPLEWOOD	138-010-18
CSAH 51	FROM ANOKA CSAH 12 TO 121ST AVE IN COON RAPIDS & BLAINE – RECONSTRUCT TO 4-LN ROADWAY	ANOKA COUNTY	02-651-07

Table F–1 Regionally Significant Projects 2015 Action Scenario			
I-94	EB I-94 FROM 7TH ST EXIT TO MOUNDS BLVD- ADD AUXILLARY LANE	MNDOT	6283-175
I-494	FROM I-35W TO TH 100 IN BLOOMINGTON AND RICHFIELD- ADD AUXILLARY LANE		
CR 5	CONSTRUCT INTERCHANGE AT TH 13	CITY OF BURNSVILLE	019-605-028Scott Cty
TH 61	REPLACE MISSISSIPPI RIVER BRIDGE AND APPROACHES	MnDOT	1913-64
TH 52	REPLACE LAFAYETTE BRIDGE	MnDOT	6244-30
	CEDAR AVENUE BUS RAPID TRANSIT	METROPOLITAN COUNCIL	
	CENTRAL CORRIDOR LIGHT RAIL TRANSIT	METROPOLITAN COUNCIL	CCLRT

Table F- 2 Regionally Significant Projects 2020 Action Scenario			
Route	**Description**	**Agency**	**MnDOT Project Numbers – comments**
TH 36	NEW ST CROIX RIVER CROSSING	MNDOT	8217-82045
TH 610	CONSTRUCT FROM I-94 to CSAH 81		
I- 35E	FROM MARYLAND TO I-94, RECONSTRUCT WITH MNPASS LANE, RECONSTRUCT MARLYLAND AVE INTERCHANGE	MnDOT	6280-308
TH 100	FROM 36th ST to CEDAR LAKE RD- RECONSTRUCT INTERCHANGES AND ADD AUXILLARY LANES	MnDOT	2734-33
	I-35W BUS RAPID TRANSIT	METROPOLITAN COUNCIL	
	WEST BROADWAY AVE BUS RAPID TRANSIT	METROPOLITAN COUNCIL	
	ROBERT ST BUS RAPID TRANSIT	METROPOLITAN COUNCIL	
	CHICAGO-EMERSON/FREMONT AVES BUS RAPID TRANSIT	METROPOLITAN COUNCIL	
	SNELLING AVE BUS RAPID TRANSIT	METROPOLITAN COUNCIL	
	EAST 7TH ST BUS RAPID TRANSIT	METROPOLITAN COUNCIL	
	WEST 7TH ST BUS RAPID TRANSIT	METROPOLITAN COUNCIL	
	SOUTHWEST LIGHT RAIL TRANSIT	METROPOLITAN COUNCIL	
	BOTTINEAU LIGHT RAIL TRANSIT	METROPOLITAN COUNCIL	

Table F– 3
Regionally Significant Projects
2030 Action Scenario

Route	Description	Agency	MnDOT Project Numbers - Comments
	AMERICAN BOULEVARD ARTERIAL BUS RAPID TRANSIT	METROPOLITAN COUNCIL	
	CENTRAL AVE ARTERIAL BUS RAPID TRANSIT	METROPOLITAN COUNCIL	
	NICOLLET AVE ARTERIAL BUS RAPID TRANSIT	METROPOLITAN COUNCIL	

Table F- 4
Regionally Significant Projects
Potential 2020 Action Scenario

Route	Description	Agency	MnDOT Project Numbers – comments
CSH 81	RECONSTRUCTION OF CSAH 81 FROM NORTH OF 63RD AVE NORTH TO NORTH OF CSAH 8 IN BROOKILYN PARK TO A MULTI-LANE DIVIDED ROADWAY INCLUDING CONCRETE MEDIAN AND WITH A MUTLI-USE TRAIL	Hennepin County	
Pierce Butler	EXTENSION OF PIERCE BUTLER ROUTE ON A NEW ALIGNMENT FROM GROTTO ST TO ARUNDEL ST AT MINNEHAHA AVE AS A FOUR-LANE ROADWAY WITH BIKE LANES AND SIDEWALKS	St. Paul	
CSAH 42	RECONSTRUCTION OF CSAH 42 (FORD PKWY) IN ST PAUL FROM WEST OF HOWELL ST TO SNELLING AVE TO INCLUDE RAISED MEDIANS, BIKE LANES AND TURN	Ramsey County	
CSAH 35	RECONSTRUCTION OF CSAH 35 (PORTLAND AVE) FROM 67TH ST TO 77TH ST IN RICHFIELD TO BE A 2-LANE ROADWAY WITH A CENTER TURN LANE AND INCLUDING TRANSIT FACILITIES, BIKE LANES AND PEDESTRIAN FACILITIES	Richfield	
CSAH 116	RECONSTRUCT CSAH 116 FROM TOW-LANE UNDIVIDED TO A FOUR-LANE DIVIDED ROADWAY FROM JUST EAST OF CRANE ST THROUGH JEFFERSON ST IN THE CITIES OF ANDOVER AND HAM LAKE, INCLUDING SEPARATED BIKE/PED FACILITY, SIGNALIZED INTERSECTIONS AND IMPROVE AT-GRADE RAIL CROSSING.	Anoka County	
CSAH 53	Reconstruct CSAH 53 from 150 feet west of Washburn Avenue to 16th Avenue in Richfield, to a 3-lane section center turn lane, raised concrete median, signal replacement, sidewalks, and on-road bikeways.	Hennepin County	
CSAH 11	Reconstruction of CSAH 11 (Foley Blvd) from north of Egret Blvd to north of Northdale Blvd as a 4-lane divided roadway as well as a trail and sidewalk, ponds, traffic signals and dedicated left- and right-turn lanes	Anoka County	
CSAH 17	Reconstruction of CSAH 17 from south of CSAH 78 to north of CSAH 42 as a 4-lane divided roadway and multi-use trail	Scott County	
CSAH 34	Reconstruction of CSAH 34 (Normandale Blvd) from W94th St to the 8500 block of Normandale Blvd in Bloomington as a 4-lane divided roadway with left-turn lanes and multiuse trails	Bloomington	
TH 55	Expansion of TH 55 to a 6-lane roadway from the TH 149 north intersection through the TH 149 south intersection including traffic signals, and construction of a multi-use trail	Eagan	
TH 101/CSAH 144	Construction of an interchange of TH 101 and CSAH 144 in Rogers, multi-use trail and sidewalk, signals and lighting	Rogers	
Chicago Ave	Buses and service demonstration for limited stop service on Chicago and Portland Avenues in Minneapolis and Richfield and American Blvd in Bloomington	Metro Transit	

Snelling Ave	Buses and service demonstration for limited stop service on Snelling Avenue in Roseville and St Paul, Ford Parkway in St Paul, and 46th Street in Minneapolis	Metro Transit	
E 7th St	Buses and service demonstration for limited stop service on East 7th Street, Arcade Avenue, Maryland Avenue and White Bear Avenue in St Paul and White Bear Avenue in Maplewood	Metro Transit	
W 7th St	Buses and service demonstration for limited stop service on West 7th Street in St Paul, Bloomington, and MSP International Airport	Metro Transit	

IV. CONFORMITY DEMONSTRATION

The EPA, in response to a MPCA request, redesignated the Twin Cites seven-county Metropolitan Area and Wright County as in attainment for CO in October 1999. A 1996 motor vehicle emissions budget (MVEB) was revised in January 2005 in a revision to the SIP. The SIP amendment revised the MVEB budget to a not-to-exceed threshold of 1,961 tons per day of CO emissions for the analysis milestone years of 2009, 2015, 2020 and 2030. In 2010, in response to a MPCA request, 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 National Ambient Air Quality Standard (NAAQS) for eight consecutive quarters. MPCA ambient 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 the SIP; A regional commitment to continue capital investments to maintain and improve the operational efficiencies of highway and transit systems; Adoption of a regional long-term 2030 Regional Development Framework that supports land use patterns that efficiently connect housing, jobs, retail centers, and transit oriented development along transit corridors; The continued involvement of local government units in the regional 3C transportation planning process 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.

V. TIMELY IMPLEMENTATION OF TRANSPORTATION CONTROL MEASURES

Pursuant to the Conformity Rule, the Council reviewed the Plan and certifies that the Plan conforms with the SIP and does not conflict with its implementation. All Transportation System Management (TSM) strategies which were the adopted TCM's 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 TCM's nor fully funded non-regulatory TCM's that will be implemented during the programming period of the TIP. There are no prior TCM's that were adopted since November 15, 1990, nor any prior TCM's that have been amended since that date.

As part of the Urban Partnership Agreement (UPA), additional transit lanes have been added to Marquette and 2nd Ave in Minneapolis, and transit capacity in the I-35W corridor has been enhanced through dynamic priced shoulder lanes.

A list of officially adopted TCM's for the region may be found in the November 27, 1979 Federal Register notice for EPA approval of the Minneapolis-St. Paul CO Maintenance Plan, based upon 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 TCM's:

- **Vehicle Inspection and Maintenance Program** (listed in Transportation Control Plan as a potential strategy for hydrocarbon control with CO 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. In March, 2002 a revised metering program became operational. The *2030 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 have been added to Marquette and 2nd Ave in Minneapolis, and transit capacity in the I-35W corridor has been enhanced through dynamic priced shoulder lanes.
- **Traffic Management Improvements** (multiple; includes SIP 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 are implementing ongoing programs for fringe parking and incentives to encourage carpooling through their respective downtown 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 diabilities.
  - *Transit Downtown Fare Zone*. All transit passengers can ride either the Minneapolis or Saint Paul fare zones for 50 cents. Since March 2010 passengers can ride Nicollet Mall buses for free within the downtown zone.

- *Community-Centered Transit.* The 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. This program had been used to provide funding assistance to local agencies operating circulation service coordinated with regular route transit service. A regional restructuring of dial-a-ride service, now called Transit Link, occurred in 2010.
- *Flexible Transit.* Routes 755 and 756 in Medicine Lake were operated on a flex-route in 2006 by First Student, a private provider. Also, Metro Mobility, a service of the Council, 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 by the Van-Go! program, a service of the Council.
- *Elderly and Handicapped Service*. ADA Paratransit Service is available for people who are unable or have extreme difficulty using regular route transit service 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. The region's ADA paratransit service is provided by four programs, namely Metro Mobility, Anoka County Traveler, DARTS, and H.S.I. (serving Washington County). 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. The Sector 1 and 2 studies, covering the northeast quadrant of the region, were the first to be completed. Following the successful reorganization of transit service in those areas, the remaining sectored were studied and changes were implemented. Service is now re-evaluated as needed..
- *CBD Parking Shuttles.* The downtown fare zones mentioned above provide fast, low-cost, convenient service to and from parking locations around the CBD.
- *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 upon 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 from Metro Transit, improving ease of fare collection and offering bulk-savings for multi-ride tickets.
- *Bus Shelters*. Metro Transit coordinates bus shelter construction and maintenance throughout the region. Shelter types include standard covered wind barrier structures as well as lit 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 web-site, which also offers a custom trip planner application to help riders choose the combination of routes that best serves their needs. Bus arrival and departure times are posted in all shelters, along with the phone number of the TransitLine automated schedule information hotline. Some shelters and stations have real time “next trip” information.
- *Transit Marketing*. Metro Commuter Services, under the direction of Metro Transit, coordinates all transit and rideshare marketing activities for the region, including 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 include 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*. Appendix J of the *Transportation Policy 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 2009 the region served 108 park-and-ride facilities with a capcity of 25,700. Average usage in 2009 was 67 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 CO hot-spot issue that has since been resolved. The streets reverted to a two-way configuration in 2009.

The above list includes two TCM's that are traffic flow amendments to the SIP. The MPCA added them to the SIP since its original adoption. These include in St. Paul, a CO Traffic Management System at the Snelling and University Avenue. While not control measures, the MPCA added two additional revisions to the SIP which reduce CO: 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.

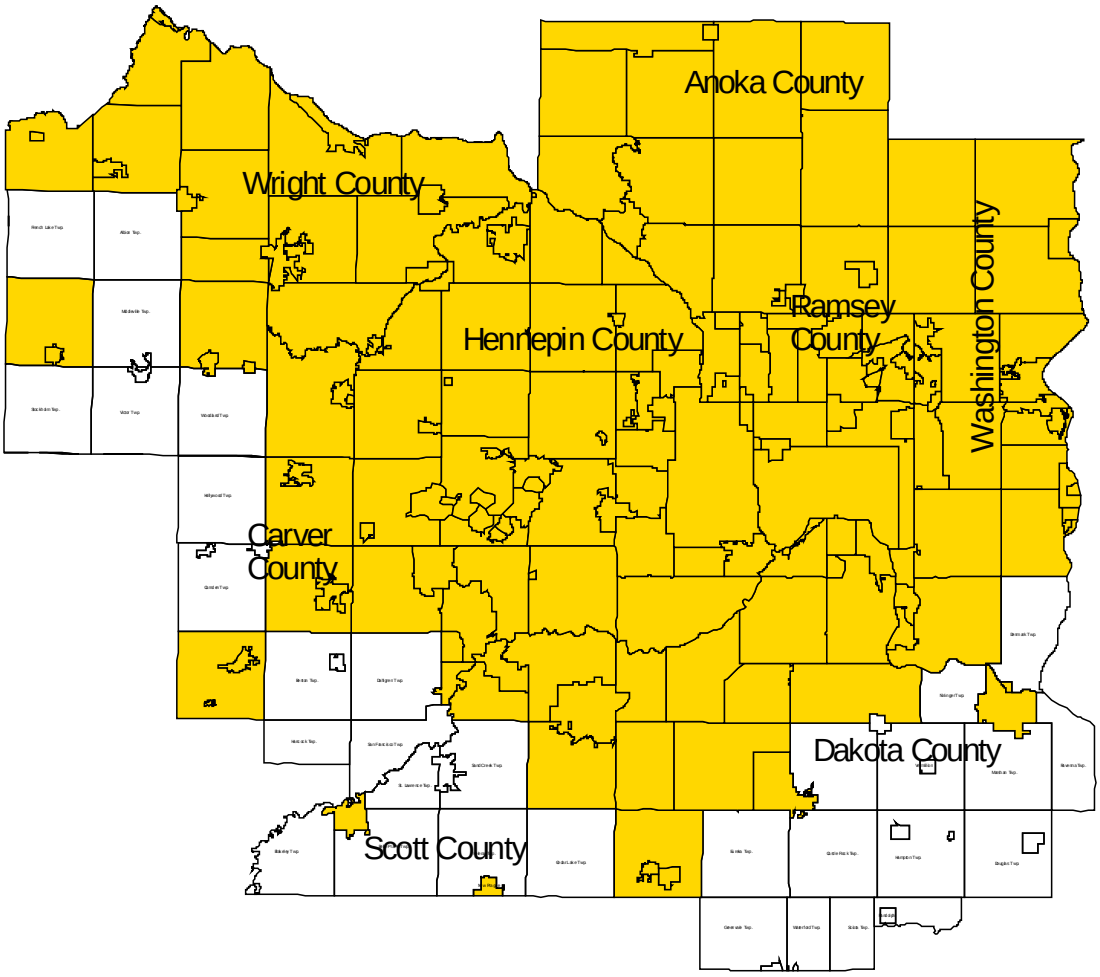
The MPCA requested that the USEPA add a third revision to the SIP, a contingency measure consisting of a year-round oxygenated gasoline program if the CO standards were violated after 1995. The USEPA approved the proposal. Because of current state law which remains in effect, the Twin Cities area has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

VI. EXHIBITS

This section contains the exhibits referenced in this appendix.

Exhibit 1.

Carbon Monoxide Maintenance Area Seven County Metropolitan Area and Wright County



Note: Shaded area is designated maintenance.

EXHIBIT 2

PROJECTS THAT DO NOT IMPACT REGIONAL EMISSIONS, AND PROJECTS THAT ALSO DO NOT REQUIRE LOCAL CARBON MONOXIDE IMPACT ANALYSIS

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 conformity rules) are excluded from the regional emissions analyses required in order to determine conformity of the TPP and TIPs.

Following is a list of "exempt" projects and their corresponding codes used in column "AQ" of the 2013-2016 TIP. The coding system is revised from previous TIPs to be consistent with the coding system for exempt projects in the proposed Minnesota Pollution Control Agency (MPCA) revision to the State Implementation Plan for Air Quality for Transportation Conformity.

Except for projects given an "A" code or a "B" code, the categories listed under Air Quality should be viewed as advisory in nature, and relate to project specific requirements rather than to the TIP air quality conformity requirements. They are intended for project applicants to use in the preparation of any required federal documents. Ultimate responsibility for determining the need for a hot-spot analysis for a project under 40 CFR Pt. 51, Subp. T (The transportation conformity rule) rests with the U.S. Department of Transportation. The Council has provided the categorization as a guide to project applicants of possible conformity requirements, if the applicants decide to pursue federal funding for the project.

<u>SAFETY</u>

<u>MASS TRANSIT</u>

Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) T-8
Rehabilitation or reconstruction of track structures, track and trackbed in existing rights-of-way T-9
Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet T-10
Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771 ..... T-11

AIR QUALITY

Continuation of ride-sharing and van-pooling promotion activities at current levels AQ-1
Bicycle and pedestrian facilities AQ-2

OTHER

Specific activities which 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.
Federal-aid systems revisions O-1
Engineering to assess social, economic and environmental effects of the proposed action or alternatives to that action O-2
Noise attenuation O-3
Advance land acquisitions (23 CFR 712 or 23 CRF 771) O-4
Acquisition of scenic easements O-5
Plantings, landscaping, etc. O-6
Sign removal O-7
Directional and informational signs O-8
Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities) 0-9
Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational, or capacity changes O-10

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 TIP. A particular action of the type listed below is not exempt from regional emissions analysis if the MPO in consultation with other state agencies MPCA, MnDOT, the EPA, and the FHWA (in the case of a highway project) or the 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 hotspot analysis. Final determination of which intersections require an intersection 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

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

Bus terminals and transfer points..... E-6

Regionally significant projects

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

Baseline - Year 2010 .....A-10
Action - Year 2015 .....A-15
Action - Year 2020 .....A-20
Action - Year 2030 .....A-25

Non-Classifiable Projects

Certain unique projects cannot be classified as denoted by a "NC." These projects were evaluated through an interagency consultation process and determined not to fit into any exempt nor intersection-level analysis category, but they are clearly not of a nature which would require inclusion in a regional air quality analysis.

Traffic Signal Synchronization

Traffic signal synchronization projects (Sec. 83.128 of the Conformity Rules, Federal. Register, August 15, 1997) 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, TIPS, or projects not from a conforming plan and TIP must include such regionally significant traffic signal synchronization projects.

2030 TRANSPORTATION POLICY PLAN AMENDMENT

REPORT FOR THE FEBRUARY 7 THROUGH MARCH 21, 2013 PUBLIC COMMENT PERIOD

METROPOLITAN COUNCIL

April 18, 2013

Comment Overview

The 2030 Transportation Policy Plan Public Comment Report summarizes the comments received on the proposed amendment to the 2030 Transportation Policy Plan to include the locally preferred alternative for the Bottineau Transitway, to include additions and an extension to the 2030 Potential Arterial Bus Rapid Transit routes, and to identify the need for study of bus rapid transit and streetcar alternatives on West Broadway Avenue in North Minneapolis. The proposed amendment was adopted for the purposes of public comment on January 23, 2013 and Metropolitan Council hosted the public comment period from February 4 through March 21, 2013.

Metropolitan Council hosted an open house-style public meeting on the amendment on March 7 from 5:00 to 7:00 PM at the Robbinsdale City Hall and 50 people attended. A public hearing on the amendment was held at 5:00 PM at the March 11 Transportation Committee meeting with testimony provided by 13 people including residents, representatives from North Hennepin Community College, and a member of the Hennepin County Regional Railroad Authority.

The materials attached identify who commented, summarizes the comments, and provides a response. There is also an index of all comment contributors with an identifying number attached. When people made similar comments, a generalized comment was included in the comment summary. Each comment is accompanied by the identifying number for the persons or groups who made the comment. Comments were grouped into three categories:

- Comment Group 1: General comments on the proposed plan amendment are identified as issues 1a through 1u
- Comment Group 2: Comments on the proposed plan amendment regarding the Bottineau Transitway are identified as issues 2a through 2ooo
- Comment Group 3: Comments on the proposed plan amendment regarding Arterial bus rapid transit are identified as issues 3a through 3k

A recording of the public hearing and a written record of the comments submitted by letter, fax, email, or comment card is available from the Metropolitan Council Data Center.

List of Comment Contributors

ID	Organization	Name
1	North Hennepin Community College	Connie Sherman, Director of Disability Access Services
2	Transit for Livable Communities	Kathleen Murphy
3	Resident	Rachel Roff
4	Resident	Daniel Sussman
5	North Hennepin Community College	Janet McClelland, Interim Director of Marketing & Communications
6	North Hennepin Community College	Sue Smith, Counselor
7	North Hennepin Community College	Kay Scow, Teacher
8	Resident	Kelly Ritter
9	North Hennepin Community College	Jason Schoch, Graphic Design Faculty
10	Resident	Lisa Norby
11	Resident	William Steacker & Robin Price
12	Resident	Michael C. Libby
13	Resident	Lyle & Darlene Clemenson
14	Resident	Robin Price
15	Resident	Elaine Wynne
16	Resident	Melody Tilton
17	Resident	Andrew Ritcher
18	Northside Residents Redevelopment Council	Ishmael Israel, Executive Director
19	Resident	Jeannine O'Hara
20	Resident	Jim Markeson
21	Resident	Ann Beckman
22	Resident	Dan Rogan
23	Resident	Bill Blonigan
24	Resident	Constance Bonniwell
25	Resident	Dawn Golembeck & Josh Golembeck
26	Resident	Chad Westerlund
27	Resident	Andrew Flosdorf
28	Resident	Jim Bendtsen
29	Resident	Joe Anton
30	Resident	Cathy Abboud
31	Resident	Andy Snope
32	Resident	Pat Jordan
33	Resident	Brent Gisslen
34	Resident	Ron Stoffel
35	North Hennepin Community College	John O'Brien, President
36	Resident	Corrine McCarthy
37	Resident	Norann Dillon
38	North Hennepin Community College	Beth Steen, Math Instructor
39	Resident	Ronald Williams
40	Resident	Stephen Dent

List of Comment Contributors

ID	Organization	Name
41	Hennepin County Regional Railroad Authority	Linda Higgins, Commissioner
42	Resident	Robert Mattison
43	Transit for Livable Communities	Barb Thoman, Executive Director
44	City of Golden Valley	DeDe Scanlon, Council Member
45	Downtown Minneapolis Transportation Management Organization	Lee Davis, Chair
46	Resident	Tom Schmitt
47	Resident	Myrna & Steve Aldrich
48	Metropolitan Interfaith Council on Affordable Housing	La Shella Sims, Organizer
49	Resident	Jeanette Sheppard
50	Resident	Stacy Rodriguez
51	Resident	Kelly Jones
52	Resident	James Merrida
53	Resident	Janeya Jackson
54	Resident	LaKeshia Vance
55	Resident	R. Slinger
56	Resident	Bernice Halberg
57	Resident	Rachellle Jones
58	Resident	Bernard Coner
59	Resident	Debra Powe
60	Resident	Bradley C. Jones
61	Resident	Jolene Packerd
62	Resident	Janell Coleman
63	Resident	Paula Bennett
64	Resident	Cora Kromer
65	Resident	Rebecca Wentz
66	Resident	Aurora Morafka
67	Resident	Marrkell Mackontee
68	Resident	Randy Wind
69	Resident	Kierra Blake
70	Resident	Renee McDonald
71	Resident	Rebecca Nathan
72	Resident	Rebecca St. Martin
73	Resident	Anthony Amos
74	Resident	Nicholas Willis
75	Resident	Jane Jones
76	Resident	Beulah Verdell
77	Resident	Bryan Stubbs
78	Resident	Larry Jones
79	Resident	Rosetta Henderson
80	Resident	Jonathan Reid
81	Resident	Jennifer Burdonnice

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ID	Organization	Name
82	Resident	Paul Cooper
83	Resident	Robert M. Peterson
84	Resident	Cristian Sanchez
85	Resident	Tamara Ward
86	Resident	Tom Cheever
87	Resident	Kiesha Steele
88	Resident	Kona Steele
89	Resident	Donald Campbell
90	Resident	Monique Royster
91	Resident	Michael Mau
92	Resident	Theo Griffin
93	Resident	Amaris Edwards
94	Resident	Kory LaCroix
95	Resident	Isaiah Solomon
96	Resident	Bobby Floyd
97	Resident	Capria Jackson
98	Resident	Cynthia Mantiller
99	Resident	Dennis Morgan
100	Resident	Angel Dominguez
101	Resident	Alyssa Woiak
102	Resident	Remonica Williams
103	Resident	Alice Ferguson
104	Resident	Dana Lynch
105	Resident	Shytonyal Daws
106	Resident	Daman Hassan
107	Resident	Scelena Williams
108	Resident	Edward Brown
109	Resident	Deirdre Glary
110	Resident	Stephanie Steele
111	Resident	Nakirah Clasberry
112	Resident	Perry Price
113	Resident	Lynda Nwonye
114	Resident	Scott Pressen
115	Resident	Kimbery Harris
116	Resident	Chad McNult
117	Resident	Audriann Thompson
118	Resident	Tonya Killebrew
119	Resident	Amanda Nelson
120	Resident	Sherita Olasande
121	Resident	Elvira Lynn Jarrett
122	Resident	Kashayla McCray
123	Resident	Bernard Brown
124	Resident	Ricky Gallagher
125	Resident	Maggie Jones

List of Comment Contributors

ID	Organization	Name
126	Resident	Vivienne Patton
127	Resident	Chom Ngeurn Soudaly
128	Resident	Daneequa Nelson
129	Resident	Rena Davis
130	Resident	Alvin Kendrick
131	Resident	Robert Yang
132	Resident	Philip Sheridan
133	Resident	Stephen Mathins
134	Resident	Marisol Centeno
135	Resident	Carmen Killingham
136	Resident	Thurmon Farmer
137	Resident	Taesha Conry
138	Resident	Arthur Irons
139	Resident	James Allen
140	Resident	Ronald Jorman
141	Resident	Jerome Watson
142	Resident	Kelly Jaimez
143	Resident	Eric Morris
144	Resident	Wanda Hayes
145	Resident	Tyrone McCoy
146	Resident	V.J. Smith
147	Resident	Thuan Nguyen
148	Resident	Lillie L. Smith
149	Resident	Tennille Jennings
150	Resident	Neng Ma Yang
151	Resident	Keira Benson
152	Resident	Nanette Ba
153	Resident	Sharon Byne
154	Resident	Kevin Roy
155	Resident	Marquitta McCray
156	Resident	Adrian Carter
157	Resident	Faisal Mohamed
158	Resident	Daniella Turner
159	Resident	Sharon Miler
160	Resident	Unidentified
161	Resident	Unidentified
162	Resident	Twanette Bordemp
163	Resident	Amirah Ricel
164	Resident	Laisha Williams
165	Resident	Tiffany Jeriha
166	Resident	Jerry Ellis
167	Resident	David McGarret
168	Resident	Jaime Gratno
169	Resident	Stanford Barnay

List of Comment Contributors

ID	Organization	Name
170	Resident	Demmay Thomas
171	Resident	Jon Peterson
172	Resident	Helen Hines
173	Resident	Rebecca Maedu
174	Resident	Saharazoxi Wagner
175	Resident	Helena Garcia
176	Resident	Rebecca St. Martin
177	Resident	Ariana Peters & Allen Zubert
178	CTIB	Counties Transit Improvement Board
179	Resident	Stephanie Steek
180	Resident	Deanna Baker
181	Resident	Rosemary Froehle
182	Resident	Martha Chateleine
183	Resident	Ekta Prakash
184	Resident	Toni Collins
185	Resident	Souliyahn Keobounpheng
186	Resident	Kari Derksen
187	Resident	Tia Keobounpheng
188	Resident	Staci Horwitz
189	Resident	Michael Goenner
190	Asian Media Access	David Kang
191	Resident	Shaneen Moore
192	Resident	Mindy Fine
193	Resident	Laurel Hirt
194	Resident	Makeda Zulu-Gillespie
195	Resident	Jens Beck
196	Resident	Troy Kester
197	Resident	Brenda Bell Brown
198	Resident	Stephen Grisham
199	Resident	Eric Roerish
200	Resident	Paul Bauknight
201	Resident	Penthea Colburn
202	Resident	Ariah Fine
203	Resident	Dacia Durham
204	Resident	Steve Lomen
205	Resident	Kris Brogan
206	Resident	Michelle Lewis
207	Resident	Tom Schmitt
208	Resident	Beverly Proepes
209	Resident	Tom Mathias

Commenter ID	Issue	Comment	Response
OVERALL COMMENTS ON THE PROPOSED PLAN AMENDMENT			
2, 12, 22, 23, 31, 41, 43	1 a	Supportive of the Transportation Policy Plan amendment.	Support acknowledged. No change to the proposed amendment.
10, 19, 31, 33, 41, 44	1 b	Supportive of mass transit.	Support acknowledged. No change to the proposed amendment.
31	1 c	I would like to see Golden Valley connected to the expansion of transit.	Comment acknowledged and will be shared with Golden Valley, Hennepin County, and Metro Transit leadership. No change to the proposed amendment.
31, 85	1 d	Expanding transit creates jobs; jobs to build a transit system and jobs created by infrastructure and business development adjacent to transit.	Support acknowledged. No change to the proposed amendment.
12	1 e	Disappointed to see nothing in the plan that would allow a person to take a bus from Highway 100 in Brooklyn Center to 494/100 interchange.	Revision #5 and Figure 7-39 of the proposed amendment includes Arterial Bus Rapid Transit on Penn and Emerson-Fremont Avenues North and connecting to Brookdale Center (Highway 100 in Brooklyn Center). If the Protential 2030 Arterial BRT system proposed in the plan is implemented, Arterial BRT service would be provided between Highway 100 in Brooklyn Center and the 494/100 interchange area. No change to the proposed amendment.
175, 191, 200	1 f	I do not support a trolley on West Broadway.	Revision #5 of the proposed amendment states, "Alternatives Analyses are … proposed on the West Broadway corridor in Minneapolis and Robbinsdale. These detailed corridor analysis will determine if other bus or rail improvements, such as streetcar are viable ..." Comment acknowledged and will be shared with Minneapolis, Hennepin County, and Metro Transit leadership. No change to the proposed amendment.
187, 188, 195, 199, 203, 206	1 g	Support for streetcar (trolley system) on West Broadway Avenue because of its ability to enhance the quality of places, breakdown the streetscape, and permanent presence.	Revision #5 of the proposed amendment states, "Alternatives Analyses are … proposed on the West Broadway corridor in Minneapolis and Robbinsdale. These detailed corridor analysis will determine if other bus or rail improvements, such as streetcar are viable ..." Comment acknowledged and will be shared with Minneapolis, Hennepin County, and Metro Transit leadership. No change to the proposed amendment.
194	1 h	Support for trolleys in North Minneapolis, but concern over impacts of a dedicated lane.	Revision #5 of the proposed amendment states, "Alternatives Analyses are … proposed on the West Broadway corridor in Minneapolis and Robbinsdale. These detailed corridor analysis will determine if other bus or rail improvements, such as streetcar are viable ..." Comment acknowledged and will be shared with Minneapolis, Hennepin County, and Metro Transit leadership. No change to the proposed amendment.

Commenter ID	Issue	Comment	Response
18	1 i	Concern about implementing streetcars on West Broadway Avenue in North Minneapolis due to winter climate.	Revision #5 of the proposed amendment states, "Alternatives Analyses are … proposed on the West Broadway corridor in Minneapolis and Robbinsdale. These detailed corridor analysis will determine if other bus or rail improvements, such as streetcar are viable ..." Comment acknowledged and will be shared with Minneapolis, Hennepin County, and Metro Transit leadership. No change to the proposed amendment.
182	1 j	Concern about ticket vending machine security in North Minneapolis.	Comment acknowledged and will be shared with Minneapolis, Hennepin County, and Metro Transit leadership. No change to the proposed amendment.
26, 182, 202	1 k	Support for "green" transportation - for construction and operations (less pollution, less invasive, fewer vehicles, etc.).	Support acknowledged. No change to the proposed amendment.
184	1 l	There is a lack of evidence regarding transit's ability to support business growth and jobs.	In November 2012, the Itasca Project published a report called, "Regional Transit System Return on Investment Assessment" (http://www.theitascaproject.com/Transit%20ROI%20exec%20summary%20Nov%202012.pdf) that documents business benefits of building the planned transit system. Transitway system benefits to businesses include access to an additional 500,000 employees, support in attracting employees, and support for higher density development and greater customer access. Benefits vary for specific businesses. No change to the proposed amendment.
186, 192, 193, 195, 197, 202, 203	1 m	North Minneapolis supports and deserves quality transit improvements that promote investment, attract businesses to North Minneapolis, and provide access to other destinations.	Comment acknowledged and will be shared with Minneapolis, Hennepin County, and Metro Transit leadership. No change to the proposed amendment.
187, 198	1 n	Concern for traffic safety in North Minneapolis, especially when introducing new modes of transit.	Comment acknowledged and will be shared with Minneapolis, Hennepin County, and Metro Transit leadership. No change to the proposed amendment.
188	1 o	Concern about lack of a simple, coordinated approach to transit planning in North Minneapolis through which the public can easily provide meaningful input and that effectively supports other economic revitalization efforts to transform the lives of individuals.	Comment acknowledged and will be shared with Minneapolis, Hennepin County, and Metro Transit leadership. No change to the proposed amendment.

Commenter ID	Issue	Comment	Response
191	1 p	Opposes bus rapid transit and trolleys because they do not provide clear benefits over light rail transit.	Bus rapid transit, streetcars, trolleys, and buses are capable of providing transit service on streets with limited right-of-way because they operate in mixed traffic in general purpose lanes, which minimizes impacts on adjacent property and lowers capital costs. When these other modes better meet a transit project's identified purpose and need, these benefits can be significant as compared to light rail transit. No change to the proposed amendment.
194	1 q	Metro Transit should set targets to hire people from North Minneapolis who are of color, formally incarcerated, or who receive public assistance to market, build, run, and maintain the transit system.	The Metropolitan Council must comply with or surpass federal and state hiring requirements as a condition of securing federal and state funding for the development, construction, operation and maintenance of the region's transit system. To promote and achieve workforce diversity on its major transit projects the Metropolitan Council's Office of Equal Opportunity engages in pre-project outreach to network with community residents, organizations and businesses to increase awareness of the business and employment opportunities. Small and community based business owners interested in participating in the building of transit projects can contact Pat Calder at pat.calder@metc.state.mn.us or 612-349-7463 to learn about becoming a Disadvantaged Business Enterprise. Individuals interested in participating as construction workers on our transit projects can contact Leo Jackson at leo.jackson@metc.state.mn.us or 651-602-1842 or visit www.lrtworks.org to self-register for a construction employment opportunities listserv. Lrtworks.org also contains specific information about getting a job in construction for people formerly incarcerated, women, people of color and students. Residents interested in positions with the Metropolitan Council prior to construction and during transit operations can visit our website where transit jobs are regularly posted (http://metrocouncil.org/About-Us/Organization/Employment.aspx).
196	1 r	Questions likelihood of trolley system.	Revision #5 of the proposed amendment states, "Alternatives Analyses are … proposed on the West Broadway corridor in Minneapolis and Robbinsdale. These detailed corridor analysis will determine if other bus or rail improvements, such as streetcar are viable ..." Comment acknowledged and will be shared with Minneapolis, Hennepin County, and Metro Transit leadership. No change to the proposed amendment.

Commenter ID	Issue	Comment	Response
201	1 s	Concern about property, safety, and noise impacts of transitways, including impacts on parks.	Hennepin County, the Metropolitan Council, and the Federal Transit Administration are preparing a Draft Environmental Impact Statement for the Bottineau Transitway. The Draft EIS will evaluate the impact of light rail transit on property and buildings near the proposed Bottineau Transitway, including noise and safety impacts and impacts on parks. No change to proposed amendment.
202	1 t	Opposes diesel train storage facilities in the North Minneapolis Harrison neighborhood where there has been significant planning for the Basset Creek Valley development.	The Transportation Policy Plan does not propose locating diesel train storage in North Minneapolis. Comment acknowledged and will be shared with Minneapolis, Hennepin County, Metro Transit, and MnDOT leadership. No change to the proposed amendment.
207	1 u	Opposes streetcars and trolleys because of additional infrastructure needed to support the overhead electric wires to power the vehicles.	Revision #5 of the proposed amendment states, "Alternatives Analyses are … proposed on the West Broadway corridor in Minneapolis and Robbinsdale. These detailed corridor analysis will determine if other bus or rail improvements, such as streetcar are viable ..." Comment acknowledged and will be shared with Minneapolis, Hennepin County, and Metro Transit leadership. No change to the proposed amendment.

Commenter ID	Issue	Comment	Response
COMMENTS ON THE PROPOSED PLAN AMENDMENT REGARDING BOTTINEAU TRANSITWAY			
1, 2, 3, 4, 5, 6, 7, 8, 10, 16, 20, 21, 22, 25, 26, 35, 38, 39, 40, 41, 45, 47, 178	2 a	Supportive of the Bottineau LPA.	Support acknowledged. No change to the proposed amendment.
3, 4, 40, 182, 184, 185, 193, 201, 203, 208	2 b	Supportive of a Golden Valley Rd. station.	Comment acknowledged and will be shared with city, Hennepin County, and Metro Transit leadership. Station locations are not part of the proposed amendment. The Metropolitan Council will decide station locations after additional information is developed through environmental impact review, engineering, and public involvement. No change to the proposed amendment.
11, 14, 42, 205	2 c	Opposition to Golden Valley Road Station because it offers little developable land and no economic/jobs development for Minneapolis or Golden Valley.	Comment acknowledged and will be shared with city, Hennepin County, and Metro Transit leadership. Station locations are not part of the proposed amendment. The Metropolitan Council will decide station locations after additional information is developed through environmental impact review, engineering, and public involvement. No change to the proposed amendment.
4, 18, 48, 85, 179, 181, 183, 188, 189, 192, 194, 195, 198, 200, 202, 205, 206	2 d	Supportive of Plymouth Ave. station.	Comment acknowledged and will be shared with city, Hennepin County, and Metro Transit leadership. Station locations are not part of the proposed amendment. The Metropolitan Council will decide station locations after additional information is developed through environmental impact review, engineering, and public involvement. No change to the proposed amendment.
171, 175, 177, 186, 187, 190, 197, 202	2 e	Supportive of Plymouth Ave. and Golden Valley Rd. stations.	Comment acknowledged and will be shared with city, Hennepin County, and Metro Transit leadership. Station locations are not part of the proposed amendment. The Metropolitan Council will decide station locations after additional information is developed through environmental impact review, engineering, and public involvement. No change to the proposed amendment.

Commenter ID	Issue	Comment	Response
49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 177	2 f	North Minneapolis must have Bottineau light rail transit stops at Penn and Plymouth Ave for needed access to light rail and the regional transitway system.	Comment acknowledged and will be shared with city, Hennepin County, and Metro Transit leadership. Station locations are not part of the proposed amendment. The Metropolitan Council will decide station locations after additional information is developed through environmental impact review, engineering, and public involvement. No change to the proposed amendment.
6, 9, 35, 38	2 g	Supportive of a stop at North Hennepin Community College to provide students with access to school and amenities along the corridor.	Comment acknowledged and will be shared with city, Hennepin County, and Metro Transit leadership. Station locations are not part of the proposed amendment. The Metropolitan Council will decide station locations after additional information is developed through environmental impact review, engineering, and public involvement. No change to the proposed amendment.
16	2 h	Land values would increase along the Bottineau route just like along Hiawatha because of all the construction of apartments, which are in high demand.	Comment acknowledged. No change to the proposed amendment.
16	2 i	More apartments along the route would be a positive sources of income to the community and the county.	Comment acknowledged and will be shared with city, Hennepin County, and Metro Transit leadership. No change to the proposed amendment.
16	2 j	I am supportive of increasing revenues while providing a service the community desperately needs and deserves.	Comment acknowledged. No change to the proposed amendment.

Commenter ID	Issue	Comment	Response
20	2 k	If the Federal government provides a large amount of funding, the project is worthwhile and will benefit Minnesotans.	Comment acknowledged. No change to the proposed amendment.
26	2 l	Bottineau would be a great alternative to driving to work, the airport, MOA or downtown.	Support acknowledged. No change to the proposed amendment.
31	2 m	D1 seems to have the least impact given it is in an existing rail corridor	The Alternatives Analysis led by Hennepin County determined that light rail transit along the B-C-D1 route best meets the project purpose and need and should be the locally preferred alternative for the Bottineau Transitway. Hennepin County, the Metropolitan Council, and the Federal Transit Administration are preparing a Draft Environmental Impact Statement for the Bottineau Transitway that will study and compare the impacts of light rail transit on the four routes considered for the locally preferred alternative -- Maple Grove (Alignment A) or Brooklyn Park (Alignment B) at the north end, and Golden Valley (Alignment D1) or North Minneapolis (Alignment D2) at the south end. The study will also include the central part of the route through Brooklyn Park, Crystal, and Robbinsdale (Alignment C) that is common to all alternatives considered for the locally preferred alternative. No change to proposed amendment.
39	2 n	Supports B-C-D1 alignment and recommends connecting bus rapid transit to Maple Grove and to Olson Memorial Highway/Trunk Highway 55 via Penn Avenue North and North Memorial Hospital in Robbinsdale.	Comment acknowledged and will be shared with city, Hennepin County, Maple Grove Transit and Metro Transit leadership. The Alternatives Analysis led by Hennepin County determined that light rail transit along the B-C-D1 route best meets the project purpose and need and should be the locally preferred alternative for the Bottineau Transitway. The Transportation Policy Plan includes Arterial Bus Rapid Transit on West Broadway Avenue between Robbinsdale and Minneapolis, and Revision #5 in the proposed amendment includes Arterial BRT on Penn Avenue North. The Metropolitan Council and Maple Grove Transit will decide connecting bus service after additional information is developed through environmental impact review, engineering, and public involvement. No change to the proposed amendment.

Commenter ID	Issue	Comment	Response
40	2 o	Advocate for connecting bus service in Golden Valley.	Comment acknowledged and will be shared with city, Hennepin County, and Metro Transit leadership. Connecting local bus service is not part of the proposed amendment. The Metropolitan Council and Maple Grove Transit will decide connecting bus service after additional information is developed through environmental impact review, engineering, and public involvement. No change to the proposed amendment.
40	2 p	Advocates for a green corridor on the D1 alignment including, for example, a bike path or Highline-like park features.	Comment acknowledged and will be shared with city, Hennepin County, and Metro Transit leadership. No change to the proposed amendment.
14, 15, 17, 27, 30, 32, 44	2 q	Opposed to the D1 alignment.	The Alternatives Analysis led by Hennepin County determined that light rail transit along the B-C-D1 route best meets the project purpose and need and should be the locally preferred alternative for the Bottineau Transitway. No change to the proposed amendment.
181, 185, 187, 191, 196, 199, 204, 205, 207	2 r	Oppose Bottineau alignment because of concern that North Minneapolis will not experience economic development because it will skirt North Minneapolis rather than providing more direct service in the neighborhood.	The Alternatives Analysis led by Hennepin County determined that light rail transit along the B-C-D1 route best meets the project purpose and need and should be the locally preferred alternative for the Bottineau Transitway. Revision #5 in the proposed amendment identifies transit improvements proposed in North Minneapolis, including Arterial bus rapid transit on Penn Avenue and Emerson-Fremont Avenues North and study of Arterial bus rapid transit and streetcar on West Broadway Avenue. Arterial bus rapid transit and streetcars can operate in mixed traffic and general purpose lanes to minimize impacts on adjacent property. No change to the proposed amendment.

Commenter ID	Issue	Comment	Response
11, 14, 15, 21, 24, 30, 31, 32, 34, 42, 181, 185, 199, 204	2 s	The D1 alignment will be destructive to parks, wetlands and wildlife.	The Alternatives Analysis led by Hennepin County determined that light rail transit along the B-C-D1 route best meets the project purpose and need and should be the locally preferred alternative for the Bottineau Transitway. Hennepin County, the Metropolitan Council, and the Federal Transit Administration are preparing a Draft Environmental Impact Statement for the Bottineau Transitway that will study and compare the impacts of no transit project to light rail transit on the four routes considered for the locally preferred alternative -- Maple Grove (Alignment A) or Brooklyn Park (Alignment B) at the north end, and Golden Valley (Alignment D1) or North Minneapolis (Alignment D2) at the south end. The study will also include the central part of the route through Brooklyn Park, Crystal, and Robbinsdale (Alignment C) that is common to all alternatives considered for the locally preferred alternative. The Draft EIS will evaluate the impact of Bottineau light rail transit on parks, wetlands, and wildlife in the area. No change to proposed amendment.
11, 15	2 t	Opposed to the D1 alignment because of no true value to Golden Valley. The city is a "pass thru" to somewhere else.	Golden Valley has the opportunity to define the value of Bottineau light rail transit for the city, its residents and employees, its employers and businesses, and its environment. Potential benefits of Bottineau LRT and its connecting bus service include easy access to the regional transitway system, increased property values, economic development and redevelopment, expanded transit service for people who rely on transit, a new and reliable transportation choice, health benefits, transportation cost savings, greater access to labor force and customer base, and opportunity in the BNSF corridor to leverage watershed mitigation and stormwater best management practices.

Commenter ID	Issue	Comment	Response
25	2 u	Would like to see environmental studies done because of known wildlife in the area.	Hennepin County, the Metropolitan Council, and the Federal Transit Administration are preparing a Draft Environmental Impact Statement for the Bottineau Transitway that will study and compare the impacts of no transit project to light rail transit on the four routes considered for the locally preferred alternative -- Maple Grove (Alignment A) or Brooklyn Park (Alignment B) at the north end, and Golden Valley (Alignment D1) or North Minneapolis (Alignment D2) at the south end. The study will also include the central part of the route through Brooklyn Park, Crystal, and Robbinsdale (Alignment C) that is common to all alternatives considered for the locally preferred alternative. The Draft EIS will evaluate the impact of Bottineau LRT on wildlife in the area. No change to proposed amendment.
11, 34, 36, 37	2 v	Oppose D1 alignment because of increase in property taxes.	Comment acknowledged and will be shared with city, Hennepin County, and Metro Transit leadership. No change to the proposed amendment.
25	2 w	We hope we're not paying taxes we can't afford for more crime we can't afford.	Comment acknowledged and will be shared with city, Hennepin County, and Metro Transit leadership. No change to the proposed amendment.
15, 19, 30, 36	2 x	Concern of decreased property values because of the light rail line.	Recent research published by the National Association of Realtors and American Public Transportation Association shows that properties located within one-half mile of public transportation lines with high-frequency service held their property values during the recession better than properties located farther away (The new Real Estate Mantra: Location Near Public Transportation, March 2013). The study looked at five U.S. cities including Minneapolis-St. Paul. No change to the proposed amendment.
25, 26, 30, 36	2 y	Concern of the vibration and frequency of trains would affect houses and buildings.	Hennepin County, the Metropolitan Council, and the Federal Transit Administration are preparing a Draft Environmental Impact Statement for the Bottineau Transitway. The Draft EIS will evaluate the impact of noise and vibration caused by Bottineau light rail transit on property and buildings near the proposed Transitway. No change to proposed amendment.
25	2 z	Would like to see decent fencing put up because of safety concerns with children in the area.	Comment acknowledged and will be shared with Hennepin County and Metro Transit leadership. No change to the proposed amendment.

Commenter ID	Issue	Comment	Response
11, 14, 24, 34, 37	2 aa	Oppose D1 alignment because of poor forecasting of transportation ridership/poor ridership projections.	The Alternatives Analysis led by Hennepin County developed ridership forecasts for each alternative considered, found no significant difference in forecast ridership for the D1 and D2 routes, and determined the D1 route best meets the project purpose and need. No change to the proposed amendment.
11, 34, 37	2 bb	Oppose D1 alignment because of underestimation of "true cost" of the project. Cost overruns not factored in.	Comment acknowledged and will be shared with Hennepin County and Metro Transit leadership. Current capital cost estimates are appropriate, consistent, and comparable for each alternative at this point of project development. Cost estimates, which include contingency to account for unforeseen costs, are refined as more information is learned through environmental impact review, engineering, and public involvement. No change to the proposed amendment.
25, 34	2 cc	Concerned about the cost of the project. What is the return on investment other than light rail transit?	The Alternatives Analysis (AA) led by Hennepin County studied bus service, commuter rail, bus rapid transit, and light rail transit and considered their cost-effectiveness as well as their ability to address growing travel demand, increasing traffic congestion, people who depend on transit, limited transit service to suburban destinations, and regional objectives for growth. The AA determined that although BRT would have a lower capital cost and a better cost-effectiveness, LRT along the B-C-D1 route best meets all aspects of the project purpose and need and should be the locally preferred alternative for the Bottineau Transitway. No change to the proposed amendment.
13, 28, 37, 42, 46	2 dd	Light rail is a poor choice. There are better options, like buses.	The Alternatives Analysis (AA) led by Hennepin County studied bus service, commuter rail, bus rapid transit, and light rail transit and considered their ability to address growing travel demand, increasing traffic congestion, people who depend on transit, limited transit service to suburban destinations, and regional objectives for growth. The AA determined that although bus service would have a lower capital cost, LRT along the B-C-D1 route best meets all aspects of the project purpose and need and should be the locally preferred alternative for the Bottineau Transitway. No change to the proposed amendment.
13, 34, 37	2 ee	BRT is the most cost-effective option for the corridor. It is cheaper to build and operate.	The Alternatives Analysis led by Hennepin County determined that bus rapid transit is not an appropriate technology for the Bottineau Transitway. No change to the proposed amendment.
13	2 ff	BRT can use the same corridor as rail. It can carry multiple routes on one line, such as local and express service.	The Alternatives Analysis led by Hennepin County determined that bus rapid transit is not an appropriate technology for the Bottineau Transitway. No change to the proposed amendment.

Commenter ID	Issue	Comment	Response
14	2 gg	The transitway could be part rail and part BRT. Rapid bus lanes could be close to the city and rail could be further out.	The Alternatives Analysis led by Hennepin County determined that bus rapid transit is not an appropriate technology for the Bottineau Transitway. No change to the proposed amendment.
13, 37	2 hh	Given the high capital cost of rail and inflexibility of service, there will be a big impact on fixed and lower income households, the very people transit is supposed to help most.	The Alternatives Analysis (AA) led by Hennepin County studied bus service, commuter rail, bus rapid transit, and light rail transit and considered their ability to address growing travel demand, increasing traffic congestion, people who depend on transit, limited transit service to suburban destinations, and regional objectives for growth. The AA determined that although bus service and BRT would have a lower capital cost, LRT along the B-C-D1 route best meets all aspects of the project purpose and need and should be the locally preferred alternative for the Bottineau Transitway. No change to the proposed amendment.
28, 37	2 ii	Light rail transit is inflexible and only serves a small percentage of the people who will be forced to pay for it.	The region's long-range transportation plan, the Transportation Policy Plan, states the region will invest in transit options, including a system of transitways, to provide travelers an alternative to highway congestion and identifies the Bottineau Transitway as a corridor to develop. The Alternatives Analysis (AA) led by Hennepin County studied bus service, commuter rail, bus rapid transit, and light rail transit. The AA determined that light rail transit along the B-C-D1 route best meets the project purpose and need and should be the locally preferred alternative for the Bottineau Transitway. No change to the proposed amendment.
13	2 jj	Why should taxpayers who never ride light rail subsidize those that do.	The region's long-range transportation plan, the Transportation Policy Plan, states the region will invest in transit options, including a system of transitways, to provide travelers an alternative to highway congestion and identifies the Bottineau Transitway as a corridor to develop. The Alternatives Analysis (AA) led by Hennepin County studied bus service, commuter rail, bus rapid transit, and light rail transit. The AA determined that LRT along the B-C-D1 route best meets the project purpose and need and should be the locally preferred alternative for the Bottineau Transitway. No change to the proposed amendment.

Commenter ID	Issue	Comment	Response
13, 28, 37	2 kk	This project is not cost-effective.	The Alternatives Analysis (AA) led by Hennepin County studied bus service, commuter rail, bus rapid transit, and light rail transit and considered their cost-effectiveness as well as their ability to address growing travel demand, increasing traffic congestion, people who depend on transit, limited transit service to suburban destinations, and regional objectives for growth. The AA determined that although BRT would have a lower capital cost and a better cost-effectiveness, LRT along the B-C-D1 route best meets all aspects of the project purpose and need and should be the locally preferred alternative for the Bottineau Transitway. No change to the proposed amendment.
28, 34, 37	2 ll	The Twin Cities does not have the density to support light rail transit.	The Alternatives Analysis (AA) led by Hennepin County studied bus service, commuter rail, bus rapid transit, and light rail transit and considered forecast travel demand. The AA determined that LRT along the B-C-D1 route best meets the project purpose and need and should be the locally preferred alternative for the Bottineau Transitway. No change to the proposed amendment.
14, 15, 27, 30, 334, 42, 44	2 mm	A better alternative would be to have light rail on Penn Ave./W. Broadway	Light rail transit on the West Broadway/Penn Avenue North (D2) route was considered during the Alternatives Analysis led by Hennepin County, which found it would result in more property and neighborhood impacts, slower travel time, lower cost effectiveness, and more disruption of roadway traffic operations as compared to the BNSF (D1) route. Hennepin County, the Metropolitan Council, and the Federal Transit Administration are preparing a Draft Environmental Impact Statement for the Bottineau Transitway. The Draft EIS will evaluate the anticipated impact of Bottineau LRT on the West Broadway/Penn Avenue (D2) and BNSF (D1) routes. No change to the proposed amendment.
14	2 nn	New paths need to be considered, like out on Highway 55.	The Alternatives Analysis led by Hennepin County studied routes west of the Burlington Northern Santa Fe railroad corridor and determined other routes would provide better access for people who depend on transit and meet higher concentrations of origins and destinations. No change to the proposed amendment.
15	2 oo	There would be increased ridership if the route went down Highway 81 to Highway 100 and onto Highway 55 with various stops along the way.	The Alternatives Analysis led by Hennepin County studied routes west of the Burlington Northern Santa Fe railroad corridor and determined other routes would provide better access for people who depend on transit and meet higher concentrations of origins and destinations. No change to the proposed amendment.

Commenter ID	Issue	Comment	Response
15, 30	2 pp	Another alternative would be to go down Highway 169 to Highway 55.	The Alternatives Analysis led by Hennepin County studied routes west of the Burlington Northern Santa Fe railroad corridor and determined other routes would provide better access for people who depend on transit and meet higher concentrations of origins and destinations. No change to the proposed amendment.
17	2 qq	Object to high density Section 8 housing.	Comment acknowledged. No change to the proposed amendment.
24	2 rr	Hennepin County and government staff are trying to speed up the building process by eliminating legal requirements and pressing the feds.	The Alternatives Analysis led by Hennepin County met local and federal requirements. As the Bottineau light rail transit project continues to advance, design and construction will continue to be compliant with local, state, and federal requirements. No change to the proposed amendment.
25	2 ss	The D2 route is horrible and would be too invasive in the neighborhoods.	The Alternatives Analysis led by Hennepin County determined that light rail transit along the B-C-D1 route best meets the project purpose and need and should be the locally preferred alternative for the Bottineau Transitway. Hennepin County, the Metropolitan Council, and the Federal Transit Administration are preparing a Draft Environmental Impact Statement for the Bottineau Transitway that will study and compare the impacts of no transit project to light rail transit on the four routes considered for the locally preferred alternative -- Maple Grove (Alignment A) or Brooklyn Park (Alignment B) at the north end, and Golden Valley (Alignment D1) or North Minneapolis (Alignment D2) at the south end. The study will also include the central part of the route through Brooklyn Park, Crystal, and Robbinsdale (Alignment C) that is common to all alternatives considered for the locally preferred alternative. The Draft EIS will evaluate the impact of Bottineau light rail transit on surrounding neighborhoods. No change to proposed amendment.
29	2 tt	Years ago we have a wonderful light rail system. Why was that taken out?	There are many historical accounts of the conversion of streetcar / trolley systems across the U.S. in the mid-20th century, including the Twin Cities. Publications by University of Minnesota Press, Twin Cities Public Television archives and the Minnesota Historical Society are three resources with detailed information. No change to the proposed amendment.

Commenter ID	Issue	Comment	Response
29	2 uu	The safety record of the light rail is terrible. Nine people have been killed.	The Hiawatha light-rail line has a safety record comparable to other light-rail lines. Regarding major collisions, recent industry data shows that the line's safety record is more safe than average. Metro Transit consistently promotes safety as a shared responsibility to both customers and communities that interact with the line. No change to the proposed amendment.
29	2 vv	The trains I see operating seldom seem full. Also, I have lived along the tracks for 56 years and the busses are never full now.	A 2011 report by the Office of the Legislative Auditor confirms that the Twin Cities bus and light-rail system is at the top of the class among peer regions on efficiency and effectiveness measures. Part of the reason is high ridership. In 2012, customers boarded light-rail trains 10.5 million times. Bus ridership has increased an average of 3.4 percent per year since 2004 when the Hiawatha line opened. No change to the proposed amendment.
33	2 ww	Opposes B alignment to Target North Campus, a private business, and because it is outside the existing railroad right-of-way.	The Alternatives Analysis led by Hennepin County determined that light rail transit along the B-C-D1 route best meets the project purpose and need and should be the locally preferred alternative for the Bottineau Transitway. No change to the proposed amendment.
33	2 xx	Advocates for transportation planners to make use of unexpected opportunities, like those created by the 2011 tornado through North Minneapolis.	Comment acknowledged. No change to the proposed amendment.
24	2 yy	Opposes D1 alignment because of lack of support from adjacent property owners.	The Alternatives Analysis led by Hennepin County determined that light rail transit along the B-C-D1 route best meets the project purpose and need and should be the locally preferred alternative for the Bottineau Transitway. No change to the proposed amendment.
24	2 zz	Concerned that Hennepin County has already started construction of Bottineau light rail transit, including construction of staging areas to support drilling for soil testing.	Hennepin County and Metropolitan Council have not started construction of Bottineau light rail transit. As the Bottineau LRT project continues to advance, design and construction will be compliant with local, state, and federal requirements. No change to the proposed amendment.
24	2 aaa	Transitways should be constructed with as little impact as possible.	Comment acknowledged and will be shared with Metro Transit leadership. No change to the proposed amendment.

Commenter ID	Issue	Comment	Response
34	2 bbb	Concerned that Crystal and Golden Valley do not understand they've now approved the line.	The locally preferred alternative (LPA) is the transitway mode and general route that the corridor's cities, counties, and the Metropolitan Council recommend be considered for construction and operation. The selection of the LPA and amendment of it into the region's long-range transportation plan, the Transportation Policy Plan, is a first step in a project's typical six to nine years of competition for federal New Starts program construction funding. Prior to construction, the Metropolitan Council and its partners must complete many steps including station area land use planning, environmental impact review, engineering, right-of-way acquisition, construction permitting, and identify construction and operating funding. In addition, the Metropolitan Council must work with each city for municipal consent of the design, consistent with Minnesota Statute 473.3994. No change to the proposed amendment.
34	2 ccc	Concerned that Target Corporation is not contributing to funding of Bottineau light rail transit.	Comment acknowledged and will be shared with city, Hennepin County, and Metro Transit leadership. No change to the proposed amendment.
34	2 ddd	Advocate for a more balanced funding approach, including recovering more costs through transit fares.	Comment acknowledged. No change to the proposed amendment.
36	2 eee	Opposes Bottineau because of increased activity at station areas.	Comment acknowledged and will be shared with city, Hennepin County, and Metro Transit leadership. No change to the proposed amendment.
37, 174, 209	2 fff	Opposed to light rail because transit development takes tax dollars away from other priorities like schools, public safety, parks and road maintenance.	Much of the funding for light rail comes from dedicated sources at the regional, state, and federal level that would not be made available for schools, public safety, parks, or road maintenance. No change to the proposed amendment.

Commenter ID	Issue	Comment	Response
44	2 ggg	Golden Valley residents feel that they were denied opportunity to participate and comment in the Bottineau light rail transit locally preferred alternative decision-making process.	Golden Valley has been represented and has actively participated on the Bottineau Policy Advisory Committee (PAC) since November 2009 (elected and appointed officials, and key business and institutional leaders), and on the staff-level Advise, Review, and Communicate Committee (ARCC) since August 2008. Golden Valley did not immediately appoint a representative to the Bottineau Community Advisory Committee, but appointed a representative in March 2012 in time to provide input on the locally preferred alternative decision. The City of Golden Valley transmitted its comments on the scope of the Bottineau Draft EIS on February 21, 2012, which identified a list of concerns that should be addressed during continued study of the D1 route. Nine meetings were held in Golden Valley between October 2009 and April 2012 seeking input on technical issues for the Bottineau Transitway, the full list of meetings is available from Hennepin County. Corridor-wide, Hennepin County has hosted 280 Bottineau Transitway meetings from 2008 through 2012 with over 4,900 meeting attendees and these have included 30 Hennepin County-sponsored public meetings and 72 corridor committee meetings (PAC, CAC, or ARCC). No change to the proposed amendment.
44	2 hhh	The transitway project development process is very confusing. The purpose of the amendment to the Transportation Policy Plan feels like a very final decision, and the status of Bottineau light rail transit is not clear to the general public.	The Metropolitan Council acknowledges transit planning and project development is complex and will continue working with its partners to make it easier to understand. The locally preferred alternative (LPA) is the transitway mode and general route that the corridor's cities, counties, and the Metropolitan Council recommend be considered for construction and operation. The selection of the LPA and amendment of it into the region's long-range transportation plan, the Transportation Policy Plan, is a first step in a project's typical six to nine years of competition for federal New Starts program construction funding. Prior to construction, the Metropolitan Council and its partners must complete many steps including station area land use planning, environmental impact review, engineering, right-of-way acquisition, construction permitting, and identify construction and operating funding. In addition, the Metropolitan Council must work with each city for municipal consent of the design, consistent with Minnesota Statute 473.3994. No change to the proposed amendment.

Commenter ID	Issue	Comment	Response
169, 172	2 iii	What affect will the light rail have on homes? Mainly worried about Penn Ave.	Light rail on Penn Avenue North (D2 route) was considered during the Alternatives Analysis (AA) led by Hennepin County and it is not recommended as the locally preferred alternative. The AA found the D2 route would result in more property and neighborhood impacts, slower travel time, lower cost effectiveness, and more disruption of roadway traffic operations as compared to the BNSF (D1) route. Hennepin County, the Metropolitan Council, and the Federal Transit Administration are preparing a Draft Environmental Impact Statement for the Bottineau Transitway. The Draft EIS will evaluate the anticipated impact of Bottineau LRT on homes along the West Broadway/Penn Avenue (D2) and BNSF (D1) routes. No change to the proposed amendment.
170	2 jjj	I believe this process should be a part of an election vote.	Comment acknowledged. No change to the proposed amendment.
173	2 kkk	I'm worried about the construction and the traffic it's going to create. Are roads going to be tended to in case there is a need for a detour?	Hennepin County, the Metropolitan Council, and the Federal Transit Administration are preparing a Draft Environmental Impact Statement for the Bottineau Transitway. The Draft EIS will evaluate the construction and operational impact of Bottineau light rail transit on traffic operations. No change to proposed amendment.
191	2 lll	Supports light rail transit on West Broadway Avenue.	Light rail transit on West Broadway Avenue was considered during the Alternatives Analysis led by Hennepin County and it was not identified as the locally preferred alternative because it would result in more property and neighborhood impacts, slower travel time, lower cost effectiveness, and more disruption of roadway traffic operations as compared to the BNSF (D1) route. Revision #5 in the proposed amendment identifies study of Arterial bus rapid transit and streetcar on West Broadway Avenue. Arterial bus rapid transit and streetcars can operate in mixed traffic and general purpose lanes to minimize impacts on adjacent property. No change to the proposed amendment.

Commenter ID	Issue	Comment	Response
196	2 mmm	Opposes proposed Bottineau light rail transit alignment because of concern that it further institutionalizes government lack of investment in North Minneapolis.	The Alternatives Analysis led by Hennepin County determined that light rail transit along the B-C-D1 route best meets the project purpose and need and should be the locally preferred alternative for the Bottineau Transitway. Revision #5 in the proposed amendment identifies transit improvements proposed in North Minneapolis, including Arterial bus rapid transit on Penn Avenue and Emerson-Fremont Avenues North and study of Arterial bus rapid transit and streetcar on West Broadway Avenue. Other initiatives include, Hennepin County's Penn Avenue North Community Works Project to identify and implement improvements to Penn Avenue North as well as Metropolitan Council's focus on creating living-wage jobs, building affordable housing, and adding millions of dollars to the local property tax base in North Minneapolis and along the Bottineau Corridor through Livable Communities Act (LCA) Grant Programs. LCA funded projects in the area currently total more than $4 million. All these projects will help our communities grow and prosper. No change to the proposed amendment.
207	2 nnn	Opposes proposed Bottineau light rail transit alignment because it will force freight trains to divert along other routes and cause impacts along the other routes.	Designs for Bottineau light rail transit propose no change to freight train traffic patterns. No change to the proposed amendment.
209	2 ooo	Opposes Bottineau light rail transit because of the impacts of Hiawatha light rail transit and Central Corridor light rail transit on traffic operations and on street parking.	Hennepin County, the Metropolitan Council, and the Federal Transit Administration are preparing a Draft Environmental Impact Statement for the Bottineau Transitway. The Draft EIS will evaluate the construction and operational impact of Bottineau light rail transit on traffic operations and on-street parking. No change to proposed amendment.

Commenter ID	Issue	Comment	Response
COMMENTS ON THE PROPOSED PLAN AMENDMENT REGARDING ARTERIAL BUS RAPID TRANSIT			
18, 45, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 177, 180, 181, 184, 187, 188, 198, 200, 202, 206	3 a	Supportive of the Met Council's decision to expand the arterial BRT/ streetcar to include North Minneapolis routes along Penn Ave., Emerson and W. Broadway.	Support acknowledged. No change to the proposed amendment.
48	3 b	The Arterial BRT would direct people through North Minneapolis. A circulator bus would be much better to get people to destinations around the Northside.	Comment acknowledged and will be shared with Minneapolis and Metro Transit leadership. Arterial bus rapid transit is proposed as a way to improve transit connections between North Minneapolis and major activity centers throughout the region. Arterial bus rapid transit does not preclude improvements to local bus service. No change to the proposed amendment.
18, 181, 184, 188, 189	3 c	Concern about potential impact of bus rapid transit in a dedicated lane on general traffic operations in North Minneapolis.	Arterial bus rapid transit is proposed to operate in mixed traffic and general purpose lanes, not dedicated lanes. The impacts of Arterial bus rapid transit on general traffic will be evaluated in the future as projects advance. No change to the proposed amendment.

Commenter ID	Issue	Comment	Response
18	3 d	Support for economic development in North Minneapolis potentially encouraged by bus rapid transit.	Support acknowledged. No change to the proposed amendment.
196	3 e	Support for bus rapid transit, but concern about poor record for implementation.	Comment acknowledged and will be shared with city, Hennepin County, and Metro Transit leadership. No change to the proposed amendment.
199	3 f	Opposes bus rapid transit because of concerns it will contribute to general traffic congestion without providing economic development benefits.	Comment acknowledged and will be shared with city, Hennepin County, and Metro Transit leadership. The impacts of Arterial bus rapid transit on general traffic will be evaluated in the future as projects advance. No change to the proposed amendment.
205	3 g	Concern bus rapid transit will not provide service on Lyndale Avenue.	Existing transit ridership on Lyndale Avenue is lower than on other near-by routes. The potential 2030 Arterial bus rapid transit routes identified in Figure 7-39 are higher priorities for implementation of Arterial BRT. No change to the proposed amendment.
205	3 h	Concern that more community engagement is needed to advance bus rapid transit.	Comment acknowledged and will be shared with Metro Transit leadership. The community will be invited to participate in additional engagement in the future as Arterial bus rapid transit projects advance. No change to the proposed amendment.
207	3 i	Support for bus rapid transit because it would be a model for the efficient boarding of all buses.	Support acknowledged. No change to the proposed amendment.
208	3 j	Concerned about the environmental impact and pollution control of BRT.	Comment acknowledged and will be shared with Metro Transit leadership. The environmental impacts of Arterial bus rapid transit will be evaluated in the future as projects advance. No change to the proposed amendment.
176	3 k	Please consider a Park & Ride, maybe at Brookdale.	Comment acknowledged and will be shared with Metro Transit leadership. No change to the proposed amendment.

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