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Bloomington Burnsville Dakota County Elko New Market Hennepin County Lakeville  
Minneapolis Richfield Savage Scott County

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April 6, 2026

Dear Co-Chairs Fue Lee, Mary Franson, and Members of the Capital Investment Committee,

We strongly support HF 4476, Hanson, requesting capital investment funding for the Trunk Highway 13 reconstruction project in Scott and Dakota Counties—a Solutions Alliance priority project this session.

The Solutions Alliance members include Bloomington, Burnsville, Dakota County, Elko New Market, Hennepin County, Lakeville, Minneapolis, Richfield, Savage, and Scott County. We support the funding, building, operating, and maintenance of a transportation system that improves safety, improves mobility across modalities, and improves our regions' economy.

Planned improvements include interchanges at major intersections, frontage road connections to intermodal rail and barge facilities, and integrated transit and pedestrian infrastructure to improve mobility and safety for all users. These improvements will eliminate at-grade crossings, reduce congestion, and address documented safety concerns, including crash rates that exceed expected levels. Today, Highway 13 acts as both a transportation bottleneck and a safety barrier for residents, businesses, and freight movement. This the last remaining priority project on Hwy 13, an important commuter and freight corridor for the region and state.

Highway 13 serves as the primary east-west connection between U.S. Highway 169 and Interstate 35W in the southern Twin Cities and is the sole access route to the Ports of Savage—the largest private inland intermodal grain facility in the upper Midwest. This corridor supports a significant share of Minnesota's economic activity and is the second most congested freight corridor in the metro area. The proposed project will convert approximately 3.5 miles of at-grade expressway into a grade-separated corridor between Quentin Avenue and Nicollet Avenue.

We respectfully urge you to include full funding for this project in the 2026 bonding bill to close the remaining funding gap and advance this critical infrastructure investment. Thank you for your consideration.

Sincerely,

Dan Kealey, Chair