

Business Item

Transportation Committee



Committee Meeting Date: November 27, 2023

For the Metropolitan Council: December 13, 2023

Business Item: 2023-257

2040 Transportation Policy Plan (TPP) Public Comment Report and Final Amendment 2 Adoption

District(s), Member(s):	All
Policy/Legal Reference:	Infrastructure Investment and Jobs Act (IIJA), MN Statute 473.146
Staff Prepared/Presented:	Steve Peterson, Manager of Highway Planning and TAB/TAC Process, (651-602-1508) David Burns, Planning Analyst, (651-602-1887)
Division/Department:	MTS Planning

Proposed Action

That the Metropolitan Council:

- Accept the 2040 Transportation Policy Plan Amendment 2 Public Comment Report (Attachment 1); and
- Adopt Amendment 2 to the 2040 Transportation Policy Plan adding five regionally significant highway projects (Attachment 2).

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 to then 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 available in the fiscally constrained plan or with additional revenues that have been allocated to the project;
- The projects are consistent with the goals, objectives, and strategies of the 2040 TPP; and
- Public engagement has been conducted for the projects.

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

The US 10 Highway 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 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 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 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 project in Dakota and Scott counties will convert at-grade intersections to grade separations between Quentin Avenue in Savage and Nicollet Avenue in Burnsville. (The intersection project at the eastern project termini, MN 13 and Nicollet, is already in the TPP Current Revenue Scenario as it received funding from the Regional Solicitation.)

Additional details of the projects can be found in Attachment 2, 2040 Transportation Policy Plan Amendment #2.

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, in addition to other funding sources documented in Attachment 2, will fully fund the projects. 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 Metropolitan Council wrote letters of support for the four Corridors of Commerce projects within the MPO planning area as part of the application process.

In addition to the Corridors of Commerce funding, the US 10 project is funded 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. The I-94 project is funded by a combination of Corridors of Commerce and other MnDOT District 3 federal and state funding. Along with Corridors of Commerce, the MN 65 project is funded through competitive state funding sources and Regional Solicitation funds. The MN 13 project is funded by local transportation sales tax, Regional Solicitation, and Corridors of Commerce. Due to these factors, the fiscal constraint of the Plan is maintained.

The Metropolitan Council sought public comments on 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. A total of 26 comments were received during this period. The Public Comment Report, found in Attachment 1, includes a table of the comments received and responses from Council staff.

Rationale

Proposed amendments to the Transportation Policy Plan require Council approval and a public review period. This action adds five projects to the fiscally constrained scenario. The projects assist in helping the region reach the outcomes articulated in the 2040 TPP while simultaneously not affecting the fiscal constraint of the 2040 Transportation Policy Plan.

Thrive Lens Analysis

All projects will assist in promoting the five outcomes of Thrive MSP 2040. The projects in particular advance the prosperity outcome, as they invest 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 funds received by the projects to the 2040 Transportation Policy Plan's current revenue scenario. Total funding for the five projects is estimated to be \$534 million. This action has no impact on Council funding.



Small Business Inclusion

Projects administered by MnDOT will be reviewed for small business inclusion goals by MnDOT staff. Anoka, Dakota, and Scott counties do not have small business inclusion programs.

