Transportation Committee

Meeting date: April 14, 2014

For the Metropolitan Council meeting of April 30, 2014

Subject: Adopt 2030 TPP amendment adding and funding MnDOT Corridors of Commerce projects and approve 2030 TPP administrative modification for streetcars
District(s), Member(s): All

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); Cole Hiniker, Senior Planner (651-602-1748)

Division/Department: Transportation / 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:
  - Adds a project on Interstate 94 between Rogers and St. Michael and its funding
  - Adds and advances funding for completion of Trunk Highway 610
- Affirm the amendment maintains the fiscal constraint and air quality conformity of the plan
- Approve the attached administrative modification for modern streetcars

Background

The action proposes both a formal amendment and an administrative modification to the 2030 Transportation Policy Plan (TPP). A formal amendment requires that the plan's estimated project costs and funding continue to balance (called "fiscal constraint") and air quality conformity is maintained. Administrative modifications allow for text changes and language updates that do not alter the plan's fiscal constraint or list of projects. Background for the amendment is provided first, followed by background for the administrative modification.

Proposed Amendment to include Interstate 94 and Trunk Highway 610 Projects and Funding

The Minnesota Department of Transportation (MnDOT) requested that the Metropolitan Council amend the 2030 TPP to include a new project and additional funding. These projects were selected and are being funded as a result of recent state legislative action. The "Corridors of Commerce" program, authorized through Mn. Stat. 161.088 during the 2013 legislative session, established a "program for trunk highway construction, reconstruction, and improvement, including maintenance operations, that improves commerce in the state". This program is funded at $300 million through the sale of trunk highway bonds.

Based on the legislative criteria, the MnDOT Commissioner selected projects across the state that meet the criteria and are deliverable in the near term. Two of these projects are in the Twin Cities Metropolitan Area and must be included in the TPP and Transportation Improvement Program (TIP) in order to proceed:

1. The TH 610 project from Hennepin County Highway 81 to I-94 completes the freeway from TH 10 to I-94. The 2030 TPP identifies

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this strategic capacity enhancement project in the fiscally constrained plan. The Corridors of Commerce program provides up to $131 million for construction (based on actual project costs) which will allow a 2015 contract letting. The right-of-way costs are not eligible for Corridors of Commerce funds. The $50 million required for right-of-way will come from the $85 million currently allocated to TH 610 in the 2030 TPP. MnDOT Metro District is committed to providing the right-of-way funding to advance the project. Other than adding the new Corridors of Commerce funding, no significant changes are required to the 2030 TPP for the TH 610 project.

2. The I-94 project will add an eastbound auxiliary lane from TH 241 in St. Michael to TH 101 in Rogers, will extend the west bound exit ramp at TH 101, and will add a third westbound lane from TH 101 to TH 241 a distance of 4.15 miles. The Corridors of Commerce program will provide up to $46 million (based on actual project costs) for the I-94 project. This project was submitted for Corridors of Commerce by MnDOT District 3 to address a recurring congestion problem.

   MnDOT Metro District is initiating an I-94/494 Managed Lane Corridor Study and Traffic Analysis to determine how MnPASS can be provided along a 39-mile segment of I-494 and I-94 from TH 13 in Dakota County to TH 101 in Hennepin County, with potential to extend the study to County Road 19 in Wright County. The design of the current project should accommodate and enhance the future implementation of MnPASS lanes in the corridor and not preclude it in any way.

   Given the I-94 project is not in the fiscally constrained 2030 TPP, a number of changes to the text and tables have been recommended. The project is subject to Air Quality Conformity Analysis.

Proposed Administrative Modification for Modern Streetcars

In 2013, the City of Minneapolis completed a Federal Transit Administration-funded alternatives analysis of the Nicollet-Central corridor and recommended modern streetcar as the locally preferred alternative (LPA). The LPA is a 3.4-mile section of the corridor on Nicollet Avenue, Nicollet Mall, and Hennepin/1st Avenues from Lake Street to at least 5th Street NE with an estimated preliminary capital cost of $180-200 million (2013 dollars), an annual operating cost of $10.6 million (2013 dollars), and estimated ridership of 9,200 average weekday boardings in 2030. The action also requested that the Council amend the project into the 2030 TPP. In addition to the work on the Nicollet-Central corridor, Minneapolis, St. Paul, Ramsey and Dakota counties, and Metro Transit are studying modern streetcars in several other corridors.

The TPP currently defines Transitways as Light Rail, Commuter Rail, Dedicated Busways, Highway Bus Rapid Transit, Arterial Bus Rapid Transit, and Express Bus Corridors with Transit Advantages. The TPP acknowledges modern streetcars as a possible future transitway mode for consideration in response to the work initiated by local communities, but the fiscally constrained plan does not include funding for modern streetcars and the inclusion of the mode as a transitway will need to follow a regional discussion on modern streetcar policy.

The action by the City of Minneapolis raises important policy questions about the role of modern streetcar projects in the region's transitway system. The 2040 TPP will need to address the policy questions surrounding modern streetcars. This streetcar policy development is planned to start in mid-2014 and result in a TPP amendment in 2015. In the interim, this administrative modification to the 2030 TPP highlights the status of the numerous modern streetcar studies in the region and provides a

framework for starting the streetcar policy development. In addition, the City of Minneapolis and Metropolitan Council are collaborating to advance the environmental review and pre-project development activities in 2014 for the Nicollet-Central modern streetcar recommended LPA.

A TPP administrative modification does not affect the plan's fiscal constraint and does not require public review or air quality conformity analysis.

Summary of Public Engagement, Fiscal Constraint, and Air Quality Conformity

Metropolitan Council authorized a public hearing and 45-day public comment period on the proposed amendment and administrative modification. The public comment period began on February 17 and concluded on April 4, 2014. A public hearing on the amendment was held at the March 24 Transportation Committee meeting with testimony provided by a representative from the Greater St. Cloud Development Corporation and a representative from the I-94 West Corridor Commission. No one testified on the TH 610 project or the modification for streetcars.

A summary of the public comments on the proposed amendment and administrative modification is attached along with responses recommended by Council staff. Council staff is recommending no changes to the proposed amendment based on public comment. Several comments do not relate to the content of the amendment, but focused the jurisdiction and responsibilities of the Metropolitan Council. No comments were received on the proposed administrative modification for streetcars.

The proposed amendment adds all funding required for the I-94 and TH 610 projects, thereby maintaining the fiscal constraint of the 2030 TPP. The Transportation Advisory Board (TAB) and Council have already adopted amendments to the 2014-2017 TIP for the I-94 and TH 610 projects pending adoption of this plan amendment. The proposed administrative modification does not change costs, revenues, or the plan's fiscal constraint.

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. The proposed administrative modification does not change the plan's list of projects or air quality conformity.

Rationale

State and federal transportation planning law require the Council and TAB to develop a multi-modal regional transportation plan that identifies transportation system goals, needs, implementation policies, and investment priorities for at least a 20-year period. The plan must identify all regionally significant highway and transit investments including transitways that will be implemented within the timeframe of the plan and must maintain balance between anticipated project costs and funding (called "fiscal constraint"). These projects must be consistent with the adopted policies of the Metropolitan Council. The TPP is the region's document that guides TAB, state, and federal investments in highway and transit projects.

Under federal transportation planning requirements, a transit project's LPA must be selected and amended into the region's long-range transportation plan for a project to be eligible for federal funding. Certain state and regional funding also require transitway projects to be consistent with the TPP. This administrative modification is a response to the City of Minneapolis' request to amend the Nicollet-Central modern streetcar project into the 2030 TPP. The administrative modification does not change current regional policy on transitways or modern streetcars, nor does it add funding for modern streetcars. Instead, this modification is intended to be the basis for a regional dialogue about modern streetcar policy to be addressed through a future TPP amendment.

Funding

This action does not require funding. The state will pay all costs for Corridors of Commerce projects. The administrative modification for streetcars does not require funding and project funding is one of the key questions that must be resolved before streetcar projects can advance.

Known Support / Opposition

Council staff received one comment in opposition to the TH 610 project; all other comments on the proposed amendment were in support of the TH 610 or I-94 projects.

The TAB reviewed the proposed amendment and recommended it for adoption for the purpose of public comment on January 15, 2014. The TAB reviewed the proposed administrative modification and recommended accepting it for the purpose of public comment on December 18, 2013. Consistent with the procedure for plan amendments established in the region's Transportation Planning and Programming Guide (November 2013), staff will present a summary of public comments at the TAB's April 16, 2014 meeting.

The proposed amendment for I-94 and TH 610 is supported by Governor Dayton, local legislators, the local communities, and MnDOT, including representatives from Wright County. Some TAB members voiced opposition to the I-94 project or to the unpriced, general purpose nature of the lanes proposed for I-94. Opposition to the I-94 project was based on its inconsistency with the 2030 TPP and MnDOT's Minnesota State Highway Investment Plan's emphasis on preservation, including its low priority among planned MnDOT Metro District capacity enhancement investments, and concerns that the project promotes continued expansion of the urbanized area along the I-94 corridor.

Some TAB members also expressed concern with the Corridors of Commerce selection criteria and process, specifically the political nature of the selected projects and that the Corridors of Commerce timeline did not allow adequate time for TAB input into the process. TAB members stated a desire to provide input in advance of any future Corridors of Commerce process.

The proposed administrative modification for modern streetcars was drafted in consultation with the City of Minneapolis, City of Saint Paul, Dakota County, and Ramsey County. Some TAB members voiced concerns about modern streetcars including estimated preliminary costs, concern that transit is growing faster than the revenue to support it, and lack of understanding about subsidy for streetcar as compared to buses in the corridors today. Other TAB members emphasized that streetcars can carry more passengers than buses, and studies also need to evaluate the development benefits of streetcar, including their potential to attract ridership and development along streetcar lines. It was noted that these factors will be vetted through the streetcar policy development process.

PROPOSED AMENDMENT TO THE 2030 TRANSPORTATION POLICY PLAN

Revision 1

Chapter 3: Regional Transportation Finance, 2008 Omnibus Transportation funding Bill, title and first paragraph, page 27.

2008 Omnibus and 2013 Corridors of Commerce Transportation Funding Bills

The major omnibus transportation funding bill (Chapter 152) passed in the 2008 session contained a number of transportation revenue increases. The law contained an increase in the motor fuels tax (gas tax), a debt service surcharge on the gas tax, an increase in the vehicle registration tax and allowed for implementation of a new quarter cent sales tax for transitway development and operating purposes by the seven metropolitan counties. Furthermore, the 2013 Minnesota Legislature created the Corridors of Commerce program by authorizing the sale of up to $300 million in new bonds for the construction, reconstruction and improvement of trunk highways *(2013 Session Law, Chapter 117*).The major provisions of the 2008 and 2013 bills are described in the following sections.

Revision 2

Chapter 3: Regional Transportation Finance, 2008 Omnibus Transportation funding Bill ,Highway Funding Provisions, page 28, new paragraph following the second full paragraph.

Furthermore, the 2013 Minnesota Legislature created the Corridors of Commerce program by authorizing the sale of up to $300 million in new bonds for the construction, reconstruction and improvement of trunk highways (2013 Session Law, Chapter 117). The legislation establishes two major goals: to provide additional highway capacity on segments where there are currently bottlenecks in the system, and to improve the movement of freight and reduce barriers to commerce. Based on the legislative criteria, the MnDOT Commissioner selected projects across the state. Up to $177 million is available for two projects in the Twin Cities Metropolitan Area (based on actual project costs). They are I-94 from Rogers to St. Michael, and TH 610 from I-94 to County State Aid Highway 81.

Revision 3

Chapter 3: Regional Transportation Finance, Transportation Finance Issues and Trends, Lack of Funding for Highway Expansion, page 30.

Lack of Funding for Highway Expansion

Despite the passage of Chapter 152 and the Corridors of Commerce program which increased revenues made available for highway programs, it is clear that there continues to be inadequate funding available for highway expansion projects over the next twenty years, even if previously identified expansion projects are rescoped so that they can be constructed at a lower cost. Additional revenue will be needed for the rescoped highway expansion projects and to make other strategic highway capacity investments.

Revision 4

Chapter 3: Regional Transportation Finance, Highway and Transit Revenues, Highway Revenues, page 34, last paragraph.

Highway Revenues

Because the 2008 and 2013 legislation authorized Mn/DOT to issue trunk highway bonds financed by the new Chapter 152 and Corridor of Commerce tax revenues respectively, the actual level of highway construction spending in a given year will vary significantly up or down from the available revenues. The total amount estimated to be available to the Metro District for state highway construction in the 2015-2030 time frame from the existing state and federal taxes and from the 2008 transportation funding bill is approximately ~~$3.6 - $4.1~~ $3.85 - $4.35 billion and is discussed in more detail in Chapter 6: Highways (see Table 6-24). Of this amount approximately ~~$900 million~~ $1.1 billion is estimated to be available for allocation in this plan for safety and congestion mitigation/mobility improvements.

Revision 5

Chapter 6: Highways, Fiscally Constrained Highway Investment Plan, Target Funds, Table 6-21: State Road Construction Funds, Metro District, page 83.

State Road Construction Funds, Metro District			
(in millions)			
	Federal *	**State**	**Total**
2015 - 2020	$ 430	$ ~~900~~ 1077	$ ~~1,330~~ 1,507
2021 - 2030	$ 950	$ 1,550	$ 2,500
TOTAL	**$ 1,380**	**$ ~~2,450~~ 2,627**	**$ ~~3,830~~ 4,007**
**Mn/DOT Metro receives an average 45% of the federal funds that come to the region.*			

Revision 6

Chapter 6: Highways, Fiscally Constrained Highway Investment Plan, Target Funds, Table 6-24: TSP Metro District Highway Investment Plan: State Road Construction 2015-2030, page 84.

TSP Metro District Highway Investment Plan: State Road Construction 2015-2030 *(in millions)*			
Fund Category	**2015-2020**	**2021-2030**	**Total**
Metro Share of Tier 1 and 2 Bridges	**$130**	**$0**	**$130**
Preservation			
Pavement	$300	$800	$1,100
Other Bridge	$400	$1000	$1,400
BARC[1]	$25	$30	$55
Other Infrastructure	$80	$140	$220
Safety			
Safety Capacity	$100	$120	$220
Safety- HSIP[2]	$20	$30	$50
Cooperative Agreements	$30	$30	$60
Congestion Mitigation			
Congestion Mitigation	~~$220~~ 397	$300	~~$520~~ 697
Team Transit	$10	$20	$30
Community Improvements	$15	$30	$45
TOTAL	**~~$1330~~ 1507**	**$2500**	**~~$3830~~ 4007**
Total Estimated Range[3]	**$ ~~1250~~ 1427 - ~~$1450~~ 1627**	**$2350 - $2700**	**~~$3600~~ 3777 - ~~$4150~~ 4327**

1. BARC – Bridge and Road Construction 2. HSIP – Highway Safety Improvement Program 3. The ranges reflect the uncertainty of forecasting revenues over time.

Revision 7

Chapter 6: Highways, Progress Since Adoption of the 2004 Transportation Policy Plan, Highway Construction, new paragraph before the first full paragraph on page 68.

Highway Construction

The state used a number of funding techniques to build expansion projects in the 2004-2010 timeframe. Advance construction was first used in 2000 to allow large projects to be undertaken. This program allows states to "borrow" future federal funds for a current project. The second program, passed by the Legislature in 2003, is known as the Pawlenty/Molnau Transportation Financing Package or BAP (Bond Advance Program). This added $550 million in Trunk Highway bonds to the region's highway construction budget. These bonds are being repaid by reducing Mn/DOT's operating budget and delaying other investments. Furthermore, the 2013 Minnesota Legislature created the Corridors of Commerce program by authorizing the sale of up to $300 million in new bonds for the construction, reconstruction and improvement of trunk highways (2013 Session Law, Chapter 117). The legislation establishes two major goals: to provide additional highway capacity on segments where there are currently bottlenecks in the system, and to improve the movement of freight and reduce barriers to commerce. Based on the legislative criteria, the MnDOT Commissioner selected projects across the state. Up to $177 million is available for two projects in the Twin Cities Metropolitan Area (based on actual project costs). They are I-94 from Rogers to St. Michael, and TH 610 from I-94 to County State Aid Highway 81.

Revision 8

Chapter 6: Highways, Fiscally Constrained Highway Investment Plan, 2011-2030 Highway Funding Resources, third and fourth paragraphs, page 82.

The actions of the 2008 Legislature increased revenues for the state trunk highway system by an estimated $2.6 billion (from 2009-2018) and for the cities and counties by $1.8 billion (2009-2018). Chapter 152 provides a 3.5 cent gas tax primarily to pay for bonds to repair or replace bridges and some smaller allocations, such as for transit advantages and interchanges. Furthermore, the 2013 Minnesota Legislature created the Corridors of Commerce program by authorizing the sale of up to $300 million in new bonds for the construction, reconstruction and improvement of trunk highways (2013 Session Law, Chapter 117). The legislation establishes two major goals: to provide additional highway capacity on segments where there are currently bottlenecks in the system, and to improve the movement of freight and reduce barriers to commerce. Based on the legislative criteria, the MnDOT Commissioner selected projects across the state. Up to $177 million is available for two projects in the Twin Cities Metropolitan Area (based on actual project costs). They are I-94 from Rogers to St. Michael, and TH 610 from I-94 to County State Aid Highway 81.

The total highway resources available for the region in the 2011-2030 period, is estimated at ~~$8.0~~ $8.2 to ~~$8.7~~ $8.9 Billion, is shown in Table 6-18. Those funds can be categorized as follows:

Revision 9

Chapter 6: Highways, Fiscally Constrained Highway Investment Plan, Table 6-18: 2011 -2030 Regional Highway Investments, page 82.

2011-2030 Regional Highway Investments	
TIP (2011-2014)	
Local & Mn/DOT Highway	$1.3 B
Chapter 152 Bridge	$1.1 B
Est. 2015-2030 Metro Area Funds	
Mn/DOT State Road Construction	$3.6 - $4.2 B
Ch. 152 Bridge (2015-2018)	$0.3 B
Corridors of Commerce (I-94 & TH 610)	$0.2 B
Regional Solicitation	$1.7 - $1.8 B
TOTAL Investment 2011-2030	~~$8.0 - $8.7 B~~ $8.2 - $8.9 B

Revision 10

Chapter 6: Highways, Congestion Mitigation / Mobility Enhancements, page 89.

This plan supports the implementation of ATM improvements, lower-cost / high-benefit projects and new managed lane and affordable strategic capacity expansion to mitigate congestion and improve mobility. However, only about ~~$900 million~~ 1.1 billion is forecasted to be available for these types of projects in the 2015-2030 period. This makes it critical that limited resources available for congestion mitigation and mobility be used, whenever possible, to augment preservation and safety funds and funds from the Chapter 152 bridge program to implement projects that meet multiple objectives. Table 6-29 shows a sub-allocation of the estimated ~~$900 million~~ 1.1 billion by investment type. This allocation reflects the policy direction in this plan and will be used in project programming decisions. These funds represent the level of effort that will be made to mitigate congestion, provide increased safety and improve regional mobility.

Revision 11

Chapter 6: Highways, 2015-2030 Highway Investment Plan, Table 6-29: Congestion Mitigation and Safety Investment Plan, page 89.

2015-2030 Congestion Mitigation and Safety Investment Plan *(in millions)*			
	2015-2020	**2021-2030**	**2015-2030**
Active Traffic Management (ATM)	$ 30	$ 50	$ 80
Lower-Cost / High-Benefit (CMSP Projects)	$ 120	$ 200	$ 320
Managed Lane / Strategic Capacity Enhancements	$ ~~170~~ 347	$ 330	$ ~~500~~ 677
TOTALS	**$ ~~320~~ 497**	**$ 580**	**$ ~~900~~ 1,077***
** The $~~900M~~ 1.1B funding level assumes the Metro District will receive supplemental funds in addition to its formula funding through ~~competitive~~ special funding programs such as Corridors of Commerce*			

Revision 12

Chapter 6: Highways, Congestion Mitigation / Mobility Enhancements, Strategic Capacity Expansion, page 99.

Strategic Capacity Expansion

Completing the unfinished segment of TH 610 and its connection to I-94 is a strategic capacity expansion project with new general purpose lanes to close a significant gap in the Metropolitan Highway System. Some strategic capacity enhancements may also be achieved by implementing interchange consolidation/closure initiatives and adding short general purpose lane additions, such as the TH 252 improvement discussed under the Major Project Reassessment section. In addition, the I-94 project from TH 101 to TH 241 is being funded as part of the Corridors of Commerce program. In the case of the I-94 project, the improvements will not preclude future development of MnPASS lanes.

Revision 13

Chapter 6: Highways, Fiscally Constrained Mobility / Congestion Mitigation Priorities, Table 6-37: Fiscally Constrained Congestion Mitigation/Mobility Investments, first full paragraph, page 102.

As demonstrated earlier, the fiscally constrained state road construction budget is estimated to provide $~~3.8~~4 billion through 2030 (see Table 6-21 and Table 6-24), with only ~~$900 million~~ $1.1 billion (~~23~~ 28%) available for mobility and congestion mitigation in the 2015-2030 time period. This plan calls for the ~~$900 million~~ $1.1 billion to be sub-allocated into three categories: ATM investments, lower cost/high benefit projects and managed lanes/strategic capacity projects as shown in Table 6-37. The allocation of these funds assumes the implementation of projects that meet multiple objectives, such as preservation and congestion mitigation within one project. Should any project increase in cost above that shown in Table 6-37, adjustments will be needed within the investment category or other projects

will be delayed. The region, working with Mn/DOT, will continue to seek additional revenues to ensure that these projects and possibly more can be advanced to actual implementation. As additional revenues are secured through increased funding levels or competitive grants the funds should be used to increase the spending levels for the investment categories shown in Table 6-37 and bring the region closer to fully funding the investment needs identified in this plan.

Revision 14

Chapter 6: Highways, Fiscally Constrained Mobility / Congestion Mitigation Priorities, Table 6-37: Fiscally Constrained Congestion Mitigation/Mobility Investments, page 103.

2015-2020 Fiscally Constrained Congestion Mitigation/Mobility Investments		
Active Traffic Management (ATM) Estimated 6-year Budget $30 M	Add and enhance electronic infrastructure to Trunk Highways throughout region	$ 23 M
	ATM required for I-494 Managed Auxiliary Lane, Westbound I-35W to TH 100	$ 7 M
Lower-Cost / High-Benefit Estimated 6-year Budget $120M	Set aside to be programmed through CMSP process (under development)	$ 60 M
	Available for lower-cost / high-benefit projects in Table 6-32 and others	$ 57 M
	TH 252, add general purpose lane north and south of 81st Avenue Intersection to complete 3 general purpose lanes northbound	$ 3 M
Managed Lane/Strategic Capacity Enhancements Estimated 6-year Budget $~~170~~ 347M	Advance the connection of TH 610 to I-94 with lower-cost investment through the Corridors of Commerce program ROW funded from original strategic capacity allocation	$~~85~~131~~-~~M $ 50 M
	Help fund I-35E/Cayuga managed lane, MnPASS 2, Tier I recommendation with direct connection to CBD and/or extension beyond little Canada Rd.	$ 15-50 M
	Set aside for MnPASS 2, Tier 2 recommendations. (This allocation will be reduced if TH 610 or I-35E project costs increase)	$ ~~35-70~~ 70 - 105 M
	I-94 from TH 101 to TH 241 lane addition through the Corridors of Commerce program	$ ~~15-50~~ 46 M

PROPOSED ADMINISTRATIVE MODIFICATION TO THE 2030 TRANSPORTATION POLICY PLAN

Chapter 7: *Other Modes,* Page 151-152, revise language to read (revisions noted below):

Streetcars are a type of rail transit that can be operated with vintage, replica or modern cars. Modern streetcars are under consideration through a number of studies as a possible new transit mode in the region. Modern ~~S~~streetcars typically operate in mixed traffic ~~and are subject to traffic congestion~~ similar to a local bus route~~, although they may be given priority at intersections~~. They typically stop every few blocks and operate at shorter distances than LRT with an emphasis on high-frequency service with high accessibility. Typical modern streetcar lines are less than ~~three~~ four miles long while light rail lines are typically around ten miles long. They travel more slowly than light rail transit because light rail operates primarily in its own dedicated right-of-way and stops approximately every mile while streetcars operate in mixed traffic and stop more frequently. Modern ~~S~~streetcars attract new transit riders and may offer some travel time advantages over local buses, such as faster boarding, faster fare collection, and intersection signal priority, ~~though~~ similar to the transportation benefits BRT can offer. ~~these benefits at lower cost and with greater flexibility.~~ Modern ~~S~~streetcar service is particularly suitable for high-density, mixed-use areas with short average passenger trip lengths, areas where improved transit will benefit a high number of existing riders, and ~~to~~ as an attraction for new or infrequent transit users like shoppers or visitors. Modern ~~S~~streetcars ~~may~~ also have ~~be appropriate~~ demonstrated promise ~~as~~ for supporting high-density, mixed-use, walkable development in urban cores where people can live without a car and become regular and frequent transit users ~~tool for local units of government~~.

A number of recent and ongoing studies are considering modern streetcars for further planning or implementation.

- The City of Minneapolis completed a *Streetcar Feasibility Study* in 2008 that resulted in a recommendation for a streetcar network as a long-range 20-50 year vision for the city. The study recommended modern streetcar on seven corridors: West Broadway/Washington Ave, Hennepin Ave S, Midtown Corridor, Nicollet Ave S, University Ave SE/4th Street SE, Chicago Ave S, and Central Avenue NE.

- In October 2013, the City of Minneapolis completed an Alternatives Analysis for the Nicollet-Central Corridor, which concluded with the City of Minneapolis approving a 3.4-mile modern streetcar line, running between Lake Street and at least 5th Street NE on Nicollet Ave, Nicollet Mall, and Hennepin Ave/1st Ave, using the Hennepin Ave Bridge to cross the Mississippi River, as the recommended Locally Preferred Alternative for inclusion in the Transportation Policy Plan. This recommendation represents the first modern streetcar project requesting inclusion in the regional Transportation Policy Plan and the initial analysis illustrated modern streetcar as a mode that could be competitive for federal funding for major transit capital investments. The City of Minneapolis and the Metropolitan Council are collaborating to advance the environmental review process and pre-project development activities for the project for completion in 2014, with the intent of pursuing federal transportation funds in the future.

  The City of Minneapolis also began addressing possible local funding sources for the project. During the 2013 State Legislative session, a law was established that gave the city the ability to create a Value Capture District for the Nicollet-Central Modern Streetcar project that captures increased property tax revenues from five specified blocks with active development projects in the corridor and apply those revenues to the capital costs of a modern streetcar. The City of

Minneapolis officially established that value capture district in June 2013 and forecasts that the district will allow the city to issue construction bonds for up to $60 million toward the project.

- The City of Saint Paul is conducting a *Streetcar Feasibility Study* that will identify a long-term vision for a streetcar network. Initial phases of the study have identified seven corridors for the long-term network: East 7th Street, Payne Ave, Rice Street, Selby Ave/Snelling Ave, Grand Ave/Cretin Ave, West 7th Street, and Robert Street. The final phase of the feasibility study will identify a starter network of prioritized lines, and will recommend a first line to be pursued for more detailed study. The feasibility study is expected to be completed by the end of 2013. Ramsey Council Regional Railroad Authority (RCRRA) is leading corridor studies that will include West 7th Street (Riverview corridor) and East 7th/Payne (Rush Line corridor) and modern streetcar will be considered. As studies continue, RCRRA, City of St. Paul, and Metro Transit are coordinating the implementation of Arterial BRT on West 7th Street in the near term and have secured partial funding for implementation through federal and state sources.

- Metro Transit is leading a study evaluating transit options in a 4.4 mile corridor on Lake Street or along the Midtown Greenway corridor from West Lake to Hiawatha Avenue. Modes still under consideration include bus improvements on Lake Street, rail improvements in the Greenway, or a combination of the two modes. The rail alternative includes a combination of single- and double-track segments and could be operated with light rail vehicles or modern streetcar vehicles. Metro Transit expects to complete the Midtown Corridor Alternatives Analysis in early 2014.

- Dakota County Regional Railroad Authority and Ramsey County Regional Railroad Authority are partnering on the *Robert Street Transitway Alternatives Study.* The study has narrowed the list of build alternatives down to three, including an alternative for modern streetcar on Robert Street. The study is expected to be completed in early 2014 with a recommendation for a Locally Preferred Alternative from the Regional Railroad Authorities.

- Metro Transit, the City of Minneapolis, and Hennepin County are partnering on a detailed corridor study of West Broadway that is expected to begin in 2014. The project will analyze transit options along West Broadway and options to connect to downtown Minneapolis and to the planned Bottineau LRT corridor. The study will include modern streetcar and arterial BRT options.

The number of completed or active studies considering modern streetcar, and specifically the recommendation for a starter line in the Nicollet-Central corridor, illustrates the positive support for modern streetcar as a new transit mode in the region. The addition of this new mode into the transit system poses a number of questions that need to be addressed through a future update of the Transportation Policy Plan and prior to beginning construction on a first line. The questions include:

- What is the role of modern streetcars in local and regional transit systems as a transportation investment, an economic development investment, and an investment that supports regional growth forecasts?

- How do these roles affect the viability of potential funding sources for the capital and operating costs of modern streetcars?

- Should there be typical funding sources for modern streetcar and what would be appropriate sources and shares?

- Should modern streetcars be a transitway mode in the Transportation Policy Plan, which is a requirement for eligibility of certain funding sources?

- How might modern streetcar projects or a system be prioritized with the region? Within a community as part of a long-term network?

- What is the appropriate role for modern streetcar projects and arterial BRT projects already identified in the Transportation Policy Plan within the same broader corridor and how might this determination be made?

- How can modern streetcar and bus service be designed to complement each other, rather than compete with each other or rather than introduce negative impacts for existing bus riders?

The Council ~~will~~ is continuing to collaborate with local units of government and regional transit planning partners to address these questions and determine where and when modern streetcars may be an appropriate transportation investment. Modern streetcars have the potential to support significant regional growth in the highly developed areas of the region, where transportation systems are limited in physical space and transit is a means to add significant transportation capacity. However, the eligibility and use of transportation funding sources, including regional, state, and federal, for modern streetcars will need to be considered relative to the expected availability of funds and the role and expected benefits of the projects, and local participation in the funding of these projects will be an important part of the discussion. If it is determined that streetcars provide positive, significant, and cost-effective transportation benefits beyond alternative bus, BRT, or LRT investments, capital costs for streetcars might be funded by a combination of local and regional funds and may compete for federal transportation funding. If streetcars do not provide an optimal transportation solution and are pursued primarily for development outcomes they should be funded locally and should not compete with other regional priorities for federal and state transportation funding sources. Regardless of funding source, modern streetcar service would be expected to integrate seamlessly with the regional transit system.

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February 12, 2014

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390 North Robert Street
St. Paul, MN 55101

RE: Air Quality Conformity Analysis for the 2014 Metropolitan Council 2030 Transportation Policy Plan Amendment Request

Dear Ms. Vennewitz:

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 2014 amendment 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 (FHWA), and the U.S. Environmental Protection Agency (EPA) were consulted during the preparation of the Plan amendment and its conformity review of projects and documentation. Several ongoing communications occurred along with periodic meetings, draft reports, e-mails and phone calls.

The current Plan was approved by FHWA on September 27, 2013. The requested plan amendment will include the construction of the following projects:

- Interstate (I)-94 eastbound – construction of an auxiliary lane from TH 241 in St. Michael east to TH 101 in Rogers.
- I-94 westbound – construction of an exit ramp extension from I-94 to TH 101 in Rogers.
- I-94 westbound – construction of a third lane from TH 101 in Rogers west to TH 241 in St. Michael.

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 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, 2020, and 2030. The analysis included the projects listed in Tables F-1 through F-3.

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 2014 Plan amendment meet all relevant regional emissions analysis and budget tests as described herein.

Therefore, the 2014 Plan amendment 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 innocent.eyoh@state.mn.us.

Sincerely,

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

IE:je

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Appendix F: Clean Air Act Conformance
Conformity Documentation of the amended 2030 Metropolitan Council Transportation Policy Plan to the 1990 Clean Air Act Amendments
February 12, 2014

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 2014-2017 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 MAP-21 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 MAP-21 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 2014-2017 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.

2014-2017 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 2014-2017 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 2014-2017 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
TH 51	FROM ANOKA CSAH 12 TO 121ST AVE IN COON RAPIDS & BLAINE-RECONSTRUCT TO 4-LANE RDWY, PED/BIKE, SIGNALS	ANOKA COUNTY	002-651-007

Table F–1 Regionally Significant Projects 2015 Action Scenario			
CSAH 11	ON ANOKA CSAH 11 (FOLEY BLVD) FROM 101ST TO EGRET IN COON RAPIDS-RECONSTRUCT TO 4-LN RDWY, NEW SIGNALS, TRAIL	ANOKA COUNTY	002-611-032
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	CARVER COUNTY	010-618-013
TH 149	FROM TH 55 TO JUST NORTH OF I-494 IN EAGAN-RECONSTRUCT FROM 4-LN RDWY TO 5-LN RDWY, TRAIL	EAGAN	195-010-010
CSAH 61	FROM CSAH 3(EXCELSIOR BLVD) TO NO OF TH 7 IN HOPKINS & MINNETONKA-UPGRADE TO A 4-LANE RDWY, INTERSECTION IMPROVEMENTS (TIED TO 2706-235)	HENNEPIN COUNTY	027-661-046
	HWY 36 EAST P&R (STILLWATER)	METROPOLITAN COUNCIL	TRF-TCMT
TH 7	AT HENNEPIN CSAH 61 (SHADY OAK RD) IN MINNETONKA - UPGRADE TO A 4-LANE RDWY, INTERSECTION IMPROVEMENTS	MNDOT	2706-235
I-94	EB I94 FROM 7TH ST EXIT TO MOUNDS BLVD IN ST PAUL-ADD AUXILLIARY LANE, NOISEWALL, DRAINAGE, POND, TMS, SIGNING, LIGHTING, GUARDRAIL	MNDOT	6283-175
TH 55	FROM N JCT MN149 TO S JCT MN149 IN EAGAN- WIDEN FROM 4-LANE SECTION TO 6-LANE SECTION	MNDOT	1909-95
I-494	FROM N OF I394 IN MINNETONKA TO I94/I494/I694 INTERCHANGE IN MAPLE GROVE - UNBONDED CONCRETE OVERLAY, CPR, RIGHT SIDE DYNAMIC SHOULDER, SIGNING, STRIPING, DRAINAGE, TMS, NOISE WALLS, REDECK AND WIDEN BRIDGES 27973, 27974, 27975, 27976, 27977, 27978, AND REDECK BRIDGE 27905	MNDOT	2785
I-394	FROM RIDGEDALE DRIVE TO WESTBOUND I394 IN MINNETONKA - NEW ENTRANCE RAMP/BRIDGE 27W09	MNDOT	2789-141
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**
CSAH 116	FROM JUST E OF CRANE ST THROUGH JEFFERSON ST IN ANDOVER AND HAM LAKE-RECONSTRUCT FROM 2-LANE UNDIVIDED TO A 4-LANE DIVIDED ROADWAY INCLUDING SEPARATED BIKE/PED FACILITY, SIGNALIZED INTERSECTIONS AND IMPROVE AT-GRADE RAIL CROSSING	ANOKA COUNTY	002-716-015
CSAH 11	FROM N OF EGRET BLVD TO N OF NORTHDALE BLVD-RECONSTRUCT CSAH 11 (FOLEY 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	002-611-034
CSAH 34	FROM W94TH ST TO T8500 BLOCK OF NORMANDALE BLVD IN BLOOMINGTON-RECONSTRUCT OF CSAH 34 (NORMANDALE BLVD) AS A 4-LANE DIVIDED ROADWAY WITH LEFT-TURN LANES AND MULTI-USE TRAILS	BLOOMINGTON	107-020-065

Table F- 2 Regionally Significant Projects 2020 Action Scenario			
TH 55	FROM THE MN149 NORTH INTERSECTION THROUGH THE MN149 SOUTH INTERSECTION-EXPANSION TO A 6-LANE ROADWAY INCLUDING TRAFFIC SIGNALS, AND CONSTRUCTION OF A MULTI-USE TRAIL	EAGAN	195-010-011
CSAH 53	FROM JUST WEST OF WASHBURN AVE TO 16TH AVE IN RICHFIELD-RECONSTRUCT TO A 3-LANE SECTION CENTER TURN LANE, RAISED CONCRETE MEDIAN, SIGNAL REPLACEMENT, SIDEWALKS, ON-ROAD BIKEWAYS	HENNEPIN COUNTY	027-653-021
CSAH 81	FROM N OF 63RD AVE N TO N OF CSAH 8 IN BROOKILYN PARK-RECONSTRUCT TO A MULTI-LANE DIVIDED ROADWAY INCLUDING CONCRETE MEDIAN AND A MUTLI-USE TRAIL	HENNEPIN COUNTY	027-681-034
TH 100	FROM 36TH ST TO CEDAR LAKE RD IN ST. LOUIS PARK - RECONSTRUCT INTERCHANGES INCLUDING CONSTRUCTING AUXILLIARY LANES	MN/DOT	2734-33AC
I-35E	FROM I94 IN ST. PAUL TO JUST NORTH OF LITTLE CANADA RD IN LITTLE CANADA - CONSTRUCT MNPASS LANE, REHAB PAVEMENT, REPLACE BRIDGES 6509, 6510, 6511, 6512, 6514, 6579, 9117, 9118, 9119, 9120 AND TMS	MN/DOT	6280-367
TH 610	EXTENSION OF 105TH AVE TO W OF I94 IN MAPLE GROVE	MNDOT	2771
I-35W	FROM 46TH ST TO I94 IN MPLS - MANAGED LANE COMPLETION, PAVEMENT RECONSTRUCTION AND REPAIR, NOISEWALLS, TMS, DRAINAGE, LIGHTING, REPLACE BRIDGES 9731, 9733, 27842, 27843, 27867, 27868, 27869, 27870, 27871, 27872	MNDOT	2782-327
I-35E	FROM JCT MN36 IN ROSEVILLE TO JUST N I694 IN ARDEN HILLS/NEW BRIGHTON- MILL AND OVERLAY, DRAINAGE, GUARDRAIL, SIGNING, AUXILLIARY LANES	MNDOT	6284-166
CSAH 35	CSAH 35 (PORTLAND AVE) FROM 67TH ST TO 77TH ST IN RICHFIELD-RECONSTRUCT TO 2-LANE ROAD WITH A CENTER TURN LANE AND INCLUDING TRANSIT FACILITIES, BIKE LANES AND PEDESTRIAN FACILITIES	RICHFIELD	157-020-026
TH 101	AT HENNEPIN CSAH 144 IN ROGERS-RECONSTRUCT INTERCHANGE, MULTI-USE TRAIL AND SIDEWALK, SIGNALS AND LIGHTING (AC PROJECT, PAYBACK IN 2015) (TIED WITH 2738-28, 2738-29)	ROGERS	238-010-003
PIERCE BUTLER RTE	FROM GROTTO ST TO ARUNDEL ST AT MINNEHAHA AVE-EXTENSION OF PIERCE BUTLER ROUTE ON A NEW ALIGNMENT AS A 4-LANE ROADWAY WITH BIKE LANES AND SIDEWALKS	SAINT PAUL	164-020-123
CSAH 17	FROM S OF CSAH 78 TO N OF CSAH 42-RECONSTRUCT AS A 4-LANE DIVIDED ROADWAY AND MULTI-USE TRAIL	SCOTT COUNTY	070-617-024
TH 36	NEW ST CROIX RIVER CROSSING	MNDOT	8217-82045
TH 610	CONSTRUCT FROM I-94 TO CSAH 81		
	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- 2 Regionally Significant Projects 2020 Action Scenario			
I-94	LANE ADDITION FROM TH 101 TO TH 241	MNDOT	

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	

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.

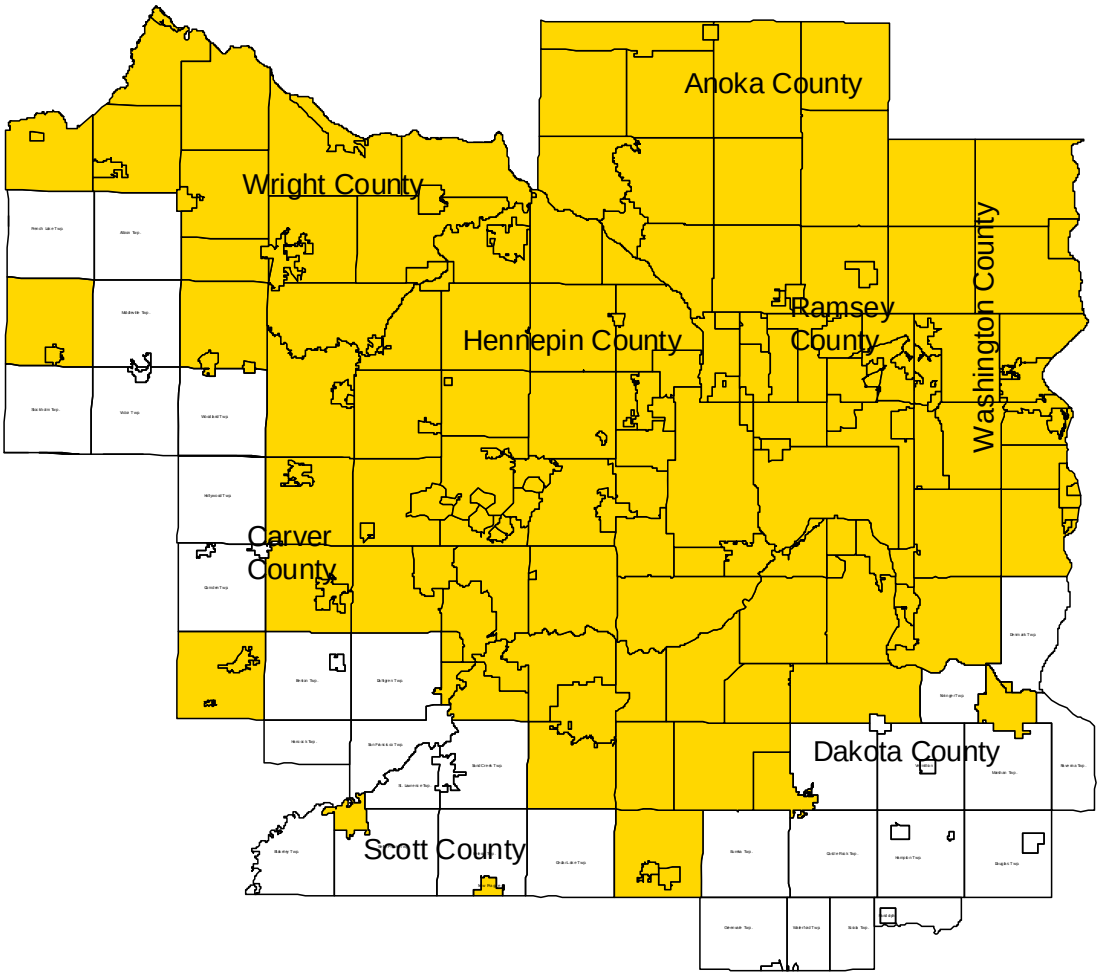
The MPCA requested that the USEPA add a third revision to the SIP, a contingency measure consisting of a year-round oxygenated gasoline program if the CO standards were violated after 1995. The USEPA approved the proposal. Because of current state law which remains in effect, the Twin Cities area has 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 2014-2017 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>

Railroad/highway crossing....S-1
Hazard elimination program....S-2
Safer non-federal-aid system roads....S-3
Shoulder improvements....S-4
Increasing sight distance....S-5
Safety improvement program....S-6
Traffic control devices and operating assistance other than signalization projects....S-7
Railroad/highway crossing warning devices....S-8
Guardrails, median barriers, crash cushions....S-9
Pavement resurfacing and/or rehabilitation....S-10
Pavement marking demonstration....S-11
Emergency relief (23 U.S.C. 125)....S-12
Fencing....S-13
Skid treatments....S-14
Safety roadside rest areas....S-15
Adding medians....S-16
Truck climbing lanes outside the urbanized area....S-17
Lighting improvements....S-18
Widening narrow pavements or reconstructing bridges (no additional travel lanes)....S-19
Emergency truck pullovers....S-20

<u>MASS TRANSIT</u>

Operating assistance to transit agencies....T-1
Purchase of support vehicles....T-2
Rehabilitation of transit vehicles....T-3
Purchase of office, shop, and operating equipment for existing facilities....T-4
Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)....T-5
Construction or renovation of power, signal, and communications systems....T-6
Construction of small passenger shelters and information kiosks....T-7

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 AND ADMINISTRATIVE MODIFICATION

REPORT FOR THE FEBRUARY 17 THROUGH APRIL 4, 2014 PUBLIC COMMENT PERIOD

METROPOLITAN COUNCIL

April 10, 2014

Comment Overview

The 2030 Transportation Policy Plan Public Comment Report summarizes the comments received on a proposed amendment and administrative modification to the 2030 Transportation Policy Plan. The amendment proposes adding a project on Interstate 94 between Rogers and St. Michael and funding for the I-94 project and completion of Trunk Highway 610. The amendment was released for the purposes of public comment on February 12, 2014. The administrative modification proposes highlighting the status of the numerous modern streetcar studies in the region and providing a framework for addressing the streetcar-related policy questions. The administrative modification was released for the purposes of public comment on January 22, 2014. The Metropolitan Council hosted the public comment period on the proposed amendment and administrative modification from February 17 through April 4, 2014.

Metropolitan Council hosted a public hearing on the amendment and administrative modification at 5:00 PM at the March 24 Transportation Committee meeting with testimony on the Interstate 94 project provided by a representative from the Greater St. Cloud Development Corporation and a representative from the I-94 West Corridor Commission. No one testified on the Trunk Highway 610 project or the streetcar language.

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 four categories:

- Comment Group 1: General comments on the proposed plan amendment are identified as issues 1a through 1k
- Comment Group 2: Comments on the proposed plan amendment regarding the Interstate 94 project are identified as issues 2a through 2w
- Comment Group 3: Comments on the proposed plan amendment regarding the Trunk Highway 610 project are identified as issues 3a and 3b
- Comment Group 4: Comments on the jurisdiction and authorities of the Metropolitan Council are identified as issues 4a through 4c

Metropolitan Council received no comments on the proposed administrative modification addressing streetcars.

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	Greater St. Cloud Development Corporation	Patti Gartlund, President
2	I-94 West Corridor Commission	Steve Bot, Chairman
3	Resident	Tony Vogel
4	Resident	Jim Bezanson
5	Resident	Tim Cary
6	Resident	Brian Mielke
7	Resident	Diana Van Duinen
8	Resident	Melinda Sanders
9	Resident	Jim Read
10	Resident	Rick Butte
11	Resident	Stacey Larsen
12	Resident	Paul Seefeld
13	Resident	Samantha Millerbernd
14	Resident	John Herges
15	Resident	Leonard Kirscht
16	Resident	Brian Blanchard
17	Resident	James Boston
18	Resident	Jon Schaab
19	Wright County	Joe Hagerty, Sheriff
20	Resident	Justin Tourville
21	Resident	Michael Herdan
22	Resident	Debrah Banas
23	Resident	Steve Paydon
24	Resident	Sharon Zilke
25	Resident	Evan Siljander
26	Resident	Larry Cassem
27	Business owner	Howard Larson
28	Resident	Todd Hansen
29	Resident	Julia Nagorski
30	Resident	Carl Johnson
31	Resident	Troy Thompson
32	Resident	Mark Swanson
33	Resident	Brady Kreger
34	Resident	Charles Kinch
35	Resident	John Anderson
36	Resident	Nancy Stanchina
37	Resident	Dennis Booth
38	Resident	J Brian Clava
39	Resident	Eugene Kluk
40	Resident	Patrick Wanderee
41	Resident	Verna Rankin
42	Resident	Michelle Armstrong
43	Resident	Martin Rainer

List of Comment Contributors

ID	Organization	Name
44	Resident	Elaine Martin
45	Business owner	Robert Hageman
46	Resident	Robert Langerud
47	Resident	Jim Hedtke
48	Resident	Melissa Albee
49	Resident	Jacob Julik
50	Resident	John Gammel
51	Resident	Jeff Strand
52	Resident	Dan Krieger
53	Resident	Todd Barber
54	Labelmart	Lee Sorenson
55	Resident	Stuart Lund
56	Resident	Brad Risk
57	Resident	D Nelson
58	Business owner	Ben Bauman
59	Resident	Lance Bolson
60	Resident	David Shepherdson
61	Resident	Gregory Spar
62	Resident	Charleen Zachman
63	Resident	Michael Johnshoy
64	Resident	Lois George
65	Resident	Thain Spar
66	Resident	Cynthia Lemm
67	Resident	Bonita Lee
68	Resident	Bonnie Stromberg
69	Resident	Bob Moore
70	Resident	John Bolduc
74	Resident	Paul Pegors
75	Resident	Vic Harvath
76	Norwex Independent Consultant	Kelsey Bergfalk
77	Resident	Jameson Wakefield
78	Resident	Stacia Wakefield
79	Resident	Katrina Adickes
80	Resident	Richard O'Brien
81	Resident	James Burke
82	Resident	Tom Gelting
83	Resident	Dennis Reinert
84	Resident	Chris Grenier
85	Resident	Tom Hanauska
86	Resident	Daniel Lewis
87	Resident	Marge Beard
88	Resident	Barb DeMars
89	Resident	Mike Linn
90	Resident	Doug Donaldson

List of Comment Contributors

ID	Organization	Name
91	Resident	Ron Long
92	Resident	Kristi Remus
93	Resident	Peter Remus
94	Resident	Travis Rittenbach
95	Resident	Lindsey Becker
96	Resident	Jon Hartell
97	Resident	Catherine Velasco
98	Resident	Charlotte Langlands
99	City of St. Michael	Kevin Kasel, Council Member
100	Resident	Nathan Perez
101	Resident	Ian Futterer
102	Wright County Board of Commissioners	Lee Kelly, Coordinator
103	GNP Company	Lexann Reischl
104	Resident	Tama Theis
105	WSB & Associates, Inc.	John Uphoff
106	Community Giving	Melinda Sunders
107	City of Sartell	Joe Perske, Mayor
108	Brenny Transporation, Inc.	Joyce Brenny, President
109	Resident	Unlegible
110	Microbiologics, Inc.	Unlegible, CFO
111	Resident	Unlegible
112	Merrill Corporation	Unlegible
113	Resident	Gary Theisen
114	Resident	Dan Ochsner
115	Resident	Valerie Rittenbach
116	Resident	Luke Kocher
117	Resident	Michael McDowell
118	Resident	TQ White II
119	Resident	Jason Anderson
120	Resident	Bob Zupke
121	Resident	Marka Jaster

Note: Commentors 71, 72, and 73 are not missing. The numbers were mistakenly not assigned during the process to compile coments.

Commenter ID	Comment		Response
GENERAL COMMENTS ON THE PROPOSED PLAN AMENDMENT			
1	1	a Supports the amendment to the Transportation Policy Plan.	Support acknowledged. No change to the proposed amendment.
102	1	b Strong support for improvements to transportation infrastructure.	Support acknowledged. No change to the proposed amendment.
37	1	c The I-94 project will benefit the people who pay taxes and licensing.	Support acknowledged. No change to the proposed amendment.
24, 41	1	d We don't need mass transit, we need good roads.	Comment acknowledged. No change to the proposed amendment.
33, 118	1	e We need more construction jobs.	Support acknowledged. No change to the proposed amendment.
75	1	f I am fed up with out dated Twin Cities Highways. We are way behind others like Dallas Tx. or L.A. Why are we always years behind in expanding our highways?	According to the 2012 Transportation System Performance Evaluation for the Twin Cities Metropolitan Area (March 2014), "The Twin Cities has more roadway-centerline miles per person than the average for the region's peer urban areas and [Texas Transportation Institute's] large urban areas. This comparatively high amount of roadway is partly because the Twin Cities has one of the least dense patterns of urban development in the country, requiring more miles of roadway to provide access for users of the system" (p. 21). While the Twin Cities highway system is nationally recognized as a leader in traffiic management, TTI data also shows we drive more miles per capita than our peer cities (TSPR, p. 29), again as a result of our land use pattern and density choices. The cost to operate, maintain, and rebuild the highway system is significant. The Minnesota State Highway Investment Plan (MnSHIP) published in December 2013 anticipates falling short of its operation, maintenance, and reconstruction needs and no expansion of the state highway system after 2024 if no additional state and/or federal revenues are provided. No
75	1	g Stop spending time and money on studies for light rail. LRT is expensive, a burden on tax payers, 97% will never or seldom use it and the 3% that do get better service to where they want to go by way of our great bus system. Bus routes also can be made to go where the need is and changed any time without large expenses.	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.

Commenter ID	Comment		Response
57	1 h	It is time to get [the northwest] side of the Twin Cities improved.	The improvements to TH 610 and I-94 proposed in this amendment will benefit the Northwest part of the region. In addition, as part of its Corridor Investment Management Strategy program, MnDOT compiled information about recent and planned multimodal transportation projects throughout the state of Minnesota. Information for the metropolitan area is available at http://www.dot.state.mn.us/cims/. In addition to significant pavement, bridge, and roadside infrastructure investments and the I-94 improvement proposed, improvements in the northwest metropolitan area include conversion of Trunk Highway 101 to a freeway in Wright County (completed 2008), introduction of Northstar Commuter Rail service (2009), improvement of the I-94/TH 101 interchange (2010), additional capacity on Interstate 494 in Plymouth (scheduled for 2014-2015), completion of Trunk Highway 610 and its connection with Interstate 94 (scheduled for 2015-2016), and the Blue Line [Light Rail Transit] extension between Brooklyn Park and Minneapolis (anticipated before 2020). No change to the proposed amendment.
2	1 j	We are thankful that the Corridors of Commerce program introduced new money to fund some of the state's highest priority projects that were previously not funded.	Support acknowledged. No change to the proposed amendment.
95	1 k	I would like to see more education about driver etiquette.	Comment acknowledged and will be shared with the Minnesota Department of Transportation.

Commenter ID	Comment		Response
COMMENTS ON INTERSTATE 94			
2 through 70, 74 through 100, 103 through 121 (115 comments)	2 a	Supports the amendment to include the I-94 project and funding in the Transportation Policy Plan.	Support acknowledged. No change to the proposed amendment.
2 through 70, 74 through 100, 103 through 121 (115 comments)	2 b	The project proposed on I-94 has a high return on investment. MnDOT's analysis of the project shows a reduction of 4,000 vehicles hours traveled per day by 2035. That equates to six months worth of hours being saved by commuters every single day, and hundreds of thousands of dollars every year for businesses.	Comment acknowledged. No change to the proposed amendment.
1, 2, 6, 8, 10, 15, 18, 20, 25, 54, 77, 78, 82, 90, 99, 103 through 114 (27 comments)	2 c	Interstate 94 improvements will benefit businesses and commuters in the Twin Cities Metropolitan Area, the greater St. Cloud area, northwest Minnesota, and beyond (including Canada). Businesses rely on I-94 as a principal arterial route for their goods, services, and employees and expanding I-94 is vital for commerce. Business efforts to grow jobs and the economic vitality in the greater St. Cloud area and northwest Minnesota are stymied by an insufficient infrastructure network. One corridor business reports that its employees dread the drive home.	Support acknowledged. No change to the proposed amendment.
3, 7, 11, 20, 23, 54, 58, 60, 66, 69, 83, 86, 95, 100, 115, 116, 120 (17 comments)	2 d	Congestion on I-94 results in poorer quality of life, and wasted productivity, money, and gas. For example commentors report that I-94 is congested even outside traditional rush hours. A commentor reports congestion on this part of I-94 adds 15 minutes for the last 5 miles of his commute. A commentor reports he must leave home 1.5 to two hours before work starts to be on time. A commentor reports a two-hour travel time between downtown Minneapolis and Monticello. Other commentors report that it takes an hour each weekday morning and evening to commute I-94 between Albertville and Maple Grove or Brooklyn Center. Says one commentor, "One day on I-94 in the congestion is all it can take to change someone's mind about relocating in Wright or Sherburne County (or beyond)!"	The 2030 Transportation Policy Plan recognizes it is not possible fiscally, socially, or environmentally to build our way out of highway congestion, although the improvements proposed for TH 610 and I-94 are intended to help address this congestion. No change to the proposed amendment.

Commenter ID	Comment		Response
5, 9, 13, 26, 27, 28, 30, 36, 53, 57, 60, 69, 85, 95 (14 comments)	2 e	Traffic volumes and congestion have steadily and significantly increasing on I-94 between Big Lake, St. Michael, Rogers, and the I-94/494/694 (Fish Lake) Interchange resulting in longer travel times for trips to Plymouth, downtown Minneapolis, Saint Paul, and south including to MSP airport. Commentors report that traffic congestion started to be a problem in 1984 and has gotten significantly worse over the last 7 to 12 years. Commentors report that today, traffic congestion begins at 6:15am at the Highway 241 St. Michael exit and traffic is often at a stand-still at the I-94/Hwy 101 Rogers exit, including large trucks. In the evening, congestion on I-94 starts shortly after 2 PM on weekdays and is much worse on weekends -- especially in the summer -- because of tourism traffic. Freeways are not supposed to have bottleneck areas.	The 2030 Transportation Policy Plan recognizes it is not possible fiscally, socially, or environmentally to build our way out of highway congestion, although the improvements proposed for TH 610 and I-94 are intended to help address this congestion. No change to the proposed amendment.
1, 2, 3, 5, 11, 15, 17, 20, 23, 35, 47, 49, 52, 54, 61, 69 (16 comments)	2 f	Highway safety is an issue on I-94 due to congestion, merging traffic, and the amount of truck traffic. Between Trunk Highway 241 in St. Michael and the I-94/494/694 (Fish Lake) Interchange the crash and severity rates are double the statewide average. Three City of Rogers squad cars were totaled within the last 5 years when their vehicles were struck on I-94. The officers were injured, one very seriously and resulting in a permanent, career ending disability. Many of the calls [to Rogers police] arise because of the congestion and the dangerous nature of this stretch of highway.	The Metropolitan Council and Minnesota Department of Transportation are commited to highway safety. The improvements proposed for I-94 are designed to help address congestion-related crashes. The MnDOT and Metropolitan Councill will continue to monitor highway safety within the I-94 corridor during and after construction of the proposed improvements. No change to the proposed amendment.
3, 4, 5, 10, 14, 16, 21, 52, 56, 94 (10 comments)	2 g	I consider the improvements proposed on I-94 between St. Michael and Rogers as a minimum. I would have much preferred the expansion all the way to Albertville, Monticello, or St. Cloud.	Comment acknowledged. No change to the proposed amendment.
5, 51	2 h	Interstate 94 needs four lanes in each direction between Maple Grove and Rogers to accommodate the number of lanes that come together there from I-494 and I-694.	The 2030 Transportation Policy Plan recognizes it is not possible fiscally, socially, or environmentally to build our way out of highway congestion, although the improvements proposed for TH 610 and I-94 in this amendment are intended to help address this congestion. No change to the proposed amendment.

Commenter ID	Comment		Response
24, 32, 35, 55, 56, 115, 119 (7 comments)	2 j	The proposed project on I-94 will benefit my commute and evening tourism traffic.	Support acknowledged. No change to the proposed amendment.
2	2 k	Freight is very significant in the I-94 corridor. Over 75,000 commercial vehicles travel this corridor every day. Freight is projected to increase well over 30% in the next 20 years.	The MnDOT estimates that this stretch of Interstate 94 carries 8,000 commercial trucks a day with daily volumes for all traffic averaging 75,000 vehicles per day. No change to the proposed amendment.
1, 30, 45, 77, 78	2 l	Businesses incur significant losses due to congestion on the I-94 corridor; these additional expenses that make it difficult to expand and create new, good-paying jobs. J&B Group has over 200 Semi trucks bringing food product to or from our plant each week to an 8-state midwest region. In addition approximately 4oo people commute to St. Michael to work each day. Most employees and practically all of the semi trucks use the I-94 freeway. The amount of time lost due to traffic conjestion is very significant. These costs must be added to the food products produced in St Michael. Central Minnesota businesses have identified or estimated their congestion-related losses at more than $785,000 per year. Speedy Delivery identified its losses at $200,000 per year. Golden Plump estimated its losses at $225,000 per year. Ramler Trucking estimate its losses at $360,000 per year, with $195,000 in fuel loss. Arctic Cold Storage reported impacts to their customer base that will deny new business opportunities and lead to struggles to remain competitive. Says one trucking firm, "Our truck is not allowed to make deliveries on Friday due to	Comment acknowledged and will be shared with the Minnesota Department of Transportation. No change to the proposed amendment.
1, 2	2 m	The Minnesota Department of Transportation and Federal Highway Administration recognize congestion on I-94 between Rogers and St. Cloud as a significant problem as demonstrated by congestion severity data for the state's Interregional Corridor System and the Interstate system within Minnesota. This problem is forecast to grow worse by 2040 with congestion extending from North Dakota to the Twin Cities. The I-94 project is a high priority for MnDOT District 3.	Although the 2030 Transportation Policy Plan recognizes it is not possible fiscally, socially, or environmentally to build our way out of highway congestion, the improvements proposed for TH 610 and I-94 are intended to help address this congestion on the portion of the I-94 within the metropolitan area. The Minnesota State Highway Investment Plan (MnSHIP) published in December 2013 anticipates falling short of its operation, maintenance, and reconstruction needs and no expansion of the state highway system after 2024 if no additional state and/or federal revenues are provided. No change to the proposed amendment.

Commenter ID	Comment		Response
17, 60, 90, 91	2 n	Interstate 94 needs to be expanded to support growth in the corridor. Rogers has become a major destination for people travling north along I-94, TH 10, and TH 169. People need better access to Monticello because the 2,000 as residential lots are no longer available in Otsego. Congestion on I-94 is going to increase in the near future and over the next 30 years.	The 2030 Transportation Policy Plan recognizes the importance of supporting population, employment, and commercial growth in our region and the State of Minnesota. The 2030 TPP also recognizes it is not possible fiscally, socially, or environmentally to build our way out of highway congestion. Instead the 2030 TPP emhpasizes the need for integrated implementation of highway traffic management, transit improvements, travel demand management, and careful land use decisions to manage highway congestion. In addition to land use decisions in the I-94 corridor, the 2030 TPP identifies highway traffic management tools include active traffic management, low-cost/high-benefit spot improvements, construction of MnPASS lanes, and other strategic capacity enhancements such as enhancements to the local minor arterial system. To successfully accommodate growth in our region, all partners need to contribute to implementing the full spectrum of highway congestion management strategies. No change to the proposed amendment.
1	2 o	Businesses do not have many alternatives to using I-94 for conducting commerce in this area.	As the Interstate 94 corridor continues to grow population, employment, and commerce, targeted investments will be needed in the interstate, state, county, and other elements of the transportation system to ensure that people and businesses have the alternatives they need to thrive in the I-94 corridor. The proposed project is one example of this kind of targeted investment. No change to the proposed amendment.
69, 81, 84	2 p	I use local roads instead of I-94 between St. Michael and the I-94/494/694 (Fish Lake) Interchange for my interstate and regional travel. This kind of traffic diversion puts too much of a burden on local government. Since I have started using local roads, 11 new traffic signal systems have been added to my route, which has increased the travel time on this route to 40 minutes also.	The 2030 Tranportation Policy Plan emphasizes the need for local implementation of a strong minor arterial system to supplement the capacity of the principal arterial system and support access to job and activity centers and freight terminals. No change to the proposed amendment.
3	2 q	Local traffic from Rogers and St. Michaels use I-94 instead of local roads, resulting in congestion on I-94.	The 2030 Tranportation Policy Plan emphasizes the need for local implementation of a strong minor arterial system to supplement the capacity of the principal arterial system and support access to job and activity centers and freight terminals. No change to the proposed amendment.
2	2 r	Emergency response is challenged by congestion in the I-94 corridor. The Head of Allina Ambulance Service said Allina will not use ambulances to respond to crashes on I-94, they call for the helicopter because they simply can't get to crashes another way.	The improvements proposed for TH 610 and I-94 are intended to help address congestion on I -94 between St Michael and Maple Grove. In addition, the 2030 Tranportation Policy Plan emphasizes the need for local implementation of a strong minor arterial system to supplement the capacity of the principal arterial system and provide alternative access. No change to the proposed amendment.

Commenter ID	Comment		Response
102	2 s	Interstate 94 serves as an important emergency evacuation route for any people and property potentially affected by problems at Xcel Energy's nuclear plan in Wright County.	The improvements proposed for TH 610 and I-94 will provide additional capacity on I -94 between St Michael and Maple Grove if needed for an evacuation.The 2030 Tranportation Policy Plan also emphasizes the need for local implementation of a strong minor arterial system to supplement the capacity of the principal arterial system. No change to the proposed amendment.
5, 43	2 t	We cannot afford to delay the construction of this expansion project one day! Delaying projects on I-94 will make them more expensive in the future.	Comment acknowledged. The Metropolitan Council and Minnesota Department of Transportation have brought the proposed amendment through the required processes as quickly as possible. No change to the proposed amendment.
9	2 u	I support North Star commuter rail and hope that it can ease the congestion in the long run, but until North Star gets to St. Cloud the commuter congestion on I-94 will remain heavy.	Support acknowledged. No change to the proposed amendment.
57	2 v	Poor pavement quality on I-94 is exacerbating the congestion issues.	Comment acknowledged and will be shared with the Minnesota Department of Transportation. Pavement renovation north of St Michael is scheduled for this summer. No change to the proposed amendment.
2	2 w	The project proposed on I-94 will address infrastructure needs in the area for the next 20-plus years.	Comment acknowledged. No change to the proposed amendment.

Commenter ID	Comment		Response
COMMENTS ON TRUNK HIGHWAY 610			
16	3 a	Finish Trunk Highway 610 to relieve I-694.	Support acknowledged. No change to the proposed amendment.
101	3 b	I oppose expansion of Trunk Highway 610 as there isn't a good reason to expand it.	The proposal is not to expand the existing TH 610, but to complete the last unfinished stretch of the road from CR 81 to I-94. According to the MnDOT, key benefits of the TH 610 project are congestion relief for the I-94/I-694 corridor that currently carries more than 115,000 vehicles per average weekday, fewer traffic impacts on the local roadway system, and improved economic vitality and development marketability for the northwest Twin Cities Metropolitan Area. No change to the proposed amendment.
COMMENTS ON THE METROPOLITAN COUNCIL			
10, 11, 38, 39, 40, 44, 45, 46, 50, 52, 55, 58, 59, 62, 66, 67, 74, 79	4 a	Please do not block this vital expansion of I-94 to St. Michael.	Comment acknowledged. The Metropolitan Council and Minnesota Department of Transportation have brought the proposed amendment through the required processes as quickly as possible. No change to the proposed amendment.
75, 87	4 b	If I were Governor I would eliminate the Met Council. They are not elected and have taxing power. We the people should have the power to elect anyone with this kind of power.	Comment acknowledged. No change to the proposed amendment.
41	4 c	Is it really "fair" to punish those who prefer to live outside the jurisdiction of the Met Council? People would be more ready to accept your proposals if you honored their needs and desires.	Comment acknowledged. No change to the proposed amendment.

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