

Action Transmittal

Transportation Advisory Board



Committee meeting date: February 26, 2026

Date: February 10, 2026

Action Transmittal: 2026-18

Program-Year Extension Request: City of Anoka's TH 47 Corridor Improvement

To: TAC Funding & Programming Committee

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Requested action

The City of Anoka requests a program-year extension to move its TH 47 corridor improvements (north) and its TH 47 railroad crossing grade separation (south) from 2027 and 2028, respectively, to 2030 and combine the projects into one contract.

Recommended motion

Recommend one of three options:

1. Recommend approval of the program-year extension request to move Anoka's TH 47 corridor improvements (north, SP # 103-010-021) and its TH 47 railroad crossing grade separation (south, SP # 103-010-022) from 2027 and 2028, respectively, to 2030 and combine the projects into one contract.
2. Recommend approval of the program-year extension request to extend Anoka's TH 47 railroad grade separation project (south, SP # 103-010-022) from 2028 to 2030 and deny the request to extend Anoka's TH 47 corridor improvements project (north, SP # 103-010-021).
3. Recommend denial of the program-year extension request.

Project History

These projects have not had any scope change or program-year change requests.

Background and purpose

The City of Anoka was awarded two projects in two different Regional Solicitations as shown here:

- In the 2022 Regional Solicitation, the city was awarded \$4,951,600 in Surface Transportation Block Grant (STBG) Program funds for [corridor improvements to a 0.8-mile segment of Trunk Highway \(TH\) 47](#). The project includes signals, a center turn lane, multi-use trail, sidewalk, Americans with Disabilities Act (ADA) improvements and side-street access closures (SP # 103-010-021). The project was programmed for 2027.
- In the 2024 Regional Solicitation, the city was awarded \$7,000,000 in Surface Transportation Block Grant (STBG) Program funds to [grade-separate the BNSF railroad crossing at TH 47](#) (SP # 103-010-022). The project was programmed for 2028.

The city is requesting that the projects be moved from 2027 and 2028, respectively, to 2030. The rationale for the extension is that sponsorship of SP # 103-010-022 shifted from MnDOT to the City of Anoka. In addition, the City's was successful in being awarded a \$2.5 million FRA Railroad Crossing

Elimination (RCE) Planning Grant; however, there have been delays in getting a signed grant agreement with FRA. The city anticipates being able to finalize the planning grant agreement with FRA in the next month and the planning work would encompass both projects. Given anticipated staging and the likelihood of roadway closures (in an area with limited parallel routes and river crossings), delivering the work in a single phase, rather than in multiple phases or by multiple contractors, avoids prolonged disruption to the traveling public. A combined project also avoids duplicative environmental documentation, permitting, procurement, and construction mobilization. This approach results in meaningful efficiencies in administrative effort and construction costs and has the potential to provide the best overall outcome for the city, MnDOT, funding partners, and the public.

Relationship to regional policy

The Transportation Advisory Board (TAB) adopted the Program Year Policy in April 2013 (last updated in February 2025) to assist with management and timely delivery of transportation projects awarded federal funding through the TAB's Regional Solicitation. The policy includes a procedure to request one extension of one-year based on extenuating circumstances within certain guidelines along with the ability to request an exception to the policy to go beyond a one-time and/or one-year extension of there are extraordinary circumstances. The applicant is requesting an exception to the policy to enable the projects to be constructed together and to address the aforementioned delays.

Staff analysis

This is the first program-year extension request with an exception to the one-year or one-time rule since the 2025 update to the policy allowing exceptions. The city cites two key rationales beyond its control: a shift in responsibility for the BNSF grade separation from MnDOT to the city, and a delay in securing federal planning funds necessary to complete the planning work (SP # 103-010-022). The corridor improvements project (SP # 103-010-021), located north of the grade separation project, started as a separate project, but the city wants to combine the projects for clearer implementation, improved coordination, and a more streamlined delivery process. This rationale does fit the extenuating circumstances language referenced in the policy. Given these extenuating circumstances and the multiyear proposed shift, staff provides the following three options for discussion and a recommendation:

1. Recommend approval of the program year extension request to move Anoka's TH 47 corridor improvements (north, SP # 103-010-021) and its TH 47 railroad crossing grade separation (south, SP # 103-010-022) from 2027 and 2028, respectively, to 2030 and combine the projects into one contract.
2. Recommend approval of the program year extension request to extend Anoka's TH 47 railroad grade separation project (south, SP # 103-010-022) from 2028 to 2030 and deny the request to extend Anoka's TH 47 corridor improvements project (north, SP # 103-010-021).
3. Recommend denial of the program year extension request. This option would likely be used only if option 2 is preferred to option 1 and the city would prefer to not move only one project to 2030.

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review and recommend	<i>February 26, 2026</i>
Technical Advisory Committee	Review and recommend	<i>March 4, 2026</i>
Transportation Advisory Board	Review and or adopt	<i>March 18, 2026</i>

