

Transportation

Projects Summary

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2024	2026	2028
Multimodal Transportation	1	GF	\$ 200,000	\$ 200,000	\$ 0
High Priority Bridges	2	THB	\$ 100,000	\$ 100,000	\$ 100,000
ARMER Radio Communication Tower and Building Replacement	3	GO	\$ 11,000	\$ 0	\$ 0
Drainage Asset Management Projects	4	GF	\$ 2,000	\$ 2,000	\$ 2,000
Highway Railroad Grade Crossing-Warning Devices Installation & Replacement	5	GO	\$ 10,000	\$ 10,000	\$ 10,000
Local Bridge Replacement Program	6	GO	\$ 160,000	\$ 160,000	\$ 160,000
Local Road Improvement Program	7	GO	\$ 130,000	\$ 130,000	\$ 130,000
		GF	\$ 20,000	\$ 20,000	\$ 20,000
ABRT Corridor Improvement Program	8	GO	\$ 50,000	\$ 50,000	\$ 50,000
Weigh Station	9	GO	\$ 20,000	\$ 0	\$ 0
Truck Parking Safety Improvements	10	GO	\$ 7,250	\$ 0	\$ 0
Port Development Assistance Program	11	GO	\$ 42,000	\$ 42,000	\$ 42,000
Minnesota Rail Service Improvement Program	12	GO	\$ 10,000	\$ 10,000	\$ 10,000
Minnesota Rural Airport Program	13	GO	\$ 10,000	\$ 10,000	\$ 10,000
Facilities Capital Improvement Program	14	THB	\$ 107,800	\$ 0	\$ 0
		THC	\$ 25,220	\$ 0	\$ 0
Greater Minnesota Transit	15	GO	\$ 10,000	\$ 10,000	\$ 10,000
Safe Routes to School Infrastructure Program (SRTS)	16	GO	\$ 1,000	\$ 1,000	\$ 1,000
Active Transportation	17	GO	\$ 1,000	\$ 1,000	\$ 1,000
Total Project Requests			\$ 917,270	\$ 746,000	\$ 546,000
General Obligation Bonds (GO) Total			\$ 462,250	\$ 424,000	\$ 424,000
General Fund Cash (GF) Total			\$ 222,000	\$ 222,000	\$ 22,000
Trunk Highway Bonds (THB) Total			\$ 207,800	\$ 100,000	\$ 100,000
Trunk Highway Cash (THC) Total			\$ 25,220	\$ 0	\$ 0

Multimodal Transportation

AT A GLANCE

2024 Request Amount:	\$200,000
Priority Ranking:	1
Project Summary:	\$200 M in general funds to ensure sufficient funds to provide state matches for historic federal spending from the bipartisan Infrastructure Investment and Jobs Act (IIJA).

Project Description

Over the next five years, IIJA funding will bring an additional \$240 million per year to state and local governments in Minnesota for formula road and bridge funding, in addition to new and expanded discretionary grant programs. Almost all federal funds also require at least a 20 percent state or local match. In 2023, the state legislature appropriated historic levels of funding to take advantage of IIJA programs. Those funds, combined with this request, will allow MnDOT to maximize available federal funding. The need for matching funds will be ongoing as Minnesota competes for federal funding throughout the life of IIJA.

The key principles of IIJA align closely with MnDOT priorities and local authorities across the state. The legislation includes new long-term surface transportation reauthorization combined with several new grant programs (formula and competitive) and increased funding for existing programs. MnDOT’s priorities are to repair, rebuild and improve the state’s multimodal transportation system and to invest in major projects with safety, equity, resiliency, and sustainability in mind. For example, IIJA provides funds for:

- Carbon Reduction Program to provide formula grants to reduce transportation emissions or develop carbon reduction strategies
- Bridge Investment Program to provide competitive grants to address the backlog of bridge repair and rehabilitation projects
- Bridge formula program for states, counties, local governments, and tribal governments to repair and rebuild bridges in poor condition
- Formula funding for Promoting Resilient Operations for Transportation, Efficient, and Cost-Saving Transportation (PROTECT), which funds projects that increase the resilience of surface transportation infrastructure from the impacts of flooding, extreme weather events, and other natural disasters
- National Significant Freight and Highway Projects Program (known as INFRA), which provides competitive grants for highway, bridge, and multimodal freight projects of national and regional significance
- Competitive grant program to improve and expand the surface transportation system in rural areas including increasing connectivity; improving the safety and reliability of moving people and freight;

generating economic growth; and improving quality of life

- Formula and competitive grant programs to build out alternative fuel corridors along the National Highway System and electric vehicle charging infrastructure in communities across the state
- Improve and expand modern, sustainable, and equitable public transportation options across the state
- State airport infrastructure projects that increase airport safety, equity, and sustainability
- Tribal Transportation Program, ensuring that tribes will have greater access to funding for surface transportation projects throughout Indian Country
- Increase funding for the Transportation Alternatives Program and Safe Routes to School Program, which funds bicycle and pedestrian projects

Project Rationale

This proposal continues the progress made during the 2023 legislative session towards preserving the state's transportation systems and improving both quality and performance. This funding provides multimodal investments as MnDOT partners with the federal government, tribal governments, counties, cities, and townships. Aging infrastructure and rising construction costs are exceeding the growth of existing revenues. Additional investment is needed to maintain current service levels, fix aging infrastructure, and increase economic competitiveness.

Project Timeline

Timelines will be project-specific and based on when federal funds are awarded.

Other Considerations

MnDOT manages several capital programs that widely impact traveler safety, critical connections, and asset management across the state. There is an existing demand to improve the safety and mobility for all Minnesotans.

Impact on Agency Operating Budgets

Administration of these funds will be completed using the existing organization and budget.

Description of Previous Appropriations

Several related appropriations in 2023, Chapter 68 included in a multimodal transportation package.

Project Contact Person

Sam Brown
Budget Director
612-346-8525
Samuel.brown@state.mn.us

High Priority Bridges

AT A GLANCE

2024 Request Amount:	\$100,000
Priority Ranking:	2
Project Summary:	\$100 million for major transportation investments to fund high-priority state-managed bridge projects.

Project Description

This capital request will be used to fund high priority bridge needs across the state, which would require multiple years of MnDOT’s annual state road construction (SRC) bridge budget at current program levels. MnDOT will identify bridge projects that will be given priority and this request will provide for the capital costs of construction, as well as project development and engineering activities, allowing the department to utilize this funding most efficiently.

These bridges alone could use most, if not all, of MnDOT’s annual bridge funds to complete. Focusing annual bridge funds on these specific bridges leaves MnDOT unable to address numerous other bridges deteriorating into poor condition across the state. For illustrative purposes, priority projects within the next five to ten years could include:

- CSAH 26 over I-35 in Cloquet
- CSAH 13 over I-90 near Dexter
- MN 109 over I-90 near Alden
- US 14 Mankato Bypass
- TH 36/35W in Roseville
- TH 55 SB over US 52 NB in Rosemount
- Pelham Blvd (MSAS 180) over I-94
- US 169 over Excelsior, 3rd St, and RR in Hopkins
- MN 610 over Mississippi near Brooklyn Park
- US 52 over Rainy River International Falls Toll Bridge
- CSAH 14 over I-35 near Duluth

Funding a portion of these projects through the use of bonds would free up MnDOT’s annual bridge funds to address dozens of other smaller bridges across the state. Any remaining bond funding would be allocated to other priority bridge projects.

MnDOT recommends a strategic approach to bonding where bond funding aligns with the critical needs identified through the long-range project planning in the 10-Year Capital Highway Investment Plan (CHIP) and other planning processes. The CHIP has identified these high-priority bridge needs in the planning horizon. Aligning bonding with these projects would reduce the negative impacts to

performance outcomes.

Project Rationale

Capital funding enables the agency to invest in the state highway system to achieve both performance targets and key system goals. The goal is an integrated transportation system that optimizes the movement of people and goods across the state. With this capital funding MnDOT will:

- Improve asset management through preserving and modernizing existing bridges
- Complete strategic expansion on key bridges throughout the state
- Lower the number of bridges in poor condition over the next ten years to help MnDOT meet bridge condition targets
- Minimize the impact to other bridges due to redirecting regular capital program funds to the high priority bridge needs
- Remove uncertainty caused by high priority bridge needs in project schedules and funding
- Provide time to work with Wisconsin to fully fund the multistate Blatnik Bridge project and allows time to work with Minneapolis on projects that impact both MnDOT and city systems

These bridges are excellent bond candidates because the resulting fix lasts at least 20 years. They are highly visible projects impacting critical connections that have a direct impact on the state's commerce. Without this funding, there will be an increasing deterioration of bridges throughout the state. The percent of bridge deck pavement in poor condition is estimated to increase significantly in the next 10 years.

Project Timeline

To be determined based on funding levels and project prioritization.

Other Considerations

The state of Minnesota is authorized to issue General Obligation bonds for trunk highway purposes under Article XIV, section 11, of the Constitution. Bonds are purchased to advance construction projects beyond what the State Road Construction and Federal funding programs can support in a given period. The Trunk Highway Fund, rather than the State's General Fund, pays all of the debt service for Trunk Highway Bonds.

Bond debt, particularly when interest rates are low, is an important strategy for funding transportation projects. This requires balancing the needs of the transportation system by maximizing the funding resources available within a financially sound debt management policy. MnDOT policy states that debt service cannot exceed 20 percent of annual projected state revenues to the Trunk Highway Fund.

Impact on Agency Operating Budgets

The administration of this program is funded with existing budgets within MnDOT.

Description of Previous Appropriations

MnDOT most recently received Trunk Highway Bonds for bridges in 2008 in an amount of \$600 million.

Other previous Trunk Highway Bond authorizations include:

2017: \$940 million Trunk Highway Bonds (\$300 million for Corridors of Commerce Program)

2018: \$400 million Trunk Highway Bonds (Corridors of Commerce Program)

2019: \$0

2020: \$242 million Trunk Highway Bonds (state highway construction, rail grade separations, project development, and flood mitigation projects)

2021: \$413 million Trunk Highway Bonds (state highway construction and Corridors of Commerce Program)

2022: \$0

2023: \$599 million Trunk Highway Bonds (state highway construction, Corridors of Commerce Program, named projects, and MnDOT facilities).

Project Contact Person

Brian Gage

Office of Transportation System Management Office Director

651-366-3748

brain.gage@state.mn.us

ARMER Radio Communication Tower and Building Replacement

AT A GLANCE

2024 Request Amount:	\$11,000
Priority Ranking:	3
Project Summary:	\$11 million in general obligation (GO) bonds for the replacement of Allied Radio Matrix for Emergency Response (ARMER) system radio communication towers and equipment buildings.

Project Description

This capital request will provide funding to replace ten aging ARMER radio towers, seven equipment buildings owned by the state, and two radio communication towers owned by Cook County that are used for the ARMER system. These towers were originally constructed in the late 1950s and 1960s and do not meet current structural radio communication tower standards. The buildings requiring replacement are undersized for their current use and need updates to the electrical and HVAC systems.

Project Rationale

The ARMER system is a critical system for all public safety communications in Minnesota. ARMER is Minnesota’s shared public safety radio communication system that provides around-the-clock interoperable radio communication service to multiple federal, tribal, state, and local agencies. ARMER serves the emergency and day-to-day two-way radio communication needs of MnDOT, the Department of Public Safety (DPS) and other state agencies, as well as most local and regional law enforcement agencies. This includes fire, emergency medical, and public works services. The original ARMER system construction made use of existing state and county-owned radio communication towers and buildings that were built in the 1950s and 1960s.

This system needs to be operational and available during all daily public safety operations, emergency, or disaster events. The facilities that support the ARMER system are critically important. Having radio communication towers that meet the TIA-222 structural standards for radio communication towers ensures survivability during high winds and storms.

Project Timeline

Ten of the radio tower replacements are planned to be a one-for-one replacement and will not require new environmental consultation. These sites would be ready for the 2025 construction season. Two of the radio communication tower replacements increase the height of the tower and will require environmental consultation. These sites would be ready for the 2026 construction season.

Other Considerations

None

Impact on Agency Operating Budgets

Administration of this program through MnDOT Statewide Radio Communications will be completed using the existing organization and budget.

Description of Previous Appropriations

In the past, MnDOT has received funding for radio communication towers and equipment buildings, including GO and Revenue Bonds. Most recently, in 2007 MnDOT received \$186 million from the 911 Account.

During the 2023 legislative session, MnDOT received a \$2 million General Fund appropriation to replace one ARMER tower and three equipment buildings.

Project Contact Person

Shane Chatleain
Director, Office of Statewide Radio Communications
651-234-7947
shane.chatleain@state.mn.us

(\$ in thousands)

Drainage Asset Management Projects

AT A GLANCE

2024 Request Amount:	\$2,000
Priority Ranking:	4
Project Summary:	\$2 million of general funds to improve the resiliency of transportation hydraulic infrastructure projects.

Project Description

This capital request will provide \$2 million to help MnDOT districts track, assess, and repair vulnerable hydraulic assets across the state. Projects may include but are not limited to, highway culvert & storm sewer system rehabilitations, flood resiliency improvement projects, and long-term monitoring of vulnerable hydraulic infrastructure.

Drainage asset management projects have numerous benefits including enhancing safety, reducing vulnerability to extreme environmental events, and minimizing expensive emergency maintenance.

Project Rationale

MnDOT is the largest owner of hydraulic infrastructure in the state. The agency owns and maintains culverts, storm sewer systems, ponds, and structural pollution control drainage structures. This hydraulic infrastructure is managed by engineers who inventory and monitor these assets across 11,000 miles of trunk highway and interstate. Inventory collection is an ongoing, but challenging, effort. MnDOT uses LiDAR to capture some hydraulic structures and field inspectors to update inventory systems. Many assets are difficult to access (e.g. in confined spaces, filled with sediment, or underwater) and require the need for specialty equipment (e.g. robotic inspection vehicles, divers) to record video or images to document condition.

Hydraulic infrastructure is vulnerable to climate change. Most existing infrastructure was designed based on historical rainfall or flood data. The capacity of these hydraulic systems is not enough to mitigate the increased frequency of extreme precipitation events. Extreme rainfall or snow can degrade asset conditions leading to costly emergency repairs and road closures. The funds from this request will allow MnDOT to replace vulnerable assets to improve the resiliency of Minnesota’s transportation network.

Project Timeline

- Summer/Fall 2024 – application materials developed
- Fall/Winter 2024 – solicitation opens and applications available
- Winter/Spring 2025 – project selections made and announced
- Summer 2025 – contracting begins
- Fall 2026 – projects completed

Other Considerations

Drainage asset management projects support the goals of many partnering organizations working towards building resilient infrastructure to protect water quality, reducing the risk of flooding, and minimizing road failure. Funding for these projects allows MnDOT districts to better utilize maintenance funding by repairing vulnerable assets before they reach a point of critical failure.

Impact on Agency Operating Budgets

Administration of the program and delivery of infrastructure projects is absorbed by MnDOT.

Description of Previous Appropriations

None

Project Contact Person

Nick Olson
State Hydraulic Engineer
612-503-6443
Nicholas.Olson@state.mn.us

Highway Railroad Grade Crossing-Warning Devices Installation & Replacement

AT A GLANCE

2024 Request Amount:	\$10,000
Priority Ranking:	5
Project Summary:	\$10 million in general obligation (GO) bonds for the replacement of aging or the installation of new highway/rail grade crossing safety gates and signal warning systems, along with closure and consolidation of highway/rail crossings.

Project Description

This capital request will provide funding to repair or replace a portion of the aging grade crossing warning devices in the state and to install new warning systems at high-risk locations. The oldest highway/rail grade crossing signal systems on local roads in the state will be replaced with flashing light signals and gates, which cost approximately \$400,000 per location. New systems will be installed at the highest risk locations at approximately \$400,000 per location. The cost of closures and consolidations varies dependent on the roadwork necessary to eliminate the crossing; however, Minnesota has seen a steady increase in project costs over the last 5 years.

Aging signal systems are prioritized and submitted as candidate projects by each operating railroad. MnDOT then selects projects based on multiple factors, including roadway traffic volumes, train counts, cost participation, and safety concerns. Existing crossings that will be closed or consolidated are the highest investment priority for the grade crossing safety program. MnDOT also uses federal funds for the installation of new and antiquated systems at hazardous locations on both local and state roads.

A federal set-aside program pays up to 100 percent of the cost of these safety improvements. This has recently changed from 90 percent. While no longer requiring a 10 percent match is a benefit, these funds do not stretch as far. The \$6 million in federal funds available annually provides funding for only an estimated 20 projects of all types per year. This is a small percentage of the grade crossing safety needs throughout the state.

Project Rationale

The safety of people who use the roads at Minnesota's 4,000-plus railroad grade crossings has improved in recent decades. In the early 1990s, over 100 automotive crashes and 10 fatalities per year occurred at rail crossings in Minnesota. Currently, the state records about 36 crashes per year, of which five involve fatalities. 2020 was the first time in over a decade where there was only one fatality. MnDOT oversees crossings on all public roadways. Only four percent of crossings are on state highways.

The reliability of grade crossing warning devices is of utmost importance to the traveling public. Rapid advancements in technology have made older grade crossing warning devices obsolete and, at times, difficult to repair due to lack of parts. When a crossing signal malfunctions, the lights flash in the

same manner as if a train were approaching the crossing. Flashing lights continue until the problem is corrected, which could take several hours. Drivers can confuse a signal with a long warning time with one that is malfunctioning. This confusion can lead a driver to assume that a signal has malfunctioned and lead a driver to cross the tracks despite the flashing signal or lowered gates. Altering driver expectations in this manner can have dangerous consequences.

There are approximately 1,600 railroad highway/rail grade crossings signals in the state of Minnesota. The normal lifecycle for highway/rail grade crossing signals is 20 years. These signal systems need to be replaced as they get to the end of their useful life. Based on inventory data prepared by MnDOT, there are over 750 signal systems that should be replaced. MnDOT has developed a statewide lifecycle planning process to manage system replacement.

Since older signal systems malfunction more than newer equipment, signal modernization needs to be an integral component of MnDOT's efforts to maintain safety at highway/rail grade crossings. MnDOT estimates it will cost approximately \$30 million per year (75 crossings per year x \$400,000) to fully address the state's highway/rail grade crossing signal modernization needs.

MnDOT has developed a risk ranking system to select passive crossings for new warning devices. This system uses grade crossing characteristics to rank the risk at each crossing in the state. This includes deficient approaching and clearing sight distances as well as geometric factors such as skew and vertical alignments. This request will address a significant portion of upgrades at high-risk crossings.

Project Timeline

- Project selection including solicitation, technical review, estimate: 12 months
- Agreement development and execution: 4 months
- Project construction: up to 18 months
- Project closeout, including final inspection and audit: 6 months

Other Considerations

Traveler safety is of the utmost importance to MnDOT. To advance this priority MnDOT monitors the safety performance of approximately 1,600 railroad highway/rail grade crossings signals throughout the state and looks to invest in reliable devices that limit accidents and ensure travelers' safety.

A portion of appropriated funds may be used for consultant project management assistance. A portion of federal funds may be included to ensure pre-emption of state and railroad tort liability.

Impact on Agency Operating Budgets

The funding of this program will require resources to develop and administer the agreements with the railroads. Since most crossings are not on the Trunk Highway system and not eligible for Trunk Highway funds, MnDOT will attempt to identify internal resources and possibly seek a funding increase if necessary.

Description of Previous Appropriations

2017: \$1.0 million GO bonds

2018: \$0

2019: \$0

2020: \$0

2021: \$0

2022: \$0

2023: \$3.6 million in bond funds

In addition to this funding, the program receives \$2 million annually from the Minnesota Grade Crossing Safety Account in the special revenue fund (Minnesota Statutes 219.1651). This account is used for smaller safety improvements at crossings such as circuitry upgrades.

Project Contact Person

Julie Witcher

State Rail Safety Engineer & Weigh Station Program Manager

651-366-3688

julie.whitcher@state.mn.us

Local Bridge Replacement Program

AT A GLANCE

2024 Request Amount:	\$160,000
Priority Ranking:	6
Project Summary:	\$160 million in general obligation (GO) bonds for the rehabilitation and replacement of local bridges across the state, as well as professional services, maintenance, rehabilitation, stabilization, or relocation of salvageable components of historic bridges.

Project Description

This capital budget request will provide funding to replace or rehabilitate deficient bridges owned by local governments throughout the state. There are 16,211 on the local system. Of these bridges, 1,093 meet the eligibility criteria to be replaced, with a total of 1,390 having a load posting requirement restricting the weight and/or size of a vehicle that can cross it.

In 2022, local agencies received funding to replace or rehabilitate 136 bridges statewide, totaling approximately \$58.5 million in construction costs, with approximately \$11 million from state bridge funds. Counties and cities have adopted county board and city council resolutions that have prioritized an additional 959 bridges for replacement over the next five years with an estimated total replacement cost of \$781 million, including anticipated requests of \$288 million in state bridge funds. With inflation, it is anticipated that the state bridge fund need will be closer to \$350 million, which represents an approximate 20% increase.

A study from January 2015 identified 88 historic bridges that are owned by local agencies. Some of these bridges are open to vehicular traffic, while others are only open to non-motorized traffic or are completely closed. The estimated cost from 2015 to maintain, stabilize, and preserve these bridges is \$40.5 million. Adjusting for inflation, this is estimated at \$54 million in 2021 dollars. State bridge funding on historic bridges would be used in combination with federal and local matching dollars to maintain, rehabilitate, stabilize, and relocate some of these bridges.

Project Rationale

Preserving the structural integrity of Minnesota’s bridges is a priority for MnDOT, counties, cities, and townships. Bridges are a critical link in the transportation system and benefit the economy by providing connections for people and markets throughout the state, regionally, and around the world. State financial assistance to local units of government is necessary because of the significant number of bridges and the associated relatively high cost for replacement of these important highway asset.

Local bridge replacement program funds are used in two ways: 1) to leverage or supplement other types of bridge funding, including federal-aid, state-aid, and town bridge funds and 2) for engineering and construction of local bridges in cities with a population less than 5,000 and county and city bridges with limited other transportation funding sources. Most of these bridges require local

governments to assume costs for design and construction engineering, right of way acquisition, bridge removal, and items not directly attributable to the bridge, such as roadway approach grading on either side of the bridge and roadway surfacing costs. As adopted in the 2023 legislative session, local bridge replacement program funds can now be used for some additional costs associated with preserving historic bridges.

A small percentage of local bridges are eligible for federal aid through the Area Transportation Partnership (ATP) process if they are on the federal aid system or selected by qualifications if they are off the federal aid system. Project sponsors can also apply for discretionary grants or seek congressionally directed spending for bridge projects. These federal projects require a match of local funds that may range from 20% or more of the total project cost. The state bridge funds are considered a priority for the local match on federal bridge projects in the State Transportation Improvement Plan (STIP). Over the next four years, 31 local, federally funded projects have been identified, not including those projects that are funded with discretionary grants, with \$43.1 million in federal funds requiring an estimated local match from state bridge funds of \$10.8 million in funding. Of the 959 bridges prioritized by the counties and cities, 122 of these are large bridges with an estimated replacement cost or more than \$1 million. Funding these larger bridge replacements can be challenging for the local agencies because of the size and cost of the projects and the local agency's limited transportation resources.

Project Timeline

The bridge program has projects designed, approved, and waiting for funding. Typically, the timeline for awarding bridge projects is winter/spring to have a full construction season to build the bridges. Counties and cities anticipate funding in the bridge program and currently have projects in various stages of project development.

Other Considerations

MnDOT manages several capital programs that widely impact traveler safety, critical connections, and asset management across the state. The Local Bridge Replacement Program keeps up with the replacement of deficient bridges on local road systems that cannot be funded locally. Critical freight, commerce, agriculture, or regular vehicular connections often include bridges as part of that transportation connection. Replacement of deficient bridges strengthens the connections alleviating detours and creating continuity.

Impact on Agency Operating Budgets

Administration of this program is through MnDOT's Office of State Aid for Local Transportation and will be completed using the existing organization and budget.

Description of Previous Appropriations

2018: \$5 million GO bonds

2019: \$0

2020: \$30 million GO bonds

2021: \$14 million General Funds

2022: \$0

2023: \$67 million GO bonds

\$18.013 million General Funds

\$28.5 million in GO bond earmarks (2 projects)

\$10.75 million in General Fund earmarks (4 projects)

Project Contact Person

Marc Briese

State Aid Programs Manager

651-366-3802

Marc.Briese@state.mn.us

Local Road Improvement Program

AT A GLANCE

2024 Request Amount:	\$150,000
Priority Ranking:	7
Project Summary:	\$130 million of general obligation (GO) bonds for rural road safety projects, routes of regional significance projects, and the local components associated with trunk highway improvement projects. An additional \$20 million of general funds for grants to federally recognized Indian Tribes, since tribes are not eligible to receive general obligation bond funds.

Project Description

This capital budget request will provide funding assistance to local agencies for construction, reconstruction, or reconditioning projects. This includes:

- Assistance for counties with rural road safety projects to reduce traffic crashes resulting in deaths, injuries, and property damage.
- Assistance for counties, cities, townships, and tribes with local and tribal road projects that have statewide or regional significance and reduce traffic crashes, deaths, injuries, and property damage. Projects with complete streets elements receive additional consideration. Projects may support economic development, provide capacity or congestion relief, provide connections to interregional corridors, other major highways, and eliminate hazards.
- Assistance for local agencies and tribes to pay for costs of non-trunk highway components associated with trunk highway projects.

Project Rationale

Local roads, meant to include roads at the county, city, township, and tribal levels, provide critical connections to the state’s interregional corridors and other trunk highways from towns, shipping points, industries, farms, recreational areas, and other markets. A well-developed local system is vital to the communities and solutions for reducing congestion on trunk highways.

State assistance is needed to supplement local and tribal efforts and the Highway User Tax Distribution Fund in financing capital improvements to preserve and develop a balanced transportation system throughout the state. In 2002, the legislature created the Local Road Improvement Program (Minnesota Statute 174.52) to help local communities finance transportation improvements on county, city, and township roads that meet the eligibility criteria of being regionally significant. Tribes were added as eligible grant recipients in 2023.

The most recent solicitation was completed in May and July of 2021 for \$80.5 million of funding appropriated by the legislature in the Minnesota Laws of 2020, 5th Special Session, Chapter 3 and Minnesota Laws 2021, 1st Special Session, Chapter 5, Article 1, Section 2, Subd. 4(c)(2). This resulted

in the submittal of 425 applications for the program funding. The requested need for those applications was over \$344 million with a total project cost of \$835 million. The \$80.5 million awarded in 2021 has funded 83 local road projects throughout the state. The current request for \$150 million, combined with local and tribal contributions, will be used to fully fund additional local road projects which would be selected from a future competitive solicitation.

Project Timeline

Projects are selected through an open, competitive solicitation that is administered by MnDOT's Office of State Aid for Local Transportation after an appropriation has been signed into law. The solicitation is typically released 2-3 months following enactment of the appropriation, with three months for applications and 3-4 months to review and develop draft recommended grant awards. After the advisory committee recommends projects for awards consistent with Minnesota Statute 174.52, grant awards are announced.

Grantees then develop plans, specifications, and cost estimates for State Aid review. Following plan approval, projects are advertised, construction contracts are executed, and the improvements are constructed. The design and construction process typically takes between one and two years to complete, depending on the size and complexity of the project. This results in projects funded with funds typically being constructed 2-3 years following enactment of an appropriation.

Other Considerations

MnDOT manages several capital programs that widely impact traveler safety, critical connections, and asset management across the state. There is an existing demand to improve the safety and mobility for rural roads, routes of regional significance, and fund local components associated with trunk highway improvements.

Impact on Agency Operating Budgets

Administration of this program is through MnDOT's Office of State Aid for Local Transportation and will be completed using the existing organization and budget.

Description of Previous Appropriations

2018: \$0

2019: \$0

2020: \$75 million (GO bond, competitive solicitation); \$109.9 million GO bonds for earmarks to 23 projects

2021: \$5.5 million (general funds, competitive solicitation); \$30.93 million general funds for earmarks to 10 projects

2022: \$0

2023: \$84.954 million (GO bonds, competitive solicitation); \$18.013 million (general funds, competitive solicitation); \$38.76 million in GO bond earmarks for eight projects; \$204.153 million in general fund earmarks (32 projects)

Project Contact Person

Marc Briese

State Aid Programs Manager
651-366-3802
Marc.Briese@state.mn.us

(\$ in thousands)

ABRT Corridor Improvement Program

AT A GLANCE

2024 Request Amount:	\$50,000
Priority Ranking:	8
Project Summary:	\$50 million in general funds to modernize trunk highways in coordination with the construction of arterial bus rapid transit (ABRT) projects led by Metro Transit in the Metro District.

Project Description

Metro Transit is expanding the network of ABRT lines. This capital request will provide funding to improve trunk highways where ABRT lines will be located for elements that are beyond the ABRT project scope. ABRT projects with trunk highway overlap include:

- METRO E Line: Planned to open in 2025. Located in the Route 6 corridor between the University of Minnesota and Southdale, along University Ave/4th St, Hennepin Ave, and France Ave.
- METRO F Line: Planned to open in 2026. Located in the Route 10 corridor between downtown Minneapolis and Northtown Transit Center, along Nicollet Mall, Central Ave, 53rd Ave, and University Ave.
- METRO G Line: Planned to open in 2027. Located in the Route 62 and 68 corridors between Little Canada, Downtown St. Paul, and West St. Paul, along Rice St and Robert St.

Additionally, the Riverview Corridor project led by Ramsey County, between Downtown St. Paul, the airport, and the Mall of America, along the TH 5 and West 7th corridor, is evaluating both a rail and bus alternative. Therefore, potential exists for this to evolve into a Metro Transit ABRT project.

ABRT Corridor Improvement Program projects may include, but are not limited to:

- Roadway pavement improvements or reconstruction. Reconstruction allows local agencies to update their aging underground infrastructure and utilities, such as lead water mains.
- Safety improvements to slow traffic and enhance transit by narrowing the roadway with elements like curb extensions.
- Walking and bicycling improvements to improve access along the corridor and to the transit stations, including bringing pedestrian ramps and signals up to ADA compliance.
- New traffic signals.
- Transit advantages such as Transit Signal Priority (TSP).
- Right of Way.

Project Rationale

Transit is vital to our multimodal transportation system and ABRT has quickly become a central part of the METRO network. This is largely because ABRT includes a set of transit enhancements that

provides faster trips and improved rider experiences as compared to regular route bus service, which increases ridership. However, ABRT infrastructure is more affordable to construct, maintain, and operate, when compared to other premium modes like rail.

Many state-owned corridors with planned ABRT lines were constructed decades and need improvements regardless of the ABRT project. Safety, ADA compliance, and pavement condition are just some of the issues along these corridors. Additionally, current right-of-way configurations in these corridors do not necessarily support land-use patterns compatible with high-frequency transit routes.

Funding is needed to address the needs of these corridors in coordination with the construction of ABRT to support these major regional transit investments and to lessen future impacts to transit operations for corridor maintenance.

Project Timeline

Construction schedules for each of the corridors will be coordinated with the delivery of Metro Transit's ABRT projects and when funding is available. Status includes design work along the E Line, procurement of design consultants along the F Line, and planning work along the G Line. Project construction is projected to be up to 18 months for each project.

Other Considerations

Funding this program supports MnDOT goals around equity, sustainability, and VMT reduction. It provides an opportunity to support our local agencies in their transit and infrastructure investments and visions for these corridors. These corridors were picked to be ABRT routes because they provided the best opportunity to serve diverse, underserved communities that are transit dependent. Transitioning the entire corridors and not just the ABRT station locations towards a more multimodal vision will further support these communities and amplify the benefits that the ABRT is providing.

Impact on Agency Operating Budgets

Administration of this program through MnDOT will be completed using the existing organization and budget.

Description of Previous Appropriations

None for MnDOT, but Metropolitan Council has received previous appropriations for bus rapid transit.

Project Contact Person

Aaron Tag
Metro District Program Management Director
651-775-0065
aaron.tag@state.mn.us

Weigh Station

AT A GLANCE	
2024 Request Amount:	\$20,000
Priority Ranking:	9
Project Summary:	\$20 million in general obligation (GO) bonds to acquire land, predesign, design, construct, furnish, and equip a new Class A Weigh Station near St. Cloud for the Department of Transportation and Department of Public Safety.

Project Description

This capital request will include the construction of a full weigh station, including scale and building. The scale will be designed to allow legal size/weight vehicles to bypass within or near the site. This site will be staffed by the Department of Public Safety (DPS) and open approximately 60-80 hours/week. The weigh station will feature a permanent building (approx. 5,000 sq.ft.) and will be enhanced with additional technology (weigh-in-motion, over-height detection, vehicle detection). Scales will be on multiple platforms to allow most trucks to be weighed in one stage.

Project Rationale

Weigh stations are an important part of Minnesota’s truck size and weight enforcement efforts. They play a key role in protecting the state’s roadway infrastructure and protecting motorists from unsafe vehicles and unqualified drivers. According to the draft Weight Enforcement Investment Plan, this interstate location qualifies for a Class A facility. Analysis of I-94 westbound showed that only 5 percent of trucks at St. Croix would be screened on I-94 west of Minneapolis, which is far below desired screening levels. Therefore, it is recommended that a Class A facility on I-94 be considered at this location.

Project Timeline

- FY 2024/2025: location scoping and property acquisition
- FY 2026: predesign and engineering
- FY 2027: engineering/design
- FY 2028: construction
- FY 2029: staffing and operation

Other Considerations

A portion of appropriated funds for this activity may be used for consultant project management assistance and/or preliminary design.

Impact on Agency Operating Budgets

Since the proposed facility is located on or adjacent to state trunk highways, these requests are eligible for trunk highway funds. Internal staff will continue to manage the proposed projects under existing timelines.

Description of Previous Appropriations

None for capital. The weigh station program receives \$2.5 million annually in State Road Construction funds from the Trunk Highway Fund for operations. This does not include the cost of routine maintenance activities, such as mowing, snow removal, and janitorial services which are done by MnDOT districts.

Project Contact Person

Julie Whitcher
State Rail Safety Engineer & Weigh Station Program Manager
651-366-3688
julie.whitcher@state.mn.us

Truck Parking Safety Improvements

AT A GLANCE

2024 Request Amount:	\$7,250
Priority Ranking:	10
Project Summary:	\$7.25 million in general obligation (GO) bonds to add trucking parking spaces at key locations in the state to increase safety and provide rest for truck drivers, along with funding to replace truck parking information management systems to provide real-time information to truck drivers about truck parking availability.

Project Description

This capital request will reconstruct the Big Spunk Rest Area and Enfield Rest Area to expand the number of truck parking stalls between 8-10 additional truck spaces at each site, make site modifications, replace or install lighting, parking sensors, curb, and gutter as needed. In addition, this capital request will also maintain, repair and replace in-place truck parking information management system equipment including sensors, technology systems and connections at six rest areas. These include the Enfield, Big Spunk, St. Crix, Forest Lake, Lake Latoka, and Elm Creek rest areas.

Project Rationale

Minnesota has a truck parking shortage that is becoming more acute. In the last 10 years, overall tonnage carried by trucks has increased by nearly 25 percent and trucking demand is predicted to increase 10 percent over the next 10 years. Truck drivers are often faced with a tough decision: find a safe parking location before exhausting their allowed Hours-of-Service (and lose productivity) or risk proceeding with uncertain parking expectations.

If parking is unavailable when their hours elapse, drivers often park in unauthorized or unsafe locations. As part of the 2019 Minnesota Statewide Truck Parking Study, the Big Spunk and Enfield Rest Areas were identified as areas of high unmet truck parking needs. These sites are routinely over capacity for available parking space. Increasing truck parking will provide safe rest space for drivers and assist in compliance with commercial vehicle operation regulations.

Project Timeline

Rest Area Truck Parking Expansion – Project Schedule

- 2022: scoping complete
- June 2023: 30% design complete
- December 2023: final design complete and shelf-ready project
- February 2024: letting
- June 2024 – January 2025: construction

Other Considerations

A portion of appropriated funds for this activity may be used for consultant project management assistance and/or traffic engineering consulting assistance.

Impact on Agency Operating Budgets

The proposed projects will have a minimal impact on the operating budget because internal staff will continue to manage and maintain the existing rest area sites under this capital budget request. Cost efficiencies are gained by continuing to maintain and utilize existing rest area sites over building new locations at this time.

Description of Previous Appropriations

None

Project Contact Person

Andrew Andrusko
Office of Freight and Commercial Vehicle Operations
612-289-0306
andrew.andrusko@state.mn.us

Port Development Assistance Program

AT A GLANCE

2024 Request Amount:	\$42,000
Priority Ranking:	11
Project Summary:	\$42 million in general obligation (GO) bonds for the Minnesota Port Development Assistance Program (PDAP) which supports the infrastructure needs of Minnesota’s public ports on the Great Lakes and Inland River Navigation Systems.

Project Description

This capital request is for the Port Development Assistance Program. The purpose of this program is to:

- Expedite the movement of commodities and passengers on the commercial navigation system
- Enhance the commercial vessel construction and repair industry in Minnesota
- Promote economic development in and around ports and harbors in the state

Eligible projects are funded by program grants that provide up to 80 percent state funds and a minimum 20 percent local share.

Past projects include replacement of a warehouse roof, rehabilitation of a barge terminal dock wall, a newly constructed municipal dock, and rehabilitation of a dock area for truck parking.

Project Rationale

The Port Development Assistance Program helps to improve access to waterway transportation that benefits Minnesota industries and the public by upgrading facilities and infrastructure, as well as rehabilitating and expanding port capacity. Ports across the state provide multimodal connection options and access for freight. Ports also reduce truck demand on the highway and rail systems. When designed, maintained, and operated adequately, connector routes facilitate the best use of the marine system, and improve the overall efficiency of the road and rail system.

Available funding for the Maritime Administration's Port Infrastructure Development Program is expected to be at least \$450 million for each of the next three years. PDAP funds can provide the non-federal match ports needed to succeed in upcoming rounds of federal funding.

The four public ports project needs for 2024 and beyond total \$52 million. This \$42 million request, along with their local share, will be used to carry out the projects on this list which will be prioritized based on need, employment generated, and overall economic benefit.

Project Timeline

Example project timeline:

July 2024: State Register Notice of Funds Availability/Request for project proposal applications
September 2024: deadline for submission of application
March 2025: execution of grant agreement(s) and encumbrance
April 2025: project construction begins
April 2026: mid-point of project construction
March 2027: project construction complete

Other Considerations

Critical connections are a key factor in enhancing commerce and industry. The four public ports in the state are a critical link in shipping routes. Modernization and improvements are needed to maintain these links and be competitive.

Port Development Assistance Program funds can be used with federal and local dollars to complete projects that benefit a port. An example of this is the rehabilitation of Port Terminal Drive in Duluth. Federal and city funds were used with Port Development Assistance funds to complete a road project that would not have been possible without this partnership.

Impact on Agency Operating Budgets

The funding of this program will have no impact on department operating budgets or state operating subsidies.

Description of Previous Appropriations

2018: \$5.2 million GO bonds
2019: \$0
2020: \$14.0 million GO bonds
2021: \$0
2022: \$0
2023: \$18.097 million GO bonds

Project Contact Person

Shelly Meyer
Office of Freight and Commercial Vehicle Operations Director
651-366-3689
Shelly.Meyer@state.mn.us

Minnesota Rail Service Improvement Program

AT A GLANCE

2024 Request Amount:	\$10,000
Priority Ranking:	12
Project Summary:	\$10 million in general obligation (GO) bonds for the Minnesota Rail Service Improvement (MRSI) Program to acquire land, predesign, design, and construct projects that improve freight rail service in Minnesota.

Project Description

This capital request will provide funds for the MRSI Program. These funds will provide grants to regional railroad authorities, shortline/regional railroads, and shippers to improve rail facilities, increase rail shipping, and support economic development. Solicitations for grants will be issued and applications taken. Regional and statewide freight studies, as well as the State Rail Plan, also identify needs that may be addressed by the MRSI Program.

Funds appropriated to the MRSI Program will be distributed as grants for freight rail service improvement projects that support economic development. This program provides grants to railroads, shippers, local governments, and other qualified applicants for eligible public or privately owned freight rail projects that demonstrate a clear tie to economic development.

Project Rationale

Minnesota’s short line and regional railroads provide a critical function in the rail network. Short line and regional railroads are lighter-density railroad lines that have typically been spun off larger railroads and operate independently. Short line and regional railroads provide important freight connections between communities and between national and international markets served by the Class 1 railroads. Many of the smaller railroads in Minnesota need capital improvements and rehabilitation to operate safely and reliably. In addition, businesses that wish to ship or receive goods by rail must have adequate rail infrastructure such as rail spurs, sidings, and loading equipment. The MRSI Program assists with these needs. The grant program was appropriated \$13 million in FY 2021 and MnDOT received over \$33 million in grant requests for this funding.

Project Timeline

Timelines for projects funded under this program will be project-specific, but will generally follow the following timeline:

- Fall 2023: grant applications open
- Winter 2023: deadline for grant applications
- Spring 2024: grants awarded
- Spring/Summer 2024: construction on projects begins

Other Considerations

Total state appropriations, combined with federal grants and funding from railroads, shippers, and local units of government, and with loan repayment proceeds, have driven rail investments exceeding \$159 million. Since its inception, the MRSI program has helped fund 213 capital improvement projects for railroads and shippers, 38 rail line rehabilitation projects, five purchase assistance projects to regional rail authorities, and 17 abandoned rail corridor purchase projects.

The Minnesota Legislature established the grant program for freight rail service improvement projects that support economic development in 2017 after a need to provide financial assistance for rail improvements beyond what was traditionally provided through loan programs. The grant program allows for funding of projects supporting economic development that may not otherwise qualify for public or private financing. The grant program also furthers the goals of the Minnesota State Rail Plan.

Impact on Agency Operating Budgets

This would fund an ongoing program with is delivered with existing resources.

Description of Previous Appropriations

2018: \$0

2019: \$0

2020: \$4.0 million in GO bonds

2021: \$13.0 million in general funds

2022: \$0

2023: \$9.6 million in GO bonds

Project Contact Person

Megan Neeck

Rail & Freight Program Coordinator

612-358-3379

megan.neeck@state.mn.us

Minnesota Rural Airport Program

AT A GLANCE

2024 Request Amount:	\$10,000
Priority Ranking:	13
Project Summary:	\$10 million in general obligation (GO) bonds for the Minnesota Rural Airport Program (M-RAP) which provides grants for capital projects to local governments that own airports in communities which do not have access to federal funding.

Project Description

Funds appropriated for Minnesota Rural Airport Program will be used for capital improvements at airports that do not have access to federal funding support. Eligible airports are not part of the Federal Aviation Administration (FAA) National Plan of Integrated Airport Systems (NPIAS). Capital improvement projects may include but are not limited to: clear zone land acquisition, airport buildings, navigational aids, fuel system, lighting, and both runway and non-runway pavements.

Project Rationale

MnDOT, in collaboration with stakeholders from smaller/rural non-federally funded airports throughout the state, seek to provide funding for airport capital improvements in less populous Minnesota communities that will benefit state’s airport system and economy.

This funding will support improvement projects at airports that are vitally important to the state but that are not eligible for federal support due to FAA criteria for entry to NPIAS. These airports did not benefit from the millions of dollars in federal pandemic relief directed to Minnesota’s federally eligible airports, the \$300 million in Infrastructure Investment and Jobs Act funding directed to Minnesota, nor the \$26 million in federal matching funds provided by the Legislature during the 2023 session.

Project Timeline

Most airport improvement projects would be constructed in in fiscal years 2025 and 2026. However, some work may extend beyond this timeframe.

Other Considerations

None

Impact on Agency Operating Budgets

Grants would be administered by existing MnDOT staff. MnDOT does not anticipate new or additional local government operating needs for those projects.

Some projects may expand the system by building a new facility. MnDOT provides operational funding to airports based on a formula that considers infrastructure. A local match to these funds is

required. This formula is periodically updated, therefore additional state and local operating dollars may be needed for those projects.

Description of Previous Appropriations

This program has not previously received funding. MnDOT receives \$25 million in annual appropriations from the state airports fund to acquire, construct, improve, maintain, and operate airports and other air navigation facilities. An additional \$15 million from the state airports fund was appropriated in 2023, Ch. 68.

Project Contact Person

Ryan Gaug
Director of the Office of Aeronautics
612-422-8601
Ryan.gaug@state.mn.us

Facilities Capital Improvement Program

AT A GLANCE

2024 Request Amount:	\$133,020
Priority Ranking:	14
Project Summary:	\$133.02 million for MnDOT’s Facilities Capital Improvement Program to extend the useful life of existing facilities through renovation, expansion, and new construction to meet current operational needs, reduce long-term operating costs, and improve energy efficiency.

Project Description

This capital funding request will provide support for MnDOT’s building infrastructure needs. Agency facilities are strategically located across the entire state so that customer needs, especially snow and ice operations and system emergencies, are addressed promptly. These facilities provide building space for staff, equipment, and material, including snowplows and salt. MnDOT has custodial control of 892 individual buildings at 279 sites. The types of buildings include truck stations, regional headquarters, maintenance sites, research facilities, training facilities, salt/sand storage, brine facilities, unheated storage, safety rest areas, weigh scales and truck inspection buildings.

Facility plans are based on data captured in the Enterprise Real Property Facilities Condition Assessment completed on facilities managed and maintained by the facility managers and craftspeople in MnDOT’s eight districts and four special service sites. This assessment indicates that overall, 195 buildings are rated excellent, 405 are rated good, 229 are rated fair, 52 are rated poor, and 21 are rated crisis/emergency condition. The capital funds would begin to address these needs and be used for renovation, expansion, and new construction to meet current operational needs. Project proposals are prioritized based on need, condition and operational deficiencies of the existing facilities, and overall economic benefit. Potential projects include:

- Hermantown Truck Station Campus (Pike Lake replacement), \$87.7 million
- St. Cloud headquarters - mechanics addition, \$20.1 million
- Brine buildings (up to 48 statewide), \$21.8 million
- Hutchinson Area Transportation Services (HATS), \$3.42 million
- Partnership with McLeod County and City of Hutchinson, (1/3 share)

Project Rationale

The Facilities Capital Improvement Program provides a systematic approach to the maintenance, renovation, and replacement of MnDOT buildings. Continued maintenance and improvement to facilities are essential to supporting MnDOT’s core mission: "Plan, build, operate and maintain a safe, accessible, efficient and reliable multimodal transportation system that connects people to destinations and markets throughout the state, regionally and around the world."

Project Timeline

Project start and end dates are subject to change based on project schedules and staffing.

New Hermantown Truck Station Campus: moves and consolidates operations

St. Cloud Headquarters Mechanics Addition: space and modernization needs

Brine Facilities Program: supports liquid deicing expansion

Hutchinson Area Transportation Services Addition: space and modernization needs

Other Considerations

MnDOT manages several capital programs and facilities that widely impact the safety of travelers and their employees throughout the state. Traveler and employee safety are of the utmost importance to MnDOT. Resources are managed strategically to ensure that facilities provide safety and security for our assets, employees, and the traveling public. State Patrol is housed in many MnDOT facilities which improves traveler safety and reduces overall costs to the state.

Impact on Agency Operating Budgets

These funds will assist MnDOT facilities' adherence to Executive Order 11-12 requirements by reducing energy use on a BTU/square foot/year basis.

Description of Previous Appropriations

2018: \$0

2019: \$0

2020: \$58 million TH bonds

2021: \$0

2022: \$0

2023: \$87.44 million TH bonds

Project Contact Person

Jed Falgren

Director, Office of Maintenance

507-720-8707

Jed.Falgren@state.mn.us

Greater Minnesota Transit

AT A GLANCE

2024 Request Amount:	\$10,000
Priority Ranking:	15
Project Summary:	\$10 million in general obligation (GO) bonds to support public transit service throughout Greater Minnesota. Funding will be used to preserve current public transit facilities and improve and expand service.

Project Description

This capital request will fund Greater Minnesota transit systems for facility repair and improvements specifically designed to meet vehicle storage, maintenance, operations, and administrative activities. In the absence of appropriate space, these functions are often separated and poorly housed. Suitable facilities add useful life to transit vehicles, provide safe storage, improve overall vehicle and service performance, and make pre and post-trip inspections more thorough.

With support from MnDOT, Minnesota’s rural transit agencies (those serving rural areas and cities of less than 50,000 in population) have completed individual five-year transit investment plans. Minnesota’s small urban systems (serving cities with a population of 50,000 to 200,000) maintain transit development plans. Both the five-year system plans and the transit development plans include facility needs throughout the projected duration of each plan.

MnDOT has developed a four-year program to solicit, schedule and manage candidate facility projects. In August of 2022, a solicitation was conducted for capital facility projects that would be incorporated into calendar year 2027. MnDOT received 10 applications for major rehabilitation/expansion of existing facilities or construction of new facilities. The total needs identified by this solicitation was \$9 million. 28 facility projects have been scheduled for 2024/2026 with an estimated cost of \$36.2 million. All were prioritized with a criteria-based assessment of need, local support, and construction readiness or ability to become construction ready. Available federal, state, and local funding for facility development and other capital investments over this period is anticipated to fall short of the identified need. Another capital project solicitation will occur during 2023, with successful projects to be scheduled in calendar year 2028. Projects can include conducting predesign and design activities, constructing, and equipping transit facilities.

Project Rationale

Obsolescence: Existing facilities have reached the end of their useful life. Facilities have become structurally deficient or functionally obsolete to the point that replacement or major renovation is the best alternative for maintaining efficiency.

Growth: The transit system has outgrown its current facilities.

Regionalization: Over the past decade several smaller rural transit agencies have merged. Although overall operational efficiency is gained, the purpose and location of facilities may no longer match the

current service design.

Project Timeline

Summer 2023: solicitation opens and applications available

Fall 2023: project selections made and incorporated into program year (2028)

Fall 2023: MnDOT contracting begins for 2024 scheduled projects

Fall/Winter 2025: project construction completed

Other Considerations

The Public Transit Participation Program provides grants for capital assistance to Greater Minnesota transit agencies on an annual basis. Bond projects will be incorporated into MnDOT's four-year program in an appropriate calendar year.

Critical connections are a key factor in enhancing commerce, tourism, and industry. Funding these facilities projects will ensure vehicles are available and increase access for persons and businesses to ensure economic well-being and quality of life.

Impact on Agency Operating Budgets

As part of Minnesota Management & Budget's (MMB) Pre-Agreement Document Package, an agencies' operating budget for new facility and property financed by a capital bonding grant will be reviewed by MnDOT and must be determined adequate for operating and funding the intended program.

Description of Previous Appropriations

Bond funds were appropriated in the following years and amounts for other Greater Minnesota transit projects:

2018: \$2.5 million GO bonds

2019: \$0

2020: \$2.0 million GO bonds

2021: \$0

2022: \$0

2023: \$3.0 million GO bonds

In addition, MnDOT receives annual funding for the Greater Minnesota transit program through a statutory dedication of revenues from the motor vehicle sales tax.

Project Contact Person

Sarah Ghandour

Office of Transit and Active Transportation Director

651-366-4161

sarah.ghandour@state.mn.us

Safe Routes to School Infrastructure Program (SRTS)

AT A GLANCE

2024 Request Amount:	\$1,000
Priority Ranking:	16
Project Summary:	\$1 million in general obligation (GO) bonds for transportation infrastructure projects focused on improving safety and encouraging more walking and biking to and from school in communities throughout Minnesota.

Project Description

This capital request will provide \$1 million to assist cities, counties, towns, and federally recognized tribes eligible to receive funding for infrastructure projects for students walking and bicycling to and from school. Projects may include but are not limited to, new sidewalks and bikeways, roadway reconfigurations, pedestrian level lighting, and enhanced crosswalk markings and devices.

Safe Routes to School (SRTS) projects have numerous benefits including enhancing safety, reducing congestion around schools, reducing school transportation costs, and providing an opportunity for physical activity which improves health, and supports academic achievement.

Project Rationale

SRTS Program was created in 2006 as a federal program and funded under federal authorization. Since that time, federal authorization bills have not identified specific funding for the SRTS Program. In 2012, a state SRTS Program was established to assist in capital investments for safe and easy active transportation to and from schools. Tribes were added as eligible grant recipients in 2023. The Minnesota program follows many of the guidelines established for the federal SRTS legislation. The law identifies specific program administration requirements and evaluation criteria.

The most recent SRTS infrastructure solicitation was held between October 2021 and February 2022 with a total of \$7.5 million was available for infrastructure grants. A total of 55 applications were submitted, with requests for more than \$17 million in SRTS funding. MnDOT was able to fund 23 projects with the \$7.5 million available.

In 2020, MnDOT updated the Minnesota SRTS strategic plan that confirms program goals and objectives and identifies needs and priorities for many agencies, organizations, and individuals working to improve walking and biking to school across Minnesota.

Since its creation, the non-infrastructure part of the SRTS program has funded Safe Routes to School plans in over 500 schools in Minnesota that engage community members, identify community-specific barriers, and develop priorities for making it safer and easier to walk and bike to school. Community-based SRTS plans are often the first step in evaluating and developing potential strategies that lead to the implementation of local infrastructure projects.

Project Timeline

Summer/Fall 2023: application materials developed
Fall/Winter 2023: solicitation opens and applications available
Winter/Spring 2024: project selections made and announced
Summer 2024: contracting begins
Summer 2027: projects completed

Other Considerations

SRTS supports the goals of many partnering organizations working towards the safety, health, and educational excellence of students. Funding provides opportunities for local agencies and schools to invest in providing Minnesota students improved opportunities to walk or bike to school.

Impact on Agency Operating Budgets

Administration of this program is through MnDOT's Office of State Aid for Local Transportation and will be completed using the existing organization and budget.

Description of Previous Appropriations

2018: \$1.0 million GO bonds
2019: \$0
2020: \$3.0 million GO bonds
2021: \$0
2022: \$6.0 million general funds (\$1.5 million non-infrastructure)
2023: \$20.0 million GO bonds

This program also receives annual direct appropriations from the General Fund through the operating budget.

Project Contact Person

Marc Briese
State Aid Programs Engineer
651-366-3802
Marc.Briese@state.mn.us

Active Transportation

AT A GLANCE

2024 Request Amount:	\$1,000
Priority Ranking:	17
Project Summary:	\$1 million in general obligation (GO) Bonds for active transportation infrastructure projects focused on improving safety and encouraging more walking and biking throughout Minnesota.

Project Description

This capital request would provide funding to assist cities, counties, and towns eligible to receive funding for infrastructure projects for walking and bicycling.

Projects may include but are not limited to, new sidewalks and bicycle trails, ADA improvements, traffic diversion controls, and enhanced crosswalk markings and devices. Walking and biking projects have numerous benefits including enhancing safety, reducing congestion, and providing an opportunity for physical activity which decreases obesity, improves health, and supports academic achievement.

Project Rationale

Pedestrian paths provide critical access to goods and services. Creating accessible routes for non-motorized transportation will enhance safety, reduce congestion, and provide opportunities for physical activity. The estimated cost of pedestrian crashes over the next 20 years is \$4 billion. Implementing proven safety countermeasures can reduce crash risk at a fraction of the cost of crashes.

The Active Transportation Program was created in 2017 as an unfunded state program. The law required the commissioner must establish a project evaluation and selection process that is competitive, criteria-based, and objective.

MnDOT's Active Transportation Program has funded 13 initiatives to assist communities with corridors, parks and trails, and community-wide planning. The program has also assisted communities with implementing six quick-build/demonstration projects.

The first Active Transportation Program infrastructure solicitation was held between September 2022 and March 2023. \$3.5 million in general funds were available for infrastructure grants, which was appropriated in 2021 Laws, 1st Special Session, Chapter 5. 81 applications were submitted, with requests for nearly \$30 million in funding. Nine projects were selected for \$3.5 million in grants.

Active Transportation Program scores and awards can be viewed here:

- Solicitation Results - <http://www.dot.state.mn.us/active-transportation-program/past-solicitations.html>
- AT Infrastructure Grants - <http://www.dot.state.mn.us/active-transportation->

[program/infrastructure-grants.html](https://www.mn.gov/program/infrastructure-grants.html)

Starting in fiscal year 2024, tribal partners will be eligible to receive Active Transportation Program funding.

Project Timeline

- Summer/Fall 2024: application materials developed
- Fall/Winter 2024: solicitation opens and applications available
- Winter/Spring 2025: project selections made and announced
- Summer 2025: contracting begins
- Summer 2028: projects completed

Other Considerations

Active transportation supports the goals of many partnering organizations working towards safety and health. Funding for the program provides opportunities for local agencies to invest in providing improved opportunities to walk or bike.

Impact on Agency Operating Budgets

Administration of this program is through MnDOT’s Office of State Aid for Local Transportation and will be completed using the existing organization and budget.

Description of Previous Appropriations

- 2018: \$0
- 2019: \$0
- 2020: \$0
- 2021: \$5.0 million in general funds
- 2022: \$0
- 2023: \$1.2 million in GO bonds and \$39 million in general funds

This program also receives an annual General Fund appropriation through the operating budget.

Project Contact Person

Marc Briese
State Aid Programs Engineer
651-366-3802
Marc.Briese@state.mn.us