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June 4, 2025

The Honorable Michael Kreun
Minnesota Senator
95 University Avenue West, Room 2321
St. Paul, MN 55155

Dear Senator Kreun,

As representatives of Anoka County, we are reaching out to express our deep concern regarding two last-minute proposals included in the Transportation Working Group's budget agreement that would significantly impact regional transportation funding.

The first proposal would divert a substantial share of the regional sales tax revenue—currently allocated for critical transportation projects in all seven metro counties—to the Metropolitan Council for Bus Rapid Transit (BRT) expansion, largely within Hennepin and Ramsey counties. This reallocation would come despite the next three BRT lines already being fully funded.

We respectfully urge you to oppose this proposal for the following reasons:

- **Undermines the 2023 Transportation Funding Agreement** - The 2023 legislative session produced a landmark transportation funding deal, the first of its kind in over a decade. It was the result of complex negotiations among stakeholders from urban, suburban, and rural regions. A key element was a 17% allocation of the new regional sales tax revenue to the seven metro counties. This new proposal would cut that allocation in half—to just 8.5%—and redirect the remainder to the Met Council for BRT projects. This not only violates the spirit of the 2023 agreement but sets a dangerous precedent for how negotiated commitments are upheld.
- **Significant Impact on Anoka County** - For Anoka County, this diversion would result in a loss of approximately \$5.6 million in 2026 alone, and \$11.5 million over the biennium—funds already planned for essential projects such as roadway preservation, corridor modernization, and regional trail development. The viability of a number of needed projects may no longer be viable with the fund loss. This jeopardizes our ability to maintain aging infrastructure and meet the growing transportation needs of our residents.
- **Lack of Legislative Transparency** - This provision was not introduced as a bill, did not receive a committee hearing, and was not included in either chamber's omnibus bill. To our knowledge, this proposal was not requested by any county, nor by the Met Council, nor included in the Governor's budget. That alone should raise concerns about the legitimacy and urgency of the measure. Neither the public nor affected counties were

given an opportunity to provide input. Legislators were also denied the chance to debate the policy implications in a transparent manner.

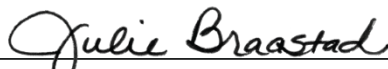
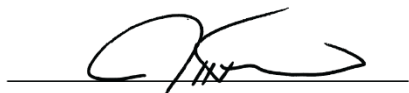
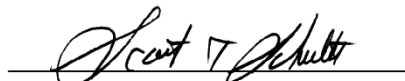
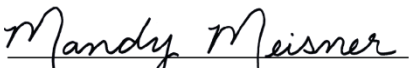
Additionally, Anoka County is disappointed by the Legislature's decision to direct county transportation sales tax revenue toward the Rum River Dam pedestrian bridge project in the City of Anoka.

This action bypasses local input and undermines the original intent of the regional sales tax, which was established to support county-identified transportation priorities. The County was not consulted on this project, nor was it part of our planned use of these funds. Additionally, the proposed pedestrian bridge appears to duplicate existing bridge facilities and may not represent the most effective use of limited resources.

Redirecting local dollars to a state-mandated project limits our ability to address core transportation needs across the county. Anoka County believes that redirecting these funds to other projects sets a terrible precedent for Anoka County and throughout the state. Will this legislative action be committing Anoka County and other governments to additional project cost if the project is not fully funded? Are we to expect now that the legislature will redirect more sales tax funds to this project in the future at the expense of Anoka County transportation projects?

We urge the Legislature to respect local control and maintain transparency and collaboration in future decisions involving regional funding. We urge future legislative decisions involving regional sales tax revenue to be made with transparency, fairness, and engagement with the counties entrusted with these funds.

Sincerely,


Mike Gamache, Chair, District 5
John Heinrich, District 1
Julie Braastad, District 2
Jeff Reinert, District 3
Scott Schulte, District 4
Julie Jeppson, District 6
Mandy Meisner, District 7