

PUBLIC COMMENT REPORT

2040 Transportation Policy Plan Amendment 2



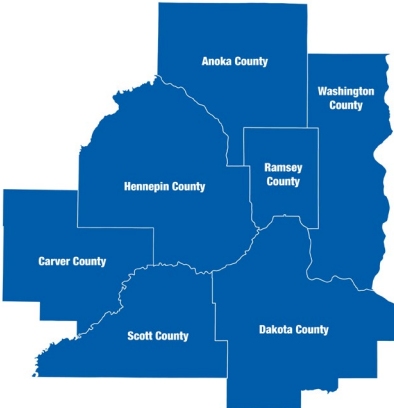
METROPOLITAN
C O U N C I L

November 2023

The Council’s mission is to foster efficient and economic growth for a prosperous metropolitan region

Metropolitan Council Members

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The Metropolitan Council is the regional planning organization for the seven-county Twin Cities area. The Council operates the regional bus and rail system, collects and treats wastewater, coordinates regional water resources, plans and helps fund regional parks, and administers federal funds that provide housing opportunities for low- and moderate-income individuals and families. The 17-member Council board is appointed by and serves at the pleasure of the governor.

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Background

The Metropolitan Council sought public comments on the Transportation Policy Plan (TPP) Amendment 2 for a 45-day period. The public comment period opened on September 13, 2023 and comments were received until October 31, 2023. The Council also held a public hearing for input on October 9, 2023. The Met Council proactively promoted availability of the comment draft and public hearing, advertising them through social media and other means.

TPP Amendment 2 adds five highway projects to the Current Revenue Scenario of the 2040 Transportation Policy Plan. Projects that add new lanes to a Principal Arterial highway or construct an interchange are considered regionally significant and must be added to the TPP in order to be included in the Transportation Improvement Program (TIP) and begin construction. The amendment includes the following projects:

- US Highway 10 Congestion Mitigation in Anoka County
- US Highway 169 & CSAH 59 Interchange in Scott County
- I-94 Albertville to Monticello Lane Expansion in Wright County
- MN Highway 65 & 117th Ave interchange in Anoka County
- MN Highway 13 Grade Separations in Dakota and Scott Counties

A total of 26 comments during the public comment period. This includes 16 comments expressing support for the I-94 expansion project; two comments in support of the US 169 & CSAH 59 interchange; one comment in support of the Highway 65 & 117 Street interchange; and two comments in support of the of the Highway 13 grade separations project. Additionally, there were a total of five comments expressing opposition to the projects. These commenters were opposed to highway expansion and how it contributes to induced demand.

The following report includes a table of comments received and responses from Met Council staff.

People engaged

- Web page
 - 295 unique visitors
- Facebook Post
 - Impressions: 6,730
 - Reach: 6,553
 - Engagement: 435
- X (formerly Twitter) Post 1
 - Impressions: 517
 - Engagement: 26

Methods used

- Web announcement and web page notice
- GovDelivery email announcement and reminder
- Facebook
- X (formerly Twitter)
- Star Tribune classified advertising
- Public meeting (virtual)

Comments received through:

- Online form
- Email

Comments and Responses

The table below contains written comments as received, along with a response from Met Council staff and any recommended change to the TPP Amendment 2.

Commenter	Topic	Comment	Response
Jimmy Shoemaker	Roadway Expansion and Interchange Construction	You'd think by now that there is a common and shared understanding that building more lanes and interchanges is not going to help us reach our goals as a society. All five projects allow car driving to be faster. Anything we do to make driving faster, easier, more convenient is completely at odds with our goals for climate and more generally, a more car free society. I'm not positive, but I believe the cost of these five projects is...\$534.4M. Do you have any idea what we could do with that amount of money? I don't, but I bet we could do stuff that is more meaningful than saving each person who drives this intersection or section of road today a few minutes in drive time. If your overweight uncle was trying to lose weight, for Christmas, would you give him a bigger pair of pants? No! This would only incentivize him to eat more and make unhealthy choices. The same is true for driving. If you want people to drive less...do you give them a shorter and more convenient drive? I understand cars are part of our society today and in the future. I enjoy the convenience cars give me. But I do think we should be moving away from spending millions and millions of dollars on expanding roadways - it just doesn't jive with the goals policy makers so often applaud and hold high! I'm happy to give up some car convenience for safer, faster, and more comfortable streets for people walking biking and taking transit.	Thank you for your comment. All five of the projects were reviewed by the Council and its committees and deemed to be consistent with the goals, objectives, and strategies of the 2040 Transportation Policy Plan. These projects specifically address strategies within the Safety & Security, Access to Destinations, and Competitive Economy goals. Proposed funding for these projects come from a variety of sources, including the state's 2023 Transportation Omnibus Bill, Corridors of Commerce, the National Highway Performance Program, local option sales tax funds, and state bonding.
Patricia Thompson	Roadway Expansion and Interchange Construction	I can't believe lane additions are planned on any of these. What is wrong with you? Are you living on the same planet as the rest of us? Have your planners not heard of induced demand, or do they not have the ability to explain it to people who think another lane will solve congestion? Please remove all of the lane expansions: these are not "transportation improvements."	Thank you for your comment. All five of the projects were reviewed by the Council and its committees and deemed to be consistent with the goals, objectives, and strategies of the 2040 Transportation Policy Plan. These projects specifically address strategies within the Safety & Security, Access to Destinations, and Competitive Economy goals.
Daniel Phillips	Roadway Expansion and Interchange Construction	Lane expansions are almost never a good option due to the induced demand they will create. The expansion of Highway 10 is especially unnecessary given that the Northstar Commuter is parallels the highway. A better use for those find would be to increase service of the train through that corridor. Also for the expansion of 94 between Monticello and Albertville connecting them to the Northstar with buses would be a better long term solution to congestion than more lane miles that will become just as congested in a few years time. Minnesota has more than enough lane miles on everyone of its highways. MNDOT needs to look to more efficient and more environmental ways of moving people around the state. Investing these funds in to regional rail networks would do both of these.	Thank you for your comment. All five of the projects were reviewed by the Council and its committees and deemed to be consistent with the goals, objectives, and strategies of the 2040 Transportation Policy Plan. These projects specifically address strategies within the Safety & Security, Access to Destinations, and Competitive Economy goals.
Rick Ihli, Mayor, City of Rogers	I-94 Expansion	I am pleased to write a letter on behalf of the I-94 expansion project. The City of Rogers strongly supports this project's inclusion to the Current Revenue Scenario of the 2040 Transportation Policy Plan Amendment. This project will expand I-94 between Albertville and Monticello, in Wright County, Minnesota, and will support the larger goal of decreasing travel time and accidents by providing an additional travel lane on I-94 from Maple Grove to St. Cloud. I-94 is a critical corridor that moves traffic across the upper Midwest, and in Minnesota links the Twin Cities Metropolitan area with the northern and western parts of the state. The ability of this artery to handle capacity efficiently and safely is key to Minnesota's vitality. The completion of the I-94 Expansion project from Albertville to Monticello is crucial for enhanced economic development, increased safety, improved quality of life, and increased freight mobility. The lane capacity expansion completion of Phase 1, from Rogers to St. Michael, has resulted in a 55% reduction in travel delay time through this stretch of road, close to 3 million square feet of	Thank you for your comment. We acknowledge your support of the project.

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		<p>new industrial development, and approximately \$6.2 million in annual property tax increase. We expect the Albertville to Monticello project to produce similar results.</p> <p>This project is one of the last steps in completing the six-lane freeway expansion west of the Twin Cities. The project will provide lane continuity between recently completed projects east of Albertville and west of Monticello.</p> <p>This I-94 "gap" project is of vital importance to our area and one we are proud to support it being added to the 2040 Transportation Policy Plan's Current Revenue Scenario. Thank you for your consideration.</p>	
<p>Keith Wettshreck, Mayor of St. Michael; Scott Pedersen, Joe Hagerty, Ryan Gleason, Tom Hamilton, St. Michael, City of St. Michael Councilors</p>	<p>I-94 Expansion</p>	<p>We are pleased to write a letter on behalf of the I-94 expansion project. We strongly support this project's inclusion to the Current Revenue Scenario of the 2040 Transportation Policy Plan Amendment. This project will expand I-94 between Albertville and Monticello, in Wright County, Minnesota, and will support the larger goal of decreasing travel time and accidents by providing an additional travel lane on I-94 from Maple Grove to St. Cloud.</p> <p>I-94 is a critical corridor that moves traffic across the upper Midwest, and in Minnesota links the Twin Cities Metropolitan area with the northern and western parts of the state. The ability of this artery to handle capacity efficiently and safely is key to Minnesota's vitality. The completion of the I-94 Expansion project from Albertville to Monticello is crucial for enhanced economic development, increased safety, improved quality of life, and increased freight mobility.</p> <p>The lane capacity expansion completion of Phase 1, from Rogers to St. Michael, has resulted in a 55% reduction in travel delay time through this stretch of road, close to 3 million square feet of new industrial development, and approximately \$6.2 million in annual property tax increase. We expect the Albertville to Monticello project to produce similar results.</p> <p>This project is one of the last steps in completing the six-lane freeway expansion west of the Twin Cities. The project will provide lane continuity between recently completed projects east of Albertville and west of Monticello.</p> <p>This I-94 "gap" project is of vital importance to our area and one we are proud to support it being added to the 2040 Transportation Policy Plan's Current Revenue Scenario. Thank you for your consideration.</p>	<p>Thank you for your comment. We acknowledge your support of the project.</p>
<p>Jim DuLaney, Jr., City Council Member, City of Shakopee</p>	<p>US 169 Expansion</p>	<p>My name is Jim DuLaney and I am one of the Shakopee City Council members. I am also vice chair of the 169 Corridor Coalition. Our city, mayor, and council fully support the proposed projects along 169. Our city staff is preparing a letter of support that will be forwarded. I signed up to present public testimony but was not able to attend. I am providing feedback on the 2040 Transportation Policy Plan Amendment because I know how vital 169 is for Shakopee and the state. I also know how critical it is to update our roads to allow safe transportation. Strictly by the numbers (borrowed from the 169 Corridor Coalition),</p> <ul style="list-style-type: none"> - US 169 ships 30K tons of freight per day - 40% of MN employment is within 10 miles of 169 - Up to 6.4k heavy commercial vehicle trips are completed daily - As a result of 169, there is an expected 200% growth in agribusiness expected by 2025. <p>One of the projects that stands out to me is the improvements along 13 between 169 and 35. As a Shakopee resident who uses 13 on a regular basis, I am aware of the congestion and safety issues. The grade separations will not only make that route safer but improve the traffic flow. The existing updates to 13 to improve access to the ports of savage were critical. This additional change is a welcome and needed addition. I thank the Met Council for including this in their 2040 transportation policy plan.</p>	<p>Thank you for your comment. We acknowledge your support of the project.</p>

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Adam Nafstad, City Administrator, City of Albertville	I-94 Expansion	<p>The City of Albertville am pleased to write a letter on behalf of the I-94 expansion project. The City strongly supports this project's inclusion to the Current Revenue Scenario of the 2040 Transportation Policy Plan Amendment. This project will expand I-94 between Albertville and Monticello, in Wright County, Minnesota, and will support the larger goal of decreasing travel time and accidents by providing an additional travel lane on I-94 from Maple Grove to St. Cloud.</p> <p>I-94 is a critical corridor that moves traffic across the upper Midwest, and in Minnesota links the Twin Cities Metropolitan area with the northern and western parts of the state. The ability of this artery to handle capacity efficiently and safely is key to Minnesota's vitality. The completion of the I-94 Expansion project from Albertville to Monticello is crucial for enhanced economic development, increased safety, improved quality of life, and increased freight mobility.</p> <p>The lane capacity expansion completion of Phase 1, from Rogers to St. Michael, has resulted in a 55% reduction in travel delay time through this stretch of road, close to 3 million square feet of new industrial development, and approximately \$6.2 million in annual property tax increase. We expect the Albertville to Monticello project to produce similar results.</p> <p>This project is one of the last steps in completing the six-lane freeway expansion west of the Twin Cities. The project will provide lane continuity between recently completed projects east of Albertville and west of Monticello.</p> <p>This I-94 "gap" project is of vital importance to our area and one the City is proud to support it being added to the 2040 Transportation Policy Plan's Current Revenue Scenario. Thank you for your consideration.</p>	Thank you for your comment. We acknowledge your support of the project.
Dennis Fisher, Mayor, City of Dayton	I-94 Expansion	<p>We are pleased to write a letter on behalf of the I-94 expansion project. We strongly support this project's inclusion to the Current Revenue Scenario of the 2040 Transportation Policy Plan Amendment. This project will expand I-94 between Albertville and Monticello, in Wright County, Minnesota, and will support the larger goal of decreasing travel time and accidents by providing an additional travel lane on I-94 from Maple Grove to St. Cloud.</p> <p>I-94 is a critical corridor that moves traffic across the upper Midwest, and in Minnesota links the Twin Cities Metropolitan area with the northern and western parts of the state. The ability of this artery to handle capacity efficiently and safely is key to Minnesota's vitality. The completion of the I-94 Expansion project from Albertville to Monticello is crucial for enhanced economic development, increased safety, improved quality of life, and increased freight mobility.</p> <p>The lane capacity expansion completion of Phase 1, from Rogers to St. Michael, has resulted in a 55% reduction in travel delay time through this stretch of road, close to 3 million square feet of new industrial development, and approximately \$6.2 million in annual property tax increase. We expect the Albertville to Monticello project to produce similar results.</p> <p>This project is one of the last steps in completing the six-lane freeway expansion west of the Twin Cities. The project will provide lane continuity between recently completed projects east of Albertville and west of Monticello.</p> <p>This I-94 "gap" project is of vital importance to our area and one we are proud to support it being added to the 2040 Transportation Policy Plan's Current Revenue Scenario. Thank you for your consideration.</p>	Thank you for your comment. We acknowledge your support of the project.
Mark Steffenson, Mayor, City of Maple Grove	I-94 Expansion	<p>I am pleased to write a letter on behalf of the I-94 expansion project. I strongly support this project's inclusion to the Current Revenue Scenario of the 2040 Transportation Policy Plan Amendment. This project will expand I-94 between Albertville and Monticello, in Wright County, Minnesota, and will support the larger goal of decreasing travel time and accidents by</p>	Thank you for your comment. We acknowledge your support of the project.

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Lloyd Hilgart, Mayor, City of Monticello	I-94 Expansion	<p>I am pleased to write a letter on behalf of the I-94 expansion project. I strongly support this project's inclusion to the Current Revenue Scenario of the 2040 Transportation Policy Plan Amendment. This project will expand I-94 between Albertville and Monticello, in Wright County, Minnesota, and will support the larger goal of decreasing travel time and accidents by providing an additional travel lane on I-94 from Maple Grove to St. Cloud.</p> <p>I-94 is a critical corridor that moves traffic across the upper Midwest, and in Minnesota links the Twin Cities Metropolitan area with the northern and western parts of the state. The ability of this artery to handle capacity efficiently and safely is key to Minnesota's vitality. The completion of the I-94 Expansion project from Albertville to Monticello is crucial for enhanced economic development, increased safety, improved quality of life, and increased freight mobility.</p> <p>The lane capacity expansion completion of Phase 1, from Rogers to St. Michael, has resulted in a 55% reduction in travel delay time through this stretch of road, close to 3 million square feet of new industrial development, and approximately \$6.2 million in annual property tax increase. We expect the Albertville to Monticello project to produce similar results.</p> <p>This project is one of the last steps in completing the six-lane freeway expansion west of the Twin Cities. The project will provide lane continuity between recently completed projects east of Albertville and west of Monticello.</p> <p>This I-94 "gap" project is of vital importance to our area and one I am proud to support it being added to the 2040 Transportation Policy Plan's Current Revenue Scenario. Thank you for your consideration.</p>	Thank you for your comment. We acknowledge your support of the project.
Jessica Stockamp, Mayor, City of Otsego	I-94 Expansion	<p>I am pleased to write a letter on behalf of the I-94 expansion project. I strongly support this project's inclusion to the Current Revenue Scenario of the 2040 Transportation Policy Plan Amendment. This project will expand I-94 between Albertville and Monticello, in Wright County, Minnesota, and will support the larger goal of decreasing travel time and accidents by providing an additional travel lane on I-94 from Maple Grove to St. Cloud.</p> <p>I-94 is a critical corridor that moves traffic across the upper Midwest, and in Minnesota links the Twin Cities Metropolitan area with the northern and western parts of the state. The ability of this</p>	Thank you for your comment. We acknowledge your support of the project.

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<p>Congressman Tom Emmer, United States House of Representatives</p>	<p>I-94 Expansion</p>	<p>I am pleased to write a letter on behalf of the I-94 expansion project. I strongly support this project's inclusion to the Current Revenue Scenario of the 2040 Transportation Policy Plan Amendment. This project will expand I-94 between Albertville and Monticello, in Wright County, Minnesota, and will support the larger goal of decreasing travel time and accidents by providing an additional travel lane on I-94 from Maple Grove to St. Cloud.</p> <p>I-94 is a critical corridor that moves traffic across the upper Midwest, and in Minnesota links the Twin Cities Metropolitan area with the northern and western parts of the state. The ability of this artery to handle capacity efficiently and safely is key to Minnesota's vitality. The completion of the I-94 Expansion project from Albertville to Monticello is crucial for enhanced economic development, increased safety, improved quality of life, and increased freight mobility.</p> <p>The lane capacity expansion completion of Phase 1, from Rogers to St. Michael, has resulted in a 55% reduction in travel delay time through this stretch of road, close to 3 million square feet of new industrial development, and approximately \$6.2 million in annual property tax increase. We expect the Albertville to Monticello project to produce similar results.</p> <p>This project is one of the last steps in completing the six-lane freeway expansion west of the Twin Cities. The project will provide lane continuity between recently completed projects east of Albertville and west of Monticello.</p> <p>For the reasons above, I respectfully request that you give this project your full and fair consideration. Thank you very much for your time and attention to this matter. Please do not hesitate to contact me if I may be of assistance as you make your determination.</p>	<p>Thank you for your comment. We acknowledge your support of the project.</p>
<p>Mindy Smith, President of I-94 West Chamber of Commerce</p>	<p>I-94 Expansion</p>	<p>We are pleased to write a letter on behalf of the I-94 expansion project. We strongly support this project's inclusion to the Current Revenue Scenario of the 2040 Transportation Policy Plan Amendment. This project will expand I-94 between Albertville and Monticello, in Wright County, Minnesota, and will support the larger goal of decreasing travel time and accidents by providing an additional travel lane on I-94 from Maple Grove to St. Cloud.</p> <p>I-94 is a critical corridor that moves traffic across the upper Midwest, and in Minnesota links the Twin Cities Metropolitan area with the northern and western parts of the state. The ability of this artery to handle capacity efficiently and safely is key to Minnesota's vitality. The completion of the I-94 Expansion project from Albertville to Monticello is crucial for enhanced economic development, increased safety, improved quality of life, and increased freight mobility.</p>	<p>Thank you for your comment. We acknowledge your support of the project.</p>

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Steve Bot, Chairman, I-94 West Corridor Coalition	I-94 Expansion	<p>We are pleased to write a letter on behalf of the I-94 expansion project. We strongly support this project's inclusion to the Current Revenue Scenario of the 2040 Transportation Policy Plan Amendment. This project will expand I-94 between Albertville and Monticello, in Wright County, Minnesota, and will support the larger goal of decreasing travel time and accidents by providing an additional travel lane on I-94 from Maple Grove to St. Cloud.</p> <p>I-94 is a critical corridor that moves traffic across the upper Midwest, and in Minnesota links the Twin Cities Metropolitan area with the northern and western parts of the state. The ability of this artery to handle capacity efficiently and safely is key to Minnesota's vitality. The completion of the I-94 Expansion project from Albertville to Monticello is crucial for enhanced economic development, increased safety, improved quality of life, and increased freight mobility.</p> <p>The lane capacity expansion completion of Phase 1, from Rogers to St. Michael, has resulted in a 55% reduction in travel delay time through this stretch of road, close to 3 million square feet of new industrial development, and approximately \$6.2 million in annual property tax increase. We expect the Albertville to Monticello project to produce similar results.</p> <p>This project is one of the last steps in completing the six-lane freeway expansion west of the Twin Cities. The project will provide lane continuity between recently completed projects east of Albertville and west of Monticello.</p> <p>This I-94 "gap" project is of vital importance to our area and one we are proud to support it being added to the 2040 Transportation Policy Plan's Current Revenue Scenario. Thank you for your consideration.</p>	Thank you for your comment. We acknowledge your support of the project.
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Kira Johnson, Executive Director, Maple Grove Business Association	I-94 Expansion	<p>We are pleased to write a letter on behalf of the I-94 expansion project. We strongly support this project's inclusion to the Current Revenue Scenario of the 2040 Transportation Policy Plan Amendment. This project will expand I-94 between Albertville and Monticello, in Wright County, Minnesota, and will support the larger goal of decreasing travel time and accidents by providing an additional travel lane on I-94 from Maple Grove to St. Cloud.</p> <p>I-94 is a critical corridor that moves traffic across the upper Midwest, and in Minnesota links the Twin Cities Metropolitan area with the northern and western parts of the state. The ability of this artery to handle capacity efficiently and safely is key to Minnesota's vitality. The completion of the I-94 Expansion project from Albertville to Monticello is crucial for enhanced economic development, increased safety, improved quality of life, and increased freight mobility.</p> <p>The lane capacity expansion completion of Phase 1, from Rogers to St. Michael, has resulted in a 55% reduction in travel delay time through this stretch of road, close to 3 million square feet of new industrial development, and approximately \$6.2 million in annual property tax increase. We expect the Albertville to Monticello project to produce similar results.</p> <p>This project is one of the last steps in completing the six-lane freeway expansion west of the Twin Cities. The project will provide lane continuity between recently completed projects east of Albertville and west of Monticello.</p> <p>This I-94 "gap" project is of vital importance to our area and the Maple Grove Business Association is proud to support it being added to the 2040 Transportation Policy Plan's Current Revenue Scenario. Thank you for your consideration.</p>	Thank you for your comment. We acknowledge your support of the project.
Allan Pavek	I-94 Expansion	<p>I am pleased to write a letter on behalf of the I-94 expansion project. I strongly support this project's inclusion to the Current Revenue Scenario of the 2040 Transportation Policy Plan Amendment. This project will expand I-94 between Albertville and Monticello, in Wright County, Minnesota, and will support the larger goal of decreasing travel time and accidents by providing an additional travel lane on I-94 from Maple Grove to St. Cloud.</p> <p>I-94 is a critical corridor that moves traffic across the upper Midwest, and in Minnesota links the Twin Cities Metropolitan area with the northern and western parts of the state. The ability of this artery to handle capacity efficiently and safely is key to Minnesota's vitality. The completion of the I-94 Expansion project from Albertville to Monticello is crucial for enhanced economic development, increased safety, improved quality of life, and increased freight mobility.</p> <p>The lane capacity expansion completion of Phase 1, from Rogers to St. Michael, has resulted in a 55% reduction in travel delay time through this stretch of road, close to 3 million square feet of new industrial development, and approximately \$6.2 million in annual property tax increase. We expect the Albertville to Monticello project to produce similar results.</p> <p>This project is one of the last steps in completing the six-lane freeway expansion west of the Twin Cities. The project will provide lane continuity between recently completed projects east of Albertville and west of Monticello.</p>	Thank you for your comment. We acknowledge your support of the project.

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Mike Opat	I-94 Expansion	<p>I am pleased to write a letter on behalf of the I-94 expansion project. I strongly support this project's inclusion to the Current Revenue Scenario of the 2040 Transportation Policy Plan Amendment. This project will expand I-94 between Albertville and Monticello, in Wright County, Minnesota, and will support the larger goal of decreasing travel time and accidents by providing an additional travel lane on I-94 from Maple Grove to St. Cloud.</p> <p>I-94 is a critical corridor that moves traffic across the upper Midwest, and in Minnesota links the Twin Cities Metropolitan area with the northern and western parts of the state. The ability of this artery to handle capacity efficiently and safely is key to Minnesota's vitality. The completion of the I-94 Expansion project from Albertville to Monticello is crucial for enhanced economic development, increased safety, improved quality of life, and increased freight mobility.</p> <p>The lane capacity expansion completion of Phase 1, from Rogers to St. Michael, has resulted in a 55% reduction in travel delay time through this stretch of road, close to 3 million square feet of new industrial development, and approximately \$6.2 million in annual property tax increase. We expect the Albertville to Monticello project to produce similar results.</p> <p>This project is one of the last steps in completing the six-lane freeway expansion west of the Twin Cities. The project will provide lane continuity between recently completed projects east of Albertville and west of Monticello.</p> <p>This I-94 "gap" project is of vital importance to our area and one I am proud to support it being added to the 2040 Transportation Policy Plan's Current Revenue Scenario. Thank you for your consideration.</p>	Thank you for your comment. We acknowledge your support of the project.
Darek Vetsch, Chair of Wright County Board of Commissioners, and Michael Kaczmarek, Vice Chair of Wright County Board of Commissioners	I-94 Expansion	<p>We are pleased to write a letter on behalf of the I-94 expansion project. We strongly support this project's inclusion to the Current Revenue Scenario of the 2040 Transportation Policy Plan Amendment. This project will expand I-94 between Albertville and Monticello, in Wright County, Minnesota, and will support the larger goal of decreasing travel time and accidents by providing an additional travel lane on I-94 from Maple Grove to St. Cloud.</p> <p>I-94 is a critical corridor that moves traffic across the upper Midwest, and in Minnesota links the Twin Cities Metropolitan area with the northern and western parts of the state. The ability of this artery to handle capacity efficiently and safely is key to Minnesota's vitality. The completion of the I-94 Expansion project from Albertville to Monticello is crucial for enhanced economic development, increased safety, improved quality of life, and increased freight mobility.</p> <p>The lane capacity expansion completion of Phase 1, from Rogers to St. Michael, has resulted in a 55% reduction in travel delay time through this stretch of road, close to 3 million square feet of new industrial development, and approximately \$6.2 million in annual property tax increase. We expect the Albertville to Monticello project to produce similar results.</p> <p>This project is one of the last steps in completing the six-lane freeway expansion west of the Twin Cities. The project will provide lane continuity between recently completed projects east of Albertville and west of Monticello.</p> <p>This I-94 "gap" project is of vital importance to our area and the Maple Grove Business Association is proud to support it being added to the 2040 Transportation Policy Plan's Current Revenue Scenario. Thank you for your consideration.</p>	Thank you for your comment. We acknowledge your support of the project.

Committer	Topic	Comment	Response
Nadine Schoen, Commissioner of Wright County	I-94 Expansion	<p>I am pleased to write a letter on behalf of the I-94 expansion project. I strongly support this project's inclusion to the Current Revenue Scenario of the 2040 Transportation Policy Plan Amendment. This project will expand I-94 between Albertville and Monticello, in Wright County, Minnesota, and will support the larger goal of decreasing travel time and accidents by providing an additional travel lane on I-94 from Maple Grove to St. Cloud.</p> <p>I-94 is a critical corridor that moves traffic across the upper Midwest, and in Minnesota links the Twin Cities Metropolitan area with the northern and western parts of the state. The ability of this artery to handle capacity efficiently and safely is key to Minnesota's vitality. The completion of the I-94 Expansion project from Albertville to Monticello is crucial for enhanced economic development, increased safety, improved quality of life, and increased freight mobility.</p> <p>The lane capacity expansion completion of Phase 1, from Rogers to St. Michael, has resulted in a 55% reduction in travel delay time through this stretch of road, close to 3 million square feet of new industrial development, and approximately \$6.2 million in annual property tax increase. We expect the Albertville to Monticello project to produce similar results.</p> <p>This project is one of the last steps in completing the six-lane freeway expansion west of the Twin Cities. The project will provide lane continuity between recently completed projects east of Albertville and west of Monticello.</p> <p>This I-94 "gap" project is of vital importance to our area and one I am proud to support it being added to the 2040 Transportation Policy Plan's Current Revenue Scenario. Thank you for your consideration.</p>	Thank you for your comment. We acknowledge your support of the project.
Jack Forslund, Anoka County Transportation Division	US 10 Expansion	<p>On behalf of Anoka County, I want express our support for the amendment to the 2040 TPP to include the expansion of US 10 from Hanson Boulevard to Round Lake Boulevard in the City of Coon Rapids.</p> <p>The project area was first identified as a regional safety and congestion priority as part of MnDOT's Congestion Mitigation Safety Plan (CMSP). In September of 2019, Anoka County, in coordination with the City of Coon Rapids and MnDOT, further studied the area by completing an origin-destination study to determine the need, effectiveness, and feasibility of adding an additional travel lane in both directions to US Hwy 10 between Hanson Blvd (CSAH 78) and Round Lake Blvd (CSAH 9).</p> <p>The study found that adding a third travel lane would be effective at addressing congestion on both US Hwy 10 and additionally serve to mitigate congestion on several county roadways like Hanson Boulevard and Coon Rapids Boulevard (where traffic was diverting in order to avoid US Hwy 10). The projects will also improve safety as vehicles and trucks wanting to make high-speed, regional trips use a regional facility (US Hwy 10) and are less inclined to divert to other roadways, which increases the crash exposure for all modes, including for bicyclists and pedestrians.</p> <p>In December of 2019, Anoka County completed a preliminary engineering and environmental document. In January of 2022, Anoka and MnDOT entered into a Joint Powers agreement for the corridor and identified a design solution that mitigated floodplains, met MnDOT design approval, and fit within the existing right-of-way to minimize environmental impacts. The project is expected to have an approved plan set and accompanying Federal Environmental Document by the end of the 2023 calendar year. No bridges will need to be widened to accommodate the third lane.</p> <p>In 2023, Anoka County received a \$30 million appropriation as part of the State's Transportation Omnibus Bill for the final design, right-of-way acquisition, construction, and construction administration of a third travel lane in each direction. This direct appropriation, along with \$8 million from Corridors of Commerce, will fully fund the project. Therefore, the project can be built with revenue in the fiscally constrained plan.</p>	Thank you for your comment. We acknowledge your support of the project.

Committer	Topic	Comment	Response
Liz Workman, Chair of Dakota County Board of Commissioners	Highway 13 Grade Separations Project	<p>Dakota County supports amending the 2040 Transportation Policy Plan (TPP) to include the Minnesota Highway 13 Grade Separations Project (Project) to the TPP's current revenue scenario. The Project is partially located in Dakota County and will address many long-standing transportation system needs for commuters, freight vehicles, transit, and pedestrians.</p> <p>Highway 13 is used both by commuters and freight traffic and provides direct access to the Ports of Savage and Burnsville, statewide significant freight terminals on the Minnesota River. The Ports include a series of five river terminals along Highway 13 with both barge and rail intermodal facilities primarily shipping grain and other agricultural products. Highway 13 also serves as an important principal arterial link between two major river crossings on US Highway 169 and Interstate 35. The Highway 13 Project will construct grade separated intersections between Burnsville and Savage, including the Nicollet Avenue intersection. This intersection serves the Burnsville Heart of the City downtown area with a mix of land uses and two major transit stations-- the METRO Orange Line Bus Rapid Transit Heart of the City Station and Minnesota Valley Transit Authority's Burnsville Transit Station. The proposed grade separation at Nicollet Avenue will significantly improve pedestrian safety and comfort for those accessing transit or other destinations in Burnsville's Heart of the City.</p> <p>Recent federal, state, and local investments in the Minnesota Highway 13 Grade Separations Project will address long-standing multimodal safety and mobility issues in the corridor. The Dakota County Board of Commissioners fully supports the proposed TPP amendment to ensure this critical project is advanced.</p>	Thank you for your comment. We acknowledge your support of the project.
Joe MacPherson, Chief Officer of Transportation/County Engineer, Anoka County Transportation Division	Highway 65 Expansion Project	<p>On behalf of the Anoka County Transportation Division, we are very excited and supportive of the TH 65 Improvement project in Blaine and the US Hwy 10 Improvement project in Coon Rapids being added to the TPP. Both of these projects will improve reliability, safety, and mobility along their respective corridor and transportation system.</p> <p>The US Hwy 10 corridor in Coon Rapids experiences traffic volumes similar to the 6-lane section of I-94 in St. Michael/Rogers. During peak hour periods traffic utilizes adjacent local roadway networks to avoid congestion. This has put additional pressure on the local roadway system and reduces the efficiency of the regional transportation system. The addition of another travel lane in each direction between CSAH 78 (Hanson Boulevard) and CSAH 9 (Round Lake Boulevard) will improve reliability, movement of freight, and help keep regional trips on the regional roadway network.</p> <p>TH 65 in Blaine is experiencing significantly high crash rates (8 times the state average for similar roadways) and heavy congestion. As the surrounding communities have grown, the roadway section has remained same. Unfortunately, over the past several years this segment of TH 65 has experienced a number of fatal and serious crashes. The corridor, in it's current condition, acts like a barrier for travel from one side of the corridor to the other. During the project development and public engagement processes, the project team received several comments from community members regarding poor reliability and mobility along the corridor. One resident I spoke with said it's common to experience a 15-20 minute delay when simply trying to cross TH 65.</p> <p>Thank you for your consideration and inclusion of these vital improvement projects in the TPP. Both of these projects will have a significant positive impact on the local communities and regional transportation network.</p>	Thank you for your comment. We acknowledge your support of the project.
Christopher Kennedy	Roadway Expansion and Interchange Construction	Highway expansion has no place in long-range transportation planning. We are now well aware of the induced demand phenomenon and we know that additional roadway lanes do not reduce travel times in the long term. We know that additional roadway capacity leads to more traffic, not less. These projects are unlikely to fulfill their stated need.	Thank you for your comment. All five of the projects were reviewed by the Council and its committees and deemed to be consistent with the goals, objectives, and strategies of the 2040 Transportation Policy Plan. These projects specifically address strategies within the Safety & Security, Access to Destinations, and Competitive Economy goals.

Commenter	Topic	Comment	Response
		<p>I am extremely concerned at the lack of environmental and environmental justice analysis that has accompanied this amendment. Passable *regional* air quality does not justify a highway project that will increase *local* air, soil, and water pollutants and impervious surface. The federal executive branch recently recommended that environmental justice analysis include impacts to a broader definition of marginalized people, including those living in poverty and disabled persons. Projects that aim to improve motor vehicle transportation serve only the subset of the public that is able to access and operate private vehicles. People unable to earn the privilege of motor vehicle access, whether due to age, disability, or poverty are further marginalized.</p> <p>The Council's own documentation attests that these highway projects will increase vehicle miles and greenhouse gas emissions. This is unacceptable given the present reality of climate change. The State of Minnesota and the Metropolitan Council have pledged to reduce both of these metrics. Why are projects that will increase them being considered?</p> <p>The solutions to equitable, effective, sustainable transportation are clear: mass public transit, active transportation, and denser people-focused land use. The Metropolitan Council has control over all of these. It is shameful to propose unjust, unsustainable, ineffective transportation solutions that defy the Council's own research, public outreach, and recommendations. Please do not approve this amendment to the 2040 Transportation Policy Plan.</p>	
Sylvie Hyman	Roadway Expansion and Interchange Construction	<p>Hello, I'd like to speak out against lane additions on highway 10. Adding more lanes will just induce demand and traffic will be just as bad shortly after this project, but \$30 million tax dollars will have been wasted. I urge the met council to reconsider using this money for projects that will actually make getting around more convenient for users, like better transit and bicycle infrastructure.</p>	<p>Thank you for your comment. All five of the projects were reviewed by the Council and its committees and deemed to be consistent with the goals, objectives, and strategies of the 2040 Transportation Policy Plan. These projects specifically address strategies within the Safety & Security, Access to Destinations, and Competitive Economy goals.</p>
Lisa Freese, Transportation Services Director, Scott County	US Highway 169 & Highway 59 Interchange and Highway 13 Grade Separation Project	<p>These projects are very important to not just Scott County, but the entire region. TH 13 serves as a major freight terminal for the region. The grade separation project will assist in increasing capacity of this facility for the more efficient movement of freight as well as improve safety for all users. Scott County has been working with MnDOT for many years on the project, and it has received Corridors of Commerce funds.</p> <p>The Highway 169 & Highway 59 interchange is led and paid for by Scott County. The interchange will serve local connections, especially to agriculture.</p>	<p>Thank you for your comment. We acknowledge your support of the projects.</p>



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