

Business Item

Transportation Committee



Committee Meeting Date: August 28, 2023

For the Metropolitan Council: September 12, 2023

Business Item: 2023-194

2040 Transportation Policy Plan (TPP) Highway Projects Amendment

District(s), Member(s): All
Policy/Legal Reference: Infrastructure Investment and Jobs Act (IIJA)
Staff Prepared/Presented: David Burns, Planning Analyst, 651-602-1887
Division/Department: MTS Planning

Proposed Action

That the Metropolitan Council release the attached 2040 Transportation Policy Plan Amendment #2 for public review and comment.

Background

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 the 2040 Transportation Policy Plan in order to be included in the Transportation Improvement Program (TIP) and begin construction.

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 five regionally significant projects to the 2040 TPP, as described below:

- 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).
- 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.
- The I-94 Albertville to Monticello Lane Expansion Project in Wright County expands approximately 8 miles of I-94 from two to three travel lanes in each direction between the cities of Albertville and Monticello.
- The MN Highway 65 Access Improvement Project converts an intersection on Highway 65 in the City of Blaine to a grade-separated interchange. The project is at 117th Avenue and will be combined with a larger project that is already in the Current Revenue Scenario.

- The MN Highway 13 Grade Separations in Dakota and Scott counties will convert at-grade intersections to grade separations between Quentin Avenue in Savage and Nicollet Avenue in Burnsville. The project at eastern project termini, MN 13 and Nicollet, is already in the Current Revenue Scenario as it was funded with the Regional Solicitation.

All projects are fully funded through a variety of funding programs and sources. The US 10, I-94, MN 65, and MN 13 projects were awarded Corridors of Commerce funds that will fully fund the projects when combined with their existing funds. The Corridors of Commerce program was created by the Minnesota Legislature in 2013 and is administered by MnDOT.

The project awards were announced by Governor Walz on July 11, 2023. The press release reads: “We’re making historic investments in our state’s transportation system to improve the safety and connectivity of communities across the state,” said Governor Walz. “We depend on our roads and highways to safely get us to our jobs, education, child care, and businesses. These projects help grow our economy and support our goal of making Minnesota the best state to live, work, and grow up in – no matter where you live.” The Metropolitan Council wrote letters of support for the four Corridors of Commerce projects within the MPO planning area as part of the application process.

Many of the projects also received direct appropriations during the last state legislative session, won other federal discretionary funding, or were provided funding through Congressional directed Community Project Funding (formerly called earmarks). For instance, in 2023, the US 10 project received a \$30 million appropriation as part of the State’s Transportation Omnibus Bill for the project.

The US 169 project will be funded entirely with local funds from Scott County, primarily through the county’s transportation sales tax.

Rationale

The projects assist in helping the region reach the outcomes articulated in the 2040 TPP while simultaneously not affecting the fiscal constraint of the plan. The TPP amendment will include a public comment period that will allow for public feedback on all projects.

Thrive Lens Analysis

All projects assist in promoting the five outcomes of THRIVE MSP 2040. The projects in particular advance the prosperity outcome, as it invests in transportation infrastructure that promote economic competitiveness, encourages development and helps to attract and retain businesses and a talented workforce.

Funding

The TPP Amendment will add approximately \$212 million of Corridors of Commerce funding, as well as other funding, to the 2040 Transportation Policy Plan’s current revenue scenario. This funding will fully fund these projects and maintain the fiscal constraint in the TPP. The action has no impact on Council funding.

