Transportation Committee

Meeting date: September 8, 2014

For the Metropolitan Council meeting of September 10, 2014

Subject: Adopt 2030 TPP Amendment for I-694 and I-494 general purpose lane addition
District(s), Member(s): 1 – Rodriguez, 3 – Munt, 10 – McCarthy

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); Connie Kozlak, Manager, Systems Planning (651-602-1720);

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 funding received through the Corridors of Commerce program for improvements to Interstate 694 between Lexington Avenue and Rice Street,
  - Adds increased funding derived from cost savings in the Chapter 152 Bridge Preservation program for improvements to Interstate 494 between I-394 and I-94/694.
- Affirm that the amendment maintains the fiscal constraint and air quality conformity of the plan

Background

MnDOT is requesting that the Metropolitan Council amend the 2030 Transportation Policy Plan (TPP) to include one new project, modify an existing project description, and include additional funding for both projects in the Council's fiscally constrained long-range plan.

The I-694 project was selected and is being funded as a result the Corridors of Commerce program authorized through MN Statutes 161.088 during the 2013 legislative session. Based on criteria defined in the legislation, the MnDOT Commissioner selected projects across the state that met the criteria and are deliverable in the near term. Three of these projects are in the Twin Cities Metropolitan Area. The Metropolitan Council adopted an amendment to the 2030 TPP for two of these projects, the I-94 and TH 610 projects, on April 30, 2014. The currently proposed action adds the third project, an additional lane on I-694 between Lexington Avenue and Rice Street, and its funding to the 2030 TPP.

The I-494 project is already included in the 2030 TPP as a dynamic shoulder lane addition. Under the proposed amendment, the project description will be modified to be a general purpose lane addition, and an additional $25 million will be added to the 2030 TPP. This $25 million was identified from cost savings from other projects funded through the statewide Chapter 152 Bridge Preservation program. The additional $25 million is programmed through a statewide program and therefore is new funding to the region. In a separate action, the Council will be asked to add $25 million to the $61.6 million that was already programmed in the 2014-2017 Transportation Improvement Program for I-494 reconstruction.

METROPOLITAN COUNCIL

Rationale

The Metropolitan Council and its Transportation Advisory Board are required, under both state and federal law, to develop a multimodal regional transportation plan that identifies transportation system goals, needs, and investment priorities over at least a 20-year period. The plan is required to identify regionally significant transportation investments that will be implemented within the timeframe of the plan based on anticipated revenues and project costs. These projects must be consistent with the policies and plans adopted by the Metropolitan Council.

This federal requirement to balance revenues and costs is usually referred to as fiscal constraint. The proposed amendment adds all funding required for the I-694 and I-494 projects, thereby maintaining the fiscal constraint of the 2030 TPP.

After review and recommendation of the proposed amendments by the TAC and TAB, the Metropolitan Council authorized a public hearing, which was held at the August 11 Transportation Committee meeting, and 45-day public comment period from July 7 to August 21, 2014. Three written comments were received, all favoring the amendment. Therefore staff is recommending the proposed amendment be adopted as originally written. A public comment report is attached.

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.

Same week action is requested in order for MnDOT's letting schedule to be realized.

Funding

The projects are fully funded with the existing state and federal funds.

Known Support / Opposition

No known opposition. During a public comment period, three comments were received in support of the amendment.

PROPOSED AMENDMENT TO THE 2030 TRANSPORTATION POLICY PLAN AS AMENDED APRIL 30, 2014

Revision 1

Chapter 3: Regional Transportation Finance, 2008 Omnibus Transportation funding Bill, Highway Funding Provisions, page 28, third 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~~ 219 million is available for ~~two~~ three 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~~.~~ and $42 million for a project on I-694 between Lexington Avenue and Rice Street as part of the Corridors of Commerce program. In addition, MnDOT Metro District will receive up to an additional $25 million beyond the target formula to help fund a rescoped I-494 project from I-394 to I-94/I-694. This project will be funded through a combination of MnDOT Metro District funds ($61.6 million already programmed in the 2014-2017 Transportation Improvement Program) and cost savings from the statewide Chapter 152 Bridge Preservation programs' St. Croix River Crossing and Red Wing projects, which will provide the additional $25 million.

Revision 2

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	$ ~~1077~~ 1144	$ ~~1,507~~ 1574
2021 - 2030	$ 950	$ 1,550	$ 2,500
TOTAL	**$ 1,380**	**$ ~~2,627~~ 2694**	**$ ~~4,007~~ 4074**
**Mn/DOT Metro receives an average 45% of the federal funds that come to the region.*			

Revision 3

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	$ ~~397~~ 464	$300	$ ~~697~~ 764
Team Transit	$10	$20	$30
Community Improvements	$15	$30	$45
TOTAL	**$ ~~1507~~ 1574**	**$2500**	**$ ~~4007~~ 4074**
Total Estimated Range[3]	**$ ~~1427~~ 1500 - $ ~~1627~~ 1650**	**$2350 - $2700**	**$ ~~3777~~ 3850 - $ ~~4327~~ 4350**

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

Revision 4

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~~219 million is available for ~~two~~ three 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~~.~~ and ~~-~~$42 million for a project on I-694 between Lexington Avenue and Rice Street as part of the Corridors of Commerce program. In addition, MnDOT Metro District will receive up to an additional $25 million beyond the target formula to help fund a rescoped I-494 project from I-394 to I-94/I-694. This project will be funded through a combination of MnDOT Metro District funds ($61.6 million already programmed in the 2014-2017 Transportation Improvement Program) and cost savings from the statewide Chapter 152 Bridge Preservation programs' St. Croix River Crossing and Red Wing projects, which will provide the additional $25 million.

Revision 5

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. Another $42 million is available for a project on I-694 between Lexington Avenue and Rice Street as part of the Corridors of Commerce program. In addition, MnDOT Metro District will receive up to an additional $25 million beyond the target formula to help fund a rescoped I-494 project from I-394 to I-94/I-694. This project will be funded through a combination of MnDOT Metro District funds ($61.6 million already programmed in the 2014-2017 Transportation Improvement Program) and cost savings from the statewide Chapter 152 and Bridge Preservation programs' St. Croix River Crossing and Red Wing projects, which will provide the additional $25 million.

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

Revision 6

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) Corridors of Commerce (I-94, I-694, & TH 610)	$0.3 B $0.2 B
Regional Solicitation	$1.7 - $1.8 B
TOTAL Investment 2011-2030	$8.2 - $8.9 B

Revision 7

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	$ ~~347~~ 414	$ 330	$ ~~677~~ 744
TOTALS	**$ ~~497~~ 564**	**$ 580**	**$ ~~1,077~~ 1144***

** The $ 1.1B funding level assumes the Metro District will receive supplemental funds in addition to its formula funding through special funding programs such as Corridors of Commerce*

Revision 8

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. Another $42 million is available for a project on I-694 between Lexington Avenue and Rice Street as part of the Corridors of Commerce program. In addition, MnDOT Metro District will receive up to an additional $25 million beyond the target formula to help fund a rescoped I-494 project from I-394 to I-94/I-694. This project will be funded through a combination of MnDOT Metro District funds ($61.6 million already programmed in the 2014-2017 Transportation Improvement Program) and cost savings from the statewide Chapter 152 Bridge Preservation programs' St. Croix River Crossing and Red Wing projects, which will provide the additional $25 million. In the case of the I-94, I-694, and I-494 projects, the improvements will not preclude future development of MnPASS lanes.

Revision 9

Chapter 6: Highways, Congestion Mitigation / Mobility Enhancements, Major Project Reassessment, Table 6-36: Major Project Reassessment, MnPASS 2, and Managed Lane Vision Recommendation, page 100-101.

Corridor	TIP (2011-2014)	2015-2020	2021-2030
I-494/TH 169 Interchange	Remove signals and rebuild interchange	—	—
TH 100	--	TH 7, Minnetonka Blvd and RR bridges over TH 100 replacement and shoulder widening, Chapter 152 funds	--
I-694; I-35W to I-35E	Rebuild bridges, add	Reconstruct pavement,	*~~Lexington~~ I-35W to I-

Corridor	TIP (2011-2014)	2015-2020	2021-2030
	frontage road, add one new general purpose lane in each direction (TH 10 to Lexington Avenue)	add one new general purpose lane in each direction (Lexington Avenue to east of Rice Street)	35E, Managed Lane Vision
TH 610	Ongoing work west of TH 169	Advance the connection to I-94	--
I-35E; I-94 to Maryland	Chapter 152 funding for the Tier 1 bridges and add MnPASS lane (MnPASS 2, Tier 1 Recommendation)	--	--
I-494; TH 100 to 34th Avenue	Build managed auxiliary lane from I-35W to TH 100 WB (MnPASS 2, Tier 3 Recommendation)	--	I-35W northbound/I-494 westbound flyover ramp. Coordinated with Xerxes bridge over I-494 and interchange consolidation at 12th Ave/Portland and elimination of Nicollet Ave interchange
I-35W; SB I-94 to 46th Street	--	--	*Managed Lane Vision, southbound from I-94 to 42nd Street
I-494: I-94 to South of I-394	--	Reconstruct pavement, add one new general purpose lane in each direction (TH 55 to Bass Lake Road), and several auxiliary lanes–	* Managed Lane Vision, from I-94 through I-394 interchange (MnPASS 2, Tier 3 Recommendation)
TH 252	Northbound lane addition for 2/3 of a mile on either side of 81st Ave	--	--
TH 36: I-35W to I-35E	--	* EB Managed Lane Vision (MnPASS 2, Tier 2 Recommendation)	* WB Managed Lane Vision
I-694; I-35E to TH 36	--	--	Bridge work needed, no expansion planned
I-35E; TH 5 to TH 110	--	--	*SB, general purpose lane, lower cost/ high benefit project
*These investments are not included in the Fiscally Constrained Plan Allocations.			

Revision 10

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	Set aside to be programmed through CMSP process (under development)	$ 60 M
Estimated 6-year Budget $120M	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 $ ~~347M~~419M	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	$131M $ 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)	$ 70 - 105 M
	I-94 from TH 101 to TH 241 lane addition through the Corridors of Commerce program	$ 46 M
	I-694 from Lexington Avenue to Rice Street lane addition through the Corridors of Commerce program	$ ~~93 –~~ ~~98~~42 M
	I-494 from I-394 to I-94 / I-694 auxiliary and general purpose lane additions	$ ~~35 –~~ ~~42~~25 M

Minnesota Pollution Control Agency
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800-657-3864 | 651-282-5332 TTY | www.pca.state.mn.us | Equal Opportunity Employer

May 13, 2014

Ms. Amy Vennewitz
Deputy Director
Metropolitan Transportation Services
Metropolitan Council
390 North Robert Street
St. Paul, Minnesota 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-reverenced 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 (MnDOT), Federal Highway Administration (FHWA), and the U.S. Environmental Protection Agency (EPA), was consulted during the preparation of the Plan amendment. It conducted a conformity review of the projects and their 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)-494: construction of an additional general purpose lane from Trunk Highway (TH) 55 to the I-94/I-694 interchange, construction of auxiliary lane between TH 55 and CR 6, construction of northbound auxiliary lane from I-394 to Carlson Parkway
- I-694: construction of an additional lane from east of Rice Street to Lexington Avenue

As part of this Plan update, the Council has revised the Conformity Documentation referenced as Appendix F in the Plan. Appendix F provides the basis for meeting carbon monoxide (CO) standards. This revision involved the reviewing and selection of projects exempted from 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." The EPA made this determination because it is unreasonable to expect that the Twin Cities maintenance area would experience so much growth in that period that a violation of the CO National Ambient Air Quality Standards would result. No regional modeling analysis is required; however, federally-funded projects are still subject to "hot spot" analysis requirements.

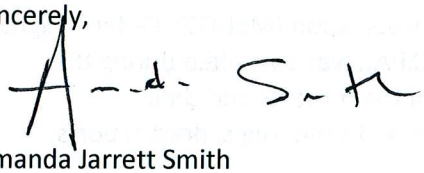
I have examined the document for conformity with a checklist of requirements from the joint Federal Transportation Conformity Rule of the EPA and the U.S. Department of Transportation. Based on this information, the MPCA has determined that the projects included in the 2014 Plan amendment meet all relevant regional emissions analysis and budget tests as required by the Conformity Rule.

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 in completing this analysis in a timely fashion. The MPCA also appreciates the cooperation of the interagency consultation group with their immediate assistance in resolving all policy and technical issues with respect to the Plan's Air Quality Conformity determination.

If you have any questions, please contact me at 651-757-2486 or by e-mail at amanda.smith@state.mn.us.

Sincerely,



Amanda Jarrett Smith
Air Policy Planner
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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

April 14, 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 Plan conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

CONTENTS

Page

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 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.

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
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

Table F–1 Regionally Significant Projects 2015 Action Scenario			
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-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
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	HENNEPIN COUNTY	027-681-034

Table F- 2
Regionally Significant Projects
2020 Action Scenario

	CONCRETE MEDIAN AND A MUTLI-USE TRAIL		
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	
I-94	**TED14**WB I94, EXIT RAMP TO 5TH STREET SOUTH IN MINNEAPOLIS - CONSTRUCT NEW BRIDGE 27W27 (REORIENT 5TH ST S. TO 7TH ST S.)	MNDOT	
I-94	LANE ADDITION FROM TH 101 TO TH 241	MNDOT	
I-694	LANE ADDITION FROM EAST OF RICE ST TO LEXINGTON AVE	MNDOT	

Table F- 2 Regionally Significant Projects 2020 Action Scenario			
I-494	FROM I394 TO I94/I694 -ADD GENERAL PURPOSE LANE BETWEEN TH 55 AND I-94//I-694, ADD AUXILIARY LANE BETWEEN TH 55 AND CR 6, ADD NORTHBOUND AUXILIARY LANE FROM I394 TO CARLSON PARKWAY, PAVEMENT RESURFACING & RECONSTRUCTION, PONDS, NOISEWALLS, SIGNAL REVISIONS, LIGHTING, TMS, REPLACE BRIDGES 27973 (27W21), 27974 (27W22), 27975 (27W23), 27976 (27W24), 27977 (27W25), 27978 (27W26), AND MISC REPAIRS ON 11 BRIDGES (AC PROJECT, PAYBACK IN 2016)	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.

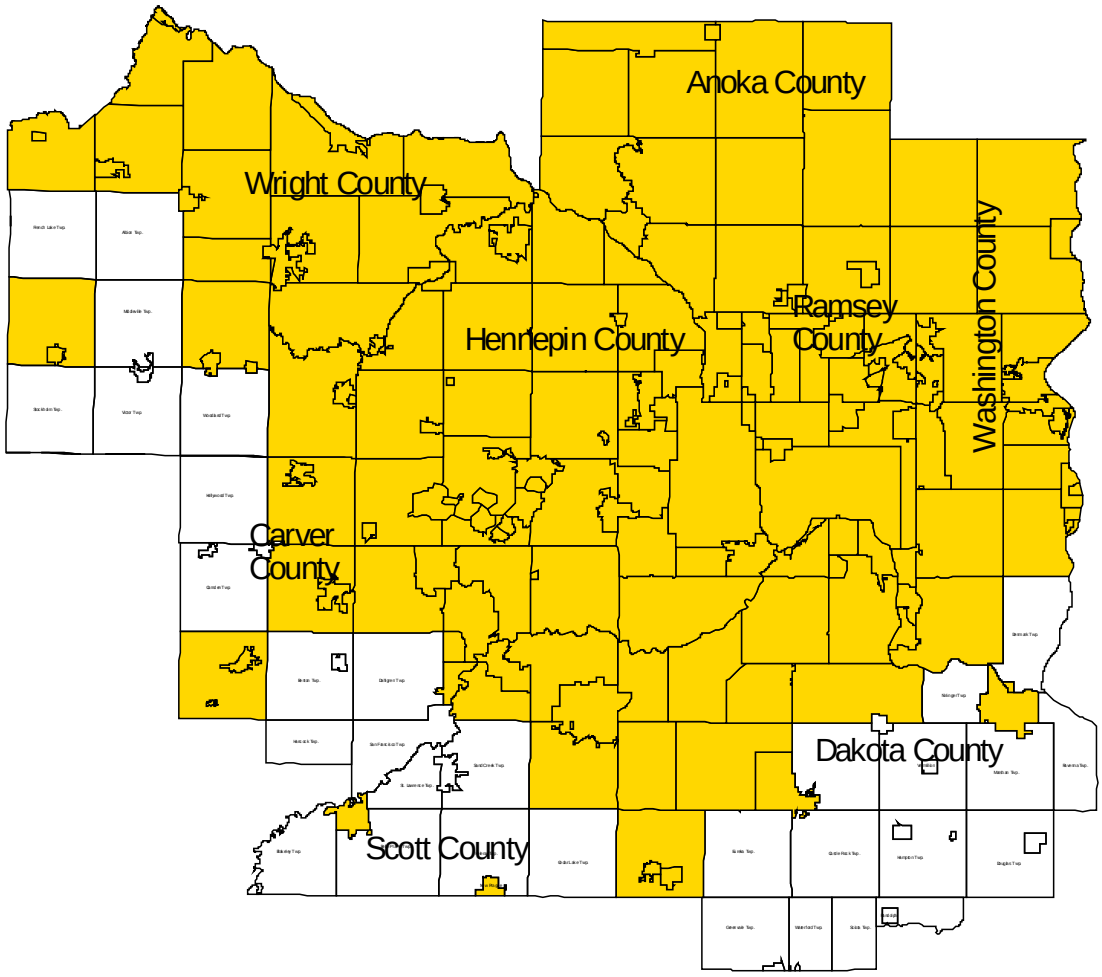
The MPCA requested that the USEPA add a third revision to the SIP, a contingency measure consisting of a year-round oxygenated gasoline program if the CO standards were violated after 1995. The USEPA approved the proposal. Because of current state law which remains in effect, the Twin Cities area has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

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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>

<u>MASS TRANSIT</u>

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

AIR QUALITY

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

OTHER

Specific activities which do not involve or lead directly to construction, such as:
Planning and technical studies
Grants for training and research programs
Planning activities conducted pursuant to titles 23 and 49 U.S.C.
Federal-aid systems revisions O-1
Engineering to assess social, economic and environmental effects of the proposed action or alternatives to that action O-2
Noise attenuation O-3
Advance land acquisitions (23 CFR 712 or 23 CRF 771) O-4
Acquisition of scenic easements O-5
Plantings, landscaping, etc. O-6
Sign removal O-7
Directional and informational signs O-8
Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities) 0-9
Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational, or capacity changes O-10

Projects Exempt from Regional Emissions Analyses that may Require Further Air Quality Analysis

The local effects of these projects with respect to carbon monoxide concentrations must be considered to determine if a "hot-spot" type of an analysis is required prior to making a project-level conformity determination. These projects may then proceed to the project development process even in the absence of a conforming transportation plan and TIP. A particular action of the type listed below is not exempt from regional emissions analysis if the MPO in consultation with other state agencies MPCA, MnDOT, the EPA, and the FHWA (in the case of a highway project) or the FTA (in the case of a transit project) concur that it has potential regional impacts for any reason.

Channelization projects include left and right turn lanes and continuous left-turn lanes as well as those turn movements that are physically separated. Signalization projects include reconstruction of existing signals as well as installation of new signals. Signal preemption projects are exempt from hotspot analysis. Final determination of which intersections require an intersection analysis by the project applicant rests with the U.S.DOT as part of its conformity determination for an individual project.

Projects Exempt from Regional Emissions Analyses

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

Regionally significant projects

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

Non-Classifiable Projects

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

Traffic Signal Synchronization

Traffic signal synchronization projects (Sec. 83.128 of the Conformity Rules, Federal. Register, August 15, 1997) may be approved, funded, and implemented without satisfying the requirements of this subpart. However, all subsequent regional emissions analysis required by subparts 93.118 and 93.119 for transportation plans, TIPS, or projects not from a conforming plan and TIP must include such regionally significant traffic signal synchronization projects.

2030 TRANSPORTATION POLICY PLAN AMENDMENT

REPORT FOR THE JULY 7 THROUGH AUGUST 21, 2014 PUBLIC COMMENT PERIOD

METROPOLITAN COUNCIL

September 8, 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 two projects, one on I-694 between from Lexington to Rice Street and the other on I-494 from I-394 to I-94. The amendment was released for the purposes of public comment on July 7, 2014.

Metropolitan Council hosted a public hearing on the amendment and administrative modification at 5:00 PM during the August 11, 2014 Transportation Committee meeting. There were two attendees at the meeting, and no one chose to speak for or against the amendment.

The materials attached reflect the three written comment letters that were received during the public comment period. All three letters spoke in support of the amendment. There were no comments submitted in opposition of the proposed amendment.

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.

Attachment 1: Letter of support from the City of North Oaks
Attachment 2: Letter of support from the City of Plymouth
Attachment 3: Letter of support from the City of Maple Grove

From: Mike Robertson [mailto:MRobertson@cityofnorthoaks.com]
Sent: Friday, June 27, 2014 9:19 AM
To: PublicInfo
Subject: Lexington to Rice Street Improvement

Get 'er Done!

Mike Robertson
City Administrator
City of North Oaks
100 Village Center Drive, #230
North Oaks, MN 55127
651/792-7750

ATTACHMENT 2

June 30, 2014

Metropolitan Council Public Information
390 Robert St. N.
St. Paul, MN 55101

MnDOT is currently seeking approval of the Transportation Policy Plan (TPP) for the addition of a general purpose third lane on I-494 from Highway 55 to East Fish Lake Road – the last two lane stretch of the I-494 corridor. The proposed amendment is welcome news for the Plymouth City Council, which has continued to advocate for a general purpose third lane for at least 15 years.

The Plymouth City Council has said all along that a permanent third lane is the right solution. Our primary goal is congestion relief, but we believe a third lane is in the best long-term interest of taxpayers, commuters and businesses that need to deliver goods and services. With the exception of the two lane bottleneck in Plymouth, all of I-494 is three or four general purpose lanes.

We encourage you to lend your support of the third general purpose lane and approve MnDOT's Transportation Policy Plan amendment as presented. This change will bring I-494 up to a consistent standard that will benefit all who rely on it as a commuter route, as well as those businesses that rely on it to move goods and services daily.

Sincerely,

Kelli Slavik
Mayor

cc: City Council

ATTACHMENT 3

City of Maple Grove
12800 Arbor Lakes Parkway, P.O. Box 1180, Maple Grove, MN 55311-6180 763-494-6000

July 21, 2014

Ms. Susan Haigh, Chair
Metropolitan Council
390 Robert Street No.
St. Paul, MN 55101

RE: 2014 – 2017 TIP Amendment to include I-494
2030 TPP Amendment

Dear Ms. Haigh:

On behalf of the City of Maple Grove, this is to provide comment relative to the proposed 2014 – 2017 TIP Amendment and the draft 2030 TPP Amendment intended to include the third general purpose lane along I-494 between I-394 and I-94. The City of Maple Grove has participated in the planning of this project since 2003 when the scope of the project included the reconstruction of the Fish Lake Interchange as well as the current proposed improvements. The project evolved over the years to only provide for the third general purpose lane, thence the notion of a dynamic shoulder lane and now back to what was proposed in 2011 as the third general purpose lane. It remains the position of the City of Maple Grove that the project should include the reconstruction of the Fish Lake Interchange to remove the existing hazardous condition of merging and weaving lanes over a short distance. However, recognizing a constrained budget this is to provide support for the TIP Amendment and the TPP Amendment to advance the third general purpose lane as soon as possible.

Thank you for the opportunity to comment on the two proposed amendments and please enter this into public record pursuant to the Metropolitan Council public review process.

Sincerely,

Mayor Steffenson
City of Maple Grove

Cc: Maple Grove City Council
Mayor Kelli Slavik, City of Plymouth
Mayor Terry Schneider, City of Minnetonka
Al Madsen, Maple Grove City Administrator
Ken Ashfeld, P.E. Director of Public Works/City Engineer
Jupe Hale, P.E. Transportation Operations Engineer
John Griffeth, MnDOT
April Crockett, MnDOT

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Saint Paul, MN 55101-1805

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