

Agenda

TAB Technical Advisory Committee



Meeting date: June 4, 2025

Time: 9:00 AM

Location: Virtual

Public participation:

If you have comments, we encourage members of the public to email us at public.info@metc.state.mn.us.

You may pre-register to speak at a virtual public meeting of the TAB Technical Advisory Committee by emailing us at public.info@metc.state.mn.us.

Call to Order

- Approval of the Agenda (Agenda is approved without vote unless amended)
- Approval of May 7, 2025, TAB Technical Advisory Committee Minutes – roll call

Public Comment on Committee Business

TAB Report

Committee Reports and Business

Executive Committee (Joe MacPherson, Chair)

1. 2025-21: Streamlined 2025-2028 TIP Amendment Request – Two HSIP Project Adjustments (Joe Barbeau, MTS) – roll call
2. 2025-22: Streamlined 2025-2028 TIP Amendment Request – MnDOT MN 280 Pavement and Bridge Rehabilitation (Joe Barbeau, MTS) – roll call

TAC Transit Planning Technical Working Group (Bradley Bobbitt, MTS Planning)

Planning Committee (Gina Mitteco, Chair)

1. 2025-17: Recommending of 2050 Transportation Policy Plan Amendment 1: Blue and Gold Line Extensions (Bradley Bobbitt, MTS Planning; Morgan Abbott, Nkongo Cigolo, and Ryan Kronzer, Metro Transit) – Roll Call

Funding and Programming Committee (Jim Kosluchar, Chair)

1. 2025-18: Scope Change Request – Minnesota Valley Transit Authority's Technology and ADA Enhancements Project (Joe Barbeau, MTS) – roll call
2. 2025-19: Adoption of the Draft 2025-2028 Transportation Improvement Program (TIP), pending public comment (Joe Barbeau, MTS) – roll call
3. 2025-20: Corridors of Commerce Local Recommendation: City of Anoka's Highway 47/BNSF Railway Crossing Project (Steve Peterson, MTS) – roll call

Information

1. Transportation GHG Emissions Impact Assessment (Chris Berrens, MnDOT)
2. Aviation System Plan Update (Joe Widing, MTS Planning)
3. Regional Solicitation Evaluation Special Issue Working Group Update (Steve Peterson, MTS Planning)

Other Business

Adjournment

Council Contact:

Joe Barbeau, Planning Analyst
Joseph.Barbeau@metc.state.mn.us 651-602-1705



Minutes

TAB Technical Advisory Committee



Meeting date: May 7, 2025,

Time: 9:00 AM

Location: Virtual

Members present:

- | | | |
|---|--|---|
| <ul style="list-style-type: none"><input checked="" type="checkbox"/> Anoka Co – Joe MacPherson (Chair)<input checked="" type="checkbox"/> Carver Co – Lyndon Robjent<input type="checkbox"/> Dakota Co – Erin Laberee<input checked="" type="checkbox"/> Ramsey Co – Brian Isaacson<input checked="" type="checkbox"/> Hennepin Co – Chad Ellos<input checked="" type="checkbox"/> Scott Co – Craig Jenson<input checked="" type="checkbox"/> Washington Co – Madeline Dahlheimer (Alt)<input type="checkbox"/> Extended Urban Area – Chad Hausmann<input checked="" type="checkbox"/> MTS Planning – Steve Peterson<input checked="" type="checkbox"/> Council CD – Patrick Boylan<input checked="" type="checkbox"/> TAB – Elaine Koutsoukos | <ul style="list-style-type: none"><input checked="" type="checkbox"/> Brooklyn Park – Marcus Culver<input checked="" type="checkbox"/> Chanhassen – Charlie Howley<input type="checkbox"/> Eagan – Russ Matthys<input checked="" type="checkbox"/> Eden Prairie – Robert Ellis<input checked="" type="checkbox"/> Fridley – Jim Kosluchar<input checked="" type="checkbox"/> Lakeville – Paul Oehme<input type="checkbox"/> Plymouth – Michael Thompson<input checked="" type="checkbox"/> Woodbury – Chris Hartzell<input checked="" type="checkbox"/> Minneapolis Engineering – Jenifer Hager<input checked="" type="checkbox"/> Minneapolis Planning – Kathleen Mayell<input checked="" type="checkbox"/> Saint Paul Engineering – Nick Peterson<input checked="" type="checkbox"/> Saint Paul Planning – Reuben Collins | <ul style="list-style-type: none"><input checked="" type="checkbox"/> MnDOT – Molly McCartney (Vice Chair)<input checked="" type="checkbox"/> MPCA – Innocent Eyoh<input checked="" type="checkbox"/> MAC – Bridget Rief<input checked="" type="checkbox"/> STA – Matt Fyten<input checked="" type="checkbox"/> Metro Transit – Jonathan Ahn<input type="checkbox"/> MnDOT Freight – Shelly Meyer<input type="checkbox"/> DEED – Colleen Eddy<input type="checkbox"/> MnDNR – Spooner Walsh<input checked="" type="checkbox"/> Bicycle – Kyle Sobota<input checked="" type="checkbox"/> Pedestrian – Mackenzie Turner Borgen<input type="checkbox"/> FHWA – Scott Mareck<input checked="" type="checkbox"/> = present, E = excused |
|---|--|---|

Call to order

A quorum being present, Committee Chair MacPherson called the regular meeting of the TAB Technical Advisory Committee to order at 9:00 a.m.

Agenda approved

Chair MacPherson noted that a roll call vote is not needed for approval of the agenda unless a committee member offers an amendment to the agenda. Committee members did not have any comments or changes to the agenda.

Approval of minutes

It was moved by Molly McCartney, MnDOT, and seconded by Jim Kosluchar, Fridley, to approve the minutes of the April 2, 2025, regular meeting of the TAB Technical Advisory Committee.

Motion carried.

Public comment on committee business

None

TAB Report

Elaine Koutsoukos, TAB Coordinator, reported on the April 16, 2025, Transportation Advisory Board meeting.

Business – Committee reports

Executive Committee (Joe MacPherson, Chair)

Chair MacPherson reported on the Executive Committee meeting.

1. **2025-14:** Streamlined TIP Amendment Request – Wright County's I-94, CR 37, and CSAH 37 Reconstruction and Roundabouts (Joe Barbeau, MTS Planning)

Joe Barbeau, MTS Planning, summarized the action. Wright County requests an amendment to the 2025-2028 Transportation Improvement Program (TIP) to change the scope, length, and cost on two roundabouts at County Road 137/CSAH 37 at I-94. The proposed change would add 0.79 miles of reconstruction with two additional roundabouts. Chair MacPherson explained that the project extension is largely driven by the impact of a new Costco. It was moved by Patrick Boylan, Council CD, and seconded by Chad Ellos, Hennepin Co., that the Technical Advisory Committee recommend that TAB recommend approval of an amendment to the 2025-2028 Transportation Improvement Program to change the scope and increase the cost of Wright County's I-94, County Road 137, and CSAH 37 reconstruction and roundabout project. **Motion carried.**

2. **2025-15:** Streamlined TIP Amendment Request: MVTA's Apple Valley Transit Station Modernization (Joe Barbeau, MTS Planning)

Barbeau summarized the action, which is a request to amend the 2025-2028 TIP to add MVTA's Apple Valley Transit Station modernization, which had been included in the 2024-2027 as a 2024 project, as a 2025 project. The reason for this is that the project was originally scheduled for a 2024 obligation but fell into 2025. Motion by Paul Oehme, Lakeville, and seconded by Boylan, that the Technical Advisory Committee recommend that TAB recommend approval of an amendment to the 2025-2028 Transportation Improvement Program to add MVTA's Apple Valley Transit Station Modernization project. **Motion carried.**

TAC Transit Planning Technical Working Group (Bradley Bobbitt, MTS Planning)

Bradley Bobbitt, MTS Planning, reported on the March 26th, 2025, meeting of the TAC Transit Planning Technical Working Group.

Planning Committee (Gina Mitteco, Chair)

Gina Mitteco, MnDOT, reported on the April 10th, 2025, meeting of the TAC Planning Committee.

Funding and Programming Committee (Jim Kosluchar, Chair)

Kosluchar, reported that the Funding and Programming Committee did not meet in April. The next meeting is scheduled for May 15, 2025.

Information

1. Blue Line Extension and Gold Line Extension Transitway Project Updates (Nick Thompson, Metro Transit and Bradley Bobbitt, MTS Planning)

Nick Thompson, Metro Transit and Bradley Bobbitt, MTS Planning, presented.

Chair MacPherson asked whether the overall project remains within budget after the removal of the streetcar portion and the addition of the Gold Line Extension. Thompson responded that an updated budget has been developed. The project assumes both federal funding and a local cost share from Hennepin County and is considered fully funded within fiscal constraints.

Boylan asked whether there is a deadline for municipal consent and whether any changes are anticipated. Thompson clarified that municipal consent is project-specific that communities can add conditions, including the example of the addition of a 13th Blue Line station. These changes will be reflected in an updated project budget later this year. Thompson stated that local approval of a new Purple Line alignment is expected this

summer, which would require LPA approval and a TPP amendment next year. The Purple Line does not require municipal consent since it is not light-rail transit.

Chair MacPherson asked about travel time for the Blue Line Extension. Thompson responded that travel time from the North End into the city is projected at 42 to 44 minutes, with 13 new stations and several park-and-ride facilities.

Innocent Eyoh, MPCA, asked for clarification on the status of Blue Line Extension project funding. Thompson explained that Metro Transit anticipates federal funding through the Capital Investment Grant (CIG) program, covering up to 49% of costs, with the remainder funded by Hennepin County via sales and use taxes. He noted that CIG funding at the federal level is not guaranteed.

Jonathan Ahn, Metro Transit, asked how the Gold Line Extension is being coordinated with the Rethinking I-94 initiative, particularly regarding design and timelines. Thompson stated that the Gold Line Extension is expected to open prior to any construction resulting from the I-94 environmental and planning process. He added that coordination with MnDOT is ongoing. For example, the Snelling Avenue station will be built as a temporary facility to allow for flexibility depending on the outcome of MnDOT's final design decisions. Molly McCartney, MnDOT, added that the Rethinking I-94 project is still in the environmental review stage and no major construction will begin until after 2030.

Chair MacPherson expressed concern over the large figures presented—\$831 million in additional funding and \$753 million anticipated from the FTA—and asked how secure those funds are and what the contingency plan would be if they do not materialize. Bobbitt responded that the draft amendment assumes a 49% federal share based on experience. If the actual federal share is less than anticipated, state law requires that Hennepin County cover the difference. The specific law is referenced in the draft amendment.

Chair MacPherson also asked about operations and maintenance funding, specifically whether it would come from the new metro area sales tax, including the 83% share allocated to Metro Transit. Bobbitt and Thompson confirmed that this is correct. Thompson added that prior to the 2023 legislation, operating costs were split 50/50 between counties and the Met Council. Under the new law, the Met Council now assumes full responsibility for operations and long-term maintenance, funded through the new sales tax.

2. Regional Transportation and Climate Change Multimodal Measures Study (Tony Fischer, MTS Planning)

Tony Fischer, MTS Planning, presented. Brian Isaacson asked whether the GHG estimation methodologies account for changes in land use. Fischer responded that the methodologies are intended to capture the impacts of different project types—such as transit and highway expansion—which can influence land use. Specifically: Highway-induced demand models partially capture land use impacts. Transit methodologies rely on ridership estimates from the regional solicitation process, which may reflect land use assumptions. However, the Transportation Policy Plan (TPP) process includes land use model outputs but does not reflect transportation impacts back into land use projections.

McCartney asked about coordination with MnDOT, especially regarding mitigation requirements for highway expansions. Fischer confirmed conversations have occurred with MnDOT and acknowledged multiple ongoing internal efforts within the Met Council. While collaboration is occurring, Fischer admitted more structured coordination may be needed. McCartney suggested forming a regional working group to streamline GHG emission work. Fischer agreed and acknowledged confusion due to overlapping but disconnected efforts.

Lyndon Robjent, Carver Co. asked about the purpose of the GHG methodology work. Fischer explained that the effort stems from the Regional Development Guide and TPP climate impact goals. The project seeks to improve GHG estimates via the travel demand model,



explores methodologies for GHG estimation in the TIP process, and seeks to develop methods to evaluate GHG impacts by project type for the Regional Solicitation.

Robjent asked how this effort differs from MnDOT's GHG Technical Advisory Committee. Fischer clarified that the MnDOT effort is focused on roadway projects and compliance with statutory mitigation requirements, while the Met Council's work is intended to support early-stage planning and tracking across all project types.

Robjent emphasized the need to better align these various GHG initiatives to avoid confusion and ensure consistency, especially given the political sensitivity of climate-related transportation policies. Steve Peterson, MTS Planning, noted the Council was tasked by TAB to evaluate the GHG impact of the regional solicitation program and that Fischer's study provides a high-level overview. McCartney said that there are a lot of questions to answer in state law and stated that a pre-design planning phase will be needed.

Marcus Culver, Brooklyn Park, raised concerns about inconsistencies in how construction-related emissions are handled across different project types and methodologies. He expressed uncertainty about how the collected data would eventually be applied to funding decisions or mitigation requirements and emphasized the need for transparency and consistency. Nick Peterson, Saint Paul, echoed Culver's points and stressed the importance of aligning early GHG data with later environmental review documentation to reduce legal risks. Chair MacPherson recommended a joint meeting between MnDOT and Met Council to reconcile overlaps, ensure alignment, and address potential discrepancies before moving forward.

3. Regional Solicitation Evaluation Update (Steve Peterson, MTS Planning)

Steve Peterson presented. Chair MacPherson asked whether the transit group still supports the \$25 million arterial bus rapid transit set-aside used in past solicitations. Steve Peterson responded that he was not present for the transit group meeting and deferred to Barbeau. Barbeau stated that the transit group did not discuss the set-aside in depth and that he couldn't determine whether there is implicit support for continuing it. Chair MacPherson noted that this topic should be revisited when presenting it to the TAB to provide context about the unused funding bucket.

Paul Oehme, Lakeville, as chair of the Technical Steering Committee, agreed with Steve Peterson's summary. He emphasized unresolved issues in the bicycle/pedestrian category, such as defining the regional bike network, handling projects that overlap with Active Transportation (AT)-funded efforts, and addressing non-infrastructure requests. Robjent suggested establishing an interchange setaside for interchange projects due to their large costs and the impact of GHG laws on the number of such projects that can be programmed. Robjent raised concerns about allowing major collectors in roadway applications. While this would broaden eligibility, it requires careful consideration. He expressed support for making regional trail projects eligible for federal funds under their own category to ensure they don't compete directly with RBTN or barrier projects. He also suggested local bike networks should primarily benefit from AT funding, since metro counties have their own AT funds, and cities may have greater local bike infrastructure needs.

Kosluchar suggested analyzing past solicitations to identify trends in regional bike network and AT project classifications. He suggested that such a review could inform future decisions, particularly in identifying where regional trails or off-RBTN projects fall and how they compete. Kosluchar expressed appreciation for Robjent's comments on the importance of cities in AT funding. MacPherson noted that elected officials and leadership are awaiting recommendations from the working groups and TAC. He asked Steve Peterson if there are plans to increase the frequency of meetings for groups with heavier workloads. Steve Peterson confirmed that after the May 30th workshop, group progress will be reassessed. He identified bike/pedestrian, roadways, and GHG/EV charging categories as particularly complex and likely needing more frequent meetings to meet deadlines.

Other business

McCartney said that the Corridors of Commerce project submissions have been received and are currently undergoing a local screening and recommendation process. Each county in the seven-county area can nominate up to two projects. She noted that Steve Peterson, MTS may have information at the next Funding and Programming Committee meeting for a project outside the county-submitted applications. She added that the process includes internal scoring and ranking, with an announcement expected in the fall, noting allocation of approximately \$55 million over two time periods for capital funding. She said that a solicitation for the Freight Investment Program will be released this summer for around \$50 million covering fiscal years 2029 and 2030, with a maximum award of \$10 million; an announcement is expected early in 2026. She highlighted that new expansion projects will not be eligible unless they are already in the TIP or have gone through design and layout approvals, though that may still change.

Adjournment

Business completed; the meeting adjourned at 10:55 a.m.

Council contact:

Joe Barbeau, Planning Analyst
Joseph.Barbeau@metc.state.mn.us
651-602-1705

DRAFT



Action Transmittal

Transportation Advisory Board



Committee Meeting Date: June 4, 2025

Date: May 29, 2025

Action Transmittal: 2025-21

Streamlined 2025-2028 TIP Amendment Request – Two HSIP Project Adjustments

To: Technical Advisory Committee

Prepared By: Joe Barbeau, Planning Analyst, 651-602-1705

Requested Action

MnDOT and Dakota County request an amendment to the 2025-2028 TIP to reduce the cost of two HSIP projects and add an accompanying STBG Program funding line to each.

Recommended Motion

That the Technical Advisory Committee recommend adoption of an amendment to the 2025-2028 TIP to reduce the project cost of two MnDOT safety projects (SP# 019-686-022 and 019-686-021) and add two STBG Program-funded roundabout projects (SP# 1920-53 and 1911-30)

Background and Purpose

The following projects are proposed for amendment in the 2025-2028 TIP:

- Dakota County requests a technical correction and cost reduction of its CSAH 86 (280th St) HSIP-funded roundabout at MN 3 (Chippendale Ave) in Castle Rock Township (SP# 019-686-022). Meanwhile, MnDOT requests the addition of an accompanying SPBG Program funding line (SP# 1920-53) for the same project. The total cost increases by \$200,212.
- Dakota County requests a cost reduction of its CSAH 86 (280th St) HSIP-funded roundabout at Randolph Blvd and Emory Avenue in Randolph Township (SP# 019-686-021). Meanwhile, MnDOT requests addition of an accompanying SPBG Program funding line (SP# 1911-30) for the same project. The result is an overall cost increase of \$212,100.

These 2026 projects being added to the 2025-2028 TIP in case 2026-2029 TIP (currently being drafted) is not approved by USDOT before they are let.

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.

Staff Analysis

The TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the projects. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on February 12, 2025. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings.

Routing

To	Action Requested	Date Completed (Date Scheduled)
Technical Advisory Committee	Review & Recommend	<i>June 4, 2025</i>
Transportation Advisory Board	Review & Recommend	<i>June 18, 2025</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>June 23, 2025</i>
Metropolitan Council	Review & Adopt	<i>June 25, 2025</i>



2025-2028 TIP/STIP AMENDMENT REQUEST

Please amend the 2025-2028 Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP) to adjust and add the below projects, respectively.

Project identification

	Existing Project for Amendment	New Project
Seq #	2104	NEW
State Fiscal Year (State)	2026	2026
ATP and District	METRO	METRO
Route System	CSAH 86	MN 3
Project Number (S.P. #)	019-686-022	1920-53
Agency	DAKOTA COUNTY	MNDOT
Description	CSAH 86 (280TH ST) AT MN 3 (HIAWATHA PIONEER TRL) IN FARMINGTON (CHIPPENDALE AVE) IN CASTLE ROCK TOWNSHIP - ROUNDABOUT (ASSOCIATE TO 1920-53)	MN 3 (CHIPPENDALE AVE) AT CSAH 86 (280TH ST) IN CASTLE ROCK TOWNSHIP - ROUNDABOUT (ASSOCIATE TO 019-686-022)
Miles	0.0	0.0
Program	SAFETY HSIP	AGREEMENTS MUNICIPAL
Type of Work	ROUNDABOUT	ROUNDABOUT
Proposed Funds	HSIP	STP
Total \$	3,300,000 <u>2,062,712</u>	1,437,500
FHWA \$	1,856,440	1,150,000
State \$	NA	NA
Other \$	1,443,560 <u>206,272</u>	287,000

Background and TIP Amendment Need

This formal amendment is to add a new 2026 MnDOT project (associated) to a programmed local project in the TIP. This will match the 2026-2029 TIP.

Fiscal Constraint (as required by 23 CFR 450.216)

New project 1920-53 is programmed in 2026 of the draft 2026-2029 TIP and will be balanced within the overall MnDOT program. 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 February 12, 2025.

2025-2028 TIP/STIP AMENDMENT REQUEST

Please amend the 2025-2028 Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP) to adjust and add the below projects, respectively.

Project identification

	Existing Project for Amendment	New Project
Seq #	2103	NEW
State Fiscal Year (State)	2026	2026
ATP and District	METRO	METRO
Route System	CSAH 86	MN 56
Project Number (S.P. #)	019-686-021	1911-30
Agency	DAKOTA COUNTY	MNDOT
Description	CSAH 86 (280TH ST E) AT MN 56 (RANDOLPH BLVD/EMERY AVE) IN RANDOLPH TOWNSHIP - ROUNDABOUT <u>(ASSOCIATE TO 1911-30)</u>	MN 56 (RANDOLPH BLVD/EMERY AVE) AT CSAH 86 (280TH ST E) IN RANDOLPH TOWNSHIP - ROUNDABOUT (ASSOCIATE TO 019-686-021)
Miles	0.0	0.0
Program	SAFETY HSIP	AGREEMENTS MUNICIPAL
Type of Work	ROUNDABOUT	ROUNDABOUT
Proposed Funds	HSIP	STP
Total \$	2,760,000 <u>1,909,600</u>	1,062,500
FHWA \$	1,718,640	850,000
State \$	NA	N/A
Other \$	1,041,360 <u>190,960</u>	212,500

Background and TIP Amendment Need

This formal amendment is to add a new 2026 MnDOT project (associated) to a programmed local project in the TIP. This will match the 2026-2029 TIP.

Fiscal Constraint (as required by 23 CFR 450.216)

New project 1911-30 is programmed in 2026 of the draft 2026-2029 TIP and will be balanced within the overall MnDOT program. 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 February 12, 2025.

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: June 4, 2025

Date: May 28, 2025

Action Transmittal: 2025-22

Streamlined 2025-2028 TIP Amendment Request -- MnDOT MN 280 Pavement and Bridge Rehabilitation

To: Technical Advisory Committee

Prepared By: Joe Barbeau, Planning Analyst, 651-602-1705

Requested Action

MnDOT requests an amendment to the 2025-2028 Transportation Improvement Program to reduce the length of, add a bridge to, and increase the cost of its Minnesota Highway 280 pavement and bridge rehabilitation project (6242-83).

Recommended Motion

That the Technical Advisory Committee recommend approval of and amendment to the 2025-2028 Transportation Improvement Program to reduce the length of, add a bridge to, and increase the cost of MnDOT's Minnesota Highway 280 pavement and bridge rehabilitation project.

Background and Purpose

MnDOT requests an amendment of the 2025-2028 Transportation Improvement Program (TIP) to reduce the project length, add a new bridge for rehabilitation, and increase the cost of its Minnesota Highway 280 concrete pavement rehabilitation, mill-and-overlay, TMS, guardrail, and bridge rehabilitation project. This is a 2026 project being added to the 2025-2028 TIP in case 2026-2029 TIP (currently being drafted) is not approved by USDOT before it is let.

The project is funded by the National Highway Performance Program, which is not programmed through the Regional Solicitation.

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.

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 February 12, 2025. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings.

Routing

To	Action Requested	Date Completed (Date Scheduled)
Technical Advisory Committee	Review & Recommend	<i>June 4, 2025</i>
Transportation Advisory Board	Review & Recommend	<i>June 18, 2025</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>June 23, 2025</i>
Metropolitan Council	Review & Adopt	<i>June 25, 2025</i>



2025-2028 TIP/STIP AMENDMENT REQUEST

Please amend the 2025-2028 Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP) to add the below project.

Project Identification

Fiscal Year (State)	2026
ATP and District	M
Route System	MN280
Project Number (S.P. #)	6242-83
Agency	MNDOT
Description	**AC**: MN280, FROM WABASH IN ST PAUL TO THE JUNCTION WITH I35W IN LAUDERDALE- <u>MN280, FROM I-94 IN ST PAUL TO THE JUNCTION WITH I35W IN ROSEVILLE</u> CONCRETE PAVEMENT REHABILITATION, MILL AND OVERLAY, TMS, GUARDRAIL, AND REHAB BRIDGES 62844, 6805, 6894, 62860, 9050, 62808, 62812, <u>62821</u> (AC PROJECT, PAYBACK IN FY2027)
Miles	5.4 <u>3.64</u>
Program	RESURFACING
Type of work	CONCRETE PAVEMENT REHAB
Proposed Funds	NHPP
Total \$	25,972,000 <u>27,472,000</u>
FHWA \$	20,678,237 <u>22,367,702</u> (\$4M AC PAYBACK IN 2027)
State \$	4,718,763 <u>5,104,298</u>
Other \$	575,000 <u>NA</u>

Background and TIP Amendment Need

This amendment is for a scope and project cost change. The scope change will include the addition of one bridge and a decrease in total project length.

Fiscal Constraint (as Required by 23 CFR 450.216)

The total project cost will increase from \$25,972,000 to \$27,472,000. Because this is a 2026 project, it will be programmed and balanced in the 2026-2029 TIP and will meet MnDOT's federal 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 February 12, 2025.

Action Transmittal

Transportation Advisory Board



Committee meeting date: June 4, 2025

Date: May 28, 2025

Action Transmittal: 2025-17

Release of Draft 2050 Transportation Policy Plan (TPP) Amendment 1 for Public Comment

To: Technical Advisory Committee
From: TAC Planning Committee
Prepared by: Bradley Bobbitt, Senior Planner, phone 651-602-1724

Requested action

That the draft 2050 TPP Amendment 1, changing the alignment and funding for the Blue Line Extension transitway and adding the Gold Line Extension transitway to the fiscally constrained plan, be released for public comment.

Recommended motion

That the Technical Advisory Committee recommend that the Transportation Advisory Board recommend that the Metropolitan Council release the draft 2050 TPP Amendment 1 for public comment.

Background and purpose

The Met Council develops a long-range transportation plan, called the Transportation Policy Plan (TPP), and updates it at least every five years as required under federal law. The plan identifies the region's transportation system goals and multimodal investment priorities over a 25-year period. The Met Council adopted the most recent update to the TPP, the 2050 Transportation Policy Plan, on February 12, 2025. The plan identifies and lists regionally significant transportation investments that will be implemented within its timeframe and maintains fiscal balance between anticipated project costs and funding.

Plan amendments involving changes to, or additions of, regionally significant projects in the fiscally constrained plan must go through a 45-day public comment period. The proposed action would recommend that the draft 2050 TPP Amendment 1 (attached to this action item) be released for the required public comment period, planned for July 10 through August 27, with a public hearing at the August 13 meeting of the Metropolitan Council. Attachment 1 contains the amendment text that will be posted on the Met Council's website for public review. The attached text also references project websites, hosted by Metro Transit, and has basic information about the projects.

Relationship to regional policy

All transitway projects are considered regionally significant projects under federal guidance. These projects must be identified as funded in a region's long-range transportation plan, in order to qualify for Federal Transit Administration capital investment grants and to meet regional requirements in the Council's adopted Transitway Advancement Policy. The proposed amendment, if adopted, will incorporate changes to the Blue Line Extension and add the Gold Line Extension to the 2050 Transportation Policy Plan (TPP) fiscally constrained plan.

Staff analysis

According to the region's Transitway Advancement Policy, outlined on pages 41 through 44 in the Transit Investment Plan chapter of the TPP, transitway projects can be added to the fiscally constrained plan when the originating agency has provided:

1. Documentation of transitway type, alignment and station locations, and selection process.
2. Resolutions of support from relevant government bodies and agencies.
3. Documentation of fiscal constraint.
4. Documentation of public engagement and feedback.

Metro Transit has provided the appropriate information to meet these criteria above for incorporating the Blue Line Extension changes and adding Gold Line Extension to the 2050 TPP with the understanding that all required resolutions of support from relevant governments for Gold Line Extension will be received prior to release for public comment. To date, resolutions of support for Gold Line Extension have been received from the City of Minneapolis, City of St. Paul, and Hennepin County. One additional required resolution of support is pending from Ramsey County. Staff also anticipate a resolution of support from Washington County and a letter of support from MnDOT. Blue Line Extension completed the municipal consent process in fall of 2024, fulfilling the Transitway Advancement Policy's resolutions of support requirement.

Committee Comments and Action

At its May 8, 2025, meeting, the TAC Planning Committee voted to recommend that the Transportation Advisory Board recommend that the Metropolitan Council release the draft 2050 TPP Amendment 1 for public comment.

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Planning Committee	Review and recommend	May 8, 2025
Technical Advisory Committee	Review and recommend	<i>June 4, 2025</i>
Transportation Advisory Board	Review and recommend	<i>June 18, 2025</i>
Metropolitan Council Transportation Committee	Review and recommend	<i>June 23, 2025</i>
Metropolitan Council	Review and release for public comment	<i>July 9, 2025</i>



Action Transmittal

Transportation Advisory Board



Committee meeting date: June 4, 2025

Date: May 28, 2025

Action Transmittal: 2025-18

Scope Change Request – Minnesota Valley Transit Authority's Technology and ADA Enhancements Project

To: Technical Advisory Committee
From: TAC Funding and Programming Committee
Prepared by: Joe Barbeau, Planning Analyst, 651-602-1705
Robbie King, Senior Planner, 651-602-1380

Requested action

Minnesota Valley Transit Authority (MVTA) requests a scope change to replace generalized improvements at 53 bus stops and shelters with enhanced improvements for eight stations in its technology and ADA enhancements project.

Recommended motion

That the Technical Advisory Committee recommend that TAC recommend approval of MVTA's scope change request to replace e-paper and real time signage improvements at 53 bus stops and shelters with enhanced improvements for eight stations in its technology and ADA enhancements project (SP# TRS-TCMT-24K) with no reduction in federal funds.

Background and purpose

Minnesota Valley Transit Authority was awarded \$500,000 in Surface Transportation Program Block Grant Program (STBGP) funds in the Transit Modernization category of the 2022 Regional Solicitation. [The application](#) was awarded to fund elements such as e-paper signage and real-time signage at 53 stops and shelters, indoor interactive kiosks at four MVTA transit hubs, platform displays at three sites, and the implementation of bus stop beacons, smart lighting, text-to-speech buttons, and annunciators.

MVTA reports logistical challenges and high electrical costs associated with upgrading all 53 proposed bus stops and shelters. Additionally, the proposed use of e-paper for real time signage at bus stops has not undergone enough testing to discern whether the technology can perform well in cold weather. As a result, MVTA requests a shift towards focusing on enhancing four park-and-ride locations, three bus stops, and one high-priority bus shelter. MVTA requests retention of its full federal funding amount, because the overall project cost remains unchanged and elements being implemented are being constructed in facilities with a larger footprint, therefore high cost per implementation.

Relationship to regional policy

Projects that receive funding through the Regional Solicitation and HSIP Solicitation processes are subject to the regional scope change policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application.

The scope change policy allows project sponsors to adjust their projects as needed while still providing substantially the same benefits described in their original project applications

Staff analysis

Approval/Denial of the Scope Change: The improvements intended to be made at lower-profile bus stops are fairly minor. MVTA recognizes two unforeseen events that precipitate this scope change; unanticipated high electrical costs and that the proposition to use e-paper for real time signage was not properly tested for cold weather environments. As a result, maximum impact of the funds awarded will be best realized by targeting eight higher priority facilities.

Scoring is a non-issue as all eligible projects in the Transit Modernization category were funded. (Note that one project was unfunded due to the limit on funding bus rapid transit projects.)

Funding: The original application budget is displayed in Table 1 below. The requested scope change elements and their associated cost estimates are shown in Table 2 below:

Table 1: Original Application Budget

Project Element	Estimated Cost
Wayfinding	\$250,000
Transit Systems	\$375,000
Federal Funding Amount	\$500,000
Local Match	\$125,000
Total Project Cost	\$625,000

Table 2: Requested Change to Project Elements

Location	Estimated Cost
Minnesota Zoo Shelter	\$60,000
Palomino Park & Ride	\$70,000
Southbridge Crossings Park & Ride	\$70,000
Savage Park & Ride	\$70,000
Blackhawk Park & Ride	\$70,000
Burnsville Transit Station	\$165,000
Rosemount Transit Station	\$60,000
157th Street Station	\$60,000
Total	\$625,000

MVTA requests retention of their full funding. Given the original application's lack of specifics in assigning funds to individual project elements, it is difficult to attempt to suggest specific reductions. Therefore, staff recommends no funding change.

Committee comments and action

At its May 15, 2025, meeting, the TAC Funding and Programming Committee recommended that the Technical Advisory Committee recommend approval of MVTA's scope change request to replace e-paper and real time signage improvements at 53 bus stops and shelters with enhanced improvements for eight stations in its technology and ADA enhancements project (SP# TRS-TCMT-24K) with no reduction in federal funds.

Discussion pointed to increasing micro-transit use helping inform MVTA's decision to lean into fewer more heavily used locations to maximize the benefit of the funds awarded to this project.

Routing

To	Action Requested	Date Completed (Date Scheduled)
TAC Funding & Programming Committee	Review and recommend	<i>May 15, 2025</i>
Technical Advisory Committee	Review and recommend	<i>June 4, 2025</i>
Transportation Advisory Board	Review and Adopt	<i>June 18, 2025</i>



ATTACHMENT 1: FUNDING DATA FOR SCOPE CHANGE REQUEST

Original Application:

Regional Solicitation Year	2022
Application Funding Category	STBG
HSIP Solicitation?	Yes No
Application Total Project Cost	\$625,000
TAB Award	\$500,000
Application Federal Percentage of Total Project Cost	80%

Project Elements Being Removed:	Original Application Cost
53 bus stops and shelters: Preliminary project design has identified significant logistical challenges and high electrical costs associated with upgrading all 53 proposed bus stops and shelters; therefore, MVTa is requesting to reallocate this funding to maximize its impact by focusing on enhancing and updating four park-and-ride locations, three key bus stops, and one high-priority bus shelter.	\$625,000
E-Paper: This technology has not undergone as much testing as MVTa had initially anticipated. As a result, we currently lack sufficient data, particularly related to performance in a cold, winter climate, to move forward with it.	

Scope Change Policy

TAB Adopted: February 19, 2025

New Project Elements:	Cost (Based on Year of Costs in Original Application)
<p>The proposed new locations are listed below.</p> <p>The workplan remains the same as awarded, including the purchase, replacement and installation of real-time signage, indoor interactive kiosks, digital platform displays, text-to-speech buttons, annunciators, LED lighting and upgraded wayfinding technology.</p> <p>The technology and ADA upgrades at each location will be based upon ridership, customer gathering frequency, existing customer amenities, etc.</p>	
Minnesota Zoo Shelter	\$60,000
Palomino Park & Ride 7510 Palomino Drive, Apple Valley, MN 55124	\$70,000
Southbridge Crossings Park & Ride 1401 Crossings Blvd., Shakopee, MN 55379	\$70,000
Savage Park & Ride 14121 Huntington Avenue, Savage, MN 55378	\$70,000
Blackhawk Park & Ride 4565 Blackhawk Road, Eagan, MN 55122	\$70,000
Burnsville Transit Station 100 East Highway 13, Burnsville, MN 55337	\$165,000
Rosemount Transit Station 14550 Burnley Avenue South, Rosemount, MN 55068	\$60,000
157 th Street Station 15865 Pilot Knob Road, Apple Valley, MN 55124	\$60,000
Project Total	\$625,000 \$500,000 Funded \$125,000 Local Match

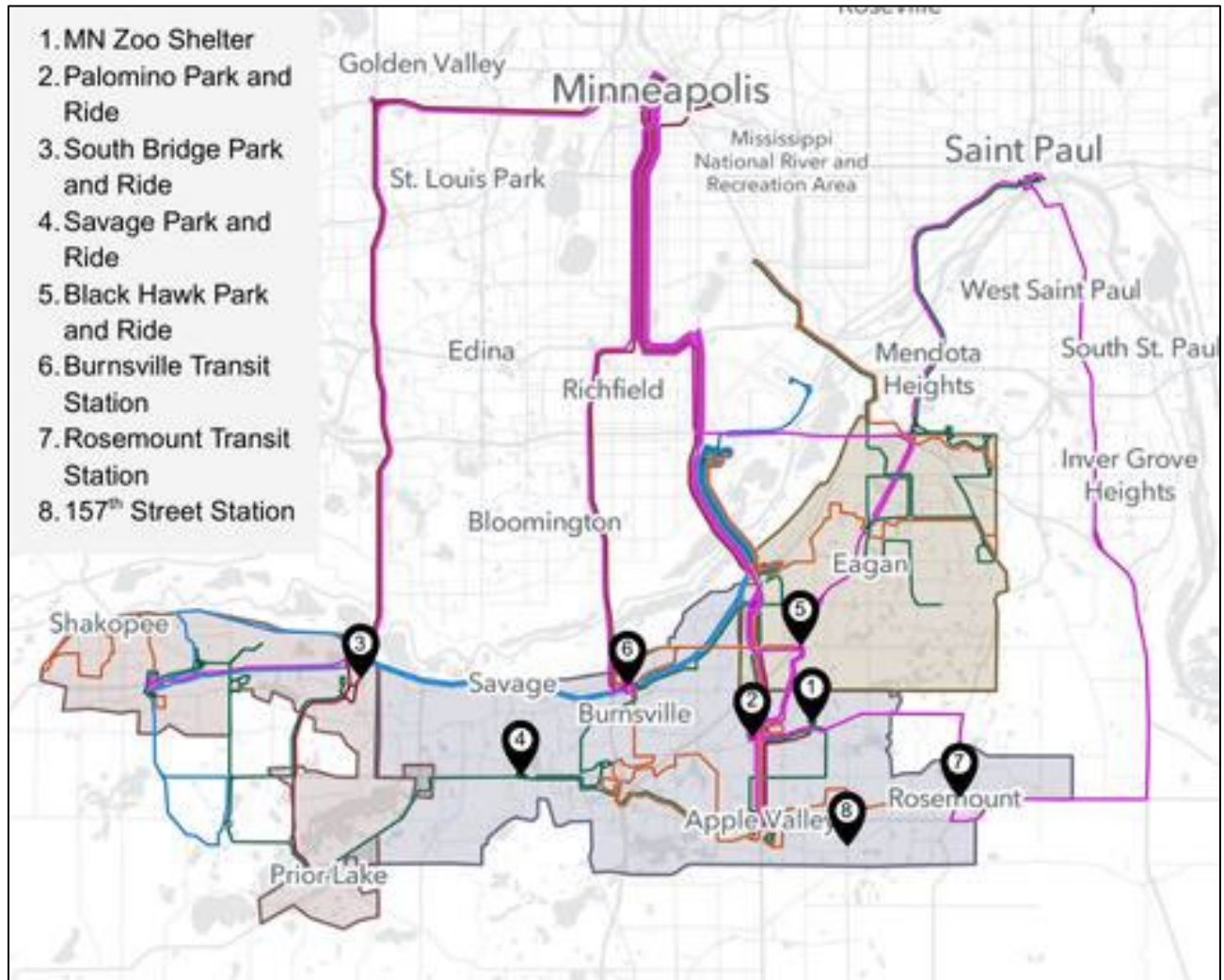
Revised Project Scope

The scope and priorities of the project remain the same: to implement, upgrade and expand innovative technology and ADA elements across MVTA's service area that remove barriers for transit riders of all abilities and resource levels, allowing them to access and navigate public transportation effectively and confidently. The original scope proposed improvements at 53 bus shelters and stops throughout the MVTA service area. However, preliminary project design has shown significant logistical challenges and high electrical costs associated with upgrading all 53 locations. Therefore, MVTA is proposing a more targeted approach to implementing the original scope. The revised plan concentrates efforts on four park-and-ride locations, three key bus stations, and one high-priority bus shelter: see updated location map below. This strategic adjustment allows MVTA to implement ADA and technology enhancements more efficiently and effectively in high-impact areas where the need is greatest.

MVTA prioritizes local service and microtransit expansion. By investing in park-and-ride facilities that support all three service types, fixed-route, local and microtransit, MVTA can create a more meaningful and efficient improvement for riders. The four park-and-ride locations, three key bus stops, and one high-priority bus shelter also serve as key customer touchpoints, with the highest levels of rider activity and engagement.

While the number of locations has been reduced and select technology updates have been modified to better accommodate MVTA's facilities, the overall project cost remains unchanged. Due to site-specific complexities and larger site footprints, which require more extensive implementation efforts the cost per implementation site is higher. This work is focused on updates and replacements at existing sites; therefore, we do not anticipate heavy ground disruption.

Updated Project Locations



Action Transmittal

Transportation Advisory Board



Meeting Date: June 4, 2025

Date: May 28, 2025

Action Transmittal: 2025-19

Adoption of the Draft 2026-2029 Transportation Improvement Program (TIP), pending public comment

To: Technical Advisory Committee

From: TAC Funding & Programming Committee

Prepared By: Joe Barbeau, Planning Analyst, 651-602-1705

Requested Action

The Metropolitan Council staff requests adoption of the draft 2026-2029 Transportation Improvement Program (TIP).

Recommended Motion

That the Technical Advisory Committee recommend that TAB recommend adoption of the draft 2026-2029 Transportation Improvement Program (TIP).

Summary

The Transportation Improvement Program (TIP) is a four-year list of federally funded transportation projects required for all metropolitan planning organizations (MPOs). The TIP must include all projects funded with federal transportation funds along with all regionally significant projects. Federal regulations require that a TIP be developed at least every four years. The Metropolitan Council revises its TIP every year in conjunction with the Minnesota Department of Transportation's State Transportation Improvement Program (STIP). The draft 2026-2029 TIP and its development process will meet applicable federal requirements once the public input process is complete. The public comment period is scheduled to run from May 24 to July 7.

The 2026-2029 TIP approval schedule is as follows:

- May 21, 2025 – TAB releases draft TIP for public review
- June 17, 2025 – Virtual public meeting
- July 7, 2025 – Public review/comment period ends
- August 20, 2025 – TAB considers public comments, recommends potential changes in response to the comments and recommends approval of the final TIP to the Metropolitan Council
- August 25, 2025 – Transportation Committee recommends approval of the TIP to the Metropolitan Council
- September 10, 2025 – Metropolitan Council approves the TIP
- September/October 2025 – MnDOT inclusion of metro area TIP into State Transportation Improvement Program (STIP)
- November 2025 – USDOT approves Minnesota STIP

The 2026-2029 TIP includes projects valued at approximately \$6.4 billion for highway, freight transit, bicycle, and pedestrian projects. Roughly 18% of federal funding is from the Regional Solicitation (including HSIP Solicitation). The sources of funds over the four years are summarized as follows:

- Total – \$6.4 Billion
 - Federal Highway – \$1.8 Billion
 - Federal Transit – \$1.2 Billion
 - Property Tax and State Taxes – \$2.5 Billion
 - Trunk Highway Funds – \$884 Million

Relationship to Regional Policy

Federal law requires that all transportation projects that will be partially- or fully funded with federal funds must be in an approved Transportation Improvement Program and meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity; and opportunity for public input. It is the Metropolitan Council's responsibility to adopt and amend the TIP according to these four requirements.

Committee Comments and Action

At its May 15, 2025, meeting the TAC Funding and Programming Committee recommended that Technical Advisory Committee recommend that TAB recommend adoption of the draft 2026-2029 Transportation Improvement Program (TIP).

Routing

To	Action Requested	Date <i>Scheduled / Completed</i>
TAC Funding & Programming Committee	Review & Recommend	5/15/2025
Technical Advisory Committee	Review & Recommend	6/4/2025
Transportation Advisory Board	Review & Recommend	8/20/2025
Transportation Committee	Review & Recommend	8/25/2025
Metropolitan Council	Review & Adopt	9/10/2025



Action Transmittal

Transportation Advisory Board



Committee meeting date: June 4, 2025

Date: May 28, 2025

Action Transmittal: 2025-20

Corridors of Commerce Local Screening and Recommendation: City of Anoka's Highway 47/BNSF Railway Crossing Project

To: Technical Advisory Committee
From: TAC Funding & Programming Committee
Prepared by: Steve Peterson, Senior Manager, 651-602-1819
Bethany Brandt-Sargent, Planning Analyst, 651-602-1725

Requested action

Metropolitan Council staff requests a recommendation of the City of Anoka's Highway 47/BNSF Railway Crossing Project to allow MnDOT to score the project as part of the Corridors of Commerce Readiness Advancement solicitation.

Recommended motion

That the Transportation Advisory Committee recommend that that the Metropolitan Council recommend the City of Anoka's Highway 47/BNSF Railway Crossing Project to MnDOT for scoring consideration in the Corridors of Commerce Readiness Advancement solicitation.

Background and purpose

The Corridors of Commerce program includes funds for readiness advancement activities including planning, scoping, predesign, preliminary engineering, and environmental analysis. Eligible projects must be consistent with the Statewide Multimodal Transportation Plan and be on the Trunk Highway System. For 2025, funds are only expected to be available for projects outside of the area bounded by Interstates 494 and 694 based on regional balance requirements within Minnesota Statute 161.088.

The Project Selection Process is five phases that began in March and is anticipated to be completed by October 1, 2025.

- Phase 1: Project Solicitation – any interested party (individual, business, local unit of government, corridor group, or interest group) can submit a future project for consideration.
- Phase 2: Local Screening & Recommendations – MnDOT distributes nominations received to local screening entities to recommend up to two projects for scoring. The Metropolitan Council in consultation with the Transportation Advisory Board along with select counties (Anoka, Carver, Chisago, Dakota, Hennepin, Isanti, Ramsey, Scott, Sherburne, Washington, and Wright) are identified as local screening entities.
- Phase 3: Project Scoring – MnDOT will score recommended projects based on eight criteria (return on investment, economic competitiveness, freight efficiency, safety, regional connections, policy objectives, community consensus, and project deliverability).

- Phase 4: Project Ranking Selection – MnDOT will develop ranked lists based on the total scores.
- Phase 5: Public Information – MnDOT will notify project sponsors and publish the selected projects and scoring process results.

Projects Submitted During Phase 1

During the project solicitation process, seven projects were submitted within the Metropolitan Council's Metropolitan Planning Area (MPA) with a total request of \$19.635 million:

1. Anoka County: Trunk Highway 65 and Trunk Highway 10
2. Anoka County: Trunk Highway 47 and 85th Street
3. City of Anoka: Trunk Highway 47/BNSF Railway Crossing
4. Carver County: Trunk Highway 5
5. Dakota County: Trunk Highway 3 and County State Aid Highway 42
6. City of Elko New Market (Scott County): I-35 and County State Aid Highway 2
7. City of Elk River (Sherburne County): Trunk Highway 10

Because three projects were submitted within Anoka County, staff are recommending the Council forward the City of Anoka's Trunk Highway 47/BNSF Railway Crossing project to MnDOT for scoring. All other projects within the metro have recommendations from their respective county.

As part of the third phase of the process (project scoring), projects will receive 45 points if they have a letter of support from the Metropolitan Planning Organization. The Met Council will provide a letter of support for all seven submittals.

Trunk Highway 47/BNSF Railway Crossing

The City of Anoka requested \$4.235 million in Corridors of Commerce readiness funds to complete the funding gap needed to further study, engage with the community and stakeholders, and ultimately design and construct improvements on a 1.3-mile stretch of Highway 47 between Highway 10 and Bunker Lake Boulevard in Anoka. This includes grade-separating the Highway 47/BNSF Railway Crossing, the busiest and most dangerous at-grade rail crossings in the State of Minnesota (MnDOT) and a top need in the Midwest. More details on the readiness activities are provided at the end of this transmittal.

The City of Anoka has received nearly \$12 million through the 2022 and 2024 Regional Solicitations.

As required in the solicitation, Council staff reached out to Senator Jim Abeler and Representative Zack Stephenson for comments and approval or disapproval. Both elected officials submitted letters of support for the project submittal, which are attached.

Relationship to regional policy

The City of Anoka's Highway 47/BNSF Railway Crossing project is consistent with the 2050 Transportation Policy Plan and Imagine 2050. It will improve railroad crossing safety at the most dangerous at-grade rail crossing in the state advancing transportation safety; alleviate freight bottlenecks and improve freight movements on a Tier 3 Regional Truck Corridor, and provide multimodal transportation facilities, all advancing transportation mobility and choice. This project is included in the 2025-2027 Transportation Improvement Program (TIP).

Staff analysis

This project is consistent with Imagine 2050, the 2050 Transportation Policy Plan, is included in the 2025-2027 TIP, and should be forwarded to MnDOT for consideration for the Corridors of Commerce Readiness Advancement solicitation.



Committee comments and action

At its May 15, 2025, meeting, the TAC Funding and Programming Committee recommended that that the Metropolitan Council recommend the City of Anoka's Highway 47/BNSF Railway Crossing Project to MnDOT for scoring consideration in the Corridors of Commerce Readiness Advancement solicitation.

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review & Recommend	5/15/2025
Technical Advisory Committee	Review & Recommend	6/4/2025
Transportation Advisory Board	Review & Recommend	6/18/2025
Transportation Committee	Review & Recommend	6/23/2025
Metropolitan Council	Adopt	6/25/2025



Readiness Advancement Activity Description (Provided by the City of Anoka)

The City of Anoka requests \$4.235 million in Corridors of Commerce readiness funds to complete the funding gap needed to further study, engage with the community and stakeholders, and ultimately design and construct improvements on a 1.3-mile stretch of Highway 47 between Highway 10 and Bunker Lake Boulevard in Anoka. This includes grade-separating the Highway 47/BNSF Railway Crossing, the busiest and most dangerous at-grade rail crossings in the State of Minnesota (MnDOT) and a top need in the Midwest.

Transportation Safety

September 26, 2023 marked the 20th anniversary of one of the most tragic train-vehicle accidents in state history. In 2003, a high-speed freight train crossing Highway 47 collided with a vehicle carrying four young adults, killing all four. Additionally, a 5-year (2019-2023) crash history recorded 70 crashes along the S-curve of the corridor between north of Garfield Street at the start of the S-curve and Pleasant Street (CSAH 30). The segment observed crash rate is 3.348, which is nearly three times the statewide average of 1.220. This results in a segment with a critical index of 1.79, which means the roadway segment is operating outside of the normal range when compared to similar roadways statewide. Nearly half (49%) of the 70 recorded crashes were rear-end crashes, with 21% of those rear-end crashes resulting in personal injury. Angle crashes accounted for 17% of the total crashes in the five years covered by the study. The nature of the railroad crossing and the curvature of the roadway in this portion of Highway 47 likely contributes to the high percentage of rear-end and angle crashes as vehicles stop for a train crossing. The northern project area, from McKinley St to Bunker Lk Blvd (CSAH116), runs through a densely populated residential area. There are 10 public and 31 private driveway access points on Highway 47 causing many angle crashes. Residents face side street wait times of up to two minutes during peak traffic hours. Lacking pedestrian facilities resulted in a twelve-year-old child being hit by a car while attempting to cross the highway with his bicycle.

System Stewardship

According to the U.S. Department of Transportation Railroad Administration and MnDOT, the Highway 47 at BNSF railroad crossing has the highest needs for improvement in the State of Minnesota and is a top need across the Midwest. Every project partner and documented analysis agrees that grade separation of this railway crossing is necessary. Public safety concern is very high, with 40 to 80 trains per day, at speeds up to 75 mph, interacting with 18,000 vehicles per day (450 heavy commercial) on Highway 47.

With the implementation of a bridge carrying Highway 47 over the BNSF railway, we know that rear end crashes on the corridor will be significantly reduced. Additionally, a regional mobility bottleneck will be removed eliminating the extensive backups that occur due to the two to three hours of down gate arm time each day.

Finally, the Highway 47 corridor has not been improved since 1930 and is long overdue for reinvestment to address significant safety concerns and the mobility needs of the northwest metro which has grown significantly since the roadway was first constructed.

Critical Connections

Today, the Highway 47 corridor does not meet the modern safety and mobility needs of its travelers and businesses. Highway 47 is a two-lane undivided minor arterial that carries over 18,000 vehicles, including 450 heavy trucks each day and far exceeding its design capacity. Highway 47 plays an integral role in moving people and goods north of U.S. Highway 10/169 and accessing Anoka's industrial park, home to over 15,000 jobs. It has been estimated that over 4,000 heavy trucks travel to and from the Anoka industrial park each day. Unfortunately, the railway is a major barrier for freight movement to and from several freight-generating areas near the project area. Highway 47 is also a Tier 3 Regional Truck Corridor, as designated by the Metropolitan Council. The highway connects directly to U.S. Highway 10/169 to the south, both of which are Tier 1 Regional Truck Corridors. Regular train events cause backups, far beyond the BNSF railway crossing, and over $\frac{3}{4}$ of a mile south to Downtown Anoka and it takes up to 20 minutes for traffic flow and system mobility to fully recover.



At both the northern and southern extents of the project area, recent highway capacity investments will increase the flow of traffic onto Highway 47 which will remain a bottleneck and a continued safety concern until improvements are made. To the north, Bunker Lake Blvd (CSAH 116), was reconstructed to increase capacity at its intersection with Highway 47. To the south US Highway 10/169 was recently reconstructed with new interchanges and overpasses moving traffic quickly through the area.

In addition, the Metro Transit currently operates four Northstar Commuter Rail trains per day that use the railway. This includes two trains in the morning peak hour and two in the afternoon peak hour. The Northstar Commuter Rail Anoka Station is just east of the project area at 4th Avenue (CSAH 31). The National Railroad Passenger Corporation also currently operates Amtrak's Empire Builder daily on the railway, which could potentially become busier if Amtrak's North Coast Hiawatha route continues to move forward.

Climate Action

The adjacent Rum River is one of six designated Wild, Scenic, and Recreational rivers in Minnesota and is a tributary to the Mississippi River. The segment of Highway 47 near the BNSF railway crossing is only one hundred feet from the bank of the Rum River and in violation of a state statute protecting our waterways. Exhaust emissions from vehicles idling in the regular backups pump pollutants such as nitrogen oxides and sulfur dioxide into the atmosphere and run off pollutants into the river.

Transportation is just one of the contributing factors for environmental pollutants in the project area. Some adjacent land uses, such as a metal recycling facility on the northwest quadrant of the BNSF and Highway 47 intersection, have contributed to significant public health and environmental impact concerns. This facility has outdated equipment and practices that have been grandfathered in to continue to allow their operations. A common practice is the crushing of vehicles with an outdated compactor. Pollutant runoff has led to a well-documented history of water plume pollution that has resulted in the MPCA permanently shutting down a city well within the project area. Additionally, the Anoka-Hennepin School District building experiences regular vibrations during crushing activities and staff members have experienced health impacts causing them to no longer utilize the third floor of the building. School district staff have also found metal shaving dusting covering the daycare playground equipment.

Healthy Equitable Communities

The project area's significant environmental concerns impact many of the city's residents and vulnerable populations. The City of Anoka is small in terms of land area, approximately seven square miles. The proposed project area is in the physical center of the city. Of the 18,000 residents in Anoka, 44% (7,900) live within 1-mile of the Highway 47 corridor and project area. The project area has high multi-modal demand with a mix of residential, commercial, industrial, institutional, open space, and park land uses adjacent to the highway corridor.

According to the Metropolitan Council, the project area contains census tracts with a population in poverty or population of color above the regional average. The demand for affordable transportation access is high with 20.4% of nearby residents making less than \$35k a year, compared to 14% county-wide and 10.4% of households have no vehicle. At the southern end of the project is the Pleasant Street intersection which is an important pedestrian and bike access point that connects east across the Rum River to 4th Avenue. This intersection provides access to multiple transit stops, including the North Star Light Rail and Amtrak stations, as well as all-day express, rush hour, and local bus routes.

According to the Metropolitan Council's January 2023 Housing Assessment, of the 7,846 total housing units in the area, 42 percent (3,136) are affordable to households at or below 50 percent of the AMI; 2,480 units (33 percent) are affordable to households between 51 percent to 80 percent of the AMI. Additionally, there are 438 publicly subsidized rental housing units located in census tracts within a half mile of the project area and 374 within the city limits.



Open Decision Making

Safety and mobility concerns at the Highway 47/BNSF railroad crossing and along the highway corridor have been long-standing with communities surrounding the project area. These issues and planning efforts to mitigate them. The 2016 Rail Grade Crossing Safety Report (MnDOT), 2016 Railroad Separation at Highway 47 (Ferry St.) Feasibility Study (MnDOT), 2018 Anoka 2040 Comprehensive Plan update, 2022 Minnesota Rail Crossing Safety Action Plan (MnDOT), 2021-2023 Highway 47 and BNSF Railroad Crossing Study (MnDOT) all document and confirm that this railway crossing is the most dangerous in the State of Minnesota and requires grade separation.

In 2019, Governor Tim Walz and Lieutenant Governor Peggy Flanagan visited the site of the Highway 47 and BNSF railway crossing to highlight the most significant railway crossing improvement needed in the State of Minnesota. Governor Walz quoted "At the intersection we visited today, there were seventeen car accidents in four years. We're talking about seventeen car accidents in just 150 feet. That's no coincidence. This is not safe". As a result, the 2020 Minnesota State Bonding included funding allocations to make enhance safety improvements at priority railway crossings, including this one.

The 2021-2023 Highway 47 and BNSF Railroad Crossing Study (MnDOT) identified a concept and cost for grade separating Highway 47 over the BNSF railway. However, the study did not address Highway 47 safety needs associated with the S-Curve north of the railway and excess highway access points in the neighborhood section between McKinley Street and Bunker Lake Boulevard (CSAH 116). To address community concerns along the Highway 47 corridor, the City of Anoka led a 2019 study that resulted in recommendations for the section from McKinley Street to Bunker Lake Boulevard (CSAH 116) that serves a large established neighborhood. In recognition of additional needs along the Highway 47 corridor, in 2024 MnDOT and the City of Anoka reached an agreement that the city would take over of the project. This shift in leadership aimed to ensure comprehensive goals addressing safety, mobility, and environmental needs throughout the entire Highway 47 corridor from Pleasant Street to Bunker Lake Boulevard (CSAH 116) would be met.

Economic Competitiveness

The railway that crosses Highway 47 in the project area, is the BNSF's busiest line carrying materials from the Bakken Oil Field in North Dakota and Montana. During the past decade, the Minneapolis-St. Paul area has seen a spike in rail traffic from the oil fields travelling to Chicago and farther east destinations. Today, more than two-thirds of the Bakken Oil Field's daily production of 1.2 million barrels is shipped by rail, with most of it moving through Minnesota into Minneapolis-St. Paul and on to Wisconsin for delivery to the East Coast and Gulf Coast. During past coordination associated with the U.S. Highway 10/169 Improvement Project, BNSF railway communicated the high possibility of adding a third track in the project area in the near future.

The Metropolitan Council designated Highway 47 as a Tier 3 Regional Truck Corridor because of the truck volumes it carries daily (450) to the adjacent industrial park (home to over 15,000 jobs) and throughout the region via its direct connection to U.S. Highway 10/169 to the south and CSAH 116 (Bunker Lake Boulevard) to the north. It is estimated that over 4,000 heavy commercial vehicles are traveling to and from the industrial park in a given day placing significant demand on this surrounding highway system. U.S. Highway 10/169 is a Tier 1 Regional Truck Corridor carrying approximately 1,400 to 2,300 HCAADT daily, which will likely increase with safety and capacity improvements made with the recently completed City of Anoka Highway 10 project.



Senator Jim Abeler
Senate District 35

2207 Minnesota Senate Building
95 University Ave West
St. Paul, MN 55155-1606

(651) 296-3733 office
(612) 245-3764 cell
Email: sen.jim.abeler@senate.mn



Senate

State of Minnesota

May 12, 2025

To: Metropolitan Council and Transportation Advisory Board

RE: Legislative Comment on City of Anoka's Corridors of Commerce Readiness Request

Dear Members of the Metropolitan Council and TAB,

As the State Senator representing the City of Anoka and surrounding communities, I write in strong support of the City of Anoka's request for **\$4.235 million in Corridors of Commerce readiness funds** to advance long-needed safety and mobility improvements along **Highway 47 between Highway 10 and Bunker Lake Boulevard**.

I formally **approve of this application** and encourage you to advance it to MnDOT for scoring consideration.

This corridor includes the **most dangerous at-grade rail crossing in Minnesota** and is a known regional priority, with significant crash history, public safety concerns, and freight mobility challenges. The requested readiness funds would enable the City to complete environmental review, community engagement, and final design work needed to address both the rail crossing and the outdated S-curve that cuts through a residential neighborhood.

This is an opportunity to support a project that checks every box of the Corridors of Commerce program: safety, system stewardship, critical connections, equity, and economic vitality. Thank you for your work and for the chance to offer these comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Abeler". The signature is stylized and fluid.

Senator Jim Abeler

Zack Stephenson
State Representative

District 35A
Anoka County



Minnesota
House of
Representatives

May 12, 2025

Steve Peterson
Metropolitan Council Transportation Services
390 Robert Street North
Saint Paul, MN 55101

Dear Mr. Peterson,

I am pleased to support the Corridors of Commerce grant application for the City of Anoka transportation improvements along Highway 47 between Highway 10 and Bunker Lake Boulevard in Anoka, including improvements at the Highway 47/BNSF Railway Crossing.

This project provides a significant opportunity to improve safety, enhance mobility, and increase efficiency for both residential and commercial traffic through the corridor. Currently, the Highway 47/BNSF Railway Crossing is the most dangerous at-grade rail crossing in the state, and five studies in the past 10 years recommend grade separation for improved safety and accessibility for all modes of transportation, including pedestrian and bicycling, along with accommodating future growth to the area. Investments along this corridor would improve traffic flow for area residential traffic and commercial traffic accessing Anoka's industrial park, which along with the railway access, has local and regional significance.

I am committed to continue partnering with MnDOT and the City of Anoka as they develop this project and explore other funding opportunities. I look forward to continued cooperation with MnDOT, the City of Anoka, and all the stakeholders involved in the project as this effort moves forward to improve critical safety and mobility on Highway 47.

Thank you for your interest and support in improving Minnesota's transportation system.

Sincerely,

A handwritten signature in black ink, appearing to be "ZS" with a stylized flourish.

Zack Stephenson
State Representative 35A