

TOM EMMER
6TH DISTRICT, MINNESOTA

COMMITTEES
FINANCIAL SERVICES
SUBCOMMITTEES
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GOVERNMENT SPONSORED ENTERPRISES
MONETARY POLICY
AND TRADE
TERRORISM AND ILLICIT FINANCE

Congress of the United States
House of Representatives
Washington, DC 20515-2306

315 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-2331

DISTRICT OFFICE
9201 QUADAY AVENUE NE
SUITE 206
OTSEGO, MN 55330
(763) 241-6848

HOUSE REPUBLICAN STEERING

REPUBLICAN WHIP TEAM

DEPUTY WHIP TEAM

October 13, 2017

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: Highway 10/169 Safety and Mobility Improvement Project – Support for TIGER and INFRA Funding Requests

Dear Secretary Chao,

I am writing in support of the TIGER Discretionary Grants program and the Infrastructure for Rebuilding America (INFRA) applications for the Highway 10/169 Safety and Mobility Improvement Project in the City of Anoka, Minnesota. The project will improve safety and mobility on the Highway 10/169 corridor. This highway serves as a vital link in the local, regional, and state transportation network. The project will benefit over a hundred thousand daily travelers, including those destined for local, regional, and global industries and businesses, thereby having a positive impact on local quality of life and the regional and state economy.

Highway 10/169 is a key principal arterial roadway connecting Minneapolis-St. Paul to the northwest suburbs and beyond. Currently, the corridor averages daily traffic volumes of 60,000 vehicles with about 3,300 vehicles being heavy commercial vehicles. Traveling from the Twin Cities, the freeway ends in Anoka and the expressway begins. The first two signalized intersections on Highway 10/169 are Fair oak Avenue and Thurston Avenue. These signals, along with numerous other access points cause significant delay for many hours every day. These delays impact access to businesses, schools, services, and negatively affect quality of life.

The highway through Anoka also experiences over 100 crashes per year. Each week there is at least one crash during the peak period that results in substantial delays stretching for miles. Average crash rates on Highway 10/169 are much higher than crash rates of similar facilities in Minnesota.

Removing two traffic signals will reduce corridor delays by 75%. This improved travel time reliability is critical for the freight and distribution operations that utilize this corridor. Corridor safety will also be improved. Removing at-grade access points, along with other project measures, is expected to decrease crashes on this portion of the highway by 57%, thereby greatly improving corridor safety, while also contributing to improved reliability.

For the reasons above, I encourage your strong consideration of the TIGER and INFRA applications for the Highway 10/169 Safety and Mobility Improvement Project. This project will improve the daily lives of many travelers and serve as an investment in the future of this region of the Minneapolis-St. Paul Metropolitan Area and State of Minnesota.

Sincerely,



Tom Emmer
Member of Congress