

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: July 17, 2024

Date: July 10, 2024

Action Transmittal: 2024-21

Regionally Significant TIP Amendment Request – US 10 Expansion Project

To: Transportation Advisory Board

Prepared By: Robbie King, Planner, 651-602-1380

Requested Action

MnDOT requests an amendment to the 2024-2027 TIP to add a regionally significant project expanding US 10 from two lanes to three lanes in Coon Rapids.

Recommended Motion

That the Transportation Advisory Board accept the public comment report and recommend adoption of an amendment to the 2024-2027 TIP to add a regionally significant project expanding US 10 from two lanes to three lanes in Coon Rapids.

Background and Purpose

MnDOT requests an amendment to the 2024-2027 TIP to add its regionally significant US 10 Expansion Project (SP# 0215-87, SP# 0215-87COC). This project will expand US 10 from two to three lanes, add ultra-thin bonded course to existing mainline pavement, and construct noisewalls from CSAH 78 (Hanson Boulevard) to CSAH 9 (Round Lake Boulevard) in Coon Rapids. This project is funded through \$2.5 million from Federal Highway Administration, \$30 million in a state legislative appropriation for the project during the 2023 state legislative session, and \$8 million in Corridors of Commerce funding. SP# 0215-87COC separates the \$8 million awarded through the Corridors of Commerce program.

Relationship to Regional Policy

Federal law requires that all TIP amendments meet the following tests: fiscal constraint; consistency with the adopted regional transportation plan; and opportunity for public input. It is the TAB's responsibility to recommend TIP amendments to the Council for adoption, provided these requirements are met. Because the new project is regionally significant, the request is subject to a 21-day public comment period.

Staff Analysis

The TIP amendment meets fiscal constraint because the federal and state funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings along with the 21-day public comment period.

Committee Comments and Actions

At its April 18, 2024, meeting the TAC Funding and Programming Committee voted unanimously to recommend to TAC that TAB release for public comment MnDOT's regionally significant 2024-2027 TIP amendment request to include its US 10 expansion project.

At its May 1, 2024, meeting, the Technical Advisory Committee unanimously recommended that TAB release for public comment MnDOT's regionally significant 2024-2027 TIP amendment request to include its US 10 expansion project.

At its May 15, 2024, meeting, the Transportation Advisory Board voted unanimously to release the TIP Amendment for public comment.

Staff Response to Public Comments

The public comment period ran from May 16 to June 6 and nine comments were received. Of these comments, seven expressed opposition and two expressed support. The opposition comments expressed general policy concerns with lane expansion's potential impact on increasing vehicle miles traveled and a desire to divert the funds to transit and bike/pedestrian projects. The support comments from the City of Coon Rapids and Anoka County outlined that the project represented much needed investment in a heavily used corridor to drive economic growth and improve travel time reliability. Anoka County noted that this project has received strong support from local residents and users of the US 10 corridor, as well as support from neighboring cities such as the City of Anoka, City of Andover, and the North Metro Mayors Association.

Council staff recommends acceptance of the public comments and adoption of the amendment for the following reasons:

- The project has been through the TAC/TAB process as part of 2040 TPP Amendment #2 that was approved by the Council on December 13, 2023.
- The project has proven fiscal constraint.
- An opportunity for public comment was provided with positive feedback from the local communities surrounding the project area. Negative policy-level concerns are noted and are largely incorporated into the draft 2050 TPP.

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review & Recommend	April 18, 2024
Technical Advisory Committee	Review & Recommend	May 1, 2024
Transportation Advisory Board	Review & Release for Public Comment	May 15, 2024
Transportation Advisory Board	Review & Recommend	<i>July 17, 2024</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>July 22, 2024</i>
Metropolitan Council	Review & Adopt	<i>August 14, 2024</i>



2024-2027 TIP AMENDMENT REQUEST

Please amend the 2024-2027 Transportation Improvement Program (TIP) to include this project in program year 2025.

Project Identification

	0215-87	0215-87COC
Fiscal Year (State)	2025	2025
ATP and District	Metro	Metro
Route System	US 10	US 10
Project Number (S.P. #)	0215-87	0215-87COC
Agency	MnDOT	MnDOT
Description	**B2023**PRS**: US10 from CSAH 78 (Hanson Blvd) to CSAH 9 (Round Lake Blvd) in Coon Rapids – Expand from two lanes to 3 lanes, ultra-thin bonded wearing course existing mainline pavement, construct noisewalls (Associate to 0215-87COC)	**COC4**PRS**: US10 from CSAH 78 (Hanson Blvd) to CSAH 9 (Round Lake Blvd) in Coon Rapids – Expand from two lanes to 3 lanes, ultra-thin bonded wearing course existing mainline pavement, construct noisewalls (Associate to 0215-87)
Miles	3.2	3.2
Program	MC	MC
Type of work	Major Construction	Major Construction
Proposed Funds	NHPP	SF
Total \$	32,500,000	8,000,000
FHWA \$	2,500,000	0
Bond \$	30,000,000	8,000,000

Background and TIP Amendment Need

This amendment is needed to add this fiscal year 2025 regionally significant project to the 2024-2027 TIP. It will also be included in the 2025-2028 TIP.

Fiscal Constraint (as Required by 23 CFR 450.216)

Because this is a 2025 project, it will be included in the 2025-2028 TIP and STIP. The program will be aligned to meet MnDOT 2025-2028 STIP guidance. Therefore, fiscal constraint is maintained.

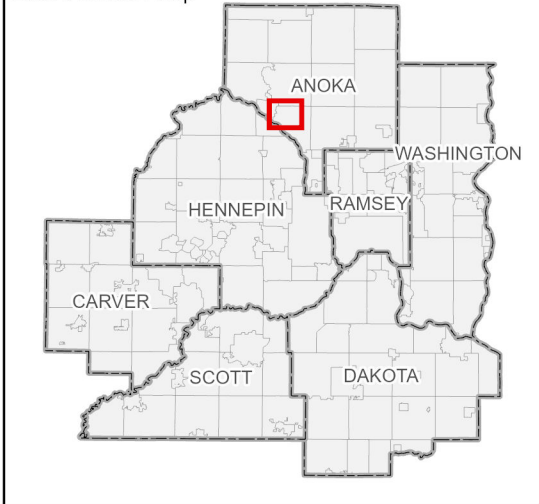
Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020.

2024-21: Regionally Significant TIP Amendment Request – US 10 Expansion Project



Extent of Main Map



 Project Area: US 10 from CSAH 78 to CSAH 9

Interstate

-  Interstate Highways
-  State, US Highways and County Roads
-  County Boundaries
-  City and Township Boundaries
-  Lakes and Rivers
-  NCompass Street Centerlines

PUBLIC COMMENT REPORT

2024-2027 TIP – Regionally Significant Project Addition

July 2024

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

Metropolitan Council Members

Charlie Zelle	Chair	Diego Morales	District 9
Judy Johnson	District 1	Peter Lindstrom	District 10
Reva Chamblis	District 2	Gail Cederberg	District 11
Tyronne Carter	District 3	Susan Vento	District 12
Deb Barber	District 4	Chai Lee	District 13
John Pacheco Jr.	District 5	Toni Carter	District 14
Robert Lilligren	District 6	Tenzin Dolkar	District 15
Yassin Osman	District 7	Wendy Wulff	District 16
Anjuli Cameron	District 8		



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 accepted comments on amending the region's 2024-2027 Transportation Improvement Program (TIP). Public comments were accepted from May 16, 2024, to June 6, 2024. The requested amendment would add the US 10 Expansion Project to the TIP. The Council received a total of 9 comments. This includes 2 supportive comments. Seven people expressed opposition to the project.

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

People engaged

- Web page
 - 44 unique visitors
- Facebook Post
 - Reach: 335
 - Engagement: 4
- GovDelivery
 - Opens: 2,908
 - Unique Clicks: 26
- Twitter
 - Impressions: 235
 - Engagements: 5

Methods used

- Web announcement and web page notice
- GovDelivery email announcement and reminder
- Facebook
- X (formerly Twitter)

Comments received through:

- Online form

Interest Groups Engaged:

- Anoka County Board of Commissioners
- City of Coon Rapids
- Metropolitan Council
- Minnesota Department of Transportation
- Sierra Club

Comments and Responses

The table below contains written comments as received, along with a response from Met Council staff.

Commenter	Topic	Comment	Response
Robin Lowder	US 10 Project	<p>I oppose this proposed amendment. It is well established that expanding highways induces traffic. Adding highway lanes will encourage personal car use, which is directly contrary to our desperate need to decrease emissions and address the accelerating climate crisis. This proposed budget could instead be spent providing quality transit, cycling, and pedestrian infrastructure that would advance our climate goals.</p>	<p>For the Transportation Improvement Program to be amended, projects must meet three criteria: the project must be consistent with the Transportation Policy Plan, be fiscally constrained, and provide opportunity for public comment. The project meets these three criteria. First, the US 10 project was determined to be consistent with the 2040 Transportation Policy Plan (TPP) and was amended into the TPP in 2023. Second, the project has proven fiscal constraint and third, an opportunity for public comment was provided.</p> <p>The US 10 project was funded by a \$30 million state appropriation during the 2023 state legislative session. Another \$8 million was awarded to the project through the Corridors of Commerce program in the same year. The Corridors of Commerce program was established through the State Legislature in 2013 to foster economic growth through state highway projects. Funding for the last round of Corridors of Commerce was authorized by the Legislature in 2021 and 2023, for a total of \$380 million statewide. The legislation directs MnDOT to administer the program based on the criteria established by the Legislature and then deliver the selected projects. Given these two funding sources and selection processes, the project funding cannot be transferred to Northstar Commuter Rail Line or another non-motorized project.</p> <p>During the same 2023 legislative session, the Legislature passed language requiring future capacity expansion projects to conduct greenhouse gas emissions impact assessments. The implementation date for this new requirement is February 1, 2025. Given the multi-year transportation project development process, this law was phased in to allow projects (such as the US 10 project) and others that were already being planned and programmed to be delivered.</p> <p>The Met Council has several ongoing and future projects aimed at reducing greenhouse gas emissions via electrification and the reduction of vehicle miles travelled. New goals, objectives, policies, and actions in the draft 2050 TPP will codify the Council's commitment to reducing greenhouse gases. Beyond policy changes, there are now dedicated federal funding sources coming to the Met Council for projects that reduce carbon in the transportation sector and increase system resiliency. In addition, the new</p>

Commenter	Topic	Comment	Response
			<p>regional sales tax directs \$24 million to the Transportation Advisory Board (TAB) for active transportation projects. All combined, there are record levels of investment in transit and active transportation in this region that will benefit the environment.</p>
Dayna Neidich	US 10 Project	<p>No highway expansion, adding lanes historically doesn't make traffic faster. The budget for this project should be used elsewhere to better transport in other ways ie bicycle transport, busses</p>	<p>For the Transportation Improvement Program to be amended, projects must meet three criteria: the project must be consistent with the Transportation Policy Plan, be fiscally constrained, and provide opportunity for public comment. The project meets these three criteria. First, the US 10 project was determined to be consistent with the 2040 Transportation Policy Plan (TPP) and was amended into the TPP in 2023. Second, the project has proven fiscal constraint and third, an opportunity for public comment was provided.</p> <p>The US 10 project was funded by a \$30 million state appropriation during the 2023 state legislative session. Another \$8 million was awarded to the project through the Corridors of Commerce program in the same year. The Corridors of Commerce program was established through the State Legislature in 2013 to foster economic growth through state highway projects. Funding for the last round of Corridors of Commerce was authorized by the Legislature in 2021 and 2023, for a total of \$380 million statewide. The legislation directs MnDOT to administer the program based on the criteria established by the Legislature and then deliver the selected projects. Given these two funding sources and selection processes, the project funding cannot be transferred to Northstar Commuter Rail Line or another non-motorized project.</p> <p>During the same 2023 legislative session, the Legislature passed language requiring future capacity expansion projects to conduct greenhouse gas emissions impact assessments. The implementation date for this new requirement is February 1, 2025. Given the multi-year transportation project development process, this law was phased in to allow projects (such as the US 10 project) and others that were already being planned and programmed to be delivered.</p> <p>The Met Council has several ongoing and future projects aimed at reducing greenhouse gas emissions via electrification and the reduction of vehicle miles travelled. New goals, objectives, policies, and actions in the draft 2050 TPP will codify the Council's commitment to reducing greenhouse gases. Beyond policy changes, there are now dedicated federal funding sources</p>

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Christopher Danner	US 10 Project	<p>I am in favor of noise barriers, but I am against the expansion of this highway and urge the Met Council to seriously consider expansion of service on the Northstar commuter rail instead. The Northstar should be extended to St Cloud and more frequent service should be added to help reduce demand along this corridor.</p>	<p>For the Transportation Improvement Program to be amended, projects must meet three criteria: the project must be consistent with the Transportation Policy Plan, be fiscally constrained, and provide opportunity for public comment. The project meets these three criteria. First, the US 10 project was determined to be consistent with the 2040 Transportation Policy Plan (TPP) and was amended into the TPP in 2023. Second, the project has proven fiscal constraint and third, an opportunity for public comment was provided.</p> <p>The US 10 project was funded by a \$30 million state appropriation during the 2023 state legislative session. Another \$8 million was awarded to the project through the Corridors of Commerce program in the same year. The Corridors of Commerce program was established through the State Legislature in 2013 to foster economic growth through state highway projects. Funding for the last round of Corridors of Commerce was authorized by the Legislature in 2021 and 2023, for a total of \$380 million statewide. The legislation directs MnDOT to administer the program based on the criteria established by the Legislature and then deliver the selected projects. Given these two funding sources and selection processes, the project funding cannot be transferred to Northstar Commuter Rail Line or another non-motorized project.</p> <p>During the same 2023 legislative session, the Legislature passed language requiring future capacity expansion projects to conduct greenhouse gas emissions impact assessments. The implementation date for this new requirement is February 1, 2025. Given the multi-year transportation project development process, this law was phased in to allow projects (such as the US 10 project) and others that were already being planned and programmed to be delivered.</p> <p>The Met Council has several ongoing and future projects aimed at reducing greenhouse gas emissions via electrification and the reduction of vehicle miles travelled. New goals, objectives, policies, and actions in the draft 2050</p>

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			<p>TPP will codify the Council's commitment to reducing greenhouse gases. Beyond policy changes, there are now dedicated federal funding sources coming to the Met Council for projects that reduce carbon in the transportation sector and increase system resiliency. In addition, the new regional sales tax directs \$24 million to the Transportation Advisory Board (TAB) for active transportation projects. All combined, there are record levels of investment in transit and active transportation in this region that will benefit the environment.</p>
Adam Frei	US 10 Project	<p>I do not support this amendment. Highway 10 runs directly through the center of Coon Rapids and a lane expansion would lead to increased use of this road causing an increase in negative health effects for the residents who live alongside it. Alternatives to highway expansion should always be prioritized when the proposed expansion runs through residential areas.</p>	<p>For the Transportation Improvement Program to be amended, projects must meet three criteria: the project must be consistent with the Transportation Policy Plan, be fiscally constrained, and provide opportunity for public comment. The project meets these three criteria. First, the US 10 project was determined to be consistent with the 2040 Transportation Policy Plan (TPP) and was amended into the TPP in 2023. Second, the project has proven fiscal constraint and third, an opportunity for public comment was provided.</p> <p>The US 10 project was funded by a \$30 million state appropriation during the 2023 state legislative session. Another \$8 million was awarded to the project through the Corridors of Commerce program in the same year. The Corridors of Commerce program was established through the State Legislature in 2013 to foster economic growth through state highway projects. Funding for the last round of Corridors of Commerce was authorized by the Legislature in 2021 and 2023, for a total of \$380 million statewide. The legislation directs MnDOT to administer the program based on the criteria established by the Legislature and then deliver the selected projects. Given these two funding sources and selection processes, the project funding cannot be transferred to Northstar Commuter Rail Line or another non-motorized project.</p> <p>During the same 2023 legislative session, the Legislature passed language requiring future capacity expansion projects to conduct greenhouse gas emissions impact assessments. The implementation date for this new requirement is February 1, 2025. Given the multi-year transportation project development process, this law was phased in to allow projects (such as the US 10 project) and others that were already being planned and programmed to be delivered.</p>

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Owen Young	US 10 Project	<p>I am writing this comment to express my concern with the Highway 10 expansion. Highway expansion does not align with the state nor the region's climate goals. This money, in my view, should be better allocated towards more efficient modes of transportation along the corridor like buses. Adding more lanes induces demand on the road, just making us more and more reliant on cars in a time when our climate is getting worse and worse. Just because this highway is in the suburbs doesn't mean we should be expanding it! Projects like this are what make suburbs even less sustainable.</p>	<p>For the Transportation Improvement Program to be amended, projects must meet three criteria: the project must be consistent with the Transportation Policy Plan, be fiscally constrained, and provide opportunity for public comment. The project meets these three criteria. First, the US 10 project was determined to be consistent with the 2040 Transportation Policy Plan (TPP) and was amended into the TPP in 2023. Second, the project has proven fiscal constraint and third, an opportunity for public comment was provided.</p> <p>The US 10 project was funded by a \$30 million state appropriation during the 2023 state legislative session. Another \$8 million was awarded to the project through the Corridors of Commerce program in the same year. The Corridors of Commerce program was established through the State Legislature in 2013 to foster economic growth through state highway projects. Funding for the last round of Corridors of Commerce was authorized by the Legislature in 2021 and 2023, for a total of \$380 million statewide. The legislation directs MnDOT to administer the program based on the criteria established by the Legislature and then deliver the selected projects. Given these two funding sources and selection processes, the project funding cannot be transferred to Northstar Commuter Rail Line or another non-motorized project.</p> <p>During the same 2023 legislative session, the Legislature passed language requiring future capacity expansion projects to conduct greenhouse gas emissions impact assessments. The implementation date for this new requirement is February 1, 2025. Given the multi-year transportation project development process, this law was phased in to allow projects (such as the</p>

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Risa Hustad	US 10 Project	<p>Highway expansion is counter to our state climate goals. I oppose the amendment and suggest using those \$38 million in state bonds for projects that help us meet or exceed our climate goals. Restoring or expanding service on the North Star Line is one example of a sustainable investment that could serve this area.</p>	<p>For the Transportation Improvement Program to be amended, projects must meet three criteria: the project must be consistent with the Transportation Policy Plan, be fiscally constrained, and provide opportunity for public comment. The project meets these three criteria. First, the US 10 project was determined to be consistent with the 2040 Transportation Policy Plan (TPP) and was amended into the TPP in 2023. Second, the project has proven fiscal constraint and third, an opportunity for public comment was provided.</p> <p>The US 10 project was funded by a \$30 million state appropriation during the 2023 state legislative session. Another \$8 million was awarded to the project through the Corridors of Commerce program in the same year. The Corridors of Commerce program was established through the State Legislature in 2013 to foster economic growth through state highway projects. Funding for the last round of Corridors of Commerce was authorized by the Legislature in 2021 and 2023, for a total of \$380 million statewide. The legislation directs MnDOT to administer the program based on the criteria established by the Legislature and then deliver the selected projects. Given these two funding sources and selection processes, the project funding cannot be transferred to Northstar Commuter Rail Line or another non-motorized project.</p> <p>During the same 2023 legislative session, the Legislature passed language requiring future capacity expansion projects to conduct greenhouse gas emissions impact assessments. The implementation date for this new</p>

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Mitchell Miller	US 10 Project	<p>Building and improving noise barriers and upgrading the pavement is a great idea but expanding the highway from 2 lanes to 3 4 isn't going to improve congestion. Traffic usually increases when another lane is added and thus doesn't end up helping in the end. If your goal is to reduce congestion, look into other means of doing so.</p>	<p>For the Transportation Improvement Program to be amended, projects must meet three criteria: the project must be consistent with the Transportation Policy Plan, be fiscally constrained, and provide opportunity for public comment. The project meets these three criteria. First, the US 10 project was determined to be consistent with the 2040 Transportation Policy Plan (TPP) and was amended into the TPP in 2023. Second, the project has proven fiscal constraint and third, an opportunity for public comment was provided.</p> <p>The US 10 project was funded by a \$30 million state appropriation during the 2023 state legislative session. Another \$8 million was awarded to the project through the Corridors of Commerce program in the same year. The Corridors of Commerce program was established through the State Legislature in 2013 to foster economic growth through state highway projects. Funding for the last round of Corridors of Commerce was authorized by the Legislature in 2021 and 2023, for a total of \$380 million statewide. The legislation directs MnDOT to administer the program based on the criteria established by the Legislature and then deliver the selected projects. Given these two funding sources and selection processes, the project funding cannot be transferred to Northstar Commuter Rail Line or another non-motorized project.</p>

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Mark C. Hansen	US 10 Project	<p>On behalf of the City of Coon Rapids, I am writing to express our strong support for the expansion of US Highway 10 between Hanson Boulevard and Round Lake Boulevard. This crucial infrastructure project is not only a significant step toward fostering economic growth but also a vital enhancement to our community's transportation network. The expansion will create numerous construction jobs, stimulating our local economy and providing much-needed employment opportunities for our residents. Additionally, the improved highway will enable the more efficient transport of goods and materials, benefiting local businesses and facilitating smoother commerce within the north metro region. Furthermore, the increased lane capacity will significantly enhance mobility for our citizens, reducing traffic congestion and ensuring safer, more reliable travel. This</p>	<p>Thank you for your comment. We acknowledge your support for this amendment.</p>

Commenter	Topic	Comment	Response
		<p>project aligns with our commitment to improving the quality of life for our community members and supporting sustainable economic development. City staff have received overwhelming positive support for this project from persons who live and do business near the proposed project corridor. We at the City wholeheartedly endorse this expansion and look forward to the positive impacts it will bring to the City of Coon Rapids and the surrounding areas.</p>	
Nicholas Dobda	US 10 Project	<p>I am the manager for Anoka County on this project and would like to highlight some of the positive feedback and comments I have heard through the course of the design. This project has received letters of support from the City of Anoka, North Metro Mayors Association, and the Metro North Chamber of Commerce. These agencies cite the fact that US 10 is a major artery that feeds the communities north of the Mississippi River both within the metro and beyond. These partners realize that the added capacity provided by the third lane extension will alleviate congestion and positively influence the overall regional economy. It is generally recognized that the existing condition creates a bottleneck that will be eliminated with the improvement. The third lane extension will not only improve capacity but will improve safety by reducing congestion and the differential speeds associated with said congestion. The reduction in crashes will increase corridor reliability for commercial and commuting users. This sentiment has been echoed with our public engagement events. During these events feedback was collected over several weeks. The consensus is that this project is sorely needed, and that the improvement cannot happen soon enough. There has been an appreciation of the fact that project</p>	<p>Thank you for your comment. We acknowledge your support for this amendment.</p>

Committer	Topic	Comment	Response
		<p>partners have worked expeditiously to have the construction coincide with the other major improvements occurring in the corridor associated with the Ramsey Gateway project. There has also been expressed an appreciation that the County has been spearheading this effort since 2018 and grateful that elected officials have committed funds for this project allowing it to be constructed in 2025.</p>	