

2040 TRANSPORTATION POLICY PLAN AMENDMENT #2

Overview

Purpose

The 2040 Transportation Policy Plan (TPP) includes a fiscally constrained list of major projects for investment in the region by 2040, known as the Current Revenue Scenario. Projects that add new lanes to a Principal Arterial Highway or construct an interchange are considered regionally significant projects. These projects must be identified as funded in a region's long-range transportation plan (i.e., the 2040 Transportation Policy Plan) in order to be included in the Transportation Improvement Program (TIP) and begin construction.

This amendment adds two highway projects to the Current Revenue Scenario:

- US Highway 10 Congestion Mitigation in Anoka County
- US Highway 169 & CSAH 59 Interchange in Scott County

Policy Basis

Highway projects are added to the fiscally constrained TPP when the following criteria are met:

- Documentation is submitted showing how the project can be built with revenue in the fiscally constrained plan (or reasonable proposed additional revenues);
- The proposal is consistent with the goals, objectives, and strategies of the 2040 TPP;
- and
- Public involvement is conducted.

This amendment adds two regionally significant projects to the Current Revenue Scenario of the 2040 TPP, as described below.

US Highway 10 Congestion Mitigation

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). 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.

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.

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 will fully fund the project. Therefore, the project can be built with revenue in the fiscally constrained plan.

US Highway 169 & CSAH 59 Interchange

In 2023, the joint MnDOT/Met Council Interchange Planning Review Committee completed its review and approved the proposed interchange and related access changes along Highway 169 at County Road 59 (Delaware Avenue) in St. Lawrence Township. The documentation provided by Scott County satisfied the five qualifying criteria detailed in [Appendix F](#) of the Transportation Policy Plan. This improvement follows a series of improvements on the US 169 corridor in Scott County including a programmed interchange at US 169 and Highway 282 in Jordan that will complement this project.

The County Road 59 interchange is included in the City of Jordan's 2040 Comprehensive Plan, which identifies industrial and commercial highway development immediately adjacent to the interchange. The plan also notes that the area experiences high traffic volumes during peak seasons due to its proximity to entertainment and regional destinations, including Minnesota's Largest Candy Store. The project will redirect access to this destination from an at-grade intersection to an interchange with business access via a new local driveway connection. This change in access will improve safety on this high-speed corridor.

Safety has also been identified as a concern at the County Road 59 cross-street. The interchange is expected to help maintain safe highway operations and lower crashes. The county has purchased the right-of-way for the development of the interchange, and it is funded entirely by Scott County transportation sales tax revenue. Therefore, the project can be built with revenue in the fiscally constrained plan.

Consistency with the 2040 TPP

The 2040 TPP presents strategies to assist in guiding the development of the transportation system towards achieving the region’s goals and objectives in the Plan. The Plan lists strategies in [Chapter 2](#) and are organized around six transportation system goals. The two projects show consistency with the Plan as shown with the following goals and strategies (see Table 1).

Table 1 – Transportation Policy Plan Strategies related to Highway Investment

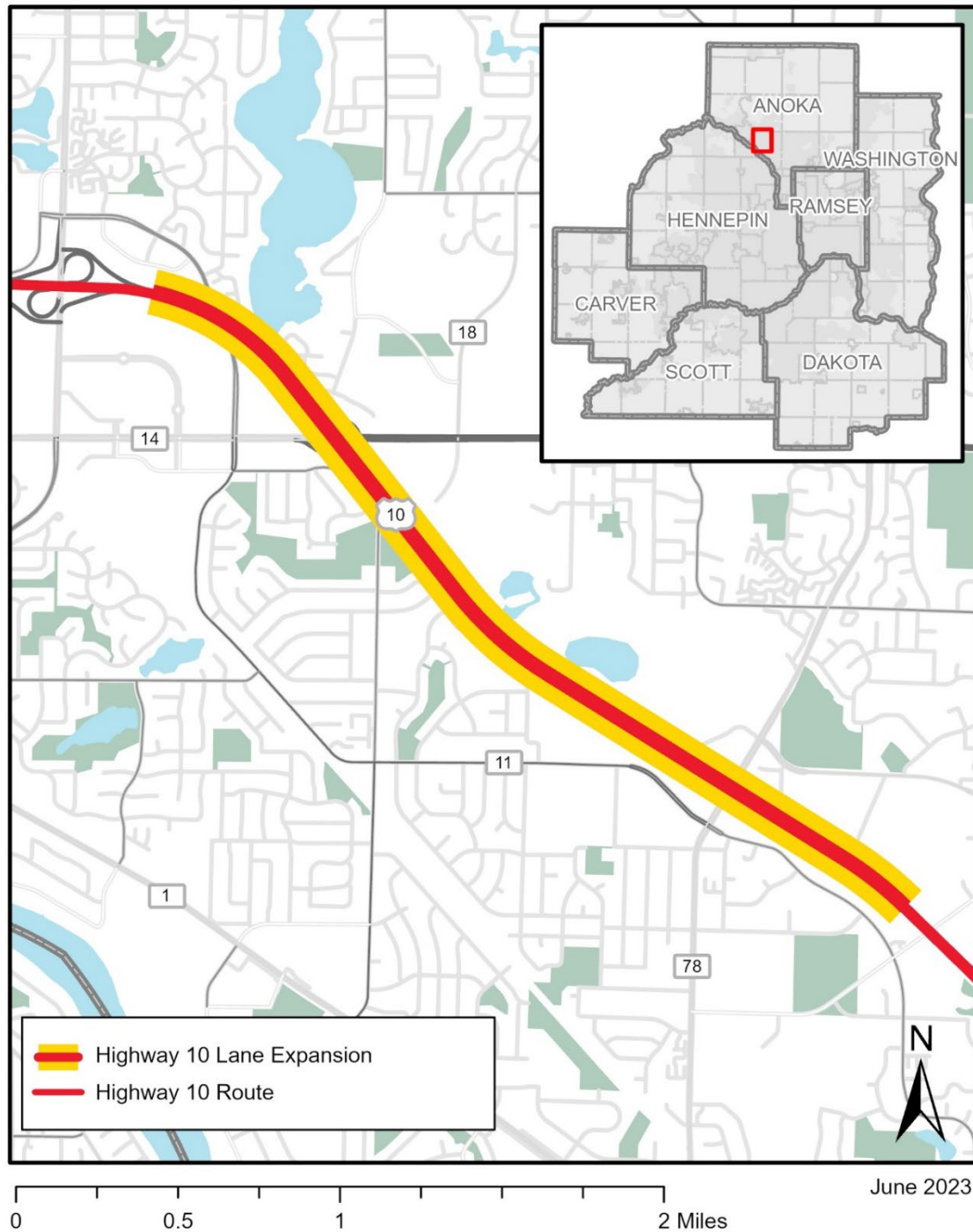
| Goal | Strategy Number | Strategy Text |
|------------------------|-----------------|---|
| Safety & Security | B1 | “Regional transportation partners will incorporate safety and security considerations for all modes and users throughout the processes of planning, funding, construction, and operation.” |
| Access to Destinations | C3 | “The Metropolitan Council, working with MnDOT through their efforts, and other relevant jurisdictions, will continue to maintain a Congestion Management Process for the region’s Principal and A-minor arterials to meet federal requirements. The Congestion Management Process will incorporate and coordinate the various activities of MnDOT, transit providers, counties, cities and transportation management organizations to increase the multimodal efficiency and people-moving capacity of the regional roadway network.” |
| Access to Destinations | C7 | “Regional transportation partners will manage and optimize the performance of the Principal Arterial system as measured by person throughput.” |
| Access to Destinations | C10 | “Regional transportation partners will manage access to Principal and A-minor arterials to preserve and enhance their safety and capacity. The Metropolitan Council will work with MnDOT to review interchange requests for the Principal Arterial system. The Metropolitan Council, MnDOT and regional partners will invest in prioritized non-freeway Principal arterial intersections in accordance with the Principal Arterial Intersection Conversion Study.” |
| Competitive Economy | D2 | “The Metropolitan Council will coordinate with other agencies planning and pursuing transportation investments that strengthen connections to other regions in Minnesota and the Upper Midwest, the nation, and world including intercity bus and |

| | | |
|----------------------------|----|--|
| | | passenger rail, highway corridors, air service, and freight infrastructure.” |
| Competitive Economy | D5 | “The Metropolitan Council and MnDOT will work with transportation partners to identify the impacts of highway congestion on freight and identify cost-effective mitigation.” |

Project Details and Funding

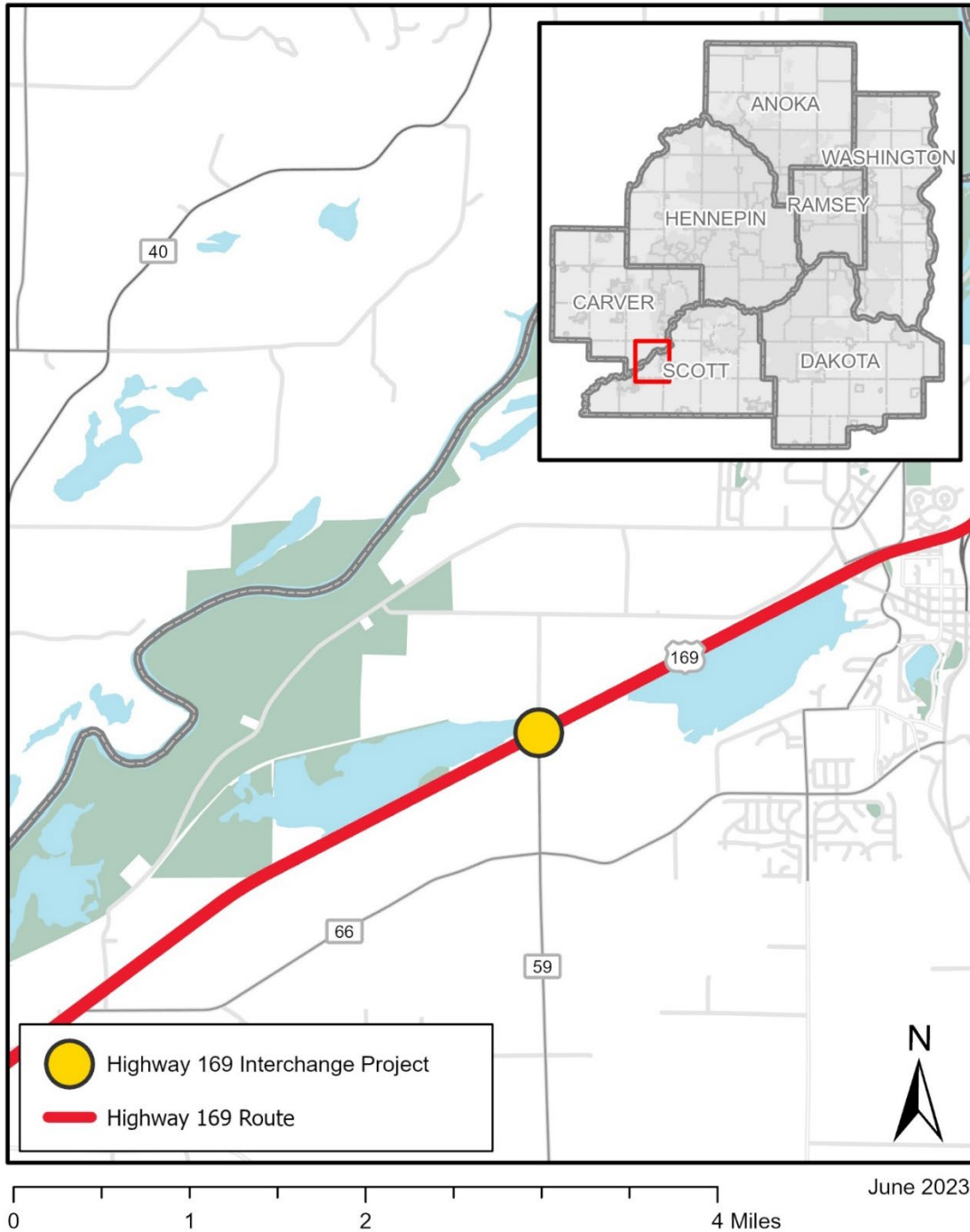
The **US 10 Highway Congestion Mitigation Project** expands US Highway 10 (US 10) in Anoka County from two to three mainline travel lanes in Coon Rapids between County State Aid Highway (CSAH) 78 (Hanson Boulevard) and CSAH 9 (Round Lake Boulevard). See Figure 1.

Figure 1 – US Highway 10 Project in Coon Rapids (Anoka County)



The **US 169/CSAH 59 Interchange Project** converts an at-grade intersection on US Highway 169 in Scott County to a grade-separated interchange with CSAH 59 (Delaware Avenue), roughly 2.5 miles southwest of the City of Jordan. See Figure 2.

Figure 2: Location of US 169 Interchange in Jordan (Scott County)



Chapter 5 is amended to add the following project descriptions and maps (Figure 5-15) for the US 10 Congestion Mitigation Project in the City of Coon Rapids and the US 169/CSAH 59 interchange in Scott County.

Added lanes along US 10 between CSAH 78 and CSAH 9. The additional lanes will help alleviate traffic congestion in Coon Rapids near major commercial and industrial uses. The project will extend the third through lane where it currently terminates at Hanson Boulevard (CSAH 78) to Round Lake Boulevard (CSAH 9) in both directions. The project is anticipated to begin construction in 2025.

Add interchange on US 169 at CSAH 59. This new interchange is in Scott County southwest of Jordan. This segment of US 169 serves as an important freight and mobility connection between the Twin Cities metro area and southwest Minnesota. The project includes converting the existing intersection to a grade separated facility. This improvement will assist in mitigating safety concerns along US 169. The project is anticipated to begin construction in 2024.

Table 2 - Project descriptions are added to Chapter 5, Table 5-10: Highway Strategic Capacity Enhancements 2018-2025

| Amendment Language | Road | Location | Project Description |
|--------------------|--------|-------------------|------------------------------|
| Added | US 10 | CSAH 78 to CSAH 9 | Added Lane in Each Direction |
| Added | US 169 | CSAH 59 | Added Interchange |

Figure 3 – Updated Current Revenue Scenario Map (shown as Figure 5-15 in TPP)

Current Revenue Scenario Highway Projects 2020-2029

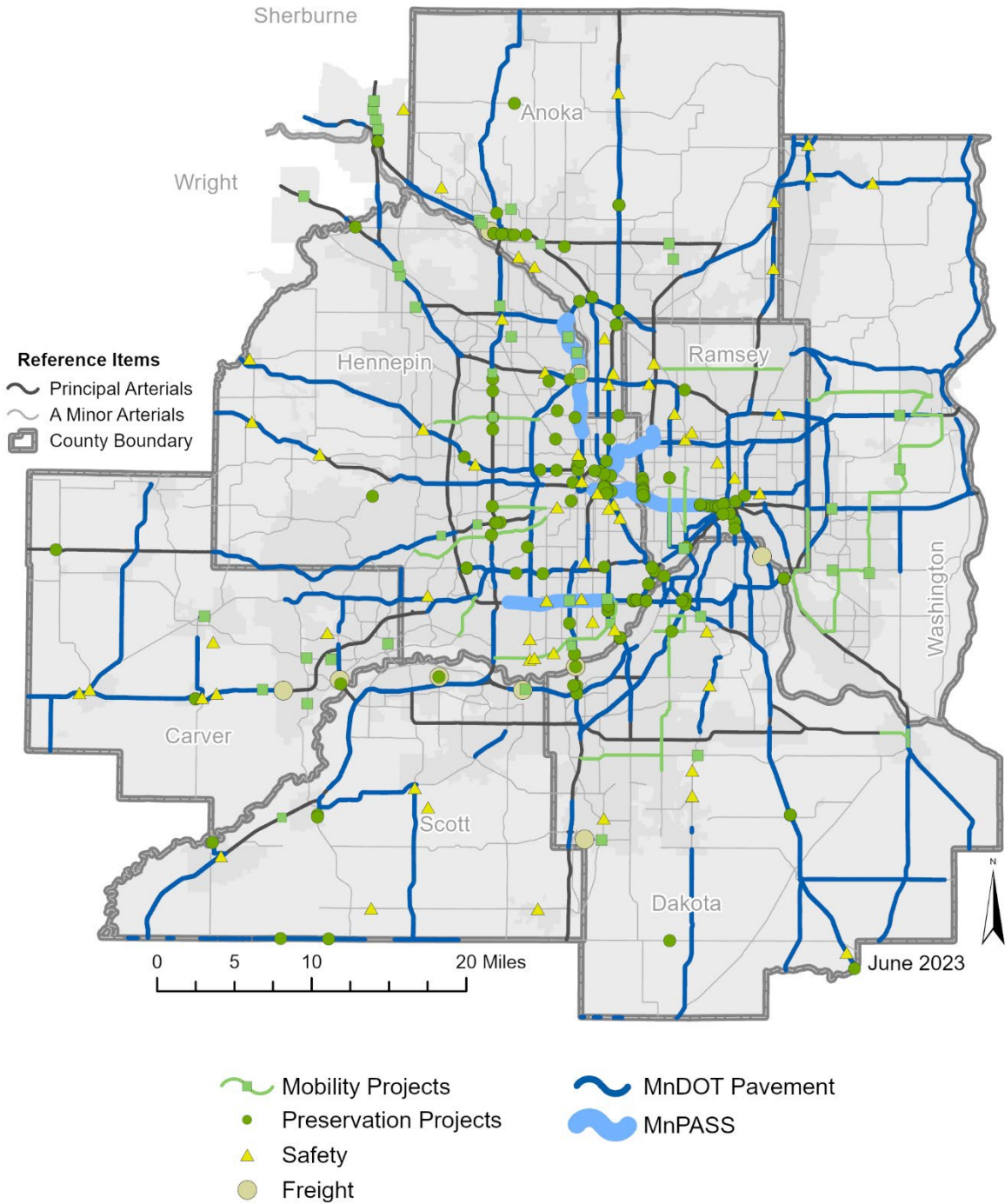


Table 3 – Projects added to Appendix C: Long-Range Highway Project List

| Amendment Language | Highway Investment Category | Route | Project Description | Estimated Cost (Year of Expenditure) | Timeframe |
|--------------------|-----------------------------|-------------------|---|--------------------------------------|-----------|
| Added | Regional Mobility | US 10 | Construct third lane on US 10 between Hanson Blvd and Round Lake Blvd in both directions. | \$30,000,000 | 2024-2029 |
| Added | Regional Mobility | US 169 at CSAH 59 | Construction of grade separated interchange | \$14,400,000 | 2024-2029 |

Impacts to the Plan

Transportation Finance

The US 10 project is funded entirely by the state’s 2023 Transportation Omnibus Bill with trunk highway bond proceeds. The US 169 interchange is funded entirely with Scott County local option sales tax funds. Due to these factors, the fiscal constraint of the Plan is maintained.

Environment and Air Quality

No air quality determination is necessary as the region is in air quality attainment.

Equity and Environmental Justice

This amendment will be updated with an equity and environmental justice section prior to adoption.

Performance Outcomes

This amendment will be updated with an analysis of the performance outcomes prior to adoption.

Public Involvement Summary

To be filled out after public comment period.