

March 11th, 2025

Senator Scott Dibble
Chair, Transportation Committee
95 University Avenue W.
Minnesota Senate Bldg., Room 3107
St. Paul, MN 55155

Dear Chair Dibble,

We support the intent of SF2162 for more flexibility on the MSA system than is interpreted by some under current state law.

At its core, State Aid system requirements outline methods for distributing state transportation funding and rules that cities and counties must follow to access to those funds. In general, about 20% of city roadways are eligible for the Municipal State Aid (MSA) system.

Historically, we've understood that when a roadway does not meet MSA rules, cities have two options:

1. Seek a variance from MnDOT Office of State Aid.
2. Remove the roadway segment from the MSA system.

There are many rules beyond lane widths and a variance process for those rules.

- Lane widths
- Horizontal and vertical curves
- Clear zones (e.g., bike lanes and physical obstructions)
- Number of moving lanes and one-way streets

More flexibility will help make our local transportation system safer and more affordable to maintain. We would appreciate the opportunity to collaborate with you and others on SF2162 and/or other efforts to promote context sensitive solutions, recognize different local community needs across the state, and address safety and accessibility for all modes of transportation.

Respectfully,



Tim Sexton
Public Works Director
City of Minneapolis