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<https://www.dot.state.mn.us/>

AT A GLANCE

- Over 140,000 centerline miles (single roadway, regardless of the number of lanes) including trunk highways and local roads
- 4th largest roadway system in the nation
- 4,822 bridges greater than 10 feet in length on Trunk Highways (including railroad, pedestrian, and other structures)
- More than 150 million vehicle miles driven on average every day on the state highway system
- 351 construction projects planned in the FY24-25 biennium
- \$36.7 billion in planned investments for state highways over the next 20 years (MN State Highway Investment Plan)
- 5,183 full-time equivalent employees as of FY24

The Minnesota Department of Transportation (MnDOT) works with our partners to support:

- 3 active Lake Superior and 4 Mississippi River system ports
- 34 transit providers serving all 80 non-metro counties
- 133 publicly owned state-funded airports

4,534 rail line miles serving 21 railroad companies, Northstar commuter, and Amtrak passenger service

PURPOSE

Transportation provides access to critical connections for all Minnesotans, supports a robust quality of life, underpins a healthy economy, and plays an important role in the stewardship of our environment.

Vision: Minnesota’s multimodal transportation system maximizes the health of people, the environment, and our economy.

Mission: Connect and serve all people through a safe, equitable, and sustainable transportation system.

Values:

- **Safety:** We recognize safety is core to our work and build it into everything we do.
- **Service:** We take pride in our work and hold ourselves to the highest standards.
- **Equity:** We actively remove barriers to create an inclusive transportation system that benefits all.
- **Sustainability:** We act today to contribute to a better transportation system of the future.
- **Innovation:** We search for new ideas, experiment to learn and grow and create value for the public.
- **Collaboration:** We leverage the contributions of our team members and partners, acknowledging the impact we can have together.

Funding is provided in four programs with 13 budget activities:

Multimodal Systems

Aeronautics
Transit & Active Transportation
Freight & Rail Safety
Passenger Rail

State Roads

Program Planning & Delivery
State Road Construction
Debt Service
Operations & Maintenance
Statewide Radio Communications

Local Roads

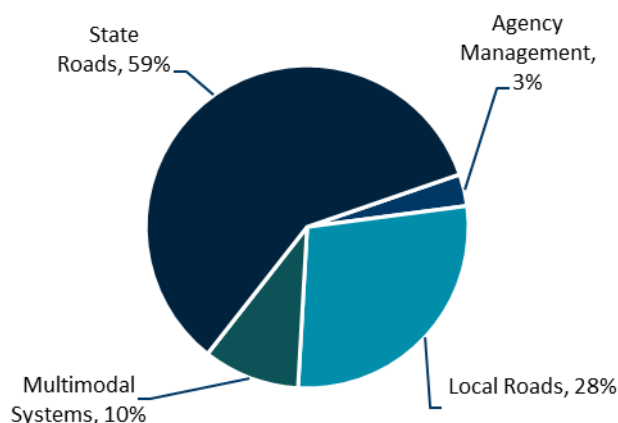
County State Aid Roads
Municipal State Aid Roads

Agency Management

Agency Services
Building Services

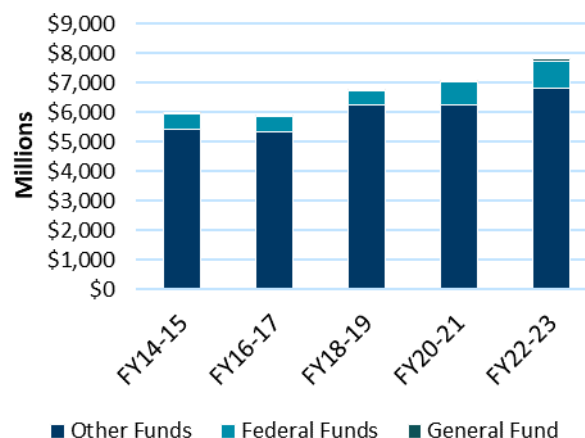
BUDGET

Spending by Program
FY 2023 Actual



Spending includes Trunk Highway fund debt service transfer.
Source: Budget Planning & Analysis System (BPAS)

Historical Spending



Spending includes Trunk Highway fund debt service transfer.
Source: Budget Planning & Analysis System (BPAS)

MnDOT is committed to efficiency and fiscal responsibility, while acknowledging that long-term investments are necessary to sufficiently address the maintenance and improvement needs of the transportation system. MnDOT strives to advance statewide strategic priorities and continues to build and maintain a comprehensive transportation system that serves all Minnesotans.

The primary source of financing for state-owned highways is the trunk highway fund, which is supported by motor fuel taxes, motor vehicle registration fees, and motor vehicle sales taxes. Other sources of transportation funding include transit assistance, county state aid highway, municipal state aid street, state airport, special revenue, general, and federal funds. The Federal Infrastructure Investment and Jobs Act (IIJA), which was signed into law on November 15, 2021, includes a continuation of federal formula funds as well as new areas of investment focused on carbon reduction, climate resiliency, restorative justice, and electric vehicle infrastructure. Minnesota, along with local and tribal governments, are also eligible for new and expanded competitive grant programs related to roads and bridges, transit, aviation, ports, and rail. In addition, in 2023 historic state investments for transportation were enacted by the legislature.

STRATEGIES

MnDOT's strategic initiatives demonstrate the agency's critical role in creating a safe, accessible, efficient, and reliable transportation system. MnDOT strives to advance statewide strategic priorities and continue to build and maintain a comprehensive transportation system that serves Minnesotans now and into the future - including enhancing pedestrian safety, reducing transportation's impact on greenhouse gas emissions, and cultivating a more diverse transportation industry and workforce. As stewards of the transportation system, we're committed to the following objectives:

- **Transportation Safety:** Safeguard transportation users as well as the communities the systems travel through. Apply proven strategies to reduce fatalities and serious injuries for all modes. Foster a culture of transportation safety in Minnesota (<http://www.minnesotatzd.org/>).
- **System Stewardship:** Strategically build, manage, maintain, and adapt the transportation system based on data, performance, and community needs. Ensure effective and efficient use of resources.
- **Climate Action:** Advance a sustainable and resilient transportation system. Enhance transportation options and technology to reduce greenhouse gas emissions. Adapt Minnesota's transportation system to a changing climate.
- **Critical Connections:** Maintain and improve multimodal transportation connections essential for Minnesotans' prosperity and quality of life. Strategically consider new connections that help meet performance targets and maximize social, economic, and environmental benefits.
- **Healthy Equitable Communities:** Foster healthy and vibrant places that reduce disparities and promote healthy outcomes for people, the environment, and our economy.
- **Open Decision-Making:** Make equitable transportation decisions through inclusive and collaborative processes that are supported by data and analysis.

MnDOT requires that the principles of "Complete Streets" be considered at all phases of planning and project development in the establishment, development, operation, and maintenance of a comprehensive, integrated, and connected multimodal transportation system (<https://www.dot.state.mn.us/complete-streets/>). This includes reviewing all modes of transportation, making conscious decisions about how and where each mode is served, addressing financial feasibility, and adhering to state transportation policy.

The Department of Transportation's legal authority comes from:

Minnesota Constitution, Article XIV, Public Highway System (<https://www.revisor.mn.gov/constitution>)

Roads, General Provisions, M.S. 160 (<https://www.revisor.mn.gov/statutes/?id=160>)

Trunk Highways, M.S. 161 (<https://www.revisor.mn.gov/statutes/?id=161>)

State-Aid Road Systems, M.S. 162 (<https://www.revisor.mn.gov/statutes/?id=162>)

Bridges, M.S. 165 (<https://www.revisor.mn.gov/statutes/?id=165>)

Trunk Highway Bonds, M.S. 167 (<https://www.revisor.mn.gov/statutes/?id=167>)

Traffic Regulations, M.S. 169 (<https://www.revisor.mn.gov/statutes/?id=169>)

Signs and Billboards Along Highways, M.S. 173 (<https://www.revisor.mn.gov/statutes/?id=173>)

Department of Transportation, M.S. 174 (<https://www.revisor.mn.gov/statutes/?id=174>)

Enforcement of Prevailing Wage, M.S. 177.44 (<https://www.revisor.mn.gov/statutes/?id=177.44>)

Rail Transportation, M.S. 218 (<https://www.revisor.mn.gov/statutes/?id=218>)

Railroad Safety, M.S. 219 (<https://www.revisor.mn.gov/statutes/?id=219>)

Regulation of Motor Carriers, M.S. 221 (<https://www.revisor.mn.gov/statutes/?id=221>)

Rail Service Improvement and Rail Bank, M.S. 222 (<https://www.revisor.mn.gov/statutes/?id=222>)

Airports and Aeronautics, M.S. 360 (<https://www.revisor.mn.gov/statutes/?id=360>)

Transportation

Agency Expenditure Overview

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27
<u>Expenditures by Fund</u>								
1000 - General	28,711	39,276	112,147	744,793	40,637	40,647	32,533	32,693
1050 - Transit Assistance	83,551	76,514	83,340	105,969	112,171	114,590	111,911	114,180
2000 - Restrict Misc Special Revenue	61,998	67,403	108,707	178,075	174,238	170,632	175,708	172,922
2001 - Other Misc Special Revenue	3,053	35,823	25,815	65,171	41,939	53,985	37,862	49,816
2050 - Environment & Natural Resources	52	144	401	64				
2500 - Municipal State Aid Street	152,566	201,126	214,345	262,093	281,906	288,221	281,796	288,048
2600 - County State Aid Highway	790,237	779,058	822,464	1,028,034	1,108,624	1,141,275	1,107,912	1,140,137
2700 - Trunk Highway	1,808,212	2,230,041	1,973,274	2,515,418	2,135,666	2,121,625	3,220,570	2,246,770
2710 - Highway Users Tax Distribution	119	55	85	232	292	232	292	232
2720 - State Airports	31,718	27,321	28,397	46,092	25,478	25,454	30,978	30,954
2721 - Hanger Loan Revolving	1,620							
2722 - Air Transportation Revolving	788	103	1,864	1,000	1,000	1,000	1,000	1,000
3000 - Federal	456,806	438,610	528,335	2,268,887	2,218,334	1,477,739	2,218,334	1,477,739
3520 - Transportation-Loc Bridge&Road	8,698	7,388	13,048	13,852				
4900 - 911 Emergency	9,464	9,947	10,103	10,397	10,384	10,384	24,384	10,384
Total	3,437,593	3,912,809	3,922,323	7,240,077	6,150,669	5,445,784	7,243,280	5,564,875
Biennial Change				3,811,998		434,053		1,645,755
Biennial % Change				52		4		15
Governor's Change from Base								1,211,702
Governor's % Change from Base								10

Expenditures by Program

Multimodal Systems	397,005	404,193	466,987	2,088,797	1,025,872	991,260	1,019,108	984,565
State Roads	1,792,307	2,216,413	1,979,871	2,589,424	2,174,500	2,160,117	3,264,592	2,272,698
Local Roads	1,153,351	1,166,470	1,357,488	2,085,033	2,773,100	2,120,297	2,773,671	2,121,107
Agency Management	94,931	125,732	117,977	476,823	177,197	174,110	185,909	186,505
Total	3,437,593	3,912,809	3,922,323	7,240,077	6,150,669	5,445,784	7,243,280	5,564,875

Expenditures by Category

Compensation	509,668	534,583	574,973	614,421	626,882	638,687	643,858	663,304
Operating Expenses	505,604	568,912	554,693	1,539,678	925,059	895,651	938,930	912,672
Grants, Aids and Subsidies	1,475,748	1,485,459	1,719,558	3,488,160	2,731,475	2,748,690	2,723,495	2,740,799

Transportation

Agency Expenditure Overview

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27
Capital Outlay-Real Property	940,732	1,311,586	1,067,672	1,587,983	1,859,681	1,155,184	2,929,425	1,240,528
Other Financial Transaction	5,841	12,268	5,427	9,835	7,572	7,572	7,572	7,572
Total	3,437,593	3,912,809	3,922,323	7,240,077	6,150,669	5,445,784	7,243,280	5,564,875
<u>Full-Time Equivalents</u>	5,105.10	5,318.76	5,182.52	5,258.72	5,320.80	5,348.38	5,325.80	5,353.38

Transportation

Agency Financing by Fund

(Dollars in Thousands)

	Actual	Actual	Actual	Estimate	Forecast Base		Governor's Recommendation	
	FY22	FY23	FY24	FY25	FY26	FY27	FY26	FY27
1000 - General								
Balance Forward In	875	79,936	61,793	694,504				
Direct Appropriation	143,333	33,784	943,633	80,919	47,077	47,206	34,973	35,252
Open Appropriation					1,780	1,790	1,780	1,790
Transfers In	1,501	1,487	1,829	1,875	1,875	1,875	1,875	1,875
Transfers Out	38,094	8,296	174,044	32,505	10,095	10,224	6,095	6,224
Cancellations		6,029	26,560					
Balance Forward Out	78,903	61,606	694,504					
Expenditures	28,711	39,276	112,147	744,793	40,637	40,647	32,533	32,693
Biennial Change in Expenditures			788,953		(775,656)		(791,714)	
Biennial % Change in Expenditures			1,160		(91)		(92)	
Governor's Change from Base							(16,058)	
Governor's % Change from Base							(20)	
Full-Time Equivalents	26.09	32.45	36.83	38.12	38.06	38.02	38.06	38.02

1050 - Transit Assistance

Balance Forward In	60,737	47,256	69,857	79,218	70,384	62,875	70,384	62,875
Receipts	65,397	63,948	92,701	97,135	104,662	110,220	104,402	109,810
Transfers In	416	540	700	700	700	700	700	700
Transfers Out	429	540	700	700	700	700	700	700
Balance Forward Out	42,569	34,690	79,218	70,384	62,875	58,505	62,875	58,505
Expenditures	83,551	76,514	83,340	105,969	112,171	114,590	111,911	114,180
Biennial Change in Expenditures				29,245		37,452		36,782
Biennial % Change in Expenditures				18		20		19
Governor's Change from Base								(670)
Governor's % Change from Base								(0)
Full-Time Equivalents	3.70	3.90	5.67	5.67	4.98	4.91	4.98	4.91

2000 - Restrict Misc Special Revenue

Balance Forward In	64,495	65,838	64,327	72,346	51,833	38,249	51,833	38,249
Receipts	41,370	44,895	127,161	196,951	214,202	240,810	215,522	242,770
Transfers In	6,500	6,500	749	1,500	1,500	1,500	1,500	1,500
Transfers Out	0		11,256	41,039	55,048	78,385	54,898	78,055
Net Loan Activity	(57)	451	91	150				

Transportation

Agency Financing by Fund

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base FY26 FY27		Governor's Recommendation FY26 FY27	
Balance Forward Out	50,309	50,281	72,366	51,833	38,249	31,542	38,249	31,542
Expenditures	61,998	67,403	108,707	178,075	174,238	170,632	175,708	172,922
Biennial Change in Expenditures				157,380		58,088		61,848
Biennial % Change in Expenditures				122		20		22
Governor's Change from Base								3,760
Governor's % Change from Base								1
Full-Time Equivalents	47.02	44.56	39.62	39.68	36.72	36.68	36.72	36.68

2001 - Other Misc Special Revenue

Balance Forward In	9,451	9,276	9,661	28,449	9,078	9,023	9,078	9,023
Receipts	2,645	35,988	19,362	5,654	5,654	5,654	5,654	5,654
Transfers In			25,241	43,896	36,230	48,260	32,153	44,091
Transfers Out				3,750				
Balance Forward Out	9,043	9,440	28,448	9,078	9,023	8,952	9,023	8,952
Expenditures	3,053	35,823	25,815	65,171	41,939	53,985	37,862	49,816
Biennial Change in Expenditures				52,109		4,938		(3,308)
Biennial % Change in Expenditures				134		5		(4)
Governor's Change from Base								(8,246)
Governor's % Change from Base								(9)
Full-Time Equivalents	10.02	8.66	11.05	10.71	10.75	10.75	10.75	10.75

2050 - Environment & Natural Resources

Balance Forward In		165	223	64				
Direct Appropriation	217	200						
Transfers In			249					
Cancellations			7					
Balance Forward Out	165	221	64					
Expenditures	52	144	401	64				
Biennial Change in Expenditures				269		(465)		(465)
Biennial % Change in Expenditures				137		(100)		(100)
Governor's Change from Base								0
Governor's % Change from Base								
Full-Time Equivalents	0.16	0.68	0.07					

Transportation

Agency Financing by Fund

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base FY26 FY27		Governor's Recommendation FY26 FY27	
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2500 - Municipal State Aid Street

Balance Forward In	179,406	256,287	274,185	304,320	303,276	303,276	303,276	303,276
Direct Appropriation	226,238	220,678	241,353	261,049	281,906	288,221	281,796	288,048
Transfers In	5,000		5,000					
Transfers Out	38	21						
Cancellations	1,927	1,839	1,874					
Balance Forward Out	256,112	273,979	304,320	303,276	303,276	303,276	303,276	303,276
Expenditures	152,566	201,126	214,345	262,093	281,906	288,221	281,796	288,048
Biennial Change in Expenditures				122,746		93,689		93,406
Biennial % Change in Expenditures				35		20		20
Governor's Change from Base								(283)
Governor's % Change from Base								(0)
Full-Time Equivalents	16.08	16.25	16.31	16.31	16.31	16.31	16.31	16.31

2600 - County State Aid Highway

Balance Forward In	748,510	836,101	902,248	1,004,094	1,012,206	1,025,830	1,012,206	1,025,830
Direct Appropriation	886,178	849,285	934,017	1,027,528	1,110,688	1,142,263	1,110,008	1,141,196
Transfers In	12,000		2,364	8,618	11,560	16,461	11,528	16,390
Transfers Out	15,122	68	6,850					
Cancellations	5,840	4,675	5,221					
Balance Forward Out	835,489	901,585	1,004,094	1,012,206	1,025,830	1,043,279	1,025,830	1,043,279
Expenditures	790,237	779,058	822,464	1,028,034	1,108,624	1,141,275	1,107,912	1,140,137
Biennial Change in Expenditures				281,203		399,401		397,551
Biennial % Change in Expenditures				18		22		21
Governor's Change from Base								(1,850)
Governor's % Change from Base								(0)
Full-Time Equivalents	49.42	53.78	56.76	56.76	56.76	56.76	56.76	56.76

2700 - Trunk Highway

Balance Forward In	66,169	355,758	221,965	442,525	73,988	65,364	73,988	65,364
Direct Appropriation	2,207,785	2,372,122	2,353,078	2,368,420	2,352,627	2,370,870	3,437,531	2,496,015
Open Appropriation	11,019	9,284	10,290	12,052	15,065	12,052	15,065	12,052

Transportation

Agency Financing by Fund

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27
Receipts	68,608	44,381	62,704	57,756	57,756	57,756	57,756	57,756
Transfers In	109,882	132,406	282,494	133,780	117,836	118,290	117,836	118,290
Transfers Out	315,636	383,092	360,812	385,472	414,995	433,697	414,995	433,697
Cancellations	66,049	82,830	153,915	39,655	1,247	1,242	1,247	1,242
Balance Forward Out	273,566	217,988	442,528	73,988	65,364	67,768	65,364	67,768
Expenditures	1,808,212	2,230,041	1,973,274	2,515,418	2,135,666	2,121,625	3,220,570	2,246,770
Biennial Change in Expenditures				450,439		(231,401)		978,648
Biennial % Change in Expenditures				11		(5)		22
Governor's Change from Base								1,210,049
Governor's % Change from Base								28
Full-Time Equivalents	4,753.70	4,954.93	4,812.08	4,887.36	4,957.49	4,986.25	4,962.49	4,991.25

2710 - Highway Users Tax Distribution

Open Appropriation	2,493,331	2,555,611	2,666,111	2,897,956	3,132,648	3,245,839	3,131,358	3,243,819
Transfers Out	2,493,212	2,555,556	2,666,026	2,897,724	3,132,356	3,245,607	3,131,066	3,243,587
Expenditures	119	55	85	232	292	232	292	232
Biennial Change in Expenditures				143		207		207
Biennial % Change in Expenditures				82		65		65
Governor's Change from Base								0
Governor's % Change from Base								0

2720 - State Airports

Balance Forward In	12,343	7,959	8,628	20,638				
Direct Appropriation	25,360	25,368	40,368	25,368	25,368	25,368	30,868	30,868
Open Appropriation	46	37	38	86	110	86	110	86
Transfers In		2,000						
Transfers Out		2,300						
Cancellations		97						
Balance Forward Out	6,031	5,646	20,638					
Expenditures	31,718	27,321	28,397	46,092	25,478	25,454	30,978	30,954
Biennial Change in Expenditures				15,450		(23,557)		(12,557)
Biennial % Change in Expenditures				26		(32)		(17)
Governor's Change from Base								11,000

Transportation

Agency Financing by Fund

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27
Governor's % Change from Base								22
Full-Time Equivalents	34.20	35.83	38.25	38.25	38.25	38.25	38.25	38.25

2721 - Hanger Loan Revolving

Balance Forward In	2,320	2,346	1,839	1,295	1,036	777	1,036	777
Net Loan Activity	272	(506)	(544)	(259)	(259)	(259)	(259)	(259)
Balance Forward Out	972	1,839	1,295	1,036	777	518	777	518
Expenditures	1,620							
Biennial Change in Expenditures				(1,620)		0		0
Biennial % Change in Expenditures								
Governor's Change from Base								0
Governor's % Change from Base								

2722 - Air Transportation Revolving

Balance Forward In	1,017	1,325	2,233	1,790	2,690	2,690	2,690	2,690
Receipts	1,094	985	1,421	1,900	1,000	1,000	1,000	1,000
Balance Forward Out	1,323	2,207	1,790	2,690	2,690	2,690	2,690	2,690
Expenditures	788	103	1,864	1,000	1,000	1,000	1,000	1,000
Biennial Change in Expenditures				1,973		(864)		(864)
Biennial % Change in Expenditures				221		(30)		(30)
Governor's Change from Base								0
Governor's % Change from Base								0

3000 - Federal

Balance Forward In	762	1,647	3,938	3,088				
Receipts	456,700	439,185	527,486	2,265,799	2,218,334	1,477,739	2,218,334	1,477,739
Internal Billing Receipts	645	673	824					
Transfers Out			0					
Balance Forward Out	657	2,222	3,089					
Expenditures	456,806	438,610	528,335	2,268,887	2,218,334	1,477,739	2,218,334	1,477,739
Biennial Change in Expenditures				1,901,806		898,851		898,851
Biennial % Change in Expenditures				212		32		32
Governor's Change from Base								0

Transportation

Agency Financing by Fund

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27
Governor's % Change from Base								0
Full-Time Equivalents	122.00	122.37	121.15	121.13	116.75	115.72	116.75	115.72

3520 - Transportation-Loc Bridge&Road

Balance Forward In	26,743	26,925	26,900	13,852				
Receipts	8,879	7,364						
Balance Forward Out	26,925	26,900	13,852					
Expenditures	8,698	7,388	13,048	13,852				
Biennial Change in Expenditures				10,814		(26,900)		(26,900)
Biennial % Change in Expenditures				67		(100)		(100)
Governor's Change from Base								0
Governor's % Change from Base								

4900 - 911 Emergency

Balance Forward In		275		13				
Transfers In	9,675	9,675	10,116	10,384	10,384	10,384	24,384	10,384
Cancellations		3						
Balance Forward Out	211		13					
Expenditures	9,464	9,947	10,103	10,397	10,384	10,384	24,384	10,384
Biennial Change in Expenditures				1,089		268		14,268
Biennial % Change in Expenditures				6		1		70
Governor's Change from Base								14,000
Governor's % Change from Base								67
Full-Time Equivalents	42.71	45.35	44.73	44.73	44.73	44.73	44.73	44.73

Transportation

Agency Change Summary

(Dollars in Thousands)

	FY25	FY26	FY27	Biennium 2026-27
Direct				
Fund: 1000 - General				
FY2025 Appropriations	81,161	81,161	81,161	162,322
Base Adjustments				
All Other One-Time Appropriations		(3,903)	(3,903)	(7,806)
Current Law Base Change		(29,949)	(29,820)	(59,769)
Allocated Reduction	(242)	(242)	(242)	(484)
Minnesota Paid Leave Allocation		10	10	20
Forecast Base	80,919	47,077	47,206	94,283
Change Items				
Operating Adjustment		146	296	442
Reduce Weigh Station Appropriation		(50)	(50)	(100)
Reduce Active Transportation Transfer		(4,000)	(4,000)	(8,000)
Reduce Greater MN Transit Appropriation		(8,200)	(8,200)	(16,400)
Total Governor's Recommendations	80,919	34,973	35,252	70,225
Fund: 2500 - Municipal State Aid Street				
FY2025 Appropriations	251,748	251,748	251,748	503,496
Base Adjustments				
November Forecast Adjustment	10,494	27,032	31,254	58,286
February Forecast Adjustment	(1,193)	3,126	5,219	8,345
Forecast Base	261,049	281,906	288,221	570,127
Change Items				
Lower Statewide Sales Tax Rate and Expand to Professional Services		(110)	(173)	(283)
Total Governor's Recommendations	261,049	281,796	288,048	569,844
Fund: 2600 - County State Aid Highway				
FY2025 Appropriations	991,614	991,614	991,614	1,983,228
Base Adjustments				
November Forecast Adjustment	39,868	108,191	132,207	240,398
February Forecast Adjustment	(3,954)	10,883	18,442	29,325
Forecast Base	1,027,528	1,110,688	1,142,263	2,252,951
Change Items				
Lower Statewide Sales Tax Rate and Expand to Professional Services		(680)	(1,067)	(1,747)
Total Governor's Recommendations	1,027,528	1,110,008	1,141,196	2,251,204
Fund: 2700 - Trunk Highway				
FY2025 Appropriations	2,407,997	2,407,997	2,407,997	4,815,994
Base Adjustments				
Biennial Appropriations		300	300	600

Transportation

Agency Change Summary

(Dollars in Thousands)

	FY25	FY26	FY27	Biennium 2026-27
Current Law Base Change		(49,350)	(49,350)	(98,700)
Forecast Open Appropriation Adjustment	(39,577)			
November Forecast Adjustment		(7,051)	16,049	8,998
February Forecast Adjustment		731	(4,126)	(3,395)
Forecast Base	2,368,420	2,352,627	2,370,870	4,723,497
Change Items				
Operating Adjustment		22,161	32,802	54,963
State Road Construction Appropriation Increase		405,744	85,344	491,088
Blatnik Bridge Spending Authority		650,000		650,000
Metropolitan Planning Organization Grant Increase		34	34	68
Corridor Planning		3,000	3,000	6,000
Recruitment and Retention		765	765	1,530
Facilities Modernization		3,200	3,200	6,400
Total Governor's Recommendations	2,368,420	3,437,531	2,496,015	5,933,546
Fund: 2720 - State Airports				
FY2025 Appropriations	25,368	25,368	25,368	50,736
Forecast Base	25,368	25,368	25,368	50,736
Change Items				
Aeronautics Revenue Restructure		5,500	5,500	11,000
Total Governor's Recommendations	25,368	30,868	30,868	61,736
Open				
Fund: 1000 - General				
Base Adjustments				
Forecast Open Appropriation Adjustment		1,710	1,760	3,470
November Forecast Adjustment		70	30	100
Forecast Base		1,780	1,790	3,570
Total Governor's Recommendations		1,780	1,790	3,570
Fund: 2700 - Trunk Highway				
FY2025 Appropriations	11,485	11,485	11,485	22,970
Base Adjustments				
November Forecast Adjustment	567	3,580	567	4,147
Forecast Base	12,052	15,065	12,052	27,117
Total Governor's Recommendations	12,052	15,065	12,052	27,117
Fund: 2710 - Highway Users Tax Distribution				
FY2025 Appropriations	2,886,854	2,886,854	2,886,854	5,773,708
Base Adjustments				

Transportation

Agency Change Summary

(Dollars in Thousands)

	FY25	FY26	FY27	Biennium 2026-27
November Forecast Adjustment	24,372	239,951	336,060	576,011
February Forecast Adjustment	(13,270)	5,843	22,925	28,768
Forecast Base	2,897,956	3,132,648	3,245,839	6,378,487
Change Items				
Lower Statewide Sales Tax Rate and Expand to Professional Services		(1,290)	(2,020)	(3,310)
Total Governor's Recommendations	2,897,956	3,131,358	3,243,819	6,375,177
Fund: 2720 - State Airports				
FY2025 Appropriations	43	43	43	86
Base Adjustments				
November Forecast Adjustment	43	67	43	110
Forecast Base	86	110	86	196
Total Governor's Recommendations	86	110	86	196
Dedicated				
Fund: 1050 - Transit Assistance				
Planned Spending	105,969	112,171	114,590	226,761
Forecast Base	105,969	112,171	114,590	226,761
Change Items				
Lower Statewide Sales Tax Rate and Expand to Professional Services		(260)	(410)	(670)
Total Governor's Recommendations	105,969	111,911	114,180	226,091
Fund: 2000 - Restrict Misc Special Revenue				
Planned Spending	178,075	174,238	170,632	344,870
Forecast Base	178,075	174,238	170,632	344,870
Change Items				
Lower Statewide Sales Tax Rate and Expand to Professional Services		1,470	2,290	3,760
Total Governor's Recommendations	178,075	175,708	172,922	348,630
Fund: 2001 - Other Misc Special Revenue				
Planned Spending	65,171	41,939	53,985	95,924
Forecast Base	65,171	41,939	53,985	95,924
Change Items				
Lower Statewide Sales Tax Rate and Expand to Professional Services		(77)	(169)	(246)
Reduce Active Transportation Transfer		(4,000)	(4,000)	(8,000)
Total Governor's Recommendations	65,171	37,862	49,816	87,678
Fund: 2700 - Trunk Highway				
Planned Spending	25,833	20,467	20,469	40,936
Forecast Base	25,833	20,467	20,469	40,936

Transportation

Agency Change Summary

(Dollars in Thousands)

	FY25	FY26	FY27	Biennium 2026-27
Total Governor's Recommendations	25,833	20,467	20,469	40,936
Fund: 2722 - Air Transportation Revolving				
Planned Spending	1,000	1,000	1,000	2,000
Forecast Base	1,000	1,000	1,000	2,000
Total Governor's Recommendations	1,000	1,000	1,000	2,000
Fund: 3000 - Federal				
Planned Spending	2,268,887	2,218,334	1,477,739	3,696,073
Forecast Base	2,268,887	2,218,334	1,477,739	3,696,073
Total Governor's Recommendations	2,268,887	2,218,334	1,477,739	3,696,073
Fund: 3520 - Transportation-Loc Bridge&Road				
Planned Spending	13,852			
Forecast Base	13,852			
Total Governor's Recommendations	13,852			
Revenue Change Summary				
Dedicated				
Fund: 1050 - Transit Assistance				
Forecast Revenues	97,135	104,662	110,220	214,882
Change Items				
Lower Statewide Sales Tax Rate and Expand to Professional Services		(260)	(410)	(670)
Total Governor's Recommendations	97,135	104,402	109,810	214,212
Fund: 2000 - Restrict Misc Special Revenue				
Forecast Revenues	196,951	214,202	240,810	455,012
Change Items				
Lower Statewide Sales Tax Rate and Expand to Professional Services		1,320	1,960	3,280
Total Governor's Recommendations	196,951	215,522	242,770	458,292
Fund: 2001 - Other Misc Special Revenue				
Forecast Revenues	5,654	5,654	5,654	11,308
Total Governor's Recommendations	5,654	5,654	5,654	11,308
Fund: 2700 - Trunk Highway				
Forecast Revenues	57,756	57,756	57,756	115,512
Total Governor's Recommendations	57,756	57,756	57,756	115,512

Transportation

Agency Change Summary

(Dollars in Thousands)

	FY25	FY26	FY27	Biennium 2026-27
Fund: 2722 - Air Transportation Revolving				
Forecast Revenues	1,900	1,000	1,000	2,000
Total Governor's Recommendations	1,900	1,000	1,000	2,000
Fund: 3000 - Federal				
Forecast Revenues	2,265,799	2,218,334	1,477,739	3,696,073
Total Governor's Recommendations	2,265,799	2,218,334	1,477,739	3,696,073
Non-Dedicated				
Fund: 1000 - General				
Forecast Revenues	2	2	2	4
Total Governor's Recommendations	2	2	2	4
Fund: 2500 - Municipal State Aid Street				
Forecast Revenues	14,338	14,090	10,722	24,812
Total Governor's Recommendations	14,338	14,090	10,722	24,812
Fund: 2600 - County State Aid Highway				
Forecast Revenues	76,206	77,482	68,369	145,851
Change Items				
Lower Statewide Sales Tax Rate and Expand to Professional Services		(260)	(410)	(670)
Total Governor's Recommendations	76,206	77,222	67,959	145,181
Fund: 2700 - Trunk Highway				
Forecast Revenues	861,631	729,815	720,339	1,450,154
Change Items				
State Road Construction Appropriation Increase		393,744	60,344	454,088
Blatnik Bridge Spending Authority		650,000		650,000
Total Governor's Recommendations	861,631	1,773,559	780,683	2,554,242
Fund: 2710 - Highway Users Tax Distribution				
Forecast Revenues	13,754	13,492	11,043	24,535
Total Governor's Recommendations	13,754	13,492	11,043	24,535
Fund: 2720 - State Airports				
Forecast Revenues	7,958	9,685	7,461	17,146
Change Items				
Aeronautics Revenue Restructure		600	600	1,200
Total Governor's Recommendations	7,958	10,285	8,061	18,346

Transportation

FY 2026-27 Biennial Budget Change Item

Change Item Title: Operating Adjustment

Fiscal Impact (\$000s)	FY 2026	FY 2027	FY 2028	FY 2029
General Fund				
Expenditures	146	296	296	296
Revenues	0	0	0	0
Trunk Highway Fund				
Expenditures	22,161	32,802	32,802	32,802
Revenues	0	0	0	0
Net Fiscal Impact = (Expenditures – Revenues)	22,307	33,098	33,098	33,098
FTEs	0	0	0	0

Recommendation:

The Governor recommends additional funding of \$22.2 million in FY 2026 and \$32.8 million in each subsequent year from the trunk highway fund to help address operating cost increases at MnDOT. The Governor also recommends \$146,000 in FY 2026 and \$296,000 each year thereafter from the general fund to help address operating cost increases.

Rationale/Background:

The cost of operations rises each year due to increases in employer-paid health care contributions, FICA and Medicare, along with other salary and compensation-related costs. Other operating costs, like rent and lease, fuel and utilities, and IT and legal services also grow. This cost growth puts pressure on agency operating budgets that remain flat year to year.

Agencies face challenging decisions to manage these rising costs within existing budgets, while maintaining the services Minnesotans expect. From year to year, agencies find ways to become more efficient with existing resources. For MnDOT, the following efficiencies have been implemented to help offset rising operating costs:

- Maintenance Decision Support System (MDSS) road treatment strategies
- LED ramp meters and roadway lighting
- Slurry tanks for snow and ice control
- Drone use for bridge inspections and photogrammetrics

MnDOT aims to be a good steward of public funds. More details on best practices, improvements, and savings can be found in the Efficiencies section of the 2023 Major Highway Projects Report (<https://mdl.mndot.gov/index.php/items/m16405>).

For FY 2026-27, agencies will need to continue to find additional efficiencies and leverage management tools to help address budget pressures. Holding open vacancies in certain programs or delaying hiring in other programs are examples of ways agencies manage through constrained operating budgets. Such decisions are difficult and must be weighed against a program's ability to conduct business with less staffing and its impact to service delivery. Agencies will need additional tools and flexibility, similar to those available in the private sector and other government entities, to help address operating pressures in upcoming biennium.

Without additional resources to address these cost pressures, both in funding and in flexibility to manage internal budgets, services delivered to Minnesotans will be impacted.

Proposal:

The Governor recommends increasing agency operating budgets to support current services. For MnDOT, this funding will help cover expected growth in employee compensation and insurance, rents, IT services and other operating costs.

Dollars in Thousands

Net Impact by Fund	FY 25	FY 26	FY 27	FY 25-27	FY 28	FY 29	FY 28-29
General Fund		146	296	442	296	296	592
Trunk Highway Fund		22,161	32,802	54,963	32,802	32,802	65,604
Total All Funds		22,307	33,098	55,405	33,098	33,098	66,196

Fund	Component Description	FY 25	FY 26	FY 27	FY 25-27	FY 28	FY 29	FY 28-29
Trunk Highway	Compensation		16,211	23,852	40,063	23,852	23,852	47,704
Trunk Highway	IT Rates/Volume		3,000	6,000	9,000	6,000	6,000	12,000
Trunk Highway	Lease Increase		250	250	500	250	250	500
Trunk Highway	Maintenance Operations		2,700	2,700	5,400	2,700	2,700	5,400
General Fund	General Fund Programs		146	296	442	296	296	592

Results:

This recommendation is intended to help MnDOT address rising cost pressures and mitigate impacts to current levels of service and information to the public.

Transportation

FY 2026-27 Biennial Budget Change Item

Change Item Title: State Road Construction Appropriation Increase

Fiscal Impact (\$000s)	FY 2026	FY 2027	FY 2028	FY 2029
General Fund				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Trunk Highway Fund				
Expenditures	405,744	85,344	124,733	124,733
Revenues (federal)	393,744	60,344	64,733	64,733
Net Fiscal Impact = (Expenditures – Revenues)	12,000	25,000	60,000	60,000
FTEs	0	0	0	0

Recommendation:

The Governor recommends an increase to the State Road Construction (SRC) appropriation in the trunk highway fund. This will enable MnDOT to 1) spend additional projected federal funding due to the recently updated State Transportation Improvement Program (STIP) in the amount of \$394 million for FY 2026, \$60 million for FY 2027, and \$65 million per year in FY 2028 and later; and 2) spend \$12 million in FY 2026, \$25 million in FY 2027, and \$60 million per year in FY 2028 and beyond for SRC from the projected trunk highway fund balance.

Rationale/Background:

MnDOT will use the additional funding for highway construction projects consistent with the Minnesota State Highway Investment Plan (MnSHIP, <http://www.dot.state.mn.us/planning/mnship/>) and current appropriation language for the SRC appropriation. These projects will focus on achieving the performance outcomes on the Interstate System and Non-Interstate National Highway System, as well as bridges, congestion, and safety. The funding will also be used to improve pavement and bridge conditions on the state road system.

Revenues in this recommendation reflect additional federal funds for state road construction projects that are not included in the trunk highway fund base. Expenditures in this recommendation reflect the authority MnDOT is seeking to spend those revenues as well as from trunk highway fund balance. The net fiscal impact in this recommendation is the amount of additional authority beyond new federal funds each year that MnDOT is seeking to spend from the projected fund balance.

The 2024-25 biennial budget appropriation for SRC was \$1.205 billion in FY 2024 and \$1.174 billion in FY 2025.

Proposal:

This change item recommendation will allow the department to expend federal funds to support the long-term needs of the state highway system. This recommendation 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.

Impact on Children and Families:

Safe, effective, and reliable transportation is vital for enabling families to access childcare, education, healthcare, jobs, and recreation. This investment builds and maintains the infrastructure aimed at preventing fatalities and serious injuries and ensuring communities thrive throughout the state.

Equity and Inclusion:

MnDOT strives to increase the number of women- and minority- owned businesses participating in highway construction contracts. MnDOT promotes and develops the diversity of employees and contractors.

MnDOT uses an equity lens framework to evaluate policies, designs, programs, and practices to create the most equitable outcomes possible. MnDOT understands that decisions made by the agency affect people differently and develops measures that advance equity in transportation. Considerations like multimodal access and impact, community and built environment factors, user experience and local context, zero emission vehicle access and use, and workforce inclusion and representation affirm MnDOT's mission and values.

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

☐ Yes
☒ No

Results:

This investment will maintain the condition of roads, bridges, and roadside infrastructure. MnDOT tracks the annual percentage of total interstate, other National Highway System (NHS), and non-NHS state highways rated as having good or poor ride quality. Roadways with good ride quality have even surfaces and pavement that provides safe driving experiences. Roadways with poor ride quality range from uneven surfaces to cracks in the road surface that can make driving quality poor. Pavement rated poor can still be driven on, but the ride is sufficiently rough that most people would find it uncomfortable and may reduce their speed. Rough pavement can also negatively impact freight movement by increasing the risk of damaging cargo.

Bridge condition is assigned during inspections performed at least every two years on all state highway bridges. Ratings combine deck, substructure, and superstructure evaluations. MnDOT reports progress against targets for the percent of bridges in poor condition and good condition. Bridges in good condition generally receive routine maintenance, while bridges in poor condition are monitored more closely and eventually scheduled for major repair, rehabilitation, or replacement. Bridges rated as "poor" are safe to drive on, but they are near the point where significant investment in repair or replacement is necessary.

Measure	Measure type	Measure data source	Most recent data	Projected change
Pavement in good condition	Result	Collected in the Minnesota Go Dashboard ¹	Interstate: 92% in 2023 NHS: 79% in 2023 Non-NHS: 72% in 2023	Funding seeks to maintain pavements in good condition and minimize the share in poor condition.
Bridges in poor condition	Results	Collected in the Minnesota Go Dashboard ²	NHS Bridges: 7% in poor condition in 2023 Non-NHS Bridges: 7% in poor condition in 2023	Funding makes incremental step towards target of 5% bridges in poor condition.

¹ <https://www.dot.state.mn.us/measures/pavement-condition.html>

² <https://www.dot.state.mn.us/measures/bridges.html>

Statutory Change(s):

Not applicable

Transportation

FY 2026-27 Biennial Budget Change Item

Change Item Title: Blatnik Bridge Spending Authority

Fiscal Impact (\$000s)	FY 2026	FY 2027	FY 2028	FY 2029
General Fund				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Trunk Highway Fund				
Expenditures	650,000	0	0	0
Revenues (federal)	650,000	0	0	0
Net Fiscal Impact = (Expenditures – Revenues)	0	0	0	0
FTEs	0	0	0	0

Recommendation:

The Governor recommends providing MnDOT spending authority for \$650 million in federal funds to replace the Blatnik Bridge, a key transportation hub connecting Duluth, Minnesota and Superior, Wisconsin. The source of federal funds includes the Infrastructure for Rebuilding America (INFRA) grant and other potential discretionary grant Minnesota may be awarded.

Rationale/Background:

Replacing the Blatnik Bridge will address aging infrastructure, improve safety, and better accommodate oversize/overweight loads. Construction is anticipated to begin in 2026. Total construction costs for the bridge exceed \$1.8 billion. MnDOT and WisDOT are working together on this project. The bridge carries I-535 over the St. Louis Bay and is an important freight and commercial connection between the Twin Ports. The bridge is Minnesota's second longest bridge and serves an average of 33,021 cars traveling between the two cities each day.

On January 22, 2024, MnDOT and WisDOT were notified that they received more than \$1 billion in the form of the federal INFRA grant to replace the Blatnik Bridge. MnDOT's portion of the award is nearly \$500 million. MnDOT is also applying for other discretionary grants from the Infrastructure Investment and Jobs Act, including Bridge Investment Program (BIP), which provides competitive grants to address the backlog of bridge repair and rehabilitation projects.

If the recommended spending authority is not provided, MnDOT will have limited options to minimize the loss of federal funds. The project would be delayed, and project costs would increase due to inflationary pressures. During the 2023 Legislative Session, a variety of significant transportation funding increases were implemented, including \$200 million in trunk highway bonds, ensuring the project is now fully funded.

The revenues associated with this recommendation reflect federal revenues that are not included in trunk highway fund base.

Proposal:

The Governor recommends providing MnDOT the authority to spend \$497.447 million in federal funds awarded to MnDOT as part of INFRA discretionary grant. An additional \$152.553 million in spending authority is recommended to ensure any discretionary grants awarded to Minnesota for this project can be spent. Construction is anticipated to take place from 2026 through 2031. Due to the complexity and size of the project, the Governor recommends the spending authority be available through FY2033.

Impact on Children and Families:

Safe, effective, and reliable transportation is vital for enabling families to access childcare, education, healthcare, jobs, and recreation. This investment builds and maintains the infrastructure aimed at preventing fatalities and serious injuries and ensuring communities thrive throughout the state.

Equity and Inclusion:

The Blatnik Bridge is in an area of persistent poverty and a historically disadvantaged community. The project provides direct benefits to both populations. The new design includes a shared-use path which the existing bridge lacks. This will address a critical multimodal gap in the region and improve equitable access to employment centers and trip destinations for all road users. Reconstructing the bridge preserves the only public transit connection between the two impacted communities.

MnDOT uses an equity lens framework to evaluate policies, designs, programs, and practices to create the most equitable outcomes possible. MnDOT understands that decisions made by the agency affect people differently and develops measures that advance equity in transportation. Considerations like multimodal access and impact, community and built environment factors, user experience and local context, zero emission vehicle access and use, and workforce inclusion and representation affirm MnDOT's mission and values.

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

☐ Yes
☒ No

Results:

The Purpose and Need Statement¹ for this project includes detail on bridge condition, vehicle safety, vehicle and freight mobility, and non-motorized traveler health and safety. The project is consistent with the objectives and MnDOT² and WisDOT³ asset management plans which include performance measures.

Addressing bridge condition is a primary project need, as identified in the Purpose and Need Statement. The Blatnik Bridge is a non-redundant, fracture-critical bridge in "poor" condition according to the Inventory and Inspection Report⁴. The bridge is vulnerable to unintended service interruption with the deterioration rates anticipated to accelerate until eventual closure, which is predicted to occur by 2030. The bridge is currently ranked as the number one risk of service interruption in MnDOT's Bridge Inventory according to the Bridge Office Replacement and Improvement System⁵. The proposed project will replace the deteriorating bridge and return the facility to a "good" condition rating.

The federal funds leveraged focus on key infrastructure priorities connecting communities, improving mobility and access to economic opportunity. Each program will grow Minnesota's economy and create jobs. Economic growth will occur because of our economy becoming more efficient, with new and improved infrastructure making it less costly for businesses to operate while making workers more productive.

¹ <https://events.kimley-horn.com/blatnikbridgegrant/project-purpose-and-need/>

² <https://www.dot.state.mn.us/assetmanagement/tamp.html>

³ <https://www.wisdotplans.gov/plan/tamp>

⁴ <https://events.kimley-horn.com/blatnikbridgegrant/blatnik-bridge-inspection-and-inventory-report/>

⁵ <https://events.kimley-horn.com/blatnikbridgegrant/bridge-office-replacement-and-improvement-system/>

Measure	Measure type	Measure data source	Most recent data	Projected change
Bridge Condition	Result	Bridge Condition Executive Summary Memo ¹	“poor” condition	The project will return the bridge to “good” condition
Maintenance Costs	Result	Project Benefit-Cost Analysis ² workbook	Annual inspections required; \$2 million annual maintenance costs	Biennial inspections required; \$600,000 annual maintenance costs
Crashes	Result	Project Benefit-Cost Analysis Memo ³	276 crashes from 2015 - 2019	Crashes of all severities reduced by 30%
Commerce	Quantity	Freight-Economy Market Analysis ⁴	Mobility of \$1.07B in international goods to 42 state and 9 Canadian Provinces	The project is expected to generate \$2.7 billion in gross regional product
Construction Jobs	Quantity	Freight-Economy Market Analysis ⁴		Anticipated to support 1,100 jobs annually.

¹ <https://events.kimley-horn.com/blatnikbridgegrant/bridge-condition-summary-memo-executive-summary/>

² <https://events.kimley-horn.com/blatnikbridgegrant/2023-bip-benefit-cost-analysis-calculations/>

³ <https://events.kimley-horn.com/blatnikbridgegrant/benefit-cost-analysis-memo/>

⁴ <https://events.kimley-horn.com/blatnikbridgegrant/blatnik-freight-impacts-memo/>

Statutory Change(s):

Not applicable

Transportation

FY 2026-27 Biennial Budget Change Item

Change Item Title: Aeronautics Revenue Restructure

Fiscal Impact (\$000s)	FY 2026	FY 2027	FY 2028	FY 2029
State Airports Fund				
Expenditures	5,500	5,500	5,500	5,500
Revenues (MnDOT)	600	600	600	600
Revenues (Dept. of Revenue)	1,050	1,050	1,050	1,050
Other Funds				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Net Fiscal Impact = (Expenditures – Revenues)	3,850	3,850	3,850	3,850
FTEs	0	0	0	0

Recommendation:

The Governor recommends setting an airline flight property tax levy at \$8.05 million, increasing aircraft registration rates by 15%, and adjusting the air ambulance, antique, and classic aircraft registration exemptions. The airline flight property tax is collected annually by Department of Revenue and deposited into the State Airports Fund.

The Governor also recommends an appropriation increase from the State Airports Fund to the Minnesota Department of Transportation (MnDOT) of \$5.5 million annually.

Rationale/Background:

Recent economic changes, including inflation and rising material costs, have strained current funding allocations, making it increasingly difficult to maintain Minnesota's airports. Inflation has significantly reduced the purchasing power of aviation funds.¹ Material costs have surged due to supply chain disruptions and increased demand. Airports Council International reports that many Minnesota airports, including Rochester, Bemidji, Duluth, Range, Brainerd Lakes, Thief River Falls, Falls International, and St. Cloud face funding constraints due to regulatory burdens, inflation, and increased costs².

Current funding levels are insufficient to meet the growing needs and expectations of Minnesota communities. The 2022 Minnesota State Aviation System Plan (MnSASP) evaluated airport needs based on classification-specific targets that define the facilities, services, and administrative items each airport must provide to fulfill its role in the state aviation system. Excluding MAC airports, which also have substantial funding needs, \$1.15 billion is needed by 2030 to maintain and expand the system of non-MAC airports. MnDOT proposes restructuring aviation revenues to provide more airport development grants for Minnesota's 133 public-use airports.

Proposal:

This proposal contains three elements: decoupling the airline flight property tax levy from legislative appropriations and forecasted State Airports Fund revenues and instead setting a fixed levy that is 15% higher than the current levy, increasing aircraft registration rates by 15% and adjusting exemptions, and increasing appropriations from the State Airports Fund.

¹ See Figure 1 in Results for additional information on impact of inflation over time compared to appropriation increases.

² <https://airportscouncil.org/wp-content/uploads/2023/05/2023AirportInfrastructureNeedsOnePage-Minnesota.pdf>

Airline Flight Property Tax Decoupling and Increase

Each year, MnDOT certifies the Airline Flight Property Tax levy based on legislative appropriations and forecasted State Airports Fund revenues. It is currently forecast to be \$7 million per year in FY26 and later. This tax applies to flight property owned, leased, loaned, or used by airlines in Minnesota, including aircraft, flight equipment, and related computers and software. Currently, this tax is coupled to the State Airports Fund appropriation. Meaning, if additional revenue accrues from other revenues sources in the fund, the property tax levy adjusts, resulting in no net change to the State Airports Fund. Decoupling the tax from State Airports Fund revenues would create a more stable and predictable revenue stream. This change provides reliable funding for aeronautics in Minnesota, enabling better planning and investment in airport infrastructure and services.

The Governor recommends a fixed airline flight property tax levy, effectively decoupling the airline flight property tax from other revenues, such that MnDOT would no longer annually certify the tax levy, but rather the levy would be set at \$8.05 million. This tax levy represents a 15% increase in airline flight property tax and is estimated to increase revenues by \$1.05 million per year. This will be collected annually by Department of Revenue and deposited into the State Airports Fund.

Aircraft Registration Rates Increase and Exemptions Adjustment

The Governor recommends an increase in aircraft registration rates by 15% consistent with the proposed airline flight property tax increase. Registration rates were most recently adjusted in 2014. A 15% increase is about half of the rate of inflation from 2014 to present.

Few states offer registration exemptions for aircraft used for air ambulance services. The Governor recommends removing the air ambulance exemption from Minnesota aircraft registration but setting an aircraft registration fee cap at \$1,000 for air ambulances.

Today, classic and antique aircraft pay a one-time \$25 registration fee. The Governor recommends combining exemptions for classic and antique aircraft and shifting from a one-time registration fee to an annual fee of \$25.

These changes are estimated to increase revenues by \$600,000 per year.

Appropriation Increase

The Governor recommends an appropriation increase of \$5.5 million annually from the State Airports Fund, reflecting expenditure of the new revenues as well as \$3.85 million per year of fund balance. These funds would be used to support airport development projects and related activities such as Airport Capital Development Grants, Civil Air Patrol, and MnDOT's Office of Aeronautics operations.

Impact on Children and Families:

This change item does not directly impact the administration's priorities for children and families. It contributes to a comprehensive transportation system that serves Minnesotans now and into the future.

Equity and Inclusion:

MnDOT uses an equity lens framework to evaluate policies, designs, programs, and practices to create the most equitable outcomes possible. MnDOT understands that decisions made by the agency affect people differently and develops measures that advance equity in transportation. Considerations like multimodal access and impact, community and built environment factors, user experience and local context, zero emission vehicle access and use, and workforce inclusion and representation affirm MnDOT's mission and values.

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

☐ Yes
☒ No

Results:

The proposed revenue restructures will add approximately \$1.6 million each year into the State Airports Fund. This equates to about 10 additional airport capital development grants per fiscal year. The following table depicts the related performance measures and anticipated outcomes if the proposal is successful.

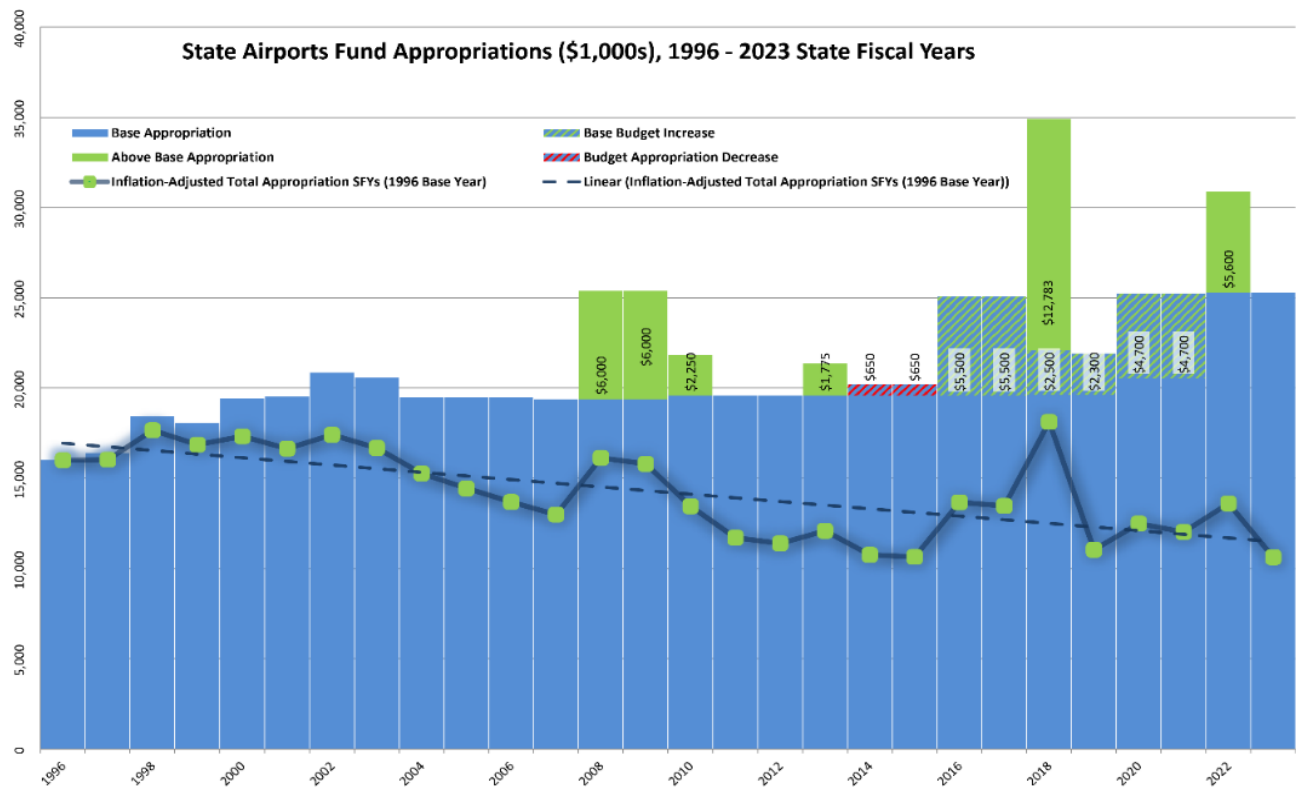
Measure	Measure type	Measure data source	Most recent data	Projected change
Amount of Airport Capital Development Grants	Quantity	State Fiscal Year Capital Development Grants ¹ (Published Annually)	Airport Capital Development Grants average \$150,000	About 10 additional airport capital development grants each year
Statewide Airport Pavement Condition Index (PCI)	Quality	Minnesota Statewide Pavement Condition Report ² (0-100 score)	Runway: 79 Taxiway: 77 Taxilane: 73 Apron: 73	100% of Minnesota airports meet Minnesota State Aviation System Plan (MnSASP) PCI targets

1 https://edocs-public.dot.state.mn.us/edocs_public/DMResultSet/download?docId=38635285

2 http://airview.mn.i2bglobal.com/Default_state.aspx

This proposal contributes to the MnSASP objective of Transportation Safety by funding proven pavement preservation strategies to reduce fatalities and serious injuries in aviation. Additionally, it enhances the quality of Minnesota's state aviation system, in turn providing a better customer/traveler experience, providing facilities to accommodate aviation demand, and strengthening Minnesota's economy.

From 1996 to 2023, the value of MnDOT Aeronautics’ inflation-adjusted total appropriation decreased from \$16 million to \$10 million, despite the allocation increasing from \$16 million to \$25 million.



As a data point on the rising cost of airport projects, the Metropolitan Airports Commission (MAC) recently requested an additional \$133 million for Terminal 1 improvements, a 33% increase attributed to cost increases since the project’s original bid³. Increases like this are being felt at airports across the entire 133 airport system. Additionally, the MAC’s most recent Capital Improvement Plan (CIP) anticipates \$140 million in projects at their general aviation airports⁴.

Statutory Change(s):

Changes proposed to Minn. Stat. 360.531, 360.55, and 360.653 for aircraft registration

Changes proposed to Minn. Stat. 270.075 for airline flight property tax

³ https://metroairports.org/sites/default/files/2024-04/UPDATED_PN%20PFC%2019-15_v4%20%282024.04.07%29_0.pdf

⁴ <https://metroairports.org/sites/default/files/2023-10/2024-2030%20AOEE%20Document.pdf>

Transportation

FY 2026-27 Biennial Budget Change Item

Change Item Title: Metropolitan Planning Organization Grant Increase

Fiscal Impact (\$000s)	FY 2026	FY 2027	FY 2028	FY 2029
General Fund				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Trunk Highway Fund				
Expenditures	34	34	34	34
Revenues	0	0	0	0
Net Fiscal Impact = (Expenditures – Revenues)	34	34	34	34
FTEs	0	0	0	0

Recommendation:

The Governor recommends \$34,000 per year of base trunk highway funds in FY 2026 and beyond for Metropolitan Planning Organizations (MPO) grant increases.

Rationale/Background:

MPOs are federally-required transportation policymaking and planning bodies for urban areas. MPOs engage in active transportation, highway, and transit planning as well as health, equity, public engagement, and other activities.

The regional perspective of MPOs provide tailored and responsive transportation solutions for local challenges. Added funding will empower MPOs to collaborate with local governments, schools, and tribes. This collaboration fosters equitable access to essential services and reflects diverse communities.

Providing additional funding will help MPOs work with MnDOT to meet universally beneficial goals like reducing greenhouse gas emissions and vehicle miles traveled. While MnDOT is responsible for reporting progress, these goals cannot be met without significant contributions from regional planning partners. These collaborations facilitate cohesive planning efforts to address transit, active transportation, health, and equity work which contributes to more resilient, inclusive, and sustainable transportation systems.

Proposal:

The Governor recommends increasing trunk highway funding for MPOs by \$34,000 per year. In 2003, the State of Minnesota began setting aside \$266,000 in trunk highway funds annually to help MPOs outside the seven-county metropolitan area to match their federal transportation planning grants. However, the annual appropriation has not grown in the intervening 20 years, while the size of the federal planning grants to MPOs has grown by 65% along with the growth in planning responsibilities. The seven MPOs outside the seven-county metro area require greater contributions from their local government partners to match their federal planning grants.

Impact on Children and Families:

This change item does not directly impact the administration's priorities for children and families. However, it does contribute to a comprehensive transportation system that serves Minnesotans now and into the future. Safe Routes to Schools, pedestrian-friendly infrastructure, and public transportation options enhance the mobility of children and families, reduce the opportunity gap, and promote healthy habits. Equitable transportation access leads to more community engagement and social inclusion.

Equity and Inclusion:

The proposed increase in funding for MPOs may reduce transportation-related inequities. MPOs help underserved groups access essential resources, employment opportunities, education, and healthcare services. Involving community members in the planning process fosters inclusive decision-making, allowing marginalized communities to voice concerns and preferences, thereby reducing disparities in transportation access.

MnDOT uses an equity lens framework to evaluate policies, designs, programs, and practices to create the most equitable outcomes possible. MnDOT understands that decisions made by the agency affect people differently and develops measures that advance equity in transportation. Considerations like multimodal access and impact, community and built environment factors, user experience and local context, zero emission vehicle access and use, and workforce inclusion and representation affirm MnDOT's mission and values.

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

☐ Yes
☒ No

Results:

While MPOs work with MnDOT, they have their own goals and performances measures separate from MnDOT. For example, MPOs must use a performance-based approach to transportation planning decision-making to support national goals and general purposes. As such, each MPO must establish performance targets and integrate them into the metropolitan transportation planning process. Performance targets must be established using the 3C process of continued, cooperative, and comprehensive planning with the local public transportation operator and the state department of transportation.

Increased funding for MPOs is expected to grow the quantity and amount of secured state and federal planning grants. This allows for new and expanded transportation planning initiatives and partnerships. Over time, these grants will help reduce congestion and vehicle emissions. It's been years since there has been an increase in state planning grant funds, and buying power has gone down, which has put more financial pressure on local partners.

Measure	Measure type	Measure data source	Most recent data	Projected change
Amount of Allocated Federal Funds Spent	Quantity	Internal Reporting	N/A	If successful, this amount will increase.

Statutory Change(s):

Not applicable.

Transportation

FY 2026-27 Biennial Budget Change Item

Change Item Title: Corridor Planning

Fiscal Impact (\$000s)	FY 2026	FY 2027	FY 2028	FY 2029
General Fund				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Trunk Highway Fund				
Expenditures	3,000	3,000	3,000	3,000
Revenues	0	0	0	0
Net Fiscal Impact = (Expenditures – Revenues)	3,000	3,000	3,000	3,000
FTEs	0	0	0	0

Recommendation:

The Governor recommends \$3 million per year of base trunk highway funds in FY 2026 and beyond to support statewide corridor planning.

Rationale/Background:

Corridor planning is a strategic and thorough approach to analyzing transportation needs in a specific location. MnDOT's statewide corridor planning initiative will enhance how we integrate state priorities — including safe and thriving communities, healthy people, equity and inclusion, and the environment — with the selection and development of future state highway projects.

MnDOT has made a commitment to corridor planning and is in the process of developing guidance and a prioritization process. Planners will use a guidebook being developed to evaluate infrastructure and transportation needs in a corridor. This will promote consistency and set shared expectations for corridor planning. MnDOT will use the prioritization process to identify and prioritize state highways for future planning studies. The process will elevate state transportation goals in transportation project planning.

Proposal:

This proposal includes \$3 million of base trunk highway funds per year for ongoing statewide corridor planning as outlined above.

Impact on Children and Families:

This change item does not directly impact the administration's priorities for children and families. However, it does contribute to a comprehensive transportation system that serves Minnesotans now and into the future.

Equity and Inclusion:

MnDOT uses an equity lens framework to evaluate policies, designs, programs, and practices to create the most equitable outcomes possible. MnDOT understands that decisions made by the agency affect people differently and develops measures that advance equity in transportation. Considerations like multimodal access and impact, community and built environment factors, user experience and local context, zero emission vehicle access and use, and workforce inclusion and representation affirm MnDOT's mission and values.

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

☐ Yes
☒ No

Results:

MnDOT lets approximately 10 to 12 major construction or reconstruction projects each year. This proposal will ensure approximately 6 planning studies are initiated each year. All these studies will be done via consultant contracts and at this time MnDOT does not anticipate charging any staff time to administer these activities. The studies include anticipated total cost, federal funds amount, local match amount, and a few key milestones for each project.

Statutory Change(s):

Not applicable.

Transportation

FY 2026-27 Biennial Budget Change Item

Change Item Title: Recruitment and Retention

Fiscal Impact (\$000s)	FY 2026	FY 2027	FY 2028	FY 2029
General Fund				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Trunk Highway Fund				
Expenditures	765	765	765	765
Revenues	0	0	0	0
Net Fiscal Impact = (Expenditures – Revenues)	765	765	765	765
FTEs	5	5	5	5

Recommendation:

The Governor recommends \$765,000 per year of base trunk highway funds in FY 2026 and beyond for recruitment and retention efforts to make MnDOT a workplace of choice for Minnesotans.

Rationale/Background:

MnDOT is driven to find talented, innovative employees for Minnesota's nationally recognized transportation system. MnDOT works to build the best team in the transportation industry to ensure that Minnesota thrives with a safe, sustainable, and leading-edge transportation system. MnDOT is committed to expanding our intercultural competence and diversifying our workforce to effectively deliver high-quality, dependable transportation systems, compete for a highly skilled workforce, gain trust in the communities it serves, and create a work environment where all employees feel valued and can contribute their best.

This proposal supports the One Minnesota goal priority Safe and Thriving Communities, Housing, Workforce. Government jobs play an outsized role in Greater Minnesota's economy. They pay above average wages and are relatively more concentrated outside of the Twin Cities Metro. While the Minneapolis-St. Paul region accounts for more than 53% of all government jobs, the public sector accounts for a larger share of total employment in the rest of the state. Public Sector jobs accounted for 13% of Minnesota's employment in 2022¹.

Proposal:

This proposal includes \$765,000 in base trunk highway funds for HR staff to make MnDOT a workplace of choice for Minnesotans. This proposal will fund human resources (HR) staffing, organizational wellness support, and the implementation of a 10-year strategic staffing plan for MnDOT. These HR functions all play a critical role in both recruiting and retaining top talent. HR is essential to fostering a work environment where staff feel valued and supported, showing that MnDOT invested in the well-being of its employees, and representing the agency in a competitive labor market. Incentive programs build loyalty and promote job satisfaction, ultimately reducing turnover. Support programs are also key in retaining talent by addressing employee well-being. These programs help employees navigate personal challenges such as mental health concerns, financial stress, or family issues. HR ensures that employees have resources to manage stress and remain productive. A holistic approach to employee support not only enhances job satisfaction but also fosters a culture of care, which is fundamental to retaining a dedicated and motivated workforce.

¹ DEED: <https://mn.gov/deed/newscenter/publications/review/july-2023/spotlight.jsp>

Impact on Children and Families:

Safe, effective, and reliable transportation is vital for enabling families to access childcare, education, healthcare, jobs, and recreation. This request invests in a workforce that plans, builds, operates, and maintains Minnesota's multimodal transportation system to get the most out of investments and optimize system performance.

Equity and Inclusion:

This investment will allow MnDOT to attract and retain a workforce with the knowledge, skills, abilities, and experiences that MnDOT needs to be successful. This includes recruiting and retaining minorities, people with disabilities, females, and veterans and working towards enterprise-wide goals of equity and inclusion.

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

☐ Yes
☒ No

Results:

This proposal is intended to allow MnDOT to expand its ability to recruit and retain staff for the agency to continue to provide current levels of service. Performance measures from MnDOT's modal and system investment plans are based on the policy direction, priorities, and framework set by the 20-year Statewide Multimodal Transportation Plan (SMTP).² The SMTP and the 16 legislative goals for transportation³ support the Minnesota GO Vision⁴ and addresses the challenges facing Minnesota's transportation system and everyone who depends on it. Performance measures can be found on MnDOT's Performance Measure Dashboard⁵.

Statutory Change(s):

Not applicable.

² <https://minnesotago.org/final-plans/smtf-final-plan-2022>

³ <https://www.revisor.mn.gov/statutes/2023/cite/174.01>

⁴ <https://minnesotago.org/learn-about-plans/minnesota-go-vision>

⁵ <https://www.dot.state.mn.us/measures/>

Transportation

FY 2026-27 Biennial Budget Change Item

Change Item Title: Facilities Modernization

Fiscal Impact (\$000s)	FY 2026	FY 2027	FY 2028	FY 2029
General Fund				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Trunk Highway Fund				
Expenditures	3,200	3,200	3,200	3,200
Revenues	0	0	0	0
Net Fiscal Impact = (Expenditures – Revenues)	3,200	3,200	3,200	3,200
FTEs	0	0	0	0

Recommendation:

The Governor recommends \$3.2 million per year of base trunk highway funding in FY 2026 and beyond for MnDOT facilities modernization projects.

Rationale/Background:

MnDOT maintains 150 truck stations and 900 buildings across the state. As of 2023, 69% of MnDOT employees worked at facilities other than the Transportation building on the Capitol complex. Deferred maintenance and repairs have made some buildings outdated and inefficient for agency staff. MnDOT anticipates that investments in these facilities will improve productivity among staff and reduce turnover. Upgraded offices and truck stations help to attract and retain skilled employees. Enhanced government facilities enable employees to deliver better services.

This proposal supports the One Minnesota goal priority Safe and Thriving Communities, Housing, Workforce, and represents an investment in facilities across the State. Government jobs play a significant role in many Greater Minnesota communities. They pay above average wages and are relatively more concentrated outside of the Twin Cities Metro. Public sector jobs accounted for 13% of Minnesota's employment in 2022¹.

Proposal:

This proposal includes \$3.2 million per year of base trunk highway funding for MnDOT facilities modernization projects. MnDOT truck stations require additional funding to be maintained at a desirable level. Many facilities across the state have outdated doors, windows, HVAC systems, and roofs. In addition, updates to basic fixtures such as lighting, drinking fountains, and furniture will make these buildings more comfortable working spaces. This funding will be used to modernize truck stations, not the Transportation Building on the Capitol complex.

Impact on Children and Families:

Safe, effective, and reliable transportation is vital for enabling families to access childcare, education, healthcare, jobs, and recreation. This request invests in a workforce that plans, builds, operates, and maintains Minnesota's multimodal transportation system to get the most out of investments and optimize system performance.

¹ DEED: <https://mn.gov/deed/newscenter/publications/review/july-2023/spotlight.jsp>

Equity and Inclusion:

This investment will allow MnDOT to attract and retain a workforce with the knowledge, skills, abilities, and experiences that MnDOT needs to be successful. This includes recruiting and retaining minorities, people with disabilities, females, and veterans and working towards enterprise-wide goals of equity and inclusion.

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

☐ Yes
☒ No

Results:

This proposal is intended to allow MnDOT to continue to provide current levels of service. MnDOT maintains a Facilities Condition Index which is used to rate and track the state of buildings. Each facility is rated every three years. This rating information is presented to the Department of Administration by all agencies annually. Additional funds will contribute to better building conditions over time.

Statutory Change(s):

Not applicable

Transportation

FY 2026-27 Biennial Budget Change Item

Change Item Title: Statewide Radio ARMER Capital Improvements and Operations

Fiscal Impact (\$000s)	FY 2026	FY 2027	FY 2028	FY 2029
General Fund				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Other Funds – 911 Emergency				
Expenditures	14,000	0	0	0
Revenues	0	0	0	0
Net Fiscal Impact = (Expenditures – Revenues)	14,000	0	0	0
FTEs	0	0	0	0

Recommendation:

The Governor recommends \$14 million in FY 2026 one-time from the 911 Emergency Fund to address necessary capital improvements and operating expenses for the continued essential operations of the critical public safety ARMER communication system. Funds would be appropriated to the Department of Public Safety (DPS) for transfer to the Department of Transportation (MnDOT).

Rationale/Background:

The Allied Radio Matrix for Emergency Response (ARMER) system is Minnesota's statewide shared public safety communication system that provides around-the-clock critical interoperable radio communications for local, state, federal, and tribal agencies. ARMER serves the day-to-day and emergency two-way radio communication needs of the Minnesota State Patrol, DPS, MnDOT, Department of Natural Resources, Department of Corrections, other state agencies, local and regional law enforcement agencies, and Tribal Police Departments. This includes local Sheriff's, fire, and police departments, and emergency medical responders.

ARMER infrastructure, including towers and buildings, were originally constructed in the 1950s and 1960s. They do not meet current structural radio communication tower standards and are beyond useful lifespan. The buildings are undersized for current use and require electrical system updates and ongoing costly repairs. The ARMER system needs to be operational and available for public safety day-to-day operations, emergency, and disaster events. Having radio communication towers that meet structural standards ensures survivability during high winds and storms during all months of the year. Additionally, end-of-life or unserviceable equipment must be upgraded to support the ARMER system.

Without the completion of necessary upgrades, statewide and local interoperable communications may be impacted. ARMER plays a crucial role in Minnesota's public safety communications.

Proposal:

This recommendation provides funds to maintain critical infrastructure maintained by MnDOT's Office of Statewide Radio Communications. As the owning agency of the ARMER backbone defined in M.S. Chapter 403, MnDOT has developed a life cycle plan for the state-owned ARMER backbone to ensure that all radio equipment, telecommunications, mechanical systems, and related equipment is kept current with accepted industry standards and industry best practices.

This recommendation will update the ARMER infrastructure, which includes towers and buildings that were originally constructed in the 1950s and 1960s. These structures do not meet current standards for radio communication towers and have surpassed their useful life. This one-time appropriation would be available for four years.

Impact on Children and Families:

This change item does not directly impact the administration’s priorities for children and families. However, it does contribute to a comprehensive public safety system that serves all Minnesotans now and into the future. Reliable and efficient communications for state agencies and local law enforcement agencies is essential for safe day-to-day communications and emergency communications. Publicly available weather information is also necessary to help the public make informed decisions and avoid unsafe conditions.

Equity and Inclusion:

MnDOT uses an equity lens framework to evaluate policies, designs, programs, and practices to create the most equitable outcomes possible.

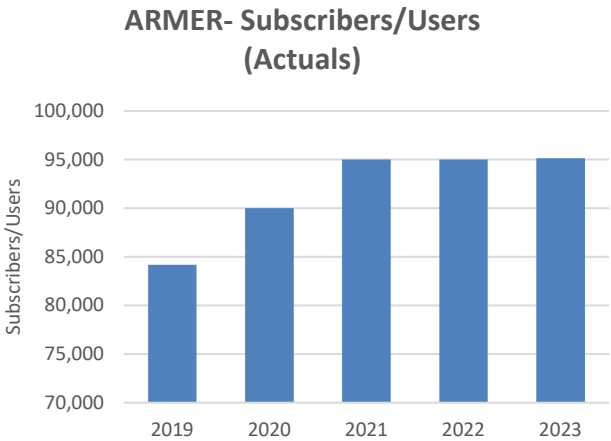
Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

- ☐ Yes
- ☒ No

Results:

MnDOT operates and provides routine maintenance to ARMER including monthly reports, FCC licensing, and system improvements. ARMER is currently in version 7.15 and is in a five-year transition period to version 7.19. More than 95,000 active users utilize the system. The number of system users has grown steadily since the first towers were constructed in 2001. All 335 planned ARMER towers are now constructed and fully operational. Systems availability, when all sites are on the air and in service, is 99.9 percent.



Measure	Measure type	Measure data source	Most recent data	Projected change
ARMER System Availability	Result	Collected by Statewide Radio Communications	In 2023, availability was 99.99%	If successful, this number will remain consistent
ARMER Subscribers/Users	Quantity	Collected by Statewide Radio Communications	In 2023, this number was 95,131	If successful, this number will remain consistent or increase

Statutory Change(s):

Not applicable

Transportation

FY 2026-27 Biennial Budget Change Item

Change Item Title: Metropolitan Council Sales Tax Loan to MnDOT

Fiscal Impact (\$000s)	FY 2026	FY 2027	FY 2028	FY 2029
General Fund				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Other Funds				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Net Fiscal Impact = (Expenditures – Revenues)	0	0	0	0
FTEs	0	0	0	0

Recommendation:

The Governor recommends legislation to permit MnDOT to receive funds from Metropolitan Council's regional transportation sales and use tax, authorized under Minnesota Statute 297A.9915, to advance the F Line arterial BRT project. No new funding is requested. This is advanced as a budget proposal because it would have budget effects for both the Council and MnDOT by moving expenditures and cash flows between budget biennia; however, the specific effects are indeterminable at this time.

Rationale/Background:

The Metropolitan Council is advancing the F Line arterial BRT project on Highway 65 in Minneapolis and Columbia Heights and Highway 47 in Fridley, Spring Lake Park, and Blaine. Metro Transit has a full funding plan for the F Line to start construction in 2028. MnDOT has identified this corridor as an area in urgent need of significant safety improvements due to the volume of vehicular and pedestrian crashes. As the road authority for the Highway 65 portion of the project, MnDOT has determined that the road needs to be reconstructed but does not have sufficient funding to begin construction in 2028 concurrently with F Line construction. MnDOT and the Metropolitan Council wish to construct both projects at the same time to minimize overall disruption and redundant construction. This proposal addresses a problem in funding availability within MnDOT to align construction projects.

The regional transportation sales and use tax that was enacted in October of 2023 has provided the financial resources to stabilize the operations of the Council's transportation programs. As the system continues to grow, those resources will be utilized to pay for the growing bus and rail systems and new lines as they become operational. The Council anticipates having sufficient revenues to provide a loan to DOT in the next four to six years, but will be counting on the repaid funds to pay for the growing transit system in the early 2030s and the ongoing capital maintenance needs of the transit system in the late 2030s.

This proposal will allow for concurrent highway and transitway construction, minimizing disruption, preventing rework, and reducing overall project costs. The benefits for safety, state of good repair, and multi-modal accessibility will begin earlier by coordinating projects. The project design, communication, and construction will be significantly more efficient than building two separate projects. This is a common approach when MnDOT and local road authorities coordinate project delivery, and the proposal would expand this best practice to also include Met Council / Metro Transit. This proposal would allow the Metropolitan Council to fund the capital costs up front for MnDOT to start highway projects concurrently with transitway construction and allow MnDOT to repay costs to the Council over time based on mutually determined repayment terms.

This is advanced as a budget proposal because it would have budget effects for both the Council and MnDOT by moving expenditures and cash flows between budget biennia. Funds advanced by the Council would be repaid by MnDOT's Metro District over time through a reduction in its Capital Highway Investment Plan (CHIP) commitments until payment is completed. No new funding is requested.

Proposal:

Permit MnDOT to receive funds from the Met Council's regional transportation sales and use tax under Minnesota Statute 297A.9915 to be repaid over time based on mutually determined agreement terms. This proposal would enact a change to uses of the existing Metro Area Sales Tax from the 2023 legislative session, by adding additional language enabling further use of these funds to advance fund MnDOT trunk highway construction when doing so would have a significant benefit to transit. Details of the loan agreement are not yet determined, but the authorization would be up to \$250 million and would be limited to one project. It is anticipated that MnDOT would repay the funds over ten years at an annual interest rate that is aligned with the Council's general cost of capital.

Impact on Children and Families:

This change item does not directly impact the administration's priorities for children and families. However, it does contribute to a comprehensive transportation system that serves Minnesotans now and into the future.

The TH65 reconstruction project will create safer walking and biking conditions along the corridor. This will promote healthier lifestyles through active transportation while reducing the environmental and financial burdens of car dependency.

Equity and Inclusion:

The F Line corridor is in an area with a high percentage of people of color, households living below the poverty line, and households without access to personal vehicles. Integrating a new transitway connected to downtown Minneapolis with safer walkability and bikeways enhances equity and provides greater opportunity by connecting disadvantaged communities with greater and more affordable access to education, jobs, and essential services around the Twin Cities.

Ensuring MnDOT construction in coordination with the METRO F Line will avoid more significant disruption for people who ride the bus. Compared to the population of the Twin Cities metropolitan region, transit riders have lower household incomes, less access to vehicles, and are more likely to be Black, Indigenous, or people of color.

- 48 percent of bus riders in the F Line corridor have annual household incomes under \$25,000, compared to 8 percent region wide.
- 60 percent of bus riders in the F Line corridor do not have access to a vehicle, compared to just 7 percent of the region overall.
- Bus riders in this corridor are 58 percent BIPOC, significantly higher than the 30 percent of the region's residents who identify as BIPOC.
- Bus riders are also more likely than the regional population to have a disability; 12 percent of bus riders report having a disability, compared to 10 percent of the region.

The proposal's corridor-wide ADA improvements will ensure that the entire community, not just the area around the station, is connected in an ADA-compliant way. This approach enhances mobility throughout the city, creating accessible routes for all residents by addressing sidewalks, crosswalks, and ramps far beyond the station area.

Implementing the METRO F Line and the Highway 65 project as a unified effort would allow for safer streets, better multimodal access, pedestrian safety, and faster and reliable transit service sooner, rather than deferring these needed benefits to burdened communities. All construction projects have impacts on local communities, but this proposal crucially allows two major projects to advance as a single disruption. The unified effort enabled

by this proposal would condense the duration of construction impacts, streamline design efforts, and lead to clearer communication of construction plans, timelines, and impacts.

MnDOT uses an equity lens framework to evaluate policies, designs, programs, and practices to create the most equitable outcomes possible. MnDOT understands that decisions made by the agency affect people differently and develops measures that advance equity in transportation. Considerations like multimodal access and impact, community and built environment factors, user experience and local context, zero emission vehicle access and use, and workforce inclusion and representation affirm MnDOT's mission and values.

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

☐ Yes
☒ No

Results:

This proposal will allow the Council's transit sales tax to be used to advance funds to MnDOT to construct the much-needed roadway and streetside improvements to TH 65 concurrent with Metro Transit's F Line. A successful project should reduce the number of injuries and fatalities on TH 65 and increase the intensity of bicycle and pedestrian travel along a safer TH 65.

The TH 65 corridor is in need of safety improvements. Approximately 37 percent of crashes resulted in injuries or fatalities on TH 65, compared to 26 percent of crashes resulting in injuries and fatalities in the Metro and Statewide. Nine intersections along TH 65 have crash rates that exceed the critical rate, with five others approaching the critical rate.

This proposal would allow MnDOT TH 65 construction would begin in 2028 rather than in 2030 or later, as currently planned based on available resources. MnDOT anticipates costs increasing by \$10M if delayed until 2030 due to the rising prices of labor, materials, and other construction-related expenses. A 2030 start means an additional two years of construction interruptions in the corridor (for a total of 5 years) which would impact commute times, access to local business and disrupt existing routes. F line would undoubtedly open revenue service in a detour for at least three years which would reduce reliability and increase travel times, a recipe for reduced ridership. Additionally, F Line would open with temporary stations at an additional cost for Metro Transit.

Statutory Change(s):

M.S. 473.4465

Transportation

FY 2026-27 Biennial Budget Change Item

Change Item Title: Landscape Partnership Appropriation Modification

Fiscal Impact (\$000s)	FY 2024	FY 2025	FY 2026	FY 2027
General Fund				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Other Funds				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Net Fiscal Impact = (Expenditures – Revenues)	0	0	0	0
FTEs	0	0	0	0

Recommendation:

The Governor recommends a modification to the 2024 session Operations and Maintenance appropriation which provides \$1 million for landscaping improvements.

Rationale/Background:

The legislature appropriated \$1 million to MnDOT for landscaping improvements located within trunk highway rights-of-way under the Department of Transportation's community roadside landscape partnership program in Laws 2024, Chapter 127, Article 1, Section 2, Subd 3(a), the second paragraph. MnDOT is concerned about the interest in partnerships at this funding amount.

Proposal:

This proposal would remove the reference to the community roadside landscape partnership program and allow MnDOT to use this appropriation more broadly for landscaping improvements, prioritizing tree planting.

Impact on Children and Families:

This change item does not directly impact the administration's priorities for children and families. However, it does contribute to a comprehensive transportation system that serves Minnesotans now and into the future.

Equity and Inclusion:

MnDOT uses an equity lens framework to evaluate policies, designs, programs, and practices to create the most equitable outcomes possible. MnDOT understands that decisions made by the agency affect people differently and develops measures that advance equity in transportation. Considerations like multimodal access and impact, community and built environment factors, user experience and local context, zero emission vehicle access and use, and workforce inclusion and representation affirm MnDOT's mission and values.

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

- ☐ Yes
☒ No

Results:

This request will increase the speed and ability with which funds can be used for landscaping improvements.

Transportation

FY 2026-27 Biennial Budget Change Item

Change Item Title: Environmental Product Declarations Appropriation Modification

Fiscal Impact (\$000s)	FY 2026	FY 2027	FY 2028	FY 2029
General Fund				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Other Funds				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Net Fiscal Impact = (Expenditures – Revenues)	0	0	0	0
FTEs	0	0	0	0

Recommendation:

The Governor recommends a modification to the 2023 Environment, Natural Resources, Climate, and Energy Finance bill appropriation for MnDOT to remove the language relating to awarding grants.

Rationale/Background:

The legislature appropriated \$310,000 to MnDOT for awarding grants to assist manufacturers to obtain environmental product declarations in Laws 2023, Chapter 60, Article 10, Section 9. The funding is available until June 30, 2027. MnDOT is concerned about the administrative burden of creating a grant program at this funding amount.

Proposal:

This proposal would remove the reference to awarding grants and instead allow MnDOT to directly subsidize contractors creating Environmental Product Declarations. Doing so would allow the department to administer this program more efficiently.

Impact on Children and Families:

This change item does not directly impact the administration's priorities for children and families. However, it does contribute to a comprehensive transportation system that serves Minnesotans now and into the future.

Equity and Inclusion:

MnDOT uses an equity lens framework to evaluate policies, designs, programs, and practices to create the most equitable outcomes possible. MnDOT understands that decisions made by the agency affect people differently and develops measures that advance equity in transportation. Considerations like multimodal access and impact, community and built environment factors, user experience and local context, zero emission vehicle access and use, and workforce inclusion and representation affirm MnDOT's mission and values.

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

☐ Yes

☒ No

Results:

This request will increase the amount of funds that can be used for Environmental Product Declarations by eliminating the administrative burden of awarding grants.

Transportation

FY 2026-27 Biennial Budget Change Item

Change Item Title: Upper Sioux Property Conveyance Appropriation Extension

Fiscal Impact (\$000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
General Fund					
Expenditures	0	0	0	0	0
Revenues	0	0	0	0	0
Other Funds					
Expenditures	0	0	0	0	0
Revenues	0	0	0	0	0
Net Fiscal Impact = (Expenditures – Revenues)	0	0	0	0	0
FTEs	0	0	0	0	0

Recommendation:

The Governor recommends an extension to the Upper Sioux Community property conveyance appropriation from the current end date of June 30, 2025 to June 30, 2027.

Rationale/Background:

In Laws 2023, Chapter 68, Article 1, Section 2, Subd 3(b)(2), the 4th paragraph, the legislature appropriated \$1.193 million from the trunk highway fund for costs related to the property conveyance to the Upper Sioux Community of state-owned land within the boundaries of Upper Sioux Agency State Park. Other legislation directed the DNR and the Minnesota Historical Society to convey all state-owned land within Upper Sioux Agency State Park to the Upper Sioux Community. MnDOT's appropriation was to address changes needed to Highway 67.

In spring 2019, MnDOT closed a portion of Highway 67 between Granite Falls and Echo after a significant crack developed in the driving lane. The roadway is unstable due to movement of the earth underneath the roadway.

Proposal:

This proposal would extend the appropriation end date from June 30, 2025 to June 30, 2027, allowing MnDOT sufficient time to plan and carry out needed construction. An estimated \$1.193 million will go unspent if the availability of this appropriation is not extended.

Dollars in Thousands

Net Impact by Fund	FY 25	FY 26	FY 27	FY 25-27	FY 28	FY 29	FY 28-29
Trunk Highway Fund	0	0	0	0	0	0	0
Total All Funds	0	0	0	0	0	0	0

Fund	Component Description	FY 25	FY 26	FY 27	FY 25-27	FY 28	FY 29	FY 28-29
THF	Est. of Unexpended Approp	(1,193)	0	0	(1,193)	0	0	0
THF	Extending Appropriation	1,193	0	0	1,193	0	0	0

Impact on Children and Families:

This change item does not directly impact the administration's priorities for children and families. However, it does contribute to a comprehensive transportation system that serves Minnesotans now and into the future.

Equity and Inclusion:

MnDOT uses an equity lens framework to evaluate policies, designs, programs, and practices to create the most equitable outcomes possible. MnDOT understands that decisions made by the agency affect people differently and develops measures that advance equity in transportation. Considerations like multimodal access and impact, community and built environment factors, user experience and local context, zero emission vehicle access and use, and workforce inclusion and representation affirm MnDOT's mission and values.

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

☒ Yes
☐ No

The construction on Highway 67 falls within land transferred to the Upper Sioux Community. The roadway carries about 400 cars per day and is built along a slope near a bend in the Yellow Medicine River. MnDOT has conducted multiple formal consultations with the Upper Sioux Community as well as broader community outreach to gather input on this project.

Results:

An extension will allow MnDOT to take full advantage of the funds.

Statutory Change(s):

Not applicable.

Transportation

FY 2026-27 Biennial Budget Change Item

Change Item Title: Amtrak Second Daily Train Appropriation Extension

Fiscal Impact (\$000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
General Fund					
Expenditures	0	0	0	0	0
Revenues	0	0	0	0	0
Other Funds					
Expenditures	0	0	0	0	0
Revenues	0	0	0	0	0
Net Fiscal Impact = (Expenditures – Revenues)	0	0	0	0	0
FTEs	0	0	0	0	0

Recommendation:

The Governor recommends an extension to the Amtrak second daily train design and construction appropriation, from an end date of June 30, 2025 to June 30, 2028.

Rationale/Background:

The legislature appropriated \$10 million in general funds for the Amtrak second daily train service in Laws 2021, 1st Special Session, Chapter 5, Article 1, Section 2, Subd 2(d), second paragraph. The second daily train, Borealis, began operations in May 2024. The host railroad allowed service to begin before capital improvements on the corridor were complete. Capital improvements have been identified, and final design and construction is underway to further support this service.

Proposal:

This proposal would extend the Amtrak second daily train funds to June 30, 2028, which would allow for additional time to complete the work. An estimated \$10 million will go unspent if the availability of this appropriation is not extended.

Dollars in Thousands

Net Impact by Fund	FY 25	FY 26	FY 27	FY 25-27	FY 28	FY 29	FY 28-29
General Fund	0	0	0	0	0	0	0
Total All Funds	0	0	0	0	0	0	0

Fund	Component Description	FY 25	FY 26	FY 27	FY 25-27	FY 28	FY 29	FY 28-29
GF	Est. of Unexpended Approp	(10,000)	0	0	(10,000)	0	0	0
GF	Extending Appropriation	10,000	0	0	10,000	0	0	0

Impact on Children and Families:

This change item does not directly impact the administration's priorities for children and families. However, it does contribute to a comprehensive transportation system that serves Minnesotans now and into the future.

Equity and Inclusion:

MnDOT uses an equity lens framework to evaluate policies, designs, programs, and practices to create the most equitable outcomes possible. MnDOT understands that decisions made by the agency affect people differently and develops measures that advance equity in transportation. Considerations like multimodal access and impact,

community and built environment factors, user experience and local context, zero emission vehicle access and use, and workforce inclusion and representation affirm MnDOT's mission and values. In addition, new passenger rail services benefit disadvantaged communities and will help achieve transportation equity.

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

☐ Yes

☒ No

Results:

An extension will provide MnDOT sufficient time to properly complete construction, program delivery, and administration work.

Statutory Change(s):

Not applicable

Transportation

FY 2026-27 Biennial Budget Change Item

Change Item Title: Amtrak Federal Aid Match Appropriation Extension

Fiscal Impact (\$000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
General Fund					
Expenditures	0	0	0	0	0
Revenues	0	0	0	0	0
Other Funds					
Expenditures	0	0	0	0	0
Revenues	0	0	0	0	0
Net Fiscal Impact = (Expenditures – Revenues)	0	0	0	0	0
FTEs	0	0	0	0	0

Recommendation:

The Governor recommends an extension to the Amtrak federal aid match appropriation from the current end date of June 30, 2025 to June 30, 2028.

Rationale/Background:

The legislature appropriated \$1.8 million in FY24 and \$3.2 million in FY25 in general funds for a match to federal aid in Laws 2023, Chapter 68, Article 1, Section 2, Subd 2(d), third paragraph. These funds were for expanded Amtrak service between the Twin Cities and Chicago, including stops in Red Wing and Winona. This chapter also included other general fund appropriations for capital and operating costs for passenger rail. Borealis (Twin Cities-Milwaukee-Chicago) began operation in May 2024, near the end of state fiscal year 2024.

Proposal:

This proposal would extend the Amtrak federal aid match funds to June 30, 2028. An estimated \$1.8 million will go unspent if the availability of this appropriation is not extended.

Dollars in Thousands

Net Impact by Fund	FY 25	FY 26	FY 27	FY 25-27	FY 28	FY 29	FY 28-29
General Fund	0	0	0	0	0	0	0
Total All Funds	0	0	0	0	0	0	0

Fund	Component Description	FY 25	FY 26	FY 27	FY 25-27	FY 28	FY 29	FY 28-29
GF	Est. of Unexpended Approp	(1,833)	0	0	(1,833)	0	0	0
GF	Extending Appropriation	1,833	0	0	1,833	0	0	0

Impact on Children and Families:

This change item does not directly impact the administration's priorities for children and families. However, it does contribute to a comprehensive transportation system that serves Minnesotans now and into the future.

Equity and Inclusion:

MnDOT uses an equity lens framework to evaluate policies, designs, programs, and practices to create the most equitable outcomes possible. MnDOT understands that decisions made by the agency affect people differently and develops measures that advance equity in transportation. Considerations like multimodal access and impact, community and built environment factors, user experience and local context, zero emission vehicle access and

use, and workforce inclusion and representation affirm MnDOT's mission and values. In addition, new passenger rail services benefit disadvantaged communities and will help achieve transportation equity.

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

☐ Yes

☒ No

Results:

An extension will allow MnDOT to take full advantage of unused funds.

Statutory Change(s):

Not applicable

Transportation

FY 2026-27 Biennial Budget Change Item

Change Item Title: Reconnect Rondo Appropriation Extension

Fiscal Impact (\$000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
General Fund					
Expenditures	0	0	0	0	0
Revenues	0	0	0	0	0
Other Funds					
Expenditures	0	0	0	0	0
Revenues	0	0	0	0	0
Net Fiscal Impact = (Expenditures – Revenues)	0	0	0	0	0
FTEs	0	0	0	0	0

Recommendation:

The Governor recommends an extension to an appropriation from state fiscal year 2022 that grants funds to the nonprofit Reconnect Rondo to perform project development work exploring a land bridge freeway lid over Interstate 94 ("I-94") in Saint Paul. This recommendation would extend the end date by one year, from June 30, 2025 to June 30, 2026.

Rationale/Background:

The legislature appropriated \$6.2 million in general funds to Reconnect Rondo, as a grantee from MnDOT, in Laws 2021, 1st Special Session, Chapter 14, Article 11, Section 45. Under current law, this appropriation is available until June 30, 2025; it is available to match federal funds and allows for project planning and development exploring a freeway lid over I-94.

Proposal:

This proposal would extend the availability of these funds by one year, to June 30, 2026, to provide sufficient time for the funds to be spent. An estimated \$500 thousand will go unspent if the availability of this appropriation is not extended.

Dollars in Thousands

Net Impact by Fund	FY 25	FY 26	FY 27	FY 25-27	FY 28	FY 29	FY 28-29
General Fund	0	0	0	0	0	0	0
Total All Funds	0	0	0	0	0	0	0

Fund	Component Description	FY 25	FY 26	FY 27	FY 25-27	FY 28	FY 29	FY 28-29
GF	Est. of Unexpended Approp	(500)	0	0	(500)	0	0	0
GF	Extending Appropriation	500	0	0	500	0	0	0

Impact on Children and Families:

This change item does not directly impact the administration's priorities for children and families. However, it does contribute to a comprehensive transportation system that serves Minnesotans now and into the future.

Equity and Inclusion:

MnDOT uses an equity lens framework to evaluate policies, designs, programs, and practices to create the most equitable outcomes possible. MnDOT understands that decisions made by the agency affect people differently

and develops measures that advance equity in transportation. Considerations like multimodal access and impact, community and built environment factors, user experience and local context, zero emission vehicle access and use, and workforce inclusion and representation affirm MnDOT's mission and values.

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

☐ Yes

☒ No

Results:

An extension will allow Reconnect Rondo, as the sole subrecipient of these funds, to take full advantage of unused funds for additional project development opportunities. MnDOT anticipates approximately \$500 thousand of funds (about 8 percent of the original appropriation) will be uncommitted by the current end date.

Statutory Change(s):

Not applicable

Transportation

FY 2026-27 Biennial Budget Change Item

Change Item Title: Metropolitan Planning Organizations Greenhouse Gas Modeling Appropriation Extension

Fiscal Impact (\$000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
General Fund					
Expenditures	0	0	0	0	0
Revenues	0	0	0	0	0
Other Funds					
Expenditures	0	0	0	0	0
Revenues	0	0	0	0	0
Net Fiscal Impact = (Expenditures – Revenues)	0	0	0	0	0
FTEs	0	0	0	0	0

Recommendation:

The Governor recommends an extension to the Metropolitan Planning Organizations (MPO) greenhouse gas (GHG) emissions modeling appropriation, from the current end date of June 30, 2025 to June 30, 2026.

Rationale/Background:

The legislature appropriated \$800,000 for MPO GHG modeling in Laws 2024, Chapter 127, Article 1, Section 2, Subd 3(b), second paragraph. MPOs are adjusting their travel demand models to most effectively comply with legislative requirements. An extension will allow MnDOT and MPOs more time to collaborate on integrating GHG targets into MPO processes such as Transportation Improvement Programs and Metropolitan Transportation Plans.

Proposal:

This proposal would extend the funds to June 30, 2026, which will provide MnDOT sufficient time to properly complete work with MPOs. An estimated \$600,000 will go unspent if the availability of this appropriation is not extended.

Dollars in Thousands

Net Impact by Fund	FY 25	FY 26	FY 27	FY 25-27	FY 28	FY 29	FY 28-29
General Fund	0	0	0	0	0	0	0
Total All Funds	0	0	0	0	0	0	0

Fund	Component Description	FY 25	FY 26	FY 27	FY 25-27	FY 28	FY 29	FY 28-29
GF	Est. of Unexpended Approp	(600)	0	0	(600)	0	0	0
GF	Extending Appropriation	600	0	0	600	0	0	0

Impact on Children and Families:

This change item does not directly impact the administration's priorities for children and families. However, it does contribute to a comprehensive transportation system that serves Minnesotans now and into the future.

Equity and Inclusion:

MnDOT uses an equity lens framework to evaluate policies, designs, programs, and practices to create the most equitable outcomes possible. MnDOT understands that decisions made by the agency affect people differently

and develops measures that advance equity in transportation. Considerations like multimodal access and impact, community and built environment factors, user experience and local context, zero emission vehicle access and use, and workforce inclusion and representation affirm MnDOT's mission and values.

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

☐ Yes

☒ No

Results:

An extension will ensure MnDOT can complete this work with interested MPOs.

Statutory Change(s):

Not applicable

Transportation

FY 2026-27 Biennial Budget Change Item

Change Item Title: Highways for Habitat Appropriation Extension

Fiscal Impact (\$000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
General Fund					
Expenditures	0	0	0	0	0
Revenues	0	0	0	0	0
Other Funds					
Expenditures	0	0	0	0	0
Revenues	0	0	0	0	0
Net Fiscal Impact = (Expenditures – Revenues)	0	0	0	0	0
FTEs	0	0	0	0	0

Recommendation:

The Governor recommends an extension to the Highways for Habitat appropriation from the current end date of June 30, 2025 to June 30, 2027.

Rationale/Background:

In Laws 2023, Chapter 68, Article 1, Section 2, Subd 3(a), the first paragraph, the legislature appropriated \$1 million in FY24 in general funds for improvements in roadside vegetation management under M.S. 160.2325 for a Highways for Habitat program. Multiple growing seasons are needed to optimize vegetation management. Follow-up work protects the initial investment and ensures long-lasting benefits.

Proposal:

This proposal would extend the appropriation end date from June 30, 2025 to June 30, 2027, allowing MnDOT sufficient time to plan and carry out plantings, vegetation management, develop of a field handbook, and map planting sites. An estimated \$600,000 will go unspent if the availability of this appropriation is not extended.

Net Impact by Fund	FY 25	FY 26	FY 27	FY 25-27	FY 28	FY 29	FY 28-29
General Fund	0	0	0	0	0	0	0
Total All Funds	0	0	0	0	0	0	0

Fund	Component Description	FY 25	FY 26	FY 27	FY 25-27	FY 28	FY 29	FY 28-29
GF	Est. of Unexpended Approp	(600)	0	0	(600)	0	0	0
GF	Extending Appropriation	600	0	0	600	0	0	0

Impact on Children and Families:

This change item does not directly impact the administration's priorities for children and families. However, it does contribute to a comprehensive transportation system that serves Minnesotans now and into the future.

Equity and Inclusion:

MnDOT uses an equity lens framework to evaluate policies, designs, programs, and practices to create the most equitable outcomes possible. MnDOT understands that decisions made by the agency affect people differently and develops measures that advance equity in transportation. Considerations like multimodal access and impact,

community and built environment factors, user experience and local context, zero emission vehicle access and use, and workforce inclusion and representation affirm MnDOT's mission and values.

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

☐ Yes

☒ No

Results:

An extension will allow MnDOT to carry out roadside vegetation management over multiple growing seasons and take full advantage of these funds.

Statutory Change(s):

Not applicable.

Agency Name

FY 2026-27 Biennial Budget Change Item

Change Item Title: Coordinated Drone Fleet Definition and Registration

Fiscal Impact (\$000s)	FY 2026	FY 2027	FY 2028	FY 2029
General Fund				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Other Funds				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Net Fiscal Impact = (Expenditures – Revenues)	0	0	0	0
FTEs	0	0	0	0

Recommendation:

The Governor recommends a new registration fee structure for drones that are part of a coordinated one-day event. This would have an indeterminable impact on revenue to the state airports fund.

Rationale/Background:

Coordinated drone events are relatively new and often single-day events. There are no options in state statute that allows for registering one-day coordinated drone events. Annual registration fees are excessive for one-day events. The current statute requires drones to each be registered for \$25 annually. This creates an imposing hardship on organizations attempting a drone event that may involve hundreds or thousands of drones.

Proposal:

The Governor recommends a definition for “coordinated unmanned aerial system fleet event for entertainment purposes” and a registration fee of \$2 per drone for these single-day events. The revenue impact of this proposal is indeterminable as the market is evolving quickly, but it is expected to be immaterial.

Impact on Children and Families:

This change item does not directly impact the administration’s priorities for children and families. However, it does contribute to a comprehensive transportation system that serves Minnesotans now and into the future.

Equity and Inclusion:

MnDOT uses an equity lens framework to evaluate policies, designs, programs, and practices to create the most equitable outcomes possible. MnDOT understands that decisions made by the agency affect people differently and develops measures that advance equity in transportation. Considerations like multimodal access and impact, community and built environment factors, user experience and local context, zero emission vehicle access and use, and workforce inclusion and representation affirm MnDOT’s mission and values.

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

☐ Yes
☒ No

Results:

There are approximately 2,000 registered unmanned aerial systems (UAS)/drones in Minnesota that are registered for yearlong activities. By creating a more equitable fee, MnDOT anticipates better compliance with those companies that conduct business on a more infrequent basis.

Statutory Change(s):

Changes proposed to Minn. Stat. 360.55

Changes proposed to Minn. Stat. 360.511

Transportation

FY 2026-27 Biennial Budget Change Item

Change Item Title: Office of Sustainability and Public Health (OSPH) Grant Making Authority

Fiscal Impact (\$000s)	FY 2026	FY 2027	FY 2028	FY 2029
General Fund				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Other Funds				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Net Fiscal Impact = (Expenditures – Revenues)	0	0	0	0
FTEs	0	0	0	0

Recommendation:

The Governor recommends revisions to statute to establish authority for MnDOT's Office of Sustainability and Public Health (OSPH) to provide grants.

Rationale/Background:

MnDOT does not have general authority for grantmaking. Offices within the agency have sought distinct authorizations over time to address state and federal programs. After the passage of the Infrastructure Investment and Jobs Act (IIJA), OSPH received authority to award grant funds for the National Electric Vehicle Infrastructure program. OSPH supports the administration and implementation of these new programs and is seeking corresponding grantmaking authority for the office. This technical change will create internal agency efficiencies to streamline implementation for grant programs.

OSPH carries out work to address climate action, critical connections, and healthy equitable and thriving communities.

Proposal:

This recommendation revises Minn. Stat. 174.02, under a new subd. 12 to establish MnDOT's OSPH authority to provide grants.

Impact on Children and Families:

This change item does not directly impact the administration's priorities for children and families. However, it does contribute to a comprehensive transportation system that serves Minnesotans now and into the future.

Equity and Inclusion:

MnDOT uses an equity lens framework to evaluate policies, designs, programs, and practices to create the most equitable outcomes possible. MnDOT understands that decisions made by the agency affect people differently and develops measures that advance equity in transportation. Considerations like multimodal access and impact, community and built environment factors, user experience and local context, zero emission vehicle access and use, and workforce inclusion and representation affirm MnDOT's mission and values.

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

☐ Yes

☒ No

Results:

This change will create internal agency efficiencies to streamline and expediate the process for OSPH to carry out and implement grant programs.

Statutory Change(s):

M.S. 174.02

Transportation

FY 2026-27 Biennial Budget Change Item

Change Item Title: Active Transportation Solicitation Frequency

Fiscal Impact (\$000s)	FY 2026	FY 2027	FY 2028	FY 2029
General Fund				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Other Funds				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Net Fiscal Impact = (Expenditures – Revenues)	0	0	0	0
FTEs	0	0	0	0

Recommendation:

The Governor recommends a revision to Minn. Stat. 174.38, subd. 4 to remove the requirement for annual project solicitations in the Active Transportation Program.

Rationale/Background:

The Active Transportation Program was created in Minn. Stat. 174.38. This statute creates accounts and outlines requirements for the program. Subd. 4(b) requires that “The commissioner must annually conduct a solicitation for active transportation projects under the program.”

The Active Transportation Advisory Committee (ATAC) was created under Minn. Stat. 174.375. This committee includes broad membership from agency personnel and key stakeholders. Among other things, the committee is charged with making recommendations to the commissioner of transportation on items related to the active transportation program under Minn. Stat. 174.38.

Requiring annual solicitations will result in financial and administrative burden for applicants who may need to submit applications every year. It would also result in considerable administrative burden and reduce flexibility for Department of Transportation staff as they consider and plan for other solicitations associated with programs such as the Local Road Improvement Program and Safe Routes to School.

The ATAC is well positioned to provide recommendations to the commissioner of transportation on the frequency of solicitations. As such, this legislative proposal would remove the statutory requirement for the department of transportation to conduct annual solicitations, with actual frequency of solicitations to be determined by the commissioner, with input from the ATAC.

Proposal:

Revise Minn. Stat. 174.38, subd. 4 to remove the requirement for annual project solicitations in the Active Transportation Program.

Impact on Children and Families:

This change item does not directly impact the administration’s priorities for children and families. However, it does contribute to a comprehensive transportation system that serves Minnesotans now and into the future.

Equity and Inclusion:

MnDOT uses an equity lens framework to evaluate policies, designs, programs, and practices to create the most equitable outcomes possible. MnDOT understands that decisions made by the agency affect people differently and develops measures that advance equity in transportation. Considerations like multimodal access and impact, community and built environment factors, user experience and local context, zero emission vehicle access and use, and workforce inclusion and representation affirm MnDOT's mission and values.

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

☐ Yes

☒ No

Results:

If this change is made, staff would have the flexibility to conduct solicitations annually or once every other year, while accepting input from the ATAC.

Statutory Change(s):

Minn. Stat. 174.38, subd. 4

Transportation

FY 2026-27 Biennial Budget Change Item

Change Item Title: Short Line Railroad Infrastructure Modernization Credit Transfer

Fiscal Impact (\$000s)	FY 2026	FY 2027	FY 2028	FY 2029
General Fund				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Other Funds				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Net Fiscal Impact = (Expenditures – Revenues)	0	0	0	0
FTEs	0	0	0	0

Recommendation:

The Governor recommends making changes to the transfer of the Short Line Railroad Infrastructure Modernization credit to allow the railroad taxpayer to transfer the credit after the expenditures have been made for the year, but prior to filing a tax return and claiming the credit for the year. This change allows the railroad to transfer, or sell, the credit immediately, rather than having to wait until the tax year closes.

Rationale/Background:

The May 2023 tax bill enacted the Short Line Railroad Infrastructure Modernization Credit. The credit allows short line railroad companies to claim a credit against income tax for 50% of reconstruction or replacement expenditures incurred during the tax year. As passed, the taxpayer can transfer any unused portion of the credit to another entity once the taxpayer files their return for the tax year. The Department of Revenue then issues a credit certificate to the transferee entity.

Class II and Class III Railroads would be impacted by this proposed change. There are currently 15 railroads that fall within these two classes in Minnesota. If this proposed change is made to the credit, it will more closely mirror how transfer components of other tax credits administered by Revenue function.

Proposal:

This recommendation makes changes to the transfer component of the Short Line Railroad Infrastructure Modernization credit to allow the railroad taxpayer to transfer the credit after the expenditures have been made for the year, but prior to filing a tax return and claiming the credit for the year. This change allows the railroad to transfer, or sell, the credit immediately, rather than having to wait until the tax year closes. This will allow railroads to secure financing with the tax credit. The transfer must be completed by written agreement between the parties and notification sent to the Department of Revenue. The department then issues a credit certificate to the transferee entity.

The credit's administration is shared between the Department of Transportation and the Department of Revenue. The Department of Transportation estimates up to \$10,000 annually of administrative costs in order to process applications and approve credit certificates. These administrative costs will be absorbed by the agency. Revenue will be required to update instructions, outreach materials and the website in order to ensure impacted railroads understand the new transfer policies and procedures. This change would be effective prospectively, beginning in tax year 2025.

Impact on Children and Families:

This proposal has no direct impact on Minnesota's children and families.

Equity and Inclusion:

This proposal has no direct impact on equity and inclusion efforts in Minnesota.

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

☐ Yes
☒ No

Results:

This proposal is a technical change to the functions of the transfer component of the Short Line Railroad Infrastructure Modernization credit. It does not have qualitative or quantitative measures of success. However, it was brought to the department's attention by impacted stakeholder groups. It was described as beneficial to qualifying short line railroads. This change would support the benefits intended to be provided to these groups by the original credit language and would meet a unique need of theirs.

Statutory Change(s):

Minnesota Statutes 2023 Supplement, section 290.0695.

Transportation

FY 2026-27 Biennial Budget Change Item

Change Item Title: Lower Statewide Sales Tax Rate and Expand to Professional Services

Fiscal Impact (\$000s)	FY 2026	FY 2027	FY 2028	FY 2029
General Fund				
Expenditures	0	0	0	0
Revenues	\$74,950	\$116,710	\$120,810	\$124,780
Other Funds				
Revenues – Natural Resources and Arts Funds	\$7,900	\$12,300	\$12,600	\$13,000
Revenues – Housing Assistance	3,050	4,760	4,930	5,100
Expenditures – Housing Assistance	2,288	3,570	3,698	3,825
Transfer Out – Housing Assistance	762	1,190	1,232	1,275
Transfer In – Housing Finance Agency	762	1,190	1,232	1,275
Expenditures – Housing Finance Agency	762	1,190	1,232	1,275
Revenues – Special Revenue Fund	1,320	1,960	1,730	1,450
Expenditures – Special Revenue Fund	1,352	2,031	1,869	1,664
Transfers In – Special Revenue Fund	(118)	(259)	(511)	(786)
Transfers Out – Special Revenue Fund	(150)	(330)	(650)	(1,000)
Revenues – Transit Assistance	(260)	(410)	(420)	(440)
Expenditures – Transit Assistance	(260)	(410)	(420)	(440)
Revenues – County State Aid Highway	(260)	(410)	(420)	(440)
Transfers In – County State Aid Highway	(452)	(728)	(816)	(914)
Expenditures – County State Aid Highway	(712)	(1,138)	(1,236)	(1,354)
Revenues – Highway Users Tax Distribution	(1,290)	(2,020)	(2,080)	(2,150)
Transfer Out – Highway Users Tax Distribution	(1,290)	(2,020)	(2,080)	(2,150)
Expenditures – Municipal State Aid Street	(110)	(173)	(178)	(184)
Transfers In – Municipal State Aid Street	(110)	(173)	(178)	(184)
Transfers In – Trunk Highway	(760)	(1,190)	(1,225)	(1,266)
Net Fiscal Impact = (Expenditures – Revenues)	(82,090)	(127,820)	(132,185)	(136,514)
FTEs	0	0	0	0

Recommendation:

The Governor recommends decreasing the state general sales tax rate from 6.500% to 6.425%. The Governor also recommends broadening the tax base by extending sales taxes on legal, accounting, brokerage and trust services, and some bank service charges for consumers while business to business sales remain exempt. Combined, these changes would raise an additional \$218 million of revenue in the FY 2026-27 biennium and \$278 million in the FY 2028-29 biennium.

Rationale/Background:

This proposal creates a fairer tax system. Under current law, a sales tax of 6.5% is imposed on gross receipts from most retail sales except certain products and services and the revenue is dedicated to the state's general fund. This proposal cuts the sales tax rate and broadens the base to right-size the sales tax to a more service-oriented economy, create a more stable revenue source, and increase fairness for consumers and businesses.

Proposal:

The proposal would reduce the general fund rate to 6.425% from the current 6.5% and make currently exempt services of legal, accounting, brokerage, bank charges, trust services, and safe deposit box rental taxable for

consumers while business to business sales remain exempt. Tax preparation fees for filers who receive the child tax credit or working family credit, legal fees charged by legal aid and fees related to pension funds management will still be exempt. Bank charges include fees such as account maintenance, brokerage fees, and loan servicing fees and do not include overdraft, late and origination fees. The recommendation is effective for sales and purchases made after September 30, 2025.

This change creates interactions with other funds. For example, the expanded base results in higher revenues in the four natural resources and arts funds. Similarly, additional revenues collected under the metro sales taxes for housing and transportation flow through to the Housing Assistance and special revenue funds. Separately, the reduction in the general fund sales tax rate results in a reduction to certain transportation funds such as the Highway Users Tax Distribution (HUTD) fund, due to lower collections on the auto parts sales tax and motor vehicle lease tax.

Results:

Future Tax Incidence Studies completed by the Tax Research department at the Department of Revenue will assess more specific details of the proposal's impact.

Statutory Change(s):

Minnesota Statutes 297A.62, subd. 1

Minnesota Statutes 297A.61, subd. 3

Minnesota Statutes 297A.65

Minnesota Statutes 297F.25, subd. 1

Transportation

FY 2026-27 Biennial Budget Change Item

Change Item Title: Reduce Weigh Station Appropriation

Fiscal Impact (\$000s)	FY 2026	FY 2027	FY 2028	FY 2029
General Fund				
Expenditures	(50)	(50)	(50)	(50)
Revenues	0	0	0	0
Other Funds				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Net Fiscal Impact = (Expenditures – Revenues)	(50)	(50)	(50)	(50)
FTEs	0	0	0	0

Recommendation:

The Governor recommends reducing the weigh station general fund appropriation by \$50,000 each year. This results in a reduction of \$100,000 in FY 2026-27 and \$100,000 in FY 2028-29. Reduction items at MnDOT are limited to the general fund and the agency will work to minimize impacts to the travelling public. In partnership with legislators and the Governor's office, MnDOT can ensure that essential functions remain robust despite budget constraints. This allows the agency to continue delivering critical projects and services while upholding its core values of safety, service, equity, sustainability, innovation, and collaboration. This recommendation does not reduce agency staffing.

This is a 5 percent reduction to this appropriation.

Rationale/Background:

The Minnesota Department of Transportation and Minnesota State Patrol are jointly responsible for the statewide commercial vehicle size, weight, and safety enforcement program to protect public investment in highway infrastructure and ensure public safety related to commercial vehicle operations. The weight and safety enforcement program was developed to ensure compliance with federal requirements.

Weigh stations are one component of Minnesota's truck size and weight enforcement efforts. Weigh stations are a partnership between MnDOT and the Minnesota State Patrol. MnDOT owns and maintains the facilities. The State Patrol's Commercial Vehicle Enforcement Section operates them.

The 2023 legislature established a general fund base appropriation for the weigh station program of \$1 million per year beginning in FY 2024.

Proposal:

This proposal will reduce the weigh station \$1 million general fund appropriation by \$50,000 each year.

Results:

Minnesota State Patrol tracks the number of inspections performed at facilities. MnDOT does not anticipate a short-term impact to this performance measure as a result of the proposed reduction. MnDOT tracks the percentage of buildings in good repair, and will continue to track any changes in long-term conditions of facilities. Any changes would be reflected in the Department of Administration's standardized Facility Condition Assessment program.

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

☐ Yes
☒ No

Statutory Change(s):

N/A

Transportation

FY 2026-27 Biennial Budget Change Item

Change Item Title: Delay Passenger Rail Transfer Until FY 2030

Fiscal Impact (\$000s)	FY 2026	FY 2027	FY 2028	FY 2029
General Fund				
Transfer Out	0	0	(8,120)	(8,240)
Special Revenue Fund – Passenger Rail Account				
Expenditures	0	0	(8,120)	(8,240)
Transfer In	0	0	(8,120)	(8,240)
Net Fiscal Impact = (Expenditures – Revenues)	0	0	(8,120)	(8,240)
FTEs	0	0	0	0

Recommendation:

The Governor recommends delaying the start date for a transfer from the general fund to the passenger rail account from FY 2028 to FY 2030. This results in a general fund reduction of \$16.36 million in FY 2028-29. Reduction items at MnDOT are limited to the general fund and the agency will work to minimize impacts to the travelling public. In partnership with legislators and the Governor's office, MnDOT can ensure that essential functions remain robust despite budget constraints. This allows the agency to continue delivering critical projects and services while upholding its core values of safety, service, equity, sustainability, innovation, and collaboration. This recommendation does not reduce agency staffing. Per statute, this transfer originates at the Department of Revenue.

This is a two-year delay to the start of this transfer. This item has a general fund impact beyond the forecast horizon; savings would be recognized in FY 2028 and FY 2029, but the transfer would revert to baseline amounts (approximately \$8 million per year) beginning in FY 2030.

Rationale/Background:

In 2023, the legislature established the passenger rail account in the special revenue fund, effective July 1, 2027. The commissioner of revenue must annually transfer an amount from the general fund to the passenger rail fund that equals 50 percent of the portion of the state general tax under M.S. 275.025 levied on railroad operating property. Under current law, transfers will start in FY 2028. Funds are anticipated to cover operating costs once the Northern Light Express (NLX) rail service between Minneapolis and Duluth is constructed and operational.

MnDOT has applied for, but has not yet received, a federal award for NLX project. Assuming the grant is awarded to Minnesota, construction will take multiple years. Currently, operational funds are not needed.

Proposal:

This proposal will delay the general fund transfer to the passenger rail account by two years, from FY 2028 to FY 2030. At this time, this proposal would not impact MnDOT operations or the NLX project.

Results:

MnDOT does not anticipate any impacts due to this delay.

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

☐ Yes
☒ No

Statutory Change(s):

M.S. 174.634, the effective date

Transportation

FY 2026-27 Biennial Budget Change Item

Change Item Title: Reduce Active Transportation Transfer

Fiscal Impact (\$000s)	FY 2026	FY 2027	FY 2028	FY 2029
General Fund				
Transfers Out	(4,000)	(4,000)	(4,000)	(4,000)
Revenues	0	0	0	0
Special Revenue Fund – Active Transportation Account				
Expenditures	(4,000)	(4,000)	(4,000)	(4,000)
Transfers In	(4,000)	(4,000)	(4,000)	(4,000)
Net Fiscal Impact = (Expenditures – Revenues)	(4,000)	(4,000)	(4,000)	(4,000)
FTEs	0	0	0	0

Recommendation:

The Governor recommends reducing the Active Transportation (AT) general fund transfer by \$4 million each fiscal year. This results in a reduction of \$8 million in FY 2026-27 and \$8 million in FY 2028-29. Reduction items at MnDOT are limited to the general fund and the agency will work to minimize impacts to the travelling public. In partnership with legislators and the Governor's office, MnDOT can ensure that essential functions remain robust despite budget constraints. This allows the agency to continue delivering critical projects and services while upholding its core values of safety, service, equity, sustainability, innovation, and collaboration. This recommendation does not reduce agency staffing.

This is a 49 percent reduction to this transfer over FY 2026-27.

Rationale/Background:

The AT Program provides grants and technical assistance to make walking, biking, and rolling safer and easier. This program aims to increase the number of people walking and biking to destinations. The AT Program provides infrastructure grants to improve places where people walk and bike, as well as planning and technical assistance to support communities.

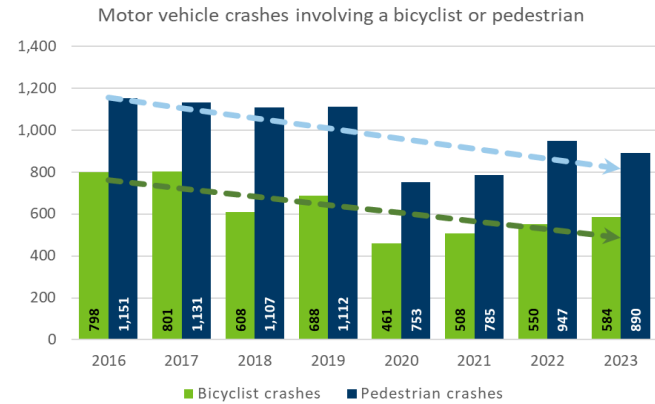
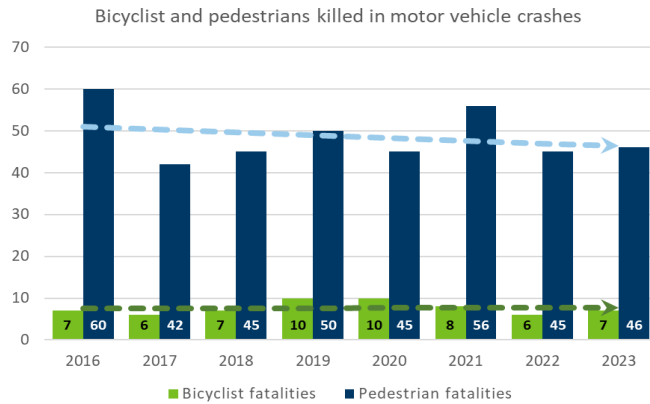
The 2023 omnibus transportation finance and policy bill established a general fund transfer to the active transportation account in the special revenue fund of \$19.5 million in each of FY 2024 and FY 2025. The base for this transfer is \$8.155 million in FY 2026 and \$8.284 million FY 2027. The recommended reduction scales back this new funding and will result in less grants.

Proposal:

This proposal will reduce the AT Program general fund transfer by \$4 million each fiscal year. The AT Program will provide \$4 million less annually in grants and technical assistance.

Results:

The number of people walking and biking has remained steady over the past several years, along with the number of people killed while walking and biking. Fatalities have remained relatively constant despite the overall number of vehicle crashes involving people walking and biking decreasing in recent years.



The first AT 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. Nine projects were selected.

Tribal Consultation:

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

☐ Yes
☒ No

Statutory Change(s):

N/A

Transportation

FY 2026-27 Biennial Budget Change Item

Change Item Title: Reduce Greater Minnesota Transit Appropriation

Fiscal Impact (\$000s)	FY 2026	FY 2027	FY 2028	FY 2029
General Fund				
Expenditures	(8,200)	(8,200)	(8,200)	(8,200)
Revenues	0	0	0	0
Other Funds				
Expenditures	0	0	0	0
Revenues	0	0	0	0
Net Fiscal Impact = (Expenditures – Revenues)	(8,200)	(8,200)	(8,200)	(8,200)
FTEs	0	0	0	0

Recommendation:

The Governor recommends reducing the Greater Minnesota transit general fund appropriation by \$8.2 million each fiscal year. This results in a reduction of \$16.4 million in FY 2026-27 and \$16.4 million in FY 2028-29. Reduction items at MnDOT are limited to the general fund and the agency will work to minimize impacts to the travelling public. In partnership with legislators and the Governor's office, MnDOT can ensure that essential functions remain robust despite budget constraints. This allows the agency to continue delivering critical projects and services while upholding its core values of safety, service, equity, sustainability, innovation, and collaboration. This recommendation does not reduce agency staffing.

This is a 45 percent reduction to the Transit and Active Transportation general fund appropriation and a 6 percent reduction to Greater Minnesota transit providers when all state funding sources are considered.

Rationale/Background:

Greater Minnesota is made up of 80 counties and is served by more than 50 public transit systems, covering the entire state except the Twin Cities metro region. While most transit funding for the Twin Cities is received directly by the Metropolitan Council, a vast majority of transit funding for Greater Minnesota is received by the State. This means that MnDOT is involved in overseeing the funding and performance of every Greater Minnesota transit system. Current transit funding in Greater Minnesota includes federal and state sources in addition to local sources and passenger fares.

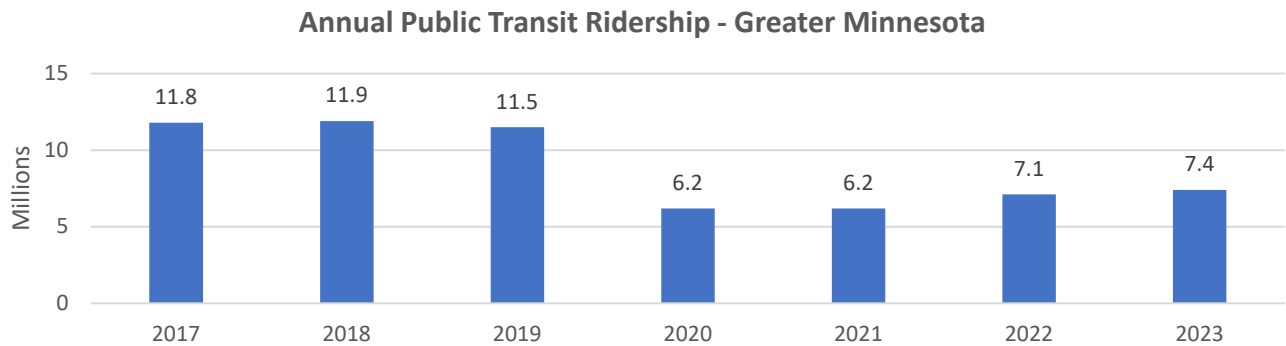
In addition to a general fund appropriation, Greater Minnesota transit providers receive funding through the state's Transit Assistance Fund, which receives a portion of revenues derived from the motor vehicle sales tax and the leased vehicle sales tax. In addition to increasing the motor vehicle sales tax rate in 2023, the legislature made changes to the formula that allocates motor vehicle sales tax revenue. This resulted in an increase from 4 percent to 5.7 percent distributed to the Greater Minnesota Transit account. The impacts of this reduction would be partially offset when accounting for these changes. Based on the February 2025 forecast, the Transit Assistance Fund anticipates increased revenue throughout the forecast period, compared to previous forecasts. The recommended reduction scales back overall Greater Minnesota transit funding and will result in less grants, planning support, and technical assistance for Minnesotans.

Proposal:

This proposal will reduce the Greater Minnesota transit general fund appropriation by \$8.2 million each fiscal year. MnDOT will provide less grants, planning support, and technical assistance to transit partners in Greater Minnesota.

Results:

There are 50 public transit systems serving at least a portion of all 80 counties in Greater Minnesota, delivering 7.1 million rides in 2022 and 7.4 million rides in 2023.

**Tribal Consultation:**

Does this proposal have a substantial direct effect on one or more of the Minnesota Tribal governments?

☐ Yes
☒ No

Statutory Change(s):

N/A

Program: Multimodal Systems

Activity: Aeronautics

<https://www.dot.state.mn.us/aero/>

AT A GLANCE

- 375+ airports in Minnesota:
 - 133 publicly owned airports receiving state funds
 - 6 privately owned airports for public use
 - 130 privately owned airports for private use
 - 30 key airports capable of supporting business jets, airfreight, and airlines
 - 9 airports which provide scheduled airline service: Minneapolis-St. Paul, Rochester, Duluth, St. Cloud, Brainerd, International Falls, Thief River Falls, Bemidji, and Hibbing
 - 39 seaplane bases and 125 hospital heliports
- General aviation results in \$1.6 billion in annual economic activity and 13,147 jobs (excludes airports operated under Metropolitan Airports Commission)
- 72 percent of Minnesota public airports receive Federal Aviation Administration Airport Improvement Program funds
- 55 percent of public airports are owned by a city with a population less than 5,000 people
- 7,000+ Minnesota-registered aircraft
- 12,000+ licensed pilots
- 2,000+ registered unmanned aircraft systems (UAS, commonly known as drones)
- 350+ commercial operators provide agricultural spraying, aerial photography, UAS services, flight instruction, aircraft maintenance, and emergency response
- Statewide navigational systems maintained by MnDOT include:
 - 21 Instrument Landing Systems (ILS)
 - 6 Very High Frequency Omni-Directional Radio-Range Systems and Distance Measuring Equipment (VOR/DME)
 - 79 automated weather observation stations (AWOS)

PURPOSE AND CONTEXT

Aviation and the associated infrastructure (airports, weather stations, navigational tools, air highways) touches every corner of the state every day. Aviation infrastructure allows time-critical connections to destinations for people, products, and businesses of Minnesota. It is a key component of our multimodal transportation system within the state, region, and around the world. From local weather forecasting to critical lifesaving medical services, Minnesotans rely on aviation in unexpected ways.

Passenger travel is just the beginning of how Minnesotans use aviation. Farmers reap benefits from agricultural spraying, increasing crop yields through more efficient fertilizing, and aerial firefighting, mapping, and patrolling of utility lines help protect forested regions. Mail and package deliveries move goods across Minnesota. Drones provide a cost-effective way to conduct tasks from bridge inspections to search and rescue missions. Emergency response and patient transport services use heliports and runways at hospitals and airfields. Weather data collected by aviation infrastructure is essential for community-specific forecasts. Aviation infrastructure benefits every Minnesotan and is a tool people and businesses rely on.

In addition to being an essential asset, the aviation system is also a significant economic generator. The Statewide Airport Economic Impact Study (<http://www.dot.state.mn.us/airport-economic-study/index.html>) highlights how

each airport influences the economics of its community from Ada to Worthington. The study includes a detailed analysis for 126 of the 133 publicly owned airports in Minnesota and provides data to validate local airport financial contributions.

SERVICES PROVIDED

As the state aviation agency, MnDOT:

- Enforces state and federal safety standards through inspection and licensure of airports as well as commercial operators.
- Provides training to aircraft mechanics, seaplane pilots, and airport professionals.
- Registers drones and monitors the rapidly expanding development of people movers, unmanned aircraft, and commercial applications of remote technology.
- Collects aircraft registration and aircraft sales taxes to support the State Airports Fund.
- Plans and promotes the statewide system of airports.
- Provides technical resources and expertise to Minnesotans.
- Owns, operates, and maintains a statewide system of weather equipment, navigational equipment, and instrumentation used to keep airspace safe.
- Supports state government in need of efficient and cost-effective travel with passenger aircraft.

MnDOT is the ambassador and messenger for aviation across Minnesota. The State Aviation System Plan (SASP) (<http://www.dot.state.mn.us/aero/planning/sasp.html>) benchmarks the state of aviation in Minnesota, establishes the current condition of the airport system, and provides investment guidance by identifying performance gaps, quantifying needs, and promoting efficiency in operations. In fall of 2023, MnDOT completed an update of the SASP. The SASP has become an essential tool for Aeronautics, helping with decision making and prioritization of funding.

MnDOT distributes State Airport and Federal Funds to local governments to ensure the maximization of federal monies in support of development, maintenance, and operations of local airports. In a pre-pandemic typical year, MnDOT oversaw the distribution of approximately \$20 million in state funding and \$55 million in federal funding to local communities for construction, maintenance, and operations of local airports. MnDOT is midway through overseeing more than \$330 million of aviation funds from federal pandemic programs such as Coronavirus Aid, Relief, and Economic Security (CARES) Act, Coronavirus Response and Relief Supplemental Appropriations (CRRSAA), and American Rescue Plan Act (ARPA). An additional federal program, the Infrastructure Investment and Jobs Act (IIJA), has resulted in an additional \$70 million in federal airport investment annually which is matched with approximately \$3 million in state funding each year.

RESULTS

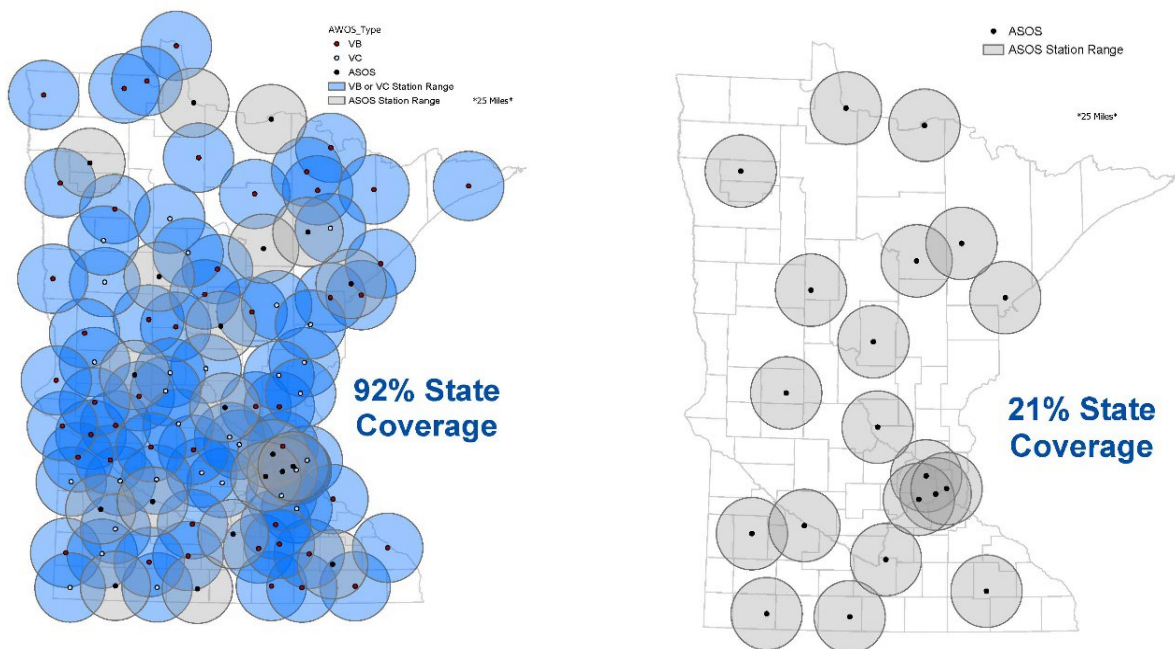
MnDOT conducted 50 airport/heliport inspections in 2023 and averages over 25 per year for the last decade. There were 750 commercial operators who were approved to provide for-hire aviation services. The Office of Aeronautics continues to support communities with land use planning near airports including airport zoning, meteorological tower notification, and permitting of tall towers. Each of these activities requires a review of the location, purpose, and impact on surrounding area and the safety of the public.

MnDOT is committed to safe operations in aviation and the promotion of careers in the airport community. We strive to leverage the skills and knowledge of professionals who can share best practices and lessons learned. Our staff supports the mission of three major conferences and two outreach events yearly.

- Our maintenance conference invites 400 mechanics and vendors to train up to licensure standard every year. The conference allows technicians to comply with their license requirements while learning about new technology that is otherwise more difficult to find.
- The annual three-day seaplane safety seminar brings 150 pilots to central Minnesota for skill-building to hone their safety knowledge and practice.
- The Minnesota Airports Conference provides an annual opportunity for 300 industry and government officials to exchange ideas on funding, trends, airport management, operations, maintenance, and best practices. The program also sponsors year-round activities to highlight careers in the industry.
- The Great Minnesota Aviation Gathering features educational sessions and vendors of aviation-related products. Educational topics include owner assisted maintenance, seaplane operations, ski plane operations, Minnesota aviation history, winter operations, and more.
- Mankato State Corporate Career Day is an event for Professional Flight and Aviation Management students to connect with business and organizations interested in general aviation careers.

MnDOT has seen increased drone usage across a multitude of applications over the past several years. There are now 434 businesses operating drones and 2,034 drones properly registered. MnDOT alone has about 875 mission hours flying drone aircraft. Minnesota statutes require aircraft used in the airspace over Minnesota to be registered with MnDOT.

Navigational Aids (Nav Aids) and Automated Weather Observing Systems (AWOS) may be the most impactful component of the aviation system to the everyday lives of Minnesotans. The 450 Nav Aids and 79 AWOS are the backbone of the system and have impacts well beyond aviation. In addition to providing the tools required to take off, fly, and land, they allow weather forecasting in local communities. In 2024, MnDOT received \$15 million to replace 40 Aviation Weather Observation Systems. While these systems will be replaced over the next five years, additional investment will be needed in the near-term to modernize the remainder of the system. The figure on the left shows the coverage of both state and federal AWOS, and the image on the right shows just the federal AWOS coverage.



Chapter 360 Airports and Aeronautics M.S. 360.011-360.93 (<https://www.revisor.mn.gov/statutes/?id=360>) provides the legal authority for this activity.

Aeronautics

Activity Expenditure Overview

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27

Expenditures by Fund

1000 - General	2,616	4,336	15,476	33,511	1,743	1,743	1,843	1,993
2720 - State Airports	31,672	27,284	28,358	46,006	25,368	25,368	30,868	30,868
2721 - Hanger Loan Revolving	1,620							
2722 - Air Transportation Revolving	788	103	1,864	1,000	1,000	1,000	1,000	1,000
3000 - Federal	167,270	165,805	177,283	942,717	456,000	456,000	456,000	456,000
Total	203,967	197,527	222,981	1,023,234	484,111	484,111	489,711	489,861
Biennial Change				844,721		(277,993)		(266,643)
Biennial % Change				210		(22)		(21)
Governor's Change from Base								11,350
Governor's % Change from Base								1

Expenditures by Category

Compensation	4,458	4,757	5,597	5,877	5,946	6,033	5,946	6,033
Operating Expenses	6,113	4,997	7,225	7,310	6,239	6,152	7,964	8,027
Grants, Aids and Subsidies	192,425	186,399	203,508	1,009,027	471,350	471,350	475,225	475,225
Capital Outlay-Real Property	968	1,237	6,684	971	527	527	527	527
Other Financial Transaction	2	136	(34)	49	49	49	49	49
Total	203,967	197,527	222,981	1,023,234	484,111	484,111	489,711	489,861

Full-Time Equivalents

38.69	41.90	44.53	44.53	44.53	44.53	44.53	44.53
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Aeronautics

Activity Financing by Fund

(Dollars in Thousands)

	Actual	Actual	Actual	Estimate	Forecast Base		Governor's Recommendation	
	FY22	FY23	FY24	FY25	FY26	FY27	FY26	FY27
1000 - General								
Balance Forward In		5,228	2,539	31,770				
Direct Appropriation	7,250	1,650	44,707	1,741	1,743	1,743	1,843	1,993
Cancellations		3						
Balance Forward Out	4,634	2,539	31,770					
Expenditures	2,616	4,336	15,476	33,511	1,743	1,743	1,843	1,993
Biennial Change in Expenditures				42,036		(45,501)		(45,151)
Biennial % Change in Expenditures				605		(93)		(92)
Governor's Change from Base								350
Governor's % Change from Base								10
Full-Time Equivalents	4.24	6.07	6.28	6.28	6.28	6.28	6.28	6.28

2700 - Trunk Highway

Full-Time Equivalents	0.25							
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2720 - State Airports

Balance Forward In	12,343	7,959	8,628	20,638				
Direct Appropriation	25,360	25,368	40,368	25,368	25,368	25,368	30,868	30,868
Transfers In		2,000						
Transfers Out		2,300						
Cancellations		97						
Balance Forward Out	6,031	5,646	20,638					
Expenditures	31,672	27,284	28,358	46,006	25,368	25,368	30,868	30,868
Biennial Change in Expenditures				15,408		(23,628)		(12,628)
Biennial % Change in Expenditures				26		(32)		(17)
Governor's Change from Base								11,000
Governor's % Change from Base								22
Full-Time Equivalents	34.20	35.83	38.25	38.25	38.25	38.25	38.25	38.25

2721 - Hanger Loan Revolving

Balance Forward In	2,320	2,346	1,839	1,295	1,036	777	1,036	777
Net Loan Activity	272	(506)	(544)	(259)	(259)	(259)	(259)	(259)
Balance Forward Out	972	1,839	1,295	1,036	777	518	777	518
Expenditures	1,620							

Aeronautics

Activity Financing by Fund

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27
Biennial Change in Expenditures				(1,620)		0		0
Biennial % Change in Expenditures								
Governor's Change from Base								0
Governor's % Change from Base								

2722 - Air Transportation Revolving

Balance Forward In	1,017	1,325	2,233	1,790	2,690	2,690	2,690	2,690
Receipts	1,094	985	1,421	1,900	1,000	1,000	1,000	1,000
Balance Forward Out	1,323	2,207	1,790	2,690	2,690	2,690	2,690	2,690
Expenditures	788	103	1,864	1,000	1,000	1,000	1,000	1,000
Biennial Change in Expenditures				1,973		(864)		(864)
Biennial % Change in Expenditures				221		(30)		(30)
Governor's Change from Base								0
Governor's % Change from Base								0

3000 - Federal

Receipts	167,270	165,805	177,283	942,717	456,000	456,000	456,000	456,000
Expenditures	167,270	165,805	177,283	942,717	456,000	456,000	456,000	456,000
Biennial Change in Expenditures				786,925		(208,000)		(208,000)
Biennial % Change in Expenditures				236		(19)		(19)
Governor's Change from Base								0
Governor's % Change from Base								0

Program: Multimodal Systems**Activity: Transit and Active Transportation**

<http://www.dot.state.mn.us/transit/>

<http://www.dot.state.mn.us/saferoutes>

<http://www.dot.state.mn.us/bike/>

<http://www.dot.state.mn.us/peds/>

AT A GLANCE

- All 80 counties in Greater Minnesota served by public transit
- 35 Greater Minnesota public transit systems funded in FY23, providing approximately 7.4 million rides
- 50 accessible vehicles funded for public and nonprofit-run systems in FY23
- 14 mobility management grants statewide funded in FY23
- Launched the Moving Greater Minnesota Forward Program to develop shared mobility concepts
- Finalized Statewide Pedestrian System Plan in FY22, and implementation planning activities focused on pedestrian safety, climate change impact mitigation, and winter maintenance in FY24.
- Established the Active Transportation Advisory Committee in FY24.

PURPOSE AND CONTEXT

MnDOT's Office of Transit and Active Transportation (OTAT) supports transit services to all 80 non-metro counties to meet the needs of transit users and supports walking and bicycling statewide. MnDOT continues to make the transportation system safer, easier, and more accessible to increase the use of transit, bicycling, and walking as a percentage of all trips statewide. MnDOT works closely with the Metropolitan Council on the planning, development, design, and construction of major transit projects in the Twin Cities seven-county metro area. MnDOT engages our customers and partners to provide planning and policy direction for transit, walking, and bicycling routes on a statewide basis.

SERVICES PROVIDED**Transit Planning and Grants**

MnDOT provides grants (with funds from the Federal Transit Administration, state general funds, and motor vehicle leasing/sales taxes), planning support, and technical assistance to:

- Public transit service outside the Twin Cities metro area, including grants to purchase buses and bus facilities: Transit in Greater Minnesota - MnDOT (<https://www.dot.state.mn.us/transit/index.html>). Grants are issued to public, private, and nonprofit operators, and local, state, and tribal governments.
- Programs for travel options focused on seniors and persons with disabilities.
- Intercity Bus services: Intercity Bus Grant - Transit - MnDOT (<https://www.dot.state.mn.us/transit/intercity-bus-grant.html>), including state and federal funding to support intercity bus transportation service to non-urbanized communities within Minnesota.
- Regional Transportation Coordinating Organizations (https://coordinatemntransit.org/basic_page_with_colu/organizations/) to coordinate transportation providers, service agents, and the private sector to fill transportation gaps and streamline access to transportation.

Active Transportation Planning and Grants

MnDOT walking and bicycling services and programs (with funds from the Federal Highway Administration and state general funds) include:

- The Statewide Bicycle System Plan (<http://www.dot.state.mn.us/bike/planning-research.html>) and district bicycle plans which outline the vision and goals for bicycle transportation.
- Active Transportation (<https://www.dot.state.mn.us/active-transportation-program/index.html>) and Safe Routes to School (SRTS) (<https://www.dot.state.mn.us/saferoutes/>) programs that encourage walking and bicycling on the transportation network.
- The MnDOT Bicycle Facility Design Guide (<http://www.dot.state.mn.us/bike/bicycle-facility-design-manual.html>) with guidance for implementing bicycle facilities.
- MnDOT's Statewide Pedestrian System Plan (<https://www.dot.state.mn.us/minnesotawalks/index.html>) that identifies goals and strategies for creating spaces that are safe and convenient for people walking.
- The statewide Non-Motorized Traffic Monitoring Program (<https://www.dot.state.mn.us/bike-ped-counting/index.html>).
- The Demonstration Project Implementation Guide (<https://www.dot.state.mn.us/saferoutes/demonstration-projects.html>) to develop, implement, and evaluate demonstration projects to build support for safer walking and bicycling facilities.
- Providing strategic direction for the MnDOT-owned parking ramps in downtown Minneapolis to encourage carpooling, transit, and bicycle commuting. The parking ramps serve as bridges over Interstate 394 which surrounds Target Field. The ramps are managed by the City of Minneapolis on behalf of MnDOT.

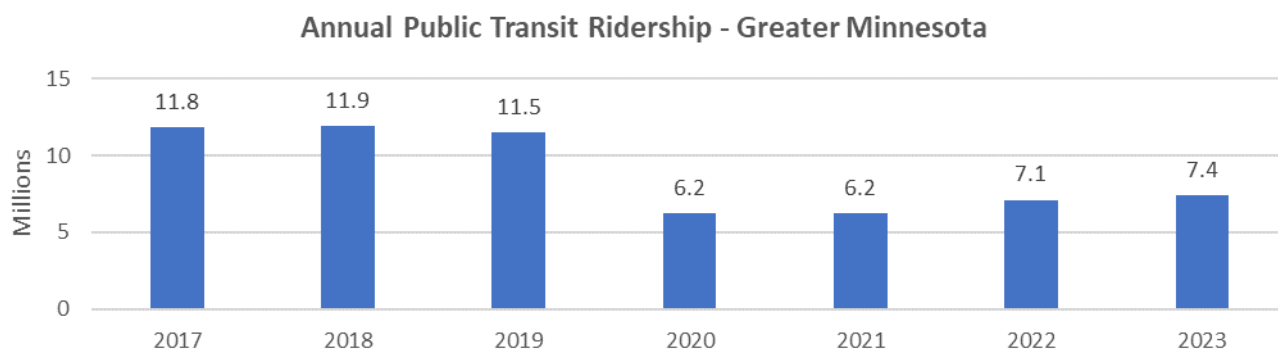
Light and Commuter Rail

MnDOT Metro District assists the Metropolitan Council and Metro Counties with planning, design, and construction of light rail transit, bus rapid transit, and commuter rail. This currently includes the Blue Line Extension and Green Line Extension light rail projects, the Gold Line and Purple Line bus rapid transit projects, and Riverview Corridor.

RESULTS

Public Transit in Greater Minnesota

There are 35 public transit systems serving at least a portion of all 80 counties in Greater Minnesota, delivering 7.1 million rides in 2022 and 7.4 million rides in 2023.



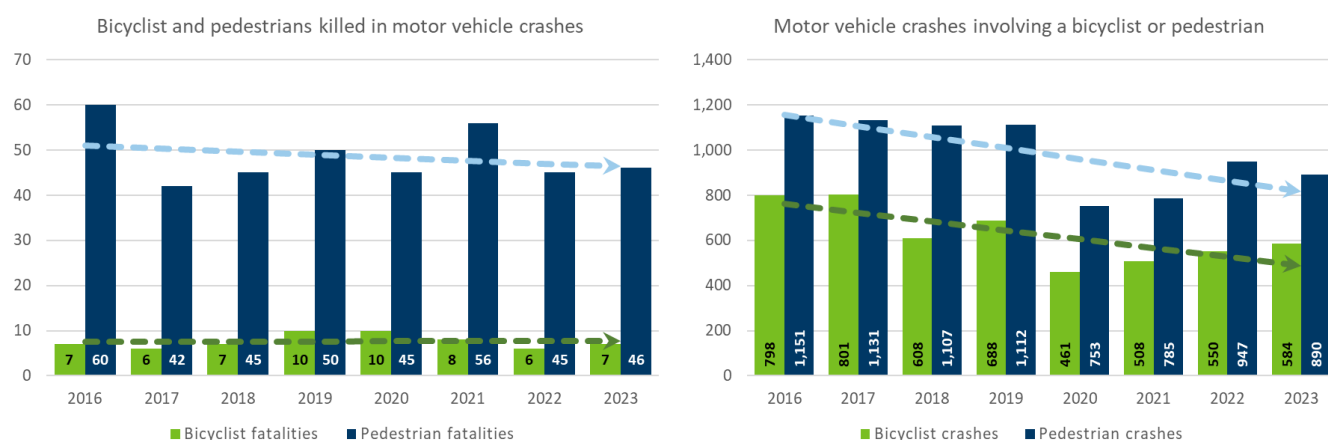
Minnesota Statute 174.24 (<https://www.revisor.mn.gov/statutes/cite/174.24>) requires MnDOT to develop a transit investment plan that contains a goal of meeting at least 90 percent of total transit service needs in Greater Minnesota by 2025. Between 2010-2015 public transit ridership increased approximately 10-15 percent. Ridership

plateaued from 2016-2019 to approximately 11.5 million rides annually. In 2020-2021, during the COVID-19 pandemic, Greater Minnesota ridership dropped almost 45 percent, to 6.2 million each year. Since the last half of 2021 and into 2023, ridership continues to increase. The strongest ridership return has now shifted to the small urban systems in Greater Minnesota with the rural systems also coming back but at a slightly slower rate as compared to pre-pandemic numbers. The challenge facing public transit in Greater Minnesota is in assisting transit partners in navigating how the landscape has changed and will continue to evolve post pandemic.

Active Transportation Programs

The number of people walking and biking has remained steady over the past several years, as has the number of people killed while walking and biking. Fatalities have remained relatively constant despite a decrease in recent years in the overall number of vehicle crashes involving people walking and biking.

MnDOT is implementing its Statewide Pedestrian System Plan, which demonstrates the importance of pedestrian networks to the transportation system, prioritizes investments, and develops policy and implementation guidance to create walkable communities that are safe, convenient, and desirable for all. Implementation activities focus on identifying high-priority locations for pedestrian safety investment, mitigating the effects of climate change on people walking, and developing improved solutions for winter maintenance. MnDOT maintains a Bicycle Facility Design Manual (<http://www.dot.state.mn.us/bike/bicycle-facility-design-manual.html>) to support implementation of context-appropriate bicycle facilities within MnDOT right-of-way. OTAT provides technical assistance and feedback to district partners throughout the project development process. To continue tracking how and where people walk and bike, MnDOT staff and partners created the Strategic Plan for Counting People Walking and Bicycling (<http://www.dot.state.mn.us/bike/documents/planning-research/strategic-plan.pdf>).



Since 2005, MnDOT has awarded more than \$55 million to Minnesota communities for Safe Routes to School (SRTS) projects. These projects have reached nearly 2,000 schools. In FY23 and FY24, the MnDOT SRTS program continued to offer statewide programs and grants for local projects including SRTS planning assistance, curriculum implementation, bike fleets, demonstration projects, local coordinators, infrastructure, and mini-grants (known as Boost grants).

These priorities are identified and implemented with ongoing feedback from statewide, regional, and local partners. Additional funding from the Federal Highway Administration for SRTS projects made the expansion of these programs possible through state FY22. Minnesota's SRTS program continues to build on identified strategic pursuits from its 2020 Strategic Plan. This plan guides SRTS practitioners and partners in building a stronger, more equitable SRTS program at the local, regional, and state levels.

MnDOT's Active Transportation Program provides assistance to make walking, biking, and rolling better throughout Minnesota. The program aims to increase the number of people walking and bicycling, and has supported 21 communities with planning assistance and 6 communities with quick-build / demonstration projects.

The legal authority for Transit and Active Transportation activity comes from:

Public Transit Participation Program, M.S. 174.24 (<https://www.revisor.mn.gov/statutes/?id=174.24>)

Minnesota Council on Transportation Access, M.S. 174.285 (<https://www.revisor.mn.gov/statutes/?id=174.285>)

Light Rail Transit, M.S. 174.35 (<https://www.revisor.mn.gov/statutes/?id=174.35>)

Active Transportation Program, M.S. 174.38 (<https://www.revisor.mn.gov/statutes/cite/174.38>)

Safe Routes to School Program, M.S. 174.40 (<https://www.revisor.mn.gov/statutes/?id=174.40>)

Transportation Alternatives Projects, M.S. 174.42 (<https://www.revisor.mn.gov/statutes/?id=174.42>)

Commuter Rail, M.S. 174.82 (<https://www.revisor.mn.gov/statutes/?id=174.82>)

Metropolitan Council authority on light rail transit and commuter rail, M.S. 473.3993-4057
(<https://www.revisor.mn.gov/statutes/?id=473.3993>)

Transit and Active Transportation

Activity Expenditure Overview

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27

Expenditures by Fund

1000 - General	17,813	21,662	25,443	82,768	19,876	19,876	11,676	11,676
1050 - Transit Assistance	83,551	76,514	83,340	105,969	112,171	114,590	111,911	114,180
2000 - Restrict Misc Special Revenue	26,422	26,040	25,874	16,140	22,551	15,640	22,551	15,640
2001 - Other Misc Special Revenue			1,089	37,626	8,155	8,284	4,155	4,284
3000 - Federal	44,915	59,192	76,284	98,408	101,300	70,100	101,300	70,100
Total	172,701	183,408	212,030	340,911	264,053	228,490	251,593	215,880
Biennial Change				196,832		(60,398)		(85,468)
Biennial % Change				55		(11)		(15)
Governor's Change from Base								(25,070)
Governor's % Change from Base								(5)

Expenditures by Category

Compensation	6,881	6,736	7,200	7,838	7,158	7,243	7,158	7,243
Operating Expenses	26,587	28,889	30,840	62,497	26,136	19,197	26,136	19,197
Grants, Aids and Subsidies	138,238	147,417	173,629	269,214	229,398	200,689	216,938	188,079
Capital Outlay-Real Property	637			1,000	1,000	1,000	1,000	1,000
Other Financial Transaction	358	366	360	362	361	361	361	361
Total	172,701	183,408	212,030	340,911	264,053	228,490	251,593	215,880

Full-Time Equivalents

59.10	57.93	55.40	54.93	51.31	51.18	51.31	51.18
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Transit and Active Transportation

Activity Financing by Fund

(Dollars in Thousands)

	Actual	Actual	Actual	Estimate	Forecast Base		Governor's Recommendation	
	FY22	FY23	FY24	FY25	FY26	FY27	FY26	FY27
1000 - General								
Balance Forward In		11,570	3,805	53,191				
Direct Appropriation	29,001	18,701	94,328	48,792	28,031	28,160	15,831	15,960
Transfers In	1,501	1,487	1,829	1,875	1,875	1,875	1,875	1,875
Transfers Out	1,501	1,495	21,329	21,090	10,030	10,159	6,030	6,159
Cancellations		4,797						
Balance Forward Out	11,188	3,805	53,190					
Expenditures	17,813	21,662	25,443	82,768	19,876	19,876	11,676	11,676
Biennial Change in Expenditures			68,736		(68,459)		(84,859)	
Biennial % Change in Expenditures			174		(63)		(78)	
Governor's Change from Base							(16,400)	
Governor's % Change from Base							(41)	
Full-Time Equivalents	9.80	12.72	11.46	11.46	11.46	11.46	11.46	11.46

1050 - Transit Assistance

Balance Forward In	60,737	47,256	69,857	79,218	70,384	62,875	70,384	62,875
Receipts	65,397	63,948	92,701	97,135	104,662	110,220	104,402	109,810
Transfers In	416	540	700	700	700	700	700	700
Transfers Out	429	540	700	700	700	700	700	700
Balance Forward Out	42,569	34,690	79,218	70,384	62,875	58,505	62,875	58,505
Expenditures	83,551	76,514	83,340	105,969	112,171	114,590	111,911	114,180
Biennial Change in Expenditures				29,245		37,452		36,782
Biennial % Change in Expenditures				18		20		19
Governor's Change from Base								(670)
Governor's % Change from Base								(0)
Full-Time Equivalents	3.70	3.90	5.67	5.67	4.98	4.91	4.98	4.91

2000 - Restrict Misc Special Revenue

Balance Forward In	19,175	18,028	16,497	7,421	6,921	10	6,921	10
Receipts	11,842	13,822	16,797	15,640	15,640	15,640	15,640	15,640
Balance Forward Out	4,595	5,810	7,420	6,921	10	10	10	10
Expenditures	26,422	26,040	25,874	16,140	22,551	15,640	22,551	15,640
Biennial Change in Expenditures				(10,448)		(3,823)		(3,823)
Biennial % Change in Expenditures				(20)		(9)		(9)

Transit and Active Transportation

Activity Financing by Fund

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27
Governor's Change from Base								0
Governor's % Change from Base								0
Full-Time Equivalents	12.88	11.22	8.28	7.81	4.99	4.96	4.99	4.96

2001 - Other Misc Special Revenue

Balance Forward In			18,411					
Transfers In			19,500	22,965	8,155	8,284	4,155	4,284
Transfers Out				3,750				
Balance Forward Out			18,411					
Expenditures			1,089	37,626	8,155	8,284	4,155	4,284
Biennial Change in Expenditures				38,715		(22,276)		(30,276)
Biennial % Change in Expenditures						(58)		(78)
Governor's Change from Base								(8,000)
Governor's % Change from Base								(49)

2700 - Trunk Highway

Full-Time Equivalents	0.48							
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3000 - Federal

Balance Forward In	213	749	906	804				
Receipts	45,195	58,737	76,183	97,604	101,300	70,100	101,300	70,100
Internal Billing Receipts	506	496	616					
Transfers Out			0					
Balance Forward Out	493	293	805					
Expenditures	44,915	59,192	76,284	98,408	101,300	70,100	101,300	70,100
Biennial Change in Expenditures				70,584		(3,292)		(3,292)
Biennial % Change in Expenditures				68		(2)		(2)
Governor's Change from Base								0
Governor's % Change from Base								0
Full-Time Equivalents	32.24	30.09	29.99	29.99	29.88	29.85	29.88	29.85

Program: Multimodal Systems**Activity: Freight and Rail Safety**

<https://www.dot.state.mn.us/ofrw/railroad/index.html>

AT A GLANCE

- \$2.4 million in state-funded Port Development Assistance Program (PDAP) grants
- \$81.5 million in state and federally funded Minnesota Highway Freight Program construction projects
- \$7 million in federal funds and \$1.75 million in state funds for eight highway/rail grade crossing safety improvements, 19 outdated equipment replacements, ten preliminary engineering agreements, and one crossing closure
- Trunk Highway coordination on over \$800 million of Minnesota roadway projects involving a railroad
- \$5 million in state-funded Minnesota Rail Service Improvement (MRSI) grants
- \$500,000 in improvements to weigh stations and weight enforcement facilities
- \$100,000 in Rail Bank Property repairs and maintenance committed
- 1,176 business operating credentials issued to for-hire limousine operators, Special Transportation Service (STS) transporters, general freight carriers, household goods movers, and large building movers
- Minnesota's Unified Carrier Registration Program (UCR) for interstate motor carriers, brokers, and freight movers has a registration rate of 89 percent
- 3,625 vehicle safety inspections, and 444 audits on STS providers, for-hire limousine operators, and MN motor carriers
- 1,040 safety audits on new and existing interstate freight and passenger carrier operations
- 207 medical waivers issued to intrastate Commercial Motor Vehicle (CMV) drivers
- 84,160 permits issued to move over-sized or overweight loads
- 36,713 units and 16,175 subunits inspected by State Rail Inspectors
- 4,550 defects and 29 violations issued by State Rail Inspectors
- 1,081 reports submitted to the Federal Railroad Administration (FRA).

PURPOSE AND CONTEXT

The purpose of the Office of Freight and Commercial Vehicle Operations (OFCVO) is to improve the safety and performance of the state's multimodal freight transportation system through:

- Confirming railroad companies' compliance with state and federal safety standards
- Developing statewide and district freight plans that address mobility bottlenecks and safety gaps
- Improving public safety at highway-rail grade crossings by advancing infrastructure improvements
- Training on regulations and technical assistance
- Identifying and prioritizing freight infrastructure improvement projects
- Enforcing laws and rules governing motor carriers and other transportation service providers
- Auditing freight carriers and passenger services for sound transportation safety management practices
- Implementing improvements to weigh stations

MnDOT programs enhance Minnesota's freight mobility, safety, and economic competitiveness by improving access to regional, national, and global markets through the safe and efficient transportation of goods and people. MnDOT plans and invests in all the ways people and goods move throughout Minnesota—individually for each mode and collectively as a multimodal system. MnDOT helps build and maintain the infrastructure that supports

Minnesota's economy and local communities. To ensure all Minnesotans thrive now and into the future, MnDOT understands business-specific transportation requirements and identifies opportunities to provide a more responsive transportation system.

SERVICES PROVIDED

Oversize and Overweight Load Permits: Issue permits for trucks moving over-legal sized or overweight loads on MnDOT roads and assign routes that are suitable to protect road infrastructure and ensure traveler safety. Customers can apply for permits via desktop computer or mobile device, manage stored information for user accounts, and pay for permit costs through a PCI-compliant payment system.

Operating Credentials: Register and license freight operators and passenger service providers. These include interstate and intrastate property carriers, household goods movers, building/house movers, Motor Carrier of Passenger (e.g., motor coaches), for-hire limousine services, Special Transportation Services (STS) for the elderly and disabled, and Non-Emergency Medical Transportation (NEMT).

Safety Audits, Complaint Investigations, and Vehicle Inspections: Conduct audits (annual and random) on property carriers and passenger services to ensure companies have properly qualified drivers, safe operating vehicles, and are operating and maintaining records as required by statutes, laws, and rules. MnDOT investigates complaints about unsafe equipment or improper operating practices by these companies.

Hazardous Materials Incident Response: Assist local authorities, when requested, by providing technical guidance to first responders when a commercial vehicle incident happens involving hazardous materials.

Commercial Driver Medical Waiver: Within the guidelines provided by Minnesota statute, determine whether to approve a waiver for a person who has a physical impairment that would otherwise disqualify them from driving a commercial motor vehicle. This program is different from the Minnesota Department of Public Safety driver waiver program, which is specifically for school bus drivers.

Technical Assistance, Training, and Outreach: Conduct presentations and outreach sessions, and provide technical guidance, on federal and state laws, rules, and regulations that govern motor carriers related to the safe transportation of people and goods.

Truck Weigh Stations: Build and maintain facilities operated by the Minnesota State Patrol's Commercial Vehicle Enforcement Division. MnDOT provides funding, technical support, and collaboration with the State Patrol and MnDOT districts in maintaining and improving weigh station technologies and facilities infrastructure.

Rail Safety Inspection Program: Inspect railroad track, railcars, locomotives, signal and train control equipment, and hazardous materials shipments to ensure railroad compliance with federal and state safety standards.

Rail Crossing Safety Program: Monitor the safety performance of more than 4,100 rail grade crossings along Minnesota's public road system. Develop and implement MnDOT's Railroad Highway Grade Crossing Safety Improvement Program, a risk-based assessment used to identify at-risk crossing locations.

Freight and Rail Planning: Develop plans that improve Minnesota's freight transportation system. Plans include the Statewide Freight System and Investment Plan (<http://www.dot.state.mn.us/planning/freightplan/index.html>) and the State Rail Plan (<http://www.dot.state.mn.us/planning/railplan/>). Assistance provided for additional plans and studies both internal to the department's office and in support of other offices and districts.

Minnesota Highway Freight Program (MHFP): Identify and secure funding opportunities for eligible statewide highway and intermodal construction projects that provide measurable freight transportation benefits.

Port Development Assistance Program (PDAP): Provide port infrastructure grants to promote effective freight movement through Great Lakes and Mississippi River port terminals.

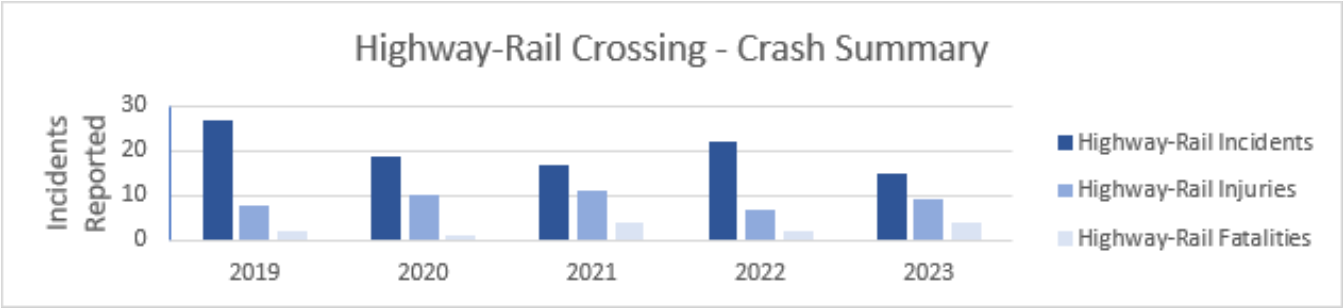
Minnesota Rail Service Improvement Program (MRSI): Provide grants for freight rail economic development projects and loans for infrastructure that improve freight rail service.

Minnesota Freight Advisory Committee (MFAC): Provide a forum for the exchange of ideas and to address issues between MnDOT and the private sector to develop and promote a safe, reliable, and sustainable freight transportation system in Minnesota.

State Interagency Rail Group and State Rail Director: The Rail Director leads the State Interagency Rail Group that elevates coordination and partnership between the state and the railroads to actively promote safety and reduce risks and to ensure efficient movement of goods to support Minnesota’s economy while minimizing the impacts of those operations to Minnesota’s local communities.

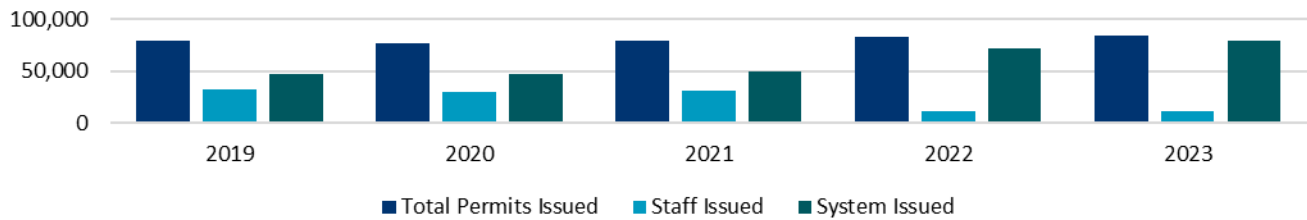
RESULTS

Rail Crossing Safety Program: Through improvements in infrastructure and public education, grade crossing incidents have substantially declined. Approximately one-third of Minnesota’s 4,100 public road grade crossings have gates and/or flashing lights.

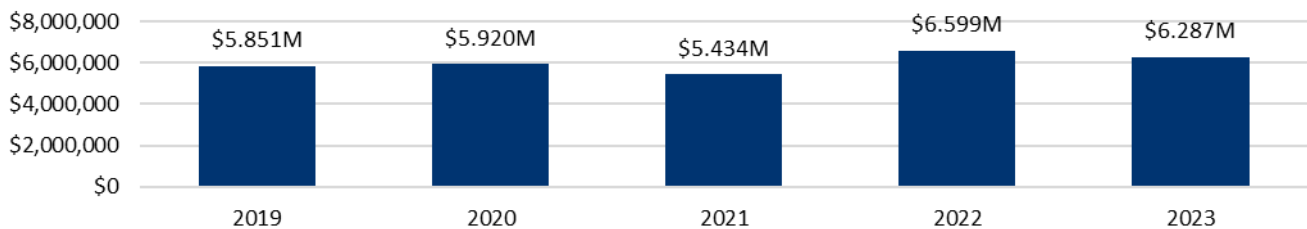


Oversize and Overweight Vehicle Permitting: A new system replacement, Minnesota SUPERLOAD, rolled into production March 2022. The Minnesota SUPERLOAD system can auto-issue over 90 percent of routine permits, including trip logs (logging trips associated with annual permits), which is a significant increase from the 60 percent rate of the previous system. Automation allows permit technicians more time and resources for complex permit applications and other critical tasks, resulting in faster turnaround times and higher customer satisfaction and trust. Overall, the new permitting and routing system has improved efficiency, safety, and data accuracy. These technological improvements positively impact the state and region by greatly increasing safety and the efficient transport of OSOW commodities in Minnesota. Total permits issued since 2019 has increased from 79,109 to 84,239 annually.

Total Permits Issued (Calendar Year)



Total Permit Revenue (Calendar Year)



Motor Carrier Credentialing, Vehicle Inspections, Safety Reviews:

- M.S. 174.29 (<https://www.revisor.mn.gov/statutes/cite/174.29>)
- M.S. 174.30 (<https://www.revisor.mn.gov/statutes/cite/174.30>)
- MN Rules Chapter 8840 (<https://www.revisor.mn.gov/rules/8840/>)
- MN Rules Chapter 8880 (<https://www.revisor.mn.gov/rules/8880/>)
- M.S. Chapter 221 (<https://www.revisor.mn.gov/statutes/cite/221>)

Special Permits to Exceed Legal Size and Weight: M.S. 169.86 (<https://www.revisor.mn.gov/statutes/cite/169.86>)

Port Development Assistance Program: M.S. 457A (<https://www.revisor.mn.gov/statutes/cite/457A>)

Minnesota Rail Service Improvement (MRSI) Program and Rail Bank Program: M.S. 222 (<https://www.revisor.mn.gov/statutes/cite/222>)

Railroad Safety: M.S. 219 (<https://www.revisor.mn.gov/statutes/cite/219>)

Freight and Rail Safety

Activity Expenditure Overview

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27

Expenditures by Fund

1000 - General	1,353	1,704	6,468	4,910	2,403	2,403	2,353	2,353
2000 - Restrict Misc Special Revenue	2,225	9,036	5,723	4,535	4,152	4,152	4,152	4,152
2001 - Other Misc Special Revenue	63		73	38				
2700 - Trunk Highway	5,222	5,128	5,116	8,326	6,917	6,918	7,063	7,133
3000 - Federal	11,135	6,832	10,329	19,047	21,585	21,535	21,585	21,535
Total	19,998	22,700	27,708	36,856	35,057	35,008	35,153	35,173
Biennial Change				21,867		5,501		5,762
Biennial % Change				51		9		9
Governor's Change from Base								261
Governor's % Change from Base								0

Expenditures by Category

Compensation	7,767	7,969	8,375	10,856	10,463	10,580	10,609	10,795
Operating Expenses	1,950	1,521	3,234	15,341	13,892	13,728	13,842	13,678
Grants, Aids and Subsidies	4,500	7,511	3,209					
Capital Outlay-Real Property	5,748	5,613	12,891	10,609	10,652	10,650	10,652	10,650
Other Financial Transaction	32	85	0	50	50	50	50	50
Total	19,998	22,700	27,708	36,856	35,057	35,008	35,153	35,173

Full-Time Equivalents

72.96	76.61	73.21	72.69	73.08	72.88	73.08	72.88
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Freight and Rail Safety

Activity Financing by Fund

(Dollars in Thousands)

	Actual	Actual	Actual	Estimate	Forecast Base		Governor's Recommendation	
	FY22	FY23	FY24	FY25	FY26	FY27	FY26	FY27
1000 - General								
Balance Forward In	875	1,985	696	2,510				
Direct Appropriation	8,964	7,945	8,283	2,400	2,403	2,403	2,353	2,353
Transfers Out	6,553	6,530						
Cancellations		1,189						
Balance Forward Out	1,932	508	2,511					
Expenditures	1,353	1,704	6,468	4,910	2,403	2,403	2,353	2,353
Biennial Change in Expenditures				8,321		(6,572)		(6,672)
Biennial % Change in Expenditures				272		(58)		(59)
Governor's Change from Base								(100)
Governor's % Change from Base								(2)
Full-Time Equivalents	8.48	9.74	8.62	8.62	8.62	8.62	8.62	8.62

2000 - Restrict Misc Special Revenue

Balance Forward In	7,766	13,737	12,719	10,268	9,581	9,127	9,581	9,127
Receipts	1,360	1,053	2,456	2,198	2,198	2,198	2,198	2,198
Transfers In	6,500	6,500	749	1,500	1,500	1,500	1,500	1,500
Net Loan Activity	(57)	125	67	150				
Balance Forward Out	13,343	12,380	10,268	9,581	9,127	8,673	9,127	8,673
Expenditures	2,225	9,036	5,723	4,535	4,152	4,152	4,152	4,152
Biennial Change in Expenditures				(1,002)		(1,954)		(1,954)
Biennial % Change in Expenditures				(9)		(19)		(19)
Governor's Change from Base								0
Governor's % Change from Base								0
Full-Time Equivalents	5.93	5.91	7.54	7.51	7.51	7.51	7.51	7.51

2001 - Other Misc Special Revenue

Balance Forward In	174	111	111	38				
Balance Forward Out	111	111	38					
Expenditures	63		73	38				
Biennial Change in Expenditures				48		(111)		(111)
Biennial % Change in Expenditures						(100)		(100)
Governor's Change from Base								0
Governor's % Change from Base								

Freight and Rail Safety

Activity Financing by Fund

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27
Full-Time Equivalents	0.46		0.48	0.24	0.48	0.48	0.48	0.48

2700 - Trunk Highway

Balance Forward In	177	1,063	269	1,715	245	184	245	184
Direct Appropriation	5,878	5,878	6,367	6,666	6,666	6,666	6,812	6,881
Receipts	163	179	196	190	190	190	190	190
Transfers Out		1,000						
Cancellations		722						
Balance Forward Out	996	269	1,716	245	184	122	184	122
Expenditures	5,222	5,128	5,116	8,326	6,917	6,918	7,063	7,133
Biennial Change in Expenditures				3,092		393		754
Biennial % Change in Expenditures				30		3		6
Governor's Change from Base								361
Governor's % Change from Base								3
Full-Time Equivalents	52.88	55.74	53.30	53.05	53.20	53.00	53.20	53.00

3000 - Federal

Balance Forward In	25	167	207					
Receipts	11,195	6,870	10,122	19,047	21,585	21,535	21,585	21,535
Internal Billing Receipts	140	176	208					
Balance Forward Out	86	205						
Expenditures	11,135	6,832	10,329	19,047	21,585	21,535	21,585	21,535
Biennial Change in Expenditures				11,409		13,744		13,744
Biennial % Change in Expenditures				64		47		47
Governor's Change from Base								0
Governor's % Change from Base								0
Full-Time Equivalents	5.21	5.22	3.27	3.27	3.27	3.27	3.27	3.27

Program: Multimodal Systems**Activity: Passenger Rail**<http://www.dot.state.mn.us/passengerrail/>**AT A GLANCE**

- Existing service
 - Borealis state-sponsored Passenger Rail service between MSP-Chicago started on May 21st, 2024.
 - Empire Builder (Chicago to Seattle and Portland via Minnesota)
 - Northstar Commuter Rail (Big Lake to Minneapolis)
- Future service
 - Minneapolis-Duluth/Superior Corridor Northern Lights Express (NLX)
- Previous initiatives
 - Minneapolis/St. Paul - Milwaukee High-Speed Rail Corridor to Chicago
- 385 miles of operating passenger rail service

PURPOSE AND CONTEXT

Passenger rail works in partnership with state partners, local governments, and regional rail authorities, Class One Railroads, community groups, and corridor advocates to deliver passenger rail services that are federally compliant, environmentally friendly, and sustainable to connect communities within Minnesota and with the national passenger rail system.

Passenger rail connects Minnesota communities and the region to increase mobility and access to employment, education, health care and commercial services. The most recent 2015 Statewide Rail Plan (<https://www.dot.state.mn.us/planning/railplan/>) identifies priority passenger rail corridors for development by MnDOT.

SERVICES PROVIDED

The Statewide Rail Plan identifies a network of passenger rail corridor opportunities to be developed over the next 25 years. This network provides alternative transportation options that connect Minnesota with the rest of the country. Passenger Rail leads partnership efforts that involve state partners, local agencies, regional rail authorities, Class One Railroads, community groups and corridor advocates to deliver passenger rail services. The corridor development activities include environmental review, preliminary engineering, and design.

Minnesota's current daily interstate passenger trains are The Amtrak Empire Builder, which connects Minnesota with Seattle and Chicago and The Borealis, which is a second daily train that runs between St. Paul, Milwaukee, and Chicago. This service began in May 2024 and became the first state sponsored interstate passenger line in almost 40 years.

The Passenger Rail Office is leading the Twin Cities to Duluth corridor (NLX) project and is currently in step one of the FRA's Corridor Identification and Development program (CIDP). The department has also secured state appropriations to match funding for the Federal State Partnership (FSP) program for service construction and equipment. This corridor will improve access to the recreational and commercial opportunities in the northeastern part of the state as well as the Twin Cities.

Passenger Rail is currently in the process of completing the NorthStar Commuter Rail Service extension/feasibility studies that will address the future needs and path for this service. The first scope was delivered to the Legislature in February 2024. The 2nd study will be submitted in February 2025.

Additionally, this office is a member of Regional Rail groups such as State-Amtrak Intercity Passenger Rail Committee (SAIPRC) and Midwest Interstate Passenger Rail Commission (MIPRC). These groups identify, advocate, and drive progress for Passenger Rail partnerships and corridors. The department is in the process of working through an FRA Long Distance Study which has proposed several new corridors, including MSP-San Antonio, MSP-Denver and MSP-Phoenix.

RESULTS

MnDOT Passenger Rail launched, in collaboration with Wisconsin DOT and Illinois DOT, The Borealis service between MSP and Chicago as of 2024; obtained state match funds in the amount of \$194.7M for NLX; and recently received a \$500,000 IIJA award from the FRA in step one of the Corridor ID Program for NLX.

Measure name	Measure type	Measure data source	Historical trend	Most recent data
Borealis Ridership	Quantity	Amtrak Performance Reports	Service began in May 2024. No current historical trend to reference.	69,671 passengers through August 2024.

The legal authority for the Passenger Rail activity comes from: M.S. 174.632 (<https://www.revisor.mn.gov/statutes/?id=174.632>)

Passenger Rail

Activity Expenditure Overview

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27

Expenditures by Fund

1000 - General	339	559	4,265	212,482	5,743	5,743	5,743	5,743
2001 - Other Misc Special Revenue								
3000 - Federal			2	475,314	236,908	237,908	236,908	237,908
Total	339	559	4,267	687,796	242,651	243,651	242,651	243,651
Biennial Change				691,166		(205,761)		(205,761)
Biennial % Change				77,005		(30)		(30)
Governor's Change from Base								0
Governor's % Change from Base								0

Expenditures by Category

Compensation	289	441	548	562	561	569	561	569
Operating Expenses	50	117	3,719	687,234	242,090	243,082	242,090	243,082
Total	339	559	4,267	687,796	242,651	243,651	242,651	243,651

Full-Time Equivalents

1.97	2.83	3.24	4.01	4.00	4.00	4.00	4.00
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Passenger Rail

Activity Financing by Fund

(Dollars in Thousands)

	Actual	Actual	Actual	Estimate	Forecast Base		Governor's Recommendation	
	FY22	FY23	FY24	FY25	FY26	FY27	FY26	FY27
1000 - General								
Balance Forward In		10,121	14,000	207,256				
Direct Appropriation	10,500	4,500	197,521	5,226	5,743	5,743	5,743	5,743
Transfers Out	40	22						
Cancellations		40						
Balance Forward Out	10,121	14,000	207,256					
Expenditures	339	559	4,265	212,482	5,743	5,743	5,743	5,743
Biennial Change in Expenditures				215,849		(205,261)		(205,261)
Biennial % Change in Expenditures				24,048		(95)		(95)
Governor's Change from Base								0
Governor's % Change from Base								0
Full-Time Equivalents	1.97	2.83	3.22	4.01	4.00	4.00	4.00	4.00

2001 - Other Misc Special Revenue

Transfers In				
Expenditures				
Biennial Change in Expenditures			0	0
Biennial % Change in Expenditures				
Governor's Change from Base				0
Governor's % Change from Base				

3000 - Federal

Receipts	2	475,314	236,908	237,908	236,908	237,908
Expenditures	2	475,314	236,908	237,908	236,908	237,908
Biennial Change in Expenditures		475,316		(500)		(500)
Biennial % Change in Expenditures				(0)		(0)
Governor's Change from Base						0
Governor's % Change from Base						0
Full-Time Equivalents		0.02				

Program: State Roads**Activity: Program Planning and Delivery**<http://www.dot.state.mn.us/planning/program/plans.html>**AT A GLANCE**

- \$36.7 billion in planned investments for state highways over the next 20 years
- The 20-year Minnesota State Highway Investment Plan (MnSHIP) is updated every five years, and the last update was completed in February 2024
- The 10-year Capital Highway Investment Plan (CHIP) and 4-year State Transportation Improvement Program (STIP) are updated every year
- 50 or more research projects start each year with about 200 in progress at any given time

PURPOSE AND CONTEXT

MnDOT's transportation infrastructure is continuing to age. To address the system's shortcomings, MnDOT has adopted an asset management philosophy. This philosophy looks for the right fix at the right time to optimize system performance. The result is a comprehensive program of projects that rehabilitate and preserve Minnesota's infrastructure.

Program Planning and Delivery of the Trunk Highway system requires thoughtful short-, mid-, and long-range plans to fit the diverse needs of system stakeholders. This includes developing investment plans, conducting data analysis, reviewing performance outcomes, managing the capital program, designing construction plans, goal setting, construction project oversight, and inspection, as well as research and development.

MnDOT uses resources available to plan for and preserve infrastructure while providing oversight for the replacement and expansion of the existing system. MnDOT strives to meet the need for safety, mobility, and reliability for all modes of transportation. MnDOT's objective is to enhance its customer's trust by listening to their needs, engaging them in planning, and communicating effectively about the department's programs and projects.

By eliminating barriers to equitable contracting and employment opportunities, MnDOT is helping to cultivate a transportation sector that reflects the diverse communities of Minnesota. To advance inclusion and equity in the agency's workforce and in the transportation community, MnDOT continues to increase the number of women- and minority-owned businesses participating in highway construction contracts and promote participation of underrepresented groups in the transportation industry through training, small business advising programs, and other strategies tailored to the needs of targeted communities.

SERVICES PROVIDED**Highway System Planning**

Highway planning includes assessing statewide infrastructure conditions, determining future needs for all highway users including automobiles, trucks, buses, bicycles, and pedestrians, and then making planning decisions based on projected available funding. The department strives to make policy and planning decisions that provide the greatest return on Minnesota's transportation system investment.

The Minnesota State Highway Investment Plan (MnSHIP) (<http://www.dot.state.mn.us/planning/mnship/>) is completed every five years and establishes capital investment priorities for the next 20 years. MnSHIP draws on public and stakeholder input performance management systems to establish investment scenarios which optimize

the highway system performance based on projected available funding. MnSHIP ensures that performance targets set by the federal government for interstate pavements and National Highway System bridges are met.

The Capital Highway Investment Plan (CHIP) (<http://www.dot.state.mn.us/planning/10yearplan/>) is a ten-year list of financially constrained projects that are selected to meet the investment priorities and performance targets established by MnSHIP. Pavement and bridge preservation projects are selected based upon the projected condition detail from the pavement and bridge management systems. The CHIP is updated annually.

The State Transportation Improvement Program (STIP) (<http://www.dot.state.mn.us/planning/program/stip.html>) includes the first four years of the CHIP. These projects are considered funded and committed for delivery. The last six years of the CHIP are priorities based upon the MnSHIP investment criteria, but may change as project scope matures and updated revenue forecasts become available.

MnDOT develops corridor studies and plans to identify future potential investments on specific highways. These studies allow affected stakeholders to help shape a common vision for the future of the corridor and inform the development of future highway improvement projects.

Develop Highway Improvement Projects

Development of highway improvement projects involves:

- **Scoping** determines the elements of a project that are needed to meet project goals and sets preliminary cost estimates and schedules.
- **Environmental Review** considers impacts of proposed projects to ensure compliance with environmental laws and policies to avoid, minimize, or mitigate environmental impacts.
- **Public Involvement and Engagement** includes public participation through meetings, media, local government input, and social media. The public is involved throughout the entire life of the project, including planning, design, scoping, environmental review, and construction.
- **Design** includes engineering studies and analysis, preparing construction plans, using performance based practical design, and flexible design standards to ensure roads meet project goals while minimizing costs.

Highway Construction Management Oversight

MnDOT monitors construction projects to ensure that the final product meets all specifications by doing the following:

- **Managing** the overall progress of state highway projects from project letting through construction completion and final project documentation.
- **Coordinating** the early stages of projects with unique features.
- **Creating** opportunities for small business participation and employment opportunities for minorities and women to work on MnDOT contracts.
- **Overseeing** quality management, material testing, project scheduling, and compliance with specifications.
- **Providing** sound fiscal management, financial tracking, and regulatory compliance.
- **Ensuring** that construction traffic control provides the most efficient and safest movement possible through work zones.

Sustainability

Sustainability (<https://www.dot.state.mn.us/sustainability/>) efforts at MnDOT focus on three areas: climate action, critical connections, and healthy, equitable and thriving communities. MnDOT coordinates with internal and external groups to seek input on sustainability and public health solutions to connect all people with a safe, equitable and sustainable transportation system.

Research and Development

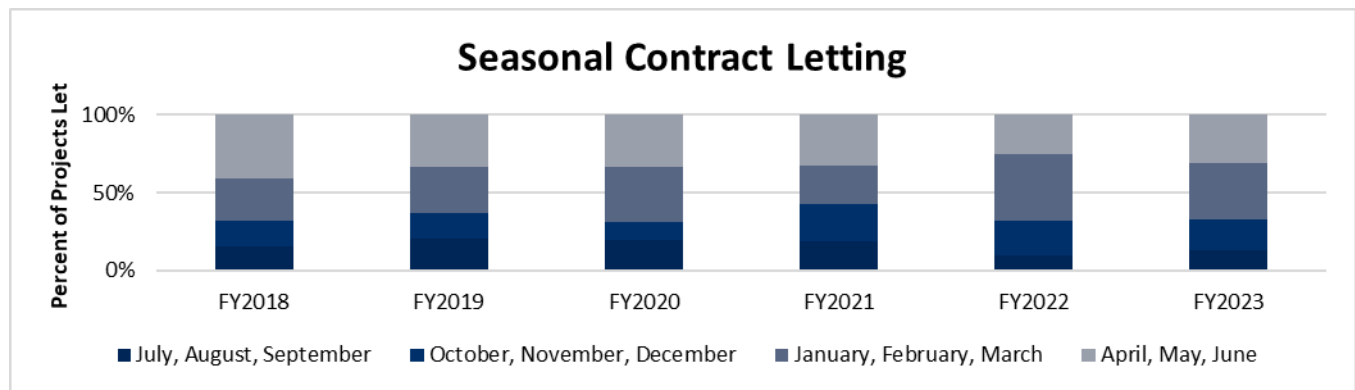
MnDOT develops and utilizes new technologies for Trunk Highway projects, such as cost-effective pavement designs, accelerated bridge construction techniques, and methods to improve highway safety. The program finds

ways to make roads last longer, perform better, cost less to build and maintain, be built faster, and have minimal environmental impact. Research Services manages research projects that serve as a resource for staff, as well as city and county engineers. Research and development include preparing for changes in transportation related to connected and automated vehicles (CAV). MnDOT collaborates with stakeholders to advance technology and mobility trends.

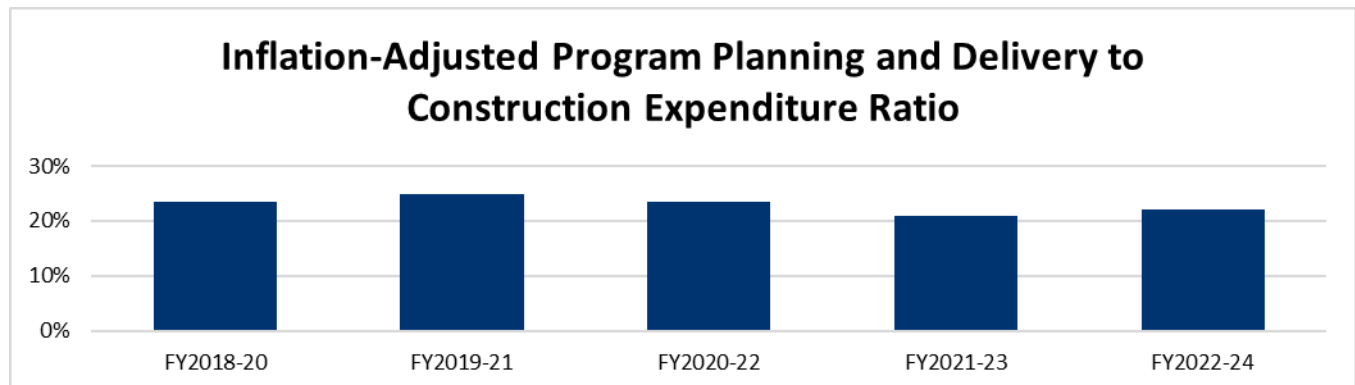
RESULTS

Project Delivery

To help ensure projects are delivered within budget and on time, MnDOT emphasizes project scheduling and monitoring. Balancing project lettings throughout the year increases the number of projects let during better bidding environments (October through March). This maximizes competition between bids and more evenly distributes the design work throughout the year, reducing the need for overtime.



Highway projects are much more complicated today than 20 years ago. Management of traffic in work zones, permitting regulations, and innovative design consume more design resources to minimize traffic disruptions and comply with state and federal regulations required to successfully deliver construction projects. In recent years, program planning and delivery activities have ranged in the low to mid-20 percent of construction project costs.



Expenditures reflect budgetary commitments (expenditures and encumbrances) and include consultant-led program planning and delivery.

The Department of Transportation's Program Planning and Delivery legal authority comes from:
 Roads General Provisions M.S.160 (<https://www.revisor.mn.gov/statutes/?id=160>)
 Trunk Highway M.S.161 (<https://www.revisor.mn.gov/statutes/?id=161>)
 Department of Transportation M.S.174 (<https://www.revisor.mn.gov/statutes/?id=174>)

Program Planning and Delivery

Activity Expenditure Overview

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27

Expenditures by Fund

1000 - General	4,900	3,640	5,890	35,260	2,000	2,000	2,000	2,000
2000 - Restrict Misc Special Revenue	6,895	7,490	9,553	35,134	33,323	33,330	33,323	33,330
2001 - Other Misc Special Revenue	901	933	1,076	3,823	3,184	3,199	3,184	3,199
2700 - Trunk Highway	236,746	275,687	274,168	354,590	309,872	309,872	320,016	323,367
3000 - Federal	30,483	34,648	47,773	136,725	104,770	94,355	104,770	94,355
Total	279,925	322,399	338,460	565,532	453,149	442,756	463,293	456,251
Biennial Change				301,668		(8,087)		15,552
Biennial % Change				50		(1)		2
Governor's Change from Base								23,639
Governor's % Change from Base								3

Expenditures by Category

Compensation	196,485	210,483	226,792	241,466	247,896	255,226	255,006	265,687
Operating Expenses	64,472	90,387	82,817	220,581	170,627	152,909	173,627	155,909
Grants, Aids and Subsidies	14,207	13,229	16,172	58,786	13,768	13,767	13,802	13,801
Capital Outlay-Real Property	4,098	6,028	11,996	41,677	20,096	20,092	20,096	20,092
Other Financial Transaction	664	2,272	683	3,022	762	762	762	762
Total	279,925	322,399	338,460	565,532	453,149	442,756	463,293	456,251

Full-Time Equivalents

1,854.99	1,957.97	1,904.83	1,933.76	1,959.34	1,987.31	1,959.34	1,987.31
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Program Planning and Delivery

Activity Financing by Fund

(Dollars in Thousands)

	Actual	Actual	Actual	Estimate	Forecast Base		Governor's Recommendation	
	FY22	FY23	FY24	FY25	FY26	FY27	FY26	FY27
1000 - General								
Balance Forward In		32,230	28,590	33,260				
Direct Appropriation	37,130		26,120	2,000	2,000	2,000	2,000	2,000
Cancellations			15,560					
Balance Forward Out	32,230	28,590	33,260					
Expenditures	4,900	3,640	5,890	35,260	2,000	2,000	2,000	2,000
Biennial Change in Expenditures				32,611		(37,150)		(37,150)
Biennial % Change in Expenditures				382		(90)		(90)
Governor's Change from Base								0
Governor's % Change from Base								0
Full-Time Equivalents			3.70	3.70	3.70	3.70	3.70	3.70

2000 - Restrict Misc Special Revenue

Balance Forward In	3,248	4,692	5,918	5,571	3,030	2,300	3,030	2,300
Receipts	8,556	8,312	9,206	32,593	32,593	32,593	32,593	32,593
Transfers Out	0							
Net Loan Activity		326	24					
Balance Forward Out	4,908	5,840	5,595	3,030	2,300	1,563	2,300	1,563
Expenditures	6,895	7,490	9,553	35,134	33,323	33,330	33,323	33,330
Biennial Change in Expenditures				30,302		21,966		21,966
Biennial % Change in Expenditures				211		49		49
Governor's Change from Base								0
Governor's % Change from Base								0
Full-Time Equivalents	8.12	6.06	4.01	3.97	3.83	3.82	3.83	3.82

2001 - Other Misc Special Revenue

Balance Forward In	527	567	757	836	164	131	164	131
Receipts	726	937	1,155	3,151	3,151	3,151	3,151	3,151
Balance Forward Out	351	571	836	164	131	83	131	83
Expenditures	901	933	1,076	3,823	3,184	3,199	3,184	3,199
Biennial Change in Expenditures				3,064		1,484		1,484
Biennial % Change in Expenditures				167		30		30
Governor's Change from Base								0
Governor's % Change from Base								0

Program Planning and Delivery

Activity Financing by Fund

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27
Full-Time Equivalents	7.01	5.91	7.51	7.51	7.51	7.51	7.51	7.51

2700 - Trunk Highway

Balance Forward In	8,789	42,554	6,579	46,842	6,439	4,954	6,439	4,954
Direct Appropriation	262,718	262,218	311,630	311,250	305,450	305,450	315,594	318,945
Receipts	3,887	2,012	2,841	2,937	2,937	2,937	2,937	2,937
Transfers In		5,393						
Transfers Out		13,943						
Cancellations		16,021	40					
Balance Forward Out	38,648	6,526	46,842	6,439	4,954	3,469	4,954	3,469
Expenditures	236,746	275,687	274,168	354,590	309,872	309,872	320,016	323,367
Biennial Change in Expenditures				116,325		(9,014)		14,625
Biennial % Change in Expenditures				23		(1)		2
Governor's Change from Base								23,639
Governor's % Change from Base								4
Full-Time Equivalents	1,755.31	1,858.94	1,801.74	1,830.71	1,860.70	1,889.68	1,860.70	1,889.68

2710 - Highway Users Tax Distribution

Open Appropriation	2,493,212	2,555,556	2,666,026	2,897,724	3,132,356	3,245,607	3,131,066	3,243,587
Transfers Out	2,493,212	2,555,556	2,666,026	2,897,724	3,132,356	3,245,607	3,131,066	3,243,587

3000 - Federal

Balance Forward In	428	595	2,779	2,269				
Receipts	30,119	35,747	47,263	134,456	104,770	94,355	104,770	94,355
Balance Forward Out	63	1,693	2,269					
Expenditures	30,483	34,648	47,773	136,725	104,770	94,355	104,770	94,355
Biennial Change in Expenditures				119,367		14,627		14,627
Biennial % Change in Expenditures				183		8		8
Governor's Change from Base								0
Governor's % Change from Base								0
Full-Time Equivalents	84.55	87.06	87.87	87.87	83.60	82.60	83.60	82.60

Program: State Roads**Activity: State Road Construction**

<http://www.minnesotago.org/>

<http://www.dot.state.mn.us/planning/program/stip.html>

<http://www.dot.state.mn.us/planning/mnship/>

<http://dot.state.mn.us/planning/10yearplan/index.html>

<https://www.dot.state.mn.us/projectselection/>

AT A GLANCE

- State Road Construction is funded through direct appropriations from the Trunk Highway Fund, Federal Highway Trust Funds, and Trunk Highway Bond proceeds
- 271 construction projects were started in the 2022-23 biennium
- 351 construction projects are planned in the 2024-25 biennium
- Eight Corridors of Commerce projects received funding in 2023 (for construction between 2024 and 2027)

PURPOSE AND CONTEXT

The State Road Construction budget activity is the Trunk Highway System capital investment program for the construction, reconstruction, and improvement on the 12,000 miles of state-managed roads and bridges. State-managed roads include the National Highway System (NHS) and 7,600 miles of non-NHS Trunk Highways. Investments on these roads are primarily for system preservation, improvements, and expansion. MnDOT staff administers and provides oversight to hundreds of projects each season. Investment decisions reflect the priorities and policies identified in the planning documents developed by the agency based on state and federal goals and input from the public and transportation stakeholders. MnDOT strives to deliver measurable results through effective and efficient stewardship of state road construction resources. These investments build and maintain the infrastructure that supports Minnesota's economy and ensures communities thrive throughout the state.

SERVICES PROVIDED

MnDOT selects, designs, and manages construction projects to advance the objectives and performance measures in the Statewide Multimodal Transportation Plan. The investment priorities and direction are set in the 20-year Minnesota State Highway Investment Plan (MnSHIP) (<http://www.dot.state.mn.us/planning/mnship>). Individual construction projects are prioritized and selected within categories and programs using an objective and transparent scoring process based on the legislatively required Project Selection Policy. The annual construction program provides work for contractors across the state and opportunities for small business participation and employment to minorities and women to work on MnDOT contracts.

Trunk Highway System Preservation Construction

Trunk Highway preservation construction includes:

- Repairing and reconstructing highways and bridges to maintain the existing transportation system
- Planning for the preservation of highway and bridge investments in a timely and cost-effective manner
- Selecting preservation projects that provide a safety and reliability while minimizing costs

Trunk Highway System Expansion

Trunk Highway expansion includes:

- Adding capacity to the transportation system with new lanes, bridges, and interchanges
- Creating safer roadways with new turn lanes, wider shoulders, and roundabouts

- Completing critical connections through special legislation and bonding programs, such as the Corridors of Commerce program

Other Trunk Highway System Improvements

Other Trunk Highway system improvements involve investing in areas within the right of way but outside of the traditional highway footprint, including:

- Multimodal investments, including bike paths and pedestrian bridges
- Intelligent Traffic Systems, including ramp meters and changeable message signs
- Truck weigh stations and scales
- Rest areas

RESULTS

MnSHIP Outcomes (2023 to 2042)

MnSHIP identifies the investment priorities for the State Road and Bridge Construction Program and the outcomes of those investments. Based upon the estimated available funding, MnDOT's investment direction will focus on the following themes:

Maintain the Existing System

MnDOT continues to invest the majority of capital funds to maintain existing state highway infrastructure including pavements, bridges and roadside infrastructure. With additional state and federal funding, MnDOT is able to meet performance targets for Interstate pavement as well as NHS and non-NHS bridge condition.

Improve Mobility, Accessibility and Safety for All

The MnSHIP investment direction increases funding to improve mobility for all state highway system users. This includes motorists, freight haulers, transit users, pedestrians, and bicyclists. The investment direction includes increased funding for pedestrian infrastructure to achieve compliance with the Americans with Disabilities Act and help implement the Statewide Pedestrian System Plan and District Bicycle Plans. Safety funding is increased to improve safety at locations with high crash rates and to address safety for vulnerable road users.

Begin to Adapt to a Changing Future

Minnesota's climate is changing and will continue to do so. This plan includes a new Climate Resilience investment category under the Climate Action objective area to advance a sustainable and resilient transportation system. New technology is also transforming the way the transportation system is used. The MnSHIP investment direction includes funding to ensure state highways are best equipped for Connected and Automated Vehicles and enhanced Intelligent Transportation Systems to meet emerging technology needs.

Focus on Communities and Livability

Transportation can be a barrier, especially for underserved communities such as Black, Indigenous, and people of color, people with disabilities, people with low incomes and others. This plan funds a livable communities pilot program to improve connectivity across state highways. These include enhanced crossings, small freeway cap projects and under-bridge improvements. Many state highways serve as a major commercial corridor in cities and towns throughout the state. Cities, counties, and communities have many needs on these corridors. The MnSHIP investment direction includes a substantial increase in funding for urban pavement projects to address community priorities and deliver a more holistic and multimodal project.

Efficiencies

MnDOT works to be good stewards of public funds. The department takes a targeted approach to systematically identify and quantify efficiencies as well as find new areas for improvement. When MnDOT identifies savings on current projects, the department releases those funds to advance other projects. MnDOT uses a best practice case-analysis approach to evaluate and measure efficiency in project quality, time, and cost. MnDOT analyzes each case for implementation of cost saving strategies, designs, and processes. In FY 2024, there were

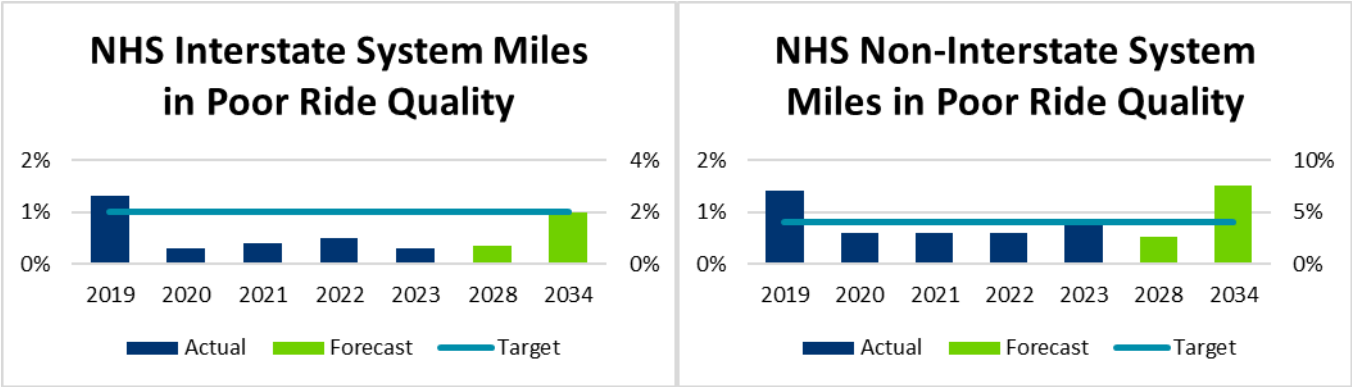
approximately \$47 million in savings identified on major projects. Including fiscal year 2023 savings, MnDOT achieved an estimated \$126 million in savings from these practices over the previous two fiscal years. MnDOT efficiencies are reported in the Major Highway Projects Report on the Legislative Reports (<https://www.dot.state.mn.us/govrel/reports.html>) website.

Performance Measures

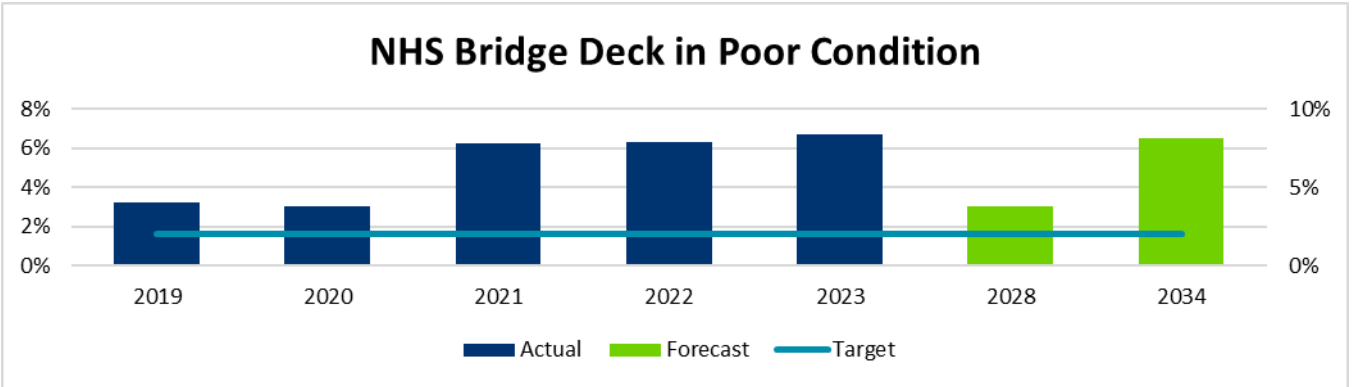
MnDOT tracks the performance of the Trunk Highway system with measures which are published on the Performance Measure Dashboard (<https://www.dot.state.mn.us/measures/>).

MnDOT prioritizes infrastructure improvements on National Highway System (NHS) routes and holds these roads to a higher performance standard than non-NHS routes. This approach allows MnDOT to comply with federal law and manage risks related to statewide travel. Pavement condition is measured by the percentage of miles of highway in poor condition. Poor ride quality can range from uneven surfaces to cracks in the road.

The target for the percent of miles in poor ride quality condition on NHS interstate routes is less than two percent. The target for NHS non-interstate routes is less than four percent. Poor ride quality is projected to increase to the target for NHS Interstate miles in 2034. Non-Interstate miles are projected to increase to above the target after 2029.



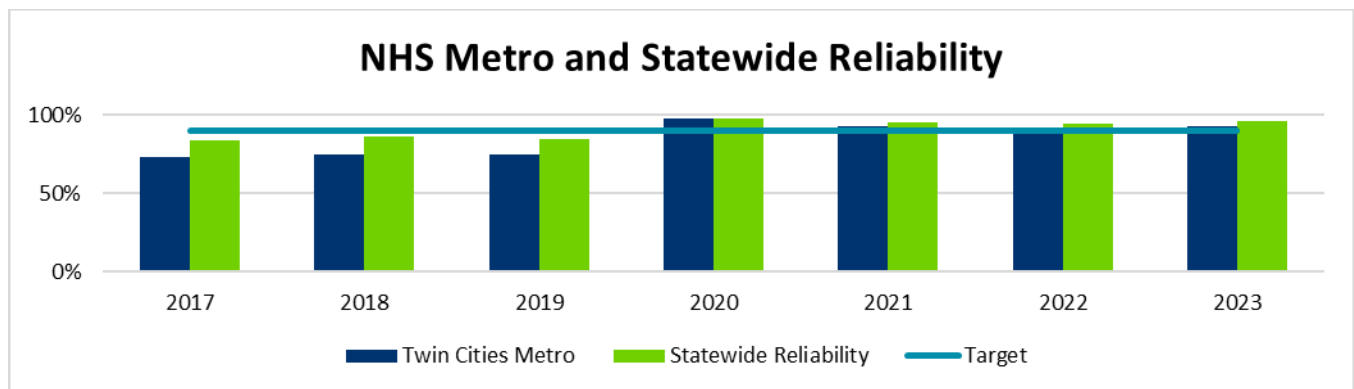
Bridge condition is measured by the percent of bridge deck area in poor condition. State highway bridges are inspected at least every two years. Bridges rated in poor condition are safe to drive on but are near the point where significant repair or replacement is needed. The target for the percent of NHS bridge deck area in poor condition is less than five percent. This measure exceeded the target in 2021 when the Blatnik Bridge, representing more than two percent of the total NHS bridge deck area, fell into poor condition. The Blatnik Bridge is scheduled to be replaced, with construction anticipated to start in 2027.



MnDOT's Complete Streets Policy applies to all phases of planning, scoping, project development, construction, operations, permitting and maintenance activities. This means addressing the safety and access needs of transportation system users of all ages and abilities, across urban, suburban, and rural settings. MnDOT approved a significant update to the policy in October 2022 and is currently institutionalizing the new implementation guidance and reporting process. MnDOT has focused on developing and delivering targeted training, providing ongoing technical assistance to staff with new or expanded roles, designing a new reporting platform, and updating project planning, design and delivery touchpoints to support consistent application. The agency will start reporting on new performance measures for the 2024-25 biennium based on these changes. New performance measures include tracking improvements for bicycling, walking, and safety improvements, as well as share of programmed projects that are meeting user group needs.

MnDOT defines metro area freeway congestion as traffic traveling at speeds less than 45 mph. Freeway system congestion has increased since the low of 1.4 percent in 2020. In 2023, approximately 22 percent of freeway miles experienced congestion, which remains below the 2019 level of 24.4 percent.

In addition to freeway congestion, MnDOT also monitors the reliability of travel times. Travel time reliability is a measure of the consistency or dependability in travel times from day to day. MnDOT tracks the percent of all person-miles traveled that are reliable on the interstate system and other NHS highways. Reliability of Minnesota's interstate and other NHS systems remained relatively consistent at both the metro and statewide levels from 2017 to 2019. Statewide travel tends to be more reliable than the metro area since the metro area experiences higher traffic volumes and congestion levels. In 2020, reliability reached nearly 100 percent on all systems due to the COVID-19 Pandemic and changing travel patterns. Reliability remained high in 2021, although there was a slight reduction as travel resumed and new travel patterns started to emerge.



The Department of Transportation's State Road Construction legal authority comes from:
 Roads, General Provisions M.S.160 (<https://www.revisor.mn.gov/statutes/?id=160>)
 Trunk Highways M.S.161 (<https://www.revisor.mn.gov/statutes/?id=161>)
 Complete Streets M.S. 174.75 (<https://www.revisor.mn.gov/statutes/?id=174.75>)
 TED M.S. 174.12 (<https://www.revisor.mn.gov/statutes/cite/174.12>)
 Corridors of Commerce M.S. 161.088 (<https://www.revisor.mn.gov/statutes/cite/161.088>)

State Road Construction

Activity Expenditure Overview

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base FY26 FY27		Governor's Recommendation FY26 FY27	
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Expenditures by Fund

1000 - General			10,300	1,500				
2000 - Restrict Misc Special Revenue	5,681	1,893	159	2,731	2,497	2,495	2,497	2,495
2001 - Other Misc Special Revenue		32,806	15,368	34				
2700 - Trunk Highway	1,097,514	1,374,230	1,166,135	1,492,314	1,228,626	1,217,596	2,284,370	1,302,940
3000 - Federal	198	2		11,060	4,060	11,000	4,060	11,000
Total	1,103,393	1,408,931	1,191,961	1,507,639	1,235,183	1,231,091	2,290,927	1,316,435
Biennial Change				187,275		(233,326)		907,762
Biennial % Change				7		(9)		34
Governor's Change from Base								1,141,088
Governor's % Change from Base								46

Expenditures by Category

Compensation	27,049	27,155	28,782	30,227	30,590	31,049	30,590	31,049
Operating Expenses	184,095	158,044	173,111	179,042	171,620	171,560	171,620	171,560
Capital Outlay-Real Property	891,496	1,223,069	989,724	1,297,870	1,032,473	1,027,982	2,088,217	1,113,326
Other Financial Transaction	753	664	343	500	500	500	500	500
Total	1,103,393	1,408,931	1,191,961	1,507,639	1,235,183	1,231,091	2,290,927	1,316,435

Full-Time Equivalents

262.89	256.64	261.31	261.31	261.31	261.31	261.31	261.31	261.31
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State Road Construction

Activity Financing by Fund

(Dollars in Thousands)

	Actual	Actual	Actual	Estimate	Forecast Base		Governor's Recommendation	
	FY22	FY23	FY24	FY25	FY26	FY27	FY26	FY27
1000 - General								
Balance Forward In				1,500				
Direct Appropriation			164,450					
Transfers Out			152,650					
Balance Forward Out			1,500					
Expenditures			10,300	1,500				
Biennial Change in Expenditures				11,800		(11,800)		(11,800)
Biennial % Change in Expenditures						(100)		(100)
Governor's Change from Base								0
Governor's % Change from Base								

2000 - Restrict Misc Special Revenue

Balance Forward In	11,439	6,311	4,062	4,865	3,704	2,777	3,704	2,777
Receipts	773	(356)	961	1,570	1,570	1,570	1,570	1,570
Balance Forward Out	6,532	4,061	4,864	3,704	2,777	1,852	2,777	1,852
Expenditures	5,681	1,893	159	2,731	2,497	2,495	2,497	2,495
Biennial Change in Expenditures				(4,684)		2,102		2,102
Biennial % Change in Expenditures				(62)		73		73
Governor's Change from Base								0
Governor's % Change from Base								0

2001 - Other Misc Special Revenue

Balance Forward In				34				
Receipts		32,806	15,402					
Balance Forward Out			34					
Expenditures	32,806	15,368	34					
Biennial Change in Expenditures				(17,404)		(15,402)		(15,402)
Biennial % Change in Expenditures						(100)		(100)
Governor's Change from Base								0
Governor's % Change from Base								

2700 - Trunk Highway

Balance Forward In	44,880	227,643	200,066	305,330	59,501	54,228	59,501	54,228
Direct Appropriation	1,156,925	1,314,782	1,230,213	1,209,945	1,186,813	1,186,813	2,242,557	1,272,157

State Road Construction

Activity Financing by Fund

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27
Receipts	45,900	22,709	39,336	36,540	36,540	36,540	36,540	36,540
Transfers In	77,795	84,648	244,938	87,945	81,979	82,438	81,979	82,438
Transfers Out	67,795	76,098	90,438	87,945	81,979	82,438	81,979	82,438
Cancellations		2,160	152,650					
Balance Forward Out	160,190	197,293	305,329	59,501	54,228	59,985	54,228	59,985
Expenditures	1,097,514	1,374,230	1,166,135	1,492,314	1,228,626	1,217,596	2,284,370	1,302,940
Biennial Change in Expenditures				186,704		(212,227)		928,861
Biennial % Change in Expenditures				8		(8)		35
Governor's Change from Base								1,141,088
Governor's % Change from Base								47
Full-Time Equivalents	262.89	256.64	261.31	261.31	261.31	261.31	261.31	261.31

3000 - Federal

Receipts	198	2		11,060	4,060	11,000	4,060	11,000
Expenditures	198	2		11,060	4,060	11,000	4,060	11,000
Biennial Change in Expenditures				10,860		4,000		4,000
Biennial % Change in Expenditures				5,430				
Governor's Change from Base								0
Governor's % Change from Base								0

Program: State Roads**Activity: Debt Service**<http://www.dot.state.mn.us/policy/financial/fm007.html>**AT A GLANCE**

Trunk Highway General Obligation bonds:

- \$5.6 billion authorized since 2000
- \$4.1 billion sold since 2000
- \$217 million in three-year average annual expenditures of bond-funded projects
- Debt service payments have grown from 7.4 percent of state revenues in Trunk Highway Fund in FY 2009 to 16 percent in FY 2025
- \$4 billion in remaining debt service payments on all current bond authorizations

PURPOSE AND CONTEXT

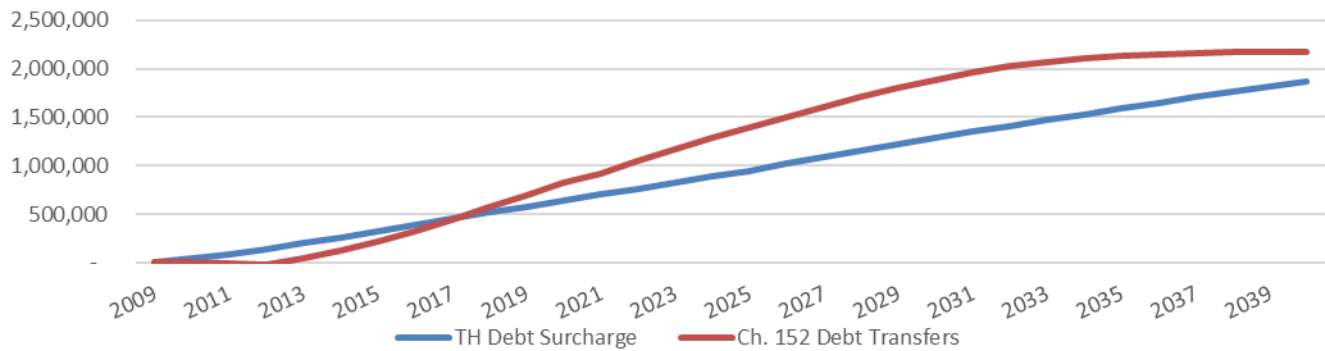
The state of Minnesota is authorized to issue General Obligation bonds for trunk highway purposes under Article XIV, section 11 of the Minnesota State Constitution. Bonds are purchased to advance construction projects beyond what the State Road Construction and federal funding programs can support in each period. The Minnesota Department of Transportation is also authorized to enter into local government advance agreements and into loan agreements using the Transportation Revolving Loan Fund. The debt service activity is funded by a direct appropriation from the Trunk Highway Fund. The Trunk Highway Fund, rather than the state's general fund, pays the debt service for Trunk Highway bonds.

SERVICES PROVIDED

This activity includes the required annual payment of the principal and interest on Trunk Highway bonds to the State Debt Service Fund from the Trunk Highway Fund, as well as payments to the Transportation Revolving Loan Fund for Trunk Highway loan agreements and repayments of advances from local governments.

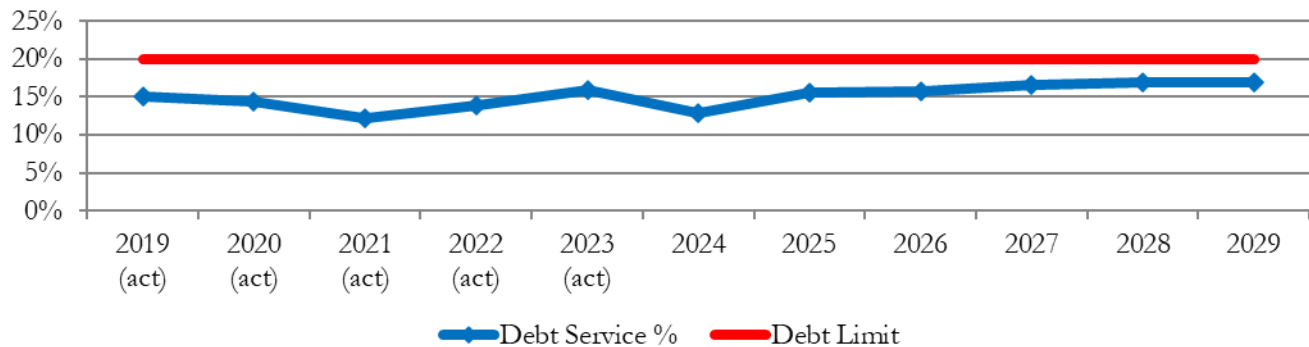
Trunk Highway bonds have become an increasingly common financing tool in recent years, especially since the \$1.8 billion approved in Minnesota Laws of 2008, Chapter 152. The total cost of repaying the bonds generally ranges between \$1.30 and \$1.50 for every \$1.00 of bonds authorized (depending on prevailing interest rates) and are repaid over 20 years.

The current gas tax rate includes 3.5 cents dedicated to the debt service on the \$1.8 billion of trunk highway bonds authorized in Laws of Minnesota 2008, Chapter 152. The \$1.8 billion authorized in 2008 represents 32 percent of the bonds authorized since 2000. The Department prepares an annual analysis of the gas tax debt service surcharge required by Minnesota Statute 296A.083. From FY 2009 to 2017, the debt surcharge revenue was greater than the debt service amounts – resulting in a positive amount transferred to the Trunk Highway Fund. Beginning in fiscal year (FY) 2018 and thereafter, the debt service payments become larger than the surcharge revenues, which will reduce the Trunk Highway Fund balance. In total, this imbalance is projected to result in a cumulative reduction to the Trunk Highway Fund balance of \$521 million by the end of the FY 2026-2027 biennium. The full 3.5 cent tax will continue to be collected, but it falls short of recovering the debt service forecast amount of \$2.2 billion from FY 2009 through FY 2039.



RESULTS

Bond financing, particularly when interest rates are low, is an important strategy for funding transportation projects. The key goal for the debt service activity is to balance the needs of the transportation system by maximizing the funding resources available within a financially sound debt management policy. In 2010, statutory language was enacted that required MnDOT to develop a debt management policy, Minnesota Statute 167.60 (<https://www.revisor.mn.gov/statutes/cite/167.60>). The policy is important to ensure that debt obligations do not materially impact funding levels for other budget activities. MnDOT policy states that debt service cannot exceed 20 percent of annual projected state revenues to the Trunk Highway Fund. The graph below depicts the most current debt service estimates compared with the policy limit. The current projected debt service peaks at 16.9 percent in FY 2028.



The Department of Transportation's Debt Service activity legal authority comes from:
 Minnesota Constitution Article XIV, Section 6 and 11
https://www.revisor.leg.state.mn.us/constitution/#article_14
 Trunk Highway Revolving Loan Account, M.S. 161.04, Subd. 3 and 4
<https://www.revisor.leg.state.mn.us/statutes/?id=161.04>
 Advance Funding for Trunk Highway Projects, M.S. 161.361
<https://www.revisor.leg.state.mn.us/statutes/?id=161.361>
 Trunk Highway Bond Account, M.S. 167.51
<https://www.revisor.mn.gov/statutes/cite/167.51>

Debt Service

Activity Expenditure Overview

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27

Expenditures by Fund

2700 - Trunk Highway	923			3,000	3,000	3,000	3,000	3,000
Total	923			3,000	3,000	3,000	3,000	3,000
Biennial Change				2,077		3,000		3,000
Biennial % Change								
Governor's Change from Base								0
Governor's % Change from Base								0

Expenditures by Category

Capital Outlay-Real Property	976							
Other Financial Transaction	(52)			3,000	3,000	3,000	3,000	3,000
Total	923			3,000	3,000	3,000	3,000	3,000

Debt Service

Activity Financing by Fund

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27
2700 - Trunk Highway								
Balance Forward In		21,788		38,430				
Direct Appropriation	300,590	281,064	268,336	251,817	297,306	315,549	297,306	315,549
Receipts	3,925	4,086	4,138	4,100	4,100	4,100	4,100	4,100
Transfers Out	217,063	251,994	234,044	252,917	298,406	316,649	298,406	316,649
Cancellations	64,741	54,944		38,430				
Balance Forward Out	21,788		38,430					
Expenditures	923			3,000	3,000	3,000	3,000	3,000
Biennial Change in Expenditures				2,077		3,000		3,000
Biennial % Change in Expenditures								
Governor's Change from Base								0
Governor's % Change from Base								0

Program: State Roads**Activity: Operations and Maintenance**

<http://www.dot.state.mn.us/>

<http://www.dot.state.mn.us/maintenance/>

AT A GLANCE

- 12,000 certified centerline state highway miles (approximately 29,000 lane miles), including the state-owned portion of the National Highway System (NHS)
- 3,375 traffic management systems
- 28,894 highway lighting fixtures
- 4,822 bridges greater than ten feet in length on Trunk Highway routes, including railroad, pedestrian, and other structures
- 38,519 highway culverts
- Approximately 260,000 acres of highway right of way (including wetlands and ponds)
- 869 plow trucks
- 6.7 million square feet of total building area owned and operated by MnDOT

PURPOSE AND CONTEXT

State-managed roads make up only 8.2 percent of Minnesota's roads but carry nearly 60 percent of total traffic volume with more than 91 million vehicle miles driven daily on average. Safety and efficiency are integral to the work the department performs daily.

MnDOT Maintenance:

- Clears snow and debris from Minnesota roadways
- Repairs and improves highways, bridges, shoulders, safety devices, and traffic management systems
- Maintains the fleet, equipment, and buildings necessary to perform maintenance activities
- Performs striping, signage, and roadway lighting structure activities
- Responds to emergencies 24 hours per day, 365 days per year and provides services regardless of snow, rain, floods, construction, or emergencies

MnDOT Operations address changing traffic and environmental conditions to ensure best performance from state roadways. Doing this in a cost-effective way reflects MnDOT standards for stewardship of public resources.

SERVICES PROVIDED**Bridges and Structures Maintenance**

MnDOT inspects 4,901 highway bridges in accordance with state and federal requirements. Federal rules require that all bridges are inspected on a one- or two-year cycle. See the Bridge Office website (<http://www.dot.state.mn.us/bridge/inspection.html>) for more information on bridge inspection.

MnDOT performs preventive maintenance to extend the service life of state-managed bridges by protecting these assets from exposure to moisture and corrosive agents like salt. Preventive routine maintenance includes sealing cracks, joints, and railings, as well as spot painting, lubrication of expansion bearings, and flushing of the bridge deck and superstructure and substructure elements with water to remove winter residue to reduce the frequency and scope of future repairs.

Bridge condition is identified during an inspection, maintenance, or when a vehicle damages a bridge. High-priority repairs include deficiencies that could affect the safe function of the bridge or result in deterioration to a critical condition.

Traffic Devices Operation and Maintenance

To increase freeway and arterial efficiency, reduce crashes, and provide travelers with information, MnDOT operates the Regional Transportation Management Center (RTMC) (<https://www.dot.state.mn.us/freeway-operations/rtmc.html>), supports the Southern Regional Communication Center (SRCC), operates a central traffic signal control system, staffs district traffic engineering offices, and provides Electrical Services and the Freeway Incident Response Safety Team. These activities provide travelers with current travel times and critical roadway information, including Amber Alerts and road condition information from the department's Roadway Weather Information System. MnDOT also operates and maintains traffic signals, signs, lighting, barriers, and guardrails statewide. See MnDOT Traffic Engineering (<http://www.dot.state.mn.us/trafficeng>) and MN 511 (<http://www.511mn.org>) for more information.

To maximize existing transportation infrastructure, MnDOT implemented Transportation System Management and Operations (TSMO) strategies. These are operational strategies that increase safety by reducing the frequency, severity, and clearance times of crashes. This leads to more reliability, mobility, and efficiency by maximizing the existing roadway capacity and reducing congestion. Examples of TSMO strategies include traffic incident management, traveler information, safety service patrols, ramp metering, optimizing traffic signal timing, work zone management, and road weather management.

Road and Roadside Maintenance

To keep roads safe and in good operating condition, MnDOT patches potholes, seals cracks, paves road surfaces, removes debris, repairs or replaces culverts, maintains roadway shoulders, and responds to flooding. Maintenance crews mow, control noxious weeds, remove trees and brush, issue permits for public roadway activities like utility work, and maintain rest areas and weigh stations. See department websites for more information on roadway vegetation management (<http://www.dot.state.mn.us/roadsides/vegetation/index.html>) and rest areas (<http://www.dot.state.mn.us/restareas/>).

In July 2022, MnDOT submitted a required Transportation Asset Management Plan (TAMP) (<http://www.dot.state.mn.us/assetmanagement/tamp.html>) to the Federal Highway Administration. The plan describes asset inventory and condition information, performance measures and targets, risks, financial plans, and life cycle cost assessments. These assessments help MnDOT evaluate the cost effectiveness of existing management and investment practices as well as identify areas where process improvements can be made. The plan also acts as a vehicle for better integration between MnDOT's Capital Investment and Maintenance programs. MnDOT is currently working across the agency to fully implement the TAMP through a strategic implementation planning process.

MnDOT collects operations and maintenance cost data and a broader range of asset inventory and condition information and stores the data in a statewide enterprise asset management system called Transportation Asset Management System (TAMS). The benefits of TAMS are seen in areas such as storing information on asset inventories, condition assessments or capturing labor, equipment and material quantities, and costs via work orders for maintenance and operations work activities. The system is nearing full maturity with over 1.5 million assets in inventory, and numerous integrations and functions to support items such as field creation of work orders, damage restitution billing, uploads to the timesheet system, geographic information systems mapping integrations and outputs, performance measurement, etc.

Snow and Ice

MnDOT's snow and ice activities include pre-storm preparation, snow plowing, ice removal, and post-storm clean-up. Snow plowing on Minnesota's 12,000 centerline miles of roads is both resource- and labor-intensive. MnDOT maintains a flexible and responsive workforce to fight winter storms. During the winter, employees may be reassigned from other areas, such as construction or program planning and delivery, to plowing duties as needed.

MnDOT has statutory language (originally authorized in 2017 and modified in 2019) that allows using up to 50 percent of unappropriated Trunk Highway fund balance, instead of reducing other maintenance activities, for additional snow and ice needs in a fiscal year where expenditures exceed 100 percent of the established annual snow and ice expenditure level (Minnesota Statute 174.57 (<https://www.revisor.mn.gov/statutes/cite/174.57>)). In compliance with this statute, MnDOT developed estimated annual expenditure levels for snow and ice management for the 2022-23 biennium of \$85 million per year. These estimates were based on historical average snow and ice management expenditures. In fiscal year (FY) 2023, MnDOT expended approximately \$93 million on snow and ice management activities. For the 2026-27 biennium, the estimated annual expenditure level will increase to an estimated \$95 million per year.

MnDOT maximizes its winter resources through proactive implementation of new technology and practices. One such area is the use of liquid brine. When salt is prewetted with liquids, less salt is more effective than dry salt in some circumstances. Using less salt lowers costs and reduces the impact to the environment. MnDOT's snow and ice performance measures are customer driven and based on extensive customer market research. See the department's website for more information on snow and ice (<http://www.dot.state.mn.us/maintenance/>) which includes the most current "Winter Maintenance Report".

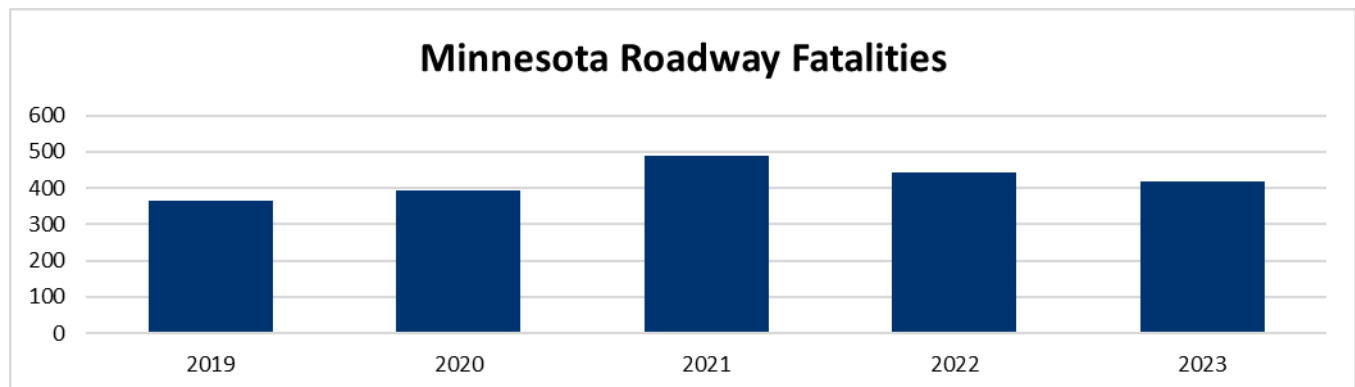
RESULTS

Bridges and Structures Maintenance Performance

MnDOT measures the timeliness of bridge inspections and of the completion of high-priority reactive maintenance. MnDOT aims to complete 100 percent of inspections on time. This goal exceeds the 95 percent target established in the National Bridge Inspection Standards. MnDOT also aims to complete 100 percent of high-priority reactive maintenance on time. This ensures the safe function and structural health of bridges. Additional performance measures are in development to track preventive maintenance activities.

Traffic Devices Operation and Maintenance

MnDOT is a partner in the Toward Zero Deaths Initiative (<http://www.minnesotatzd.org/>) to help reduce injuries and deaths on roads.

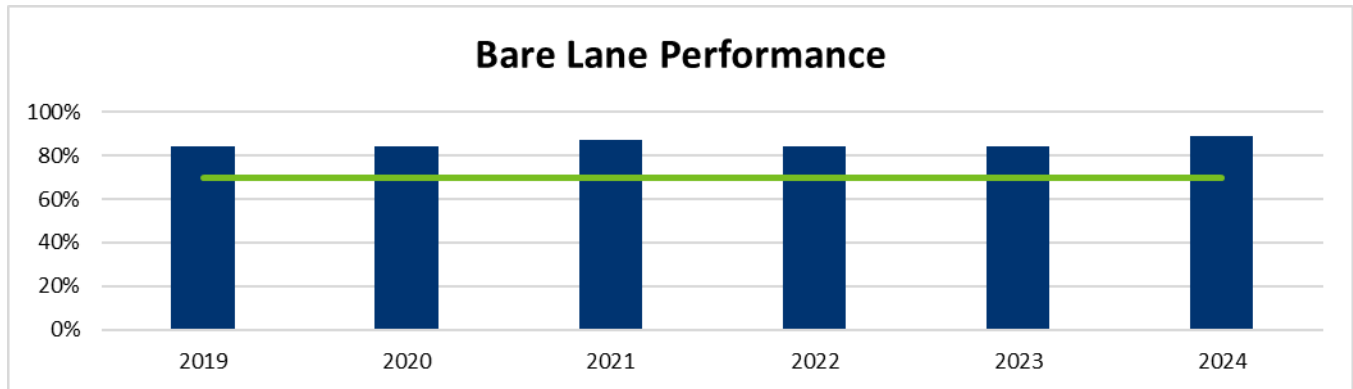


Recurring congestion is minimized through a sophisticated traffic management system, while non-recurring congestion (crashes, stalls) is reduced through quick clearance response. MnDOT expects congestion to remain the same or increase as the region continues to grow. Since 2010, MnDOT’s strategy has shifted away from reducing congestion toward providing alternatives to congested travel. MnPASS Express Lanes provide for cost-effectively improving the efficiency and sustainability of the region’s highway and transit systems. MnPASS uses market-based, congestion-pricing principles to manage travel demand during peak travel times and provide a congestion-free option for transit, carpools, motorcycles, and a fee-based option to solo motorists. Approximately 80 percent of MnPASS users are either riding on buses or in a carpool. The typical MnPASS lane operates as a regular lane open to all traffic nearly 90 percent of the time.

Traffic incidents, like crashes, cause major congestion on the Twin Cities metro area freeway system. Incident clearance time is measured on the system between six a.m. and seven p.m. on weekdays. The target is incident clearance within 35 minutes to minimize delays. MnDOT has met this target for the past seven years.

Snow and Ice Performance

After a snow or ice event, MnDOT returns roads to an acceptable driving condition. This is described as the “time to bare lane.” MnDOT sets an objective window for time to bare lane which varies by the amount of traffic on the road. MnDOT strives to meet the objective for each roadway 70 percent of the time during the winter season.



The Department of Transportation’s Maintenance and Operations activity legal authority comes from:
Roads General Provisions M.S.160 (<https://www.revisor.mn.gov/statutes/?id=160>)
Trunk Highway M.S.161 (<https://www.revisor.mn.gov/statutes/?id=161>)

Operations and Maintenance

Activity Expenditure Overview

(Dollars in Thousands)

	Actual	Actual	Actual	Estimate	Forecast Base		Governor's Recommendation	
	FY22	FY23	FY24	FY25	FY26	FY27	FY26	FY27
<u>Expenditures by Fund</u>								
1000 - General				3,000				
2000 - Restrict Misc Special Revenue	17,482	19,510	16,821	8,241	7,539	7,639	7,539	7,639
2001 - Other Misc Special Revenue	248	211	190	585	560	561	560	561
2050 - Environment & Natural Resources	52	144	401	64				
2700 - Trunk Highway	367,025	443,729	407,247	464,830	440,618	440,619	450,677	454,147
3000 - Federal	2,807	657	720	11,295	11,950	11,950	11,950	11,950
Total	387,614	464,252	425,378	488,015	460,667	460,769	470,726	474,297
Biennial Change				61,527		8,043		31,630
Biennial % Change				7		1		3
Governor's Change from Base								23,587
Governor's % Change from Base								3
<u>Expenditures by Category</u>								
Compensation	209,894	216,617	231,022	246,048	251,886	254,765	259,245	265,593
Operating Expenses	147,796	183,947	160,612	183,243	165,887	163,110	168,587	165,810
Grants, Aids and Subsidies	1	15	0	20	20	20	20	20
Capital Outlay-Real Property	27,233	56,069	30,668	56,491	40,661	40,661	40,661	40,661
Other Financial Transaction	2,690	7,603	3,076	2,213	2,213	2,213	2,213	2,213
Total	387,614	464,252	425,378	488,015	460,667	460,769	470,726	474,297
<u>Full-Time Equivalents</u>								
	2,340.42	2,422.63	2,321.08	2,355.18	2,384.17	2,384.16	2,384.17	2,384.16

Operations and Maintenance

Activity Financing by Fund

(Dollars in Thousands)

	Actual	Actual	Actual	Estimate	Forecast Base		Governor's Recommendation	
	FY22	FY23	FY24	FY25	FY26	FY27	FY26	FY27
1000 - General								
Balance Forward In				2,000				
Direct Appropriation			2,000	1,000	0	0	0	0
Balance Forward Out			2,000					
Expenditures				3,000				
Biennial Change in Expenditures				3,000		(3,000)		(3,000)
Biennial % Change in Expenditures								
Governor's Change from Base								0
Governor's % Change from Base								

2000 - Restrict Misc Special Revenue

Balance Forward In	14,115	13,335	14,096	15,508	12,143	9,522	12,143	9,522
Receipts	14,588	17,640	18,231	4,876	4,918	4,989	4,918	4,989
Balance Forward Out	11,220	11,465	15,506	12,143	9,522	6,872	9,522	6,872
Expenditures	17,482	19,510	16,821	8,241	7,539	7,639	7,539	7,639
Biennial Change in Expenditures				(11,930)		(9,884)		(9,884)
Biennial % Change in Expenditures				(32)		(39)		(39)
Governor's Change from Base								0
Governor's % Change from Base								0
Full-Time Equivalents	17.24	17.74	15.26	15.66	15.66	15.66	15.66	15.66

2001 - Other Misc Special Revenue

Balance Forward In	8,198	8,190	8,480	8,961	8,914	8,892	8,914	8,892
Receipts	224	501	670	538	538	538	538	538
Balance Forward Out	8,174	8,480	8,960	8,914	8,892	8,869	8,892	8,869
Expenditures	248	211	190	585	560	561	560	561
Biennial Change in Expenditures				315		346		346
Biennial % Change in Expenditures				69		45		45
Governor's Change from Base								0
Governor's % Change from Base								0
Full-Time Equivalents	0.96	1.09	1.03	1.03	1.03	1.03	1.03	1.03

2050 - Environment & Natural Resources

Balance Forward In	165	223	64					
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Operations and Maintenance

Activity Financing by Fund

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base FY26 FY27		Governor's Recommendation FY26 FY27	
Direct Appropriation	217	200						
Transfers In			249					
Cancellations			7					
Balance Forward Out	165	221	64					
Expenditures	52	144	401	64				
Biennial Change in Expenditures				269		(465)		(465)
Biennial % Change in Expenditures				137		(100)		(100)
Governor's Change from Base								0
Governor's % Change from Base								
Full-Time Equivalents	0.16	0.68	0.07					

2700 - Trunk Highway

Balance Forward In	10,883	41,545	13,084	32,320	6,603	5,098	6,603	5,098
Direct Appropriation	376,975	398,481	412,220	426,746	426,746	426,746	436,805	440,274
Receipts	13,009	13,658	14,264	12,367	12,367	12,367	12,367	12,367
Transfers In	30,779	41,058	36,331	44,610	34,610	34,610	34,610	34,610
Transfers Out	30,779	36,258	36,331	44,610	34,610	34,610	34,610	34,610
Cancellations		2,787						
Balance Forward Out	33,842	11,968	32,321	6,603	5,098	3,592	5,098	3,592
Expenditures	367,025	443,729	407,247	464,830	440,618	440,619	450,677	454,147
Biennial Change in Expenditures				61,322		9,160		32,747
Biennial % Change in Expenditures				8		1		4
Governor's Change from Base								23,587
Governor's % Change from Base								3
Full-Time Equivalents	2,322.06	2,403.12	2,304.72	2,338.49	2,367.48	2,367.47	2,367.48	2,367.47

3000 - Federal

Balance Forward In	16	15	15	15				
Receipts	2,806	657	720	11,280	11,950	11,950	11,950	11,950
Balance Forward Out	15	15	15					
Expenditures	2,807	657	720	11,295	11,950	11,950	11,950	11,950
Biennial Change in Expenditures				8,551		11,885		11,885
Biennial % Change in Expenditures				247		99		99

Operations and Maintenance

Activity Financing by Fund

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base FY26 FY27		Governor's Recommendation FY26 FY27	
Governor's Change from Base								0
Governor's % Change from Base								0

Program: State Roads**Activity: Statewide Radio Communications**<https://www.dot.state.mn.us/src/><https://dps.mn.gov/divisions/ecn/programs/armer/>**AT A GLANCE**

- Allied Radio Matrix for Emergency Response (ARMER) System
 - More than 95,000 active users/subscribers to the ARMER system
 - All 335 planned ARMER towers are now constructed and fully operational
 - Systems availability, when all sites are on the air and in service, is 99.9 percent
 - 645 tower leases with partners
- Radio/Electronic System Maintenance
 - 16 radio repair facilities statewide
 - 9,900 mobile and portable radios maintained for state agencies
 - 4,061 base station radios maintained for state agencies
 - 140 Road Weather Information System sites maintained across the state

PURPOSE AND CONTEXT

Statewide Radio Communications builds, maintains, owns, and operates the Allied Radio Matrix for Emergency Response (ARMER) system. This 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 emergency response agencies.

ARMER serves the day-to-day and emergency two-way radio communication needs of MnDOT, the Department of Public Safety (DPS), and other state agencies, along with most local and regional law enforcement agencies. This includes police, fire, emergency medical, and public works services.

The system is a network of radio towers, equipment shelters, and radio transmission equipment which is shared by network users throughout the state. This is identified in the Statewide Radio Communication Plan maintained by the Statewide Emergency Communications Board (SECB).

Statewide Radio Communications strengthens relationships with all operating entities and stakeholders, including all 87 counties and their emergency services through meetings with the Regional Advisory Committees. Statewide Radio Communications strives for operational excellence by providing wide area network coverage of the interoperable system to its customers, of which there are more than 95,000 active users/subscribers on ARMER.

SERVICES PROVIDED

Part of Statewide Radio Communications' investment and planning function is to provide overall electrical engineering direction for the strategic and tactical planning of wireless voice and data systems for ARMER and other public safety or transportation applications (Road and Weather Information System (RWIS), automatic vehicle location (AVL), dispatcher console systems, audio loggers, remote site data connections, and camera systems). This includes electronic communication system engineering, design, and construction expertise to offices and districts and other state and local agencies. Statewide Radio Communications also serves as the public safety radio spectrum frequency advisor for the state of Minnesota.

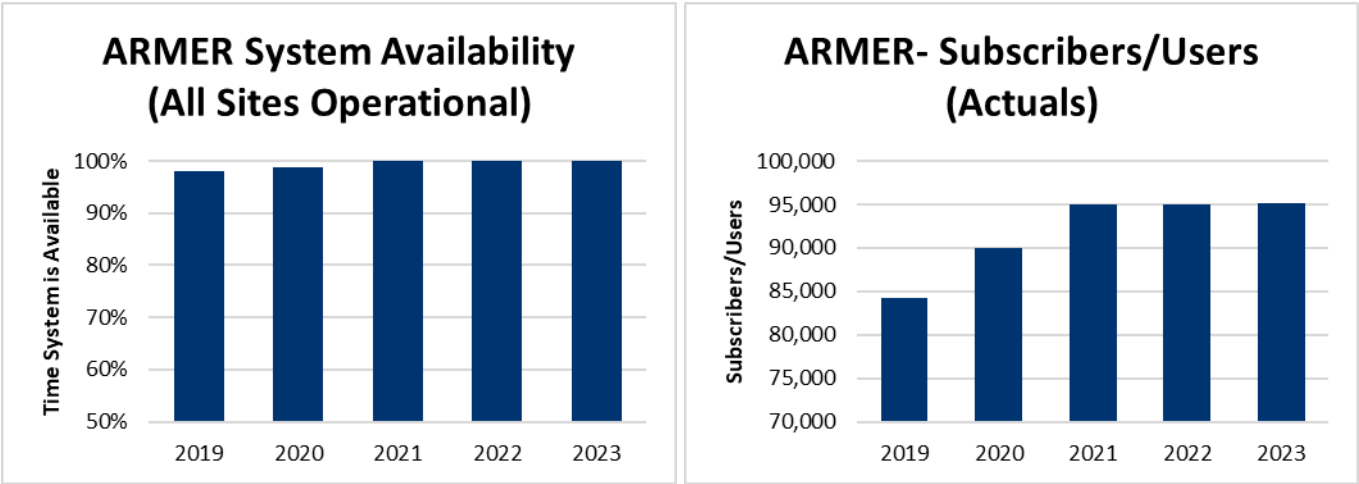
Management of the system requires monitoring, repairing, upgrading, and replacing the radio communications infrastructure, facilities, base stations, and mobile and portable radios. The agency also provides maintenance for electronic equipment, such as road weather information systems. The agency also manages and facilitates tower lease/rental space for other public and private wireless providers statewide.

In working with other state and local agencies, including the Department of Public Safety and the Department of Natural Resources, Statewide Radio Communications provides emergency service response for public safety electronic communications systems and shared expertise and technical services. As the lead agency, infrastructure and resources are provided for Minnesota to allow its emergency responders to communicate daily with each other at any time, regardless of the nature or scope of an event.

Construction of the 335 planned tower sites is now complete. ARMER system coverage exceeds the legislatively mandated 95 percent of the land mass with mobile-level coverage within each county. The focus will now be ongoing system maintenance and operational needs, lifecycle planning to identify long-range replacement schedules and funding needs, and system upgrades to keep up with technology improvements. Lifecycle planning includes all elements of the system: antenna systems, microwave radio connectivity systems, radio towers, equipment buildings, and backup power systems.

RESULTS

MnDOT operates and provides routine maintenance to ARMER, including monthly reports, FCC licensing, and system improvements. ARMER is currently in version 7.15 and is in a five-year transition period to version 7.19. More than 95,000 active users subscribe to the Allied Radio Matrix for Emergency Response (ARMER) system. The number of system users has grown steadily since the first towers were built in 2001. All 335 planned ARMER towers are now constructed and fully operational. Systems availability, when all sites are on the air and in service, is 99.9 percent.



The legal authority for the Statewide Radio Communications activity comes from: Public Safety Radio Communications, M.S. 174.70 (<https://www.revisor.mn.gov/statutes/?id=174.70>) and M.S. 403 (<https://www.revisor.mn.gov/statutes/?id=403>)

Statewide Radio Communications

Activity Expenditure Overview

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27

Expenditures by Fund

1000 - General	3	3	1,732	274	3	3	3	3
2000 - Restrict Misc Special Revenue	2,217	2,279	2,323	4,657	2,361	2,361	2,361	2,361
2001 - Other Misc Special Revenue	857	919	1,009	952	929	929	929	929
2700 - Trunk Highway	7,910	7,682	8,903	8,958	8,824	8,824	8,969	9,038
4900 - 911 Emergency	9,464	9,947	10,103	10,397	10,384	10,384	24,384	10,384
Total	20,451	20,831	24,071	25,238	22,501	22,501	36,646	22,715
Biennial Change				8,027		(4,307)		10,052
Biennial % Change				19		(9)		20
Governor's Change from Base								14,359
Governor's % Change from Base								32

Expenditures by Category

Compensation	8,746	9,244	10,139	10,864	10,966	11,125	11,111	11,339
Operating Expenses	10,230	10,898	11,608	12,587	10,021	9,862	10,021	9,862
Capital Outlay-Real Property	417	473	1,554	1,485	1,214	1,214	15,214	1,214
Other Financial Transaction	1,057	217	769	302	300	300	300	300
Total	20,451	20,831	24,071	25,238	22,501	22,501	36,646	22,715

Full-Time Equivalents

81.96	87.08	87.45	87.55	87.35	87.35	87.35	87.35
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Statewide Radio Communications

Activity Financing by Fund

(Dollars in Thousands)

	Actual	Actual	Actual	Estimate	Forecast Base		Governor's Recommendation	
	FY22	FY23	FY24	FY25	FY26	FY27	FY26	FY27
1000 - General								
Balance Forward In		0	0	271				
Direct Appropriation	3	3	2,003	3	3	3	3	3
Cancellations		0						
Balance Forward Out	0		271					
Expenditures	3	3	1,732	274	3	3	3	3
Biennial Change in Expenditures				2,000		(2,000)		(2,000)
Biennial % Change in Expenditures				33,339		(100)		(100)
Governor's Change from Base								0
Governor's % Change from Base								0

2000 - Restrict Misc Special Revenue

Balance Forward In	2,066	2,186	2,250	2,296				
Receipts	2,332	2,344	2,370	2,361	2,361	2,361	2,361	2,361
Balance Forward Out	2,181	2,250	2,296					
Expenditures	2,217	2,279	2,323	4,657	2,361	2,361	2,361	2,361
Biennial Change in Expenditures				2,484		(2,258)		(2,258)
Biennial % Change in Expenditures				55		(32)		(32)
Governor's Change from Base								0
Governor's % Change from Base								0
Full-Time Equivalents	0.01	0.13	0.02	0.22	0.22	0.22	0.22	0.22

2001 - Other Misc Special Revenue

Balance Forward In	306	189	73	23				
Receipts	741	803	959	929	929	929	929	929
Balance Forward Out	189	73	23					
Expenditures	857	919	1,009	952	929	929	929	929
Biennial Change in Expenditures				184		(103)		(103)
Biennial % Change in Expenditures				10		(5)		(5)
Governor's Change from Base								0
Governor's % Change from Base								0
Full-Time Equivalents	1.57	1.62	2.00	1.90	1.70	1.70	1.70	1.70

2700 - Trunk Highway

Statewide Radio Communications

Activity Financing by Fund

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27
Balance Forward In	1,437	1,640	1,963	1,634	1,200	900	1,200	900
Direct Appropriation	6,236	6,236	6,650	6,904	6,904	6,904	7,049	7,118
Receipts	1,722	1,735	1,925	1,620	1,620	1,620	1,620	1,620
Cancellations		0						
Balance Forward Out	1,485	1,928	1,635	1,200	900	600	900	600
Expenditures	7,910	7,682	8,903	8,958	8,824	8,824	8,969	9,038
Biennial Change in Expenditures				2,269		(213)		146
Biennial % Change in Expenditures				15		(1)		1
Governor's Change from Base								359
Governor's % Change from Base								2
Full-Time Equivalents	37.67	39.98	40.70	40.70	40.70	40.70	40.70	40.70

4900 - 911 Emergency

Balance Forward In		275		13				
Transfers In	9,675	9,675	10,116	10,384	10,384	10,384	24,384	10,384
Cancellations		3						
Balance Forward Out	211		13					
Expenditures	9,464	9,947	10,103	10,397	10,384	10,384	24,384	10,384
Biennial Change in Expenditures				1,089		268		14,268
Biennial % Change in Expenditures				6		1		70
Governor's Change from Base								14,000
Governor's % Change from Base								67
Full-Time Equivalents	42.71	45.35	44.73	44.73	44.73	44.73	44.73	44.73

Program: Local Roads**Activity: County State Aid Roads**<http://www.dot.state.mn.us/stateaid/>**AT A GLANCE**

- 87 counties
- 30,801 miles of County State Aid Highways (CSAH) make up approximately 20 percent of all Minnesota roadways
- 6,169 bridges on the CSAH system
- 1,961 bridges on county roads
- 55,140 township road miles
- 6,296 township bridges
- Annually approved on average:
 - 561 CSAH projects
 - 143 federal aid projects
 - 22 Local Road Improvement Program projects (county/township)
 - 131 Local Bridge Replacement Program projects (county)
 - 62 Township Bridge projects

PURPOSE AND CONTEXT

State Aid for Local Transportation (SALT) provides customer service to Minnesota counties through distribution of the annual allocation from the Highway User Tax Distribution Fund (HUTDF), general obligation bonding and state general funding for local bridges and road improvements, and Federal Highway Administration (FHWA) funds.

A portion of funds from the HUTDF are for construction and system maintenance on the County State Aid Highways (CSAH) system, with a small portion available to townships for road and bridge improvements. The other funding sources are primarily for construction on the CSAH system.

Counties select construction projects and perform maintenance activities within their jurisdictions, which include identified roads within cities with a population of less than 5,000. SALT reviews and approves local individual construction plans for compliance with state and federal laws, standards, and rules.

Through engaging its customers, SALT assists in planning for, constructing, and maintaining the CSAH system. This ensures the effective and efficient use of public resources for long-term investments that respond to the evolving needs of counties throughout the state.

SERVICES PROVIDED**Customer Service:**

SALT actively partners with counties as they plan, construct, operate, and maintain Minnesota's multimodal transportation system to maximize investments and deliver a safe, efficient, and accessible transportation system for all. SALT provides counties with technical resources, materials, and subject matter expertise to assist them in delivering effective and efficient transportation system improvements. This includes crash information; interactive roadway and bridge mapping; program and project delivery guidance; communications; financial reimbursement, payment, and reporting processes; guidance and information on various state and federal funding sources; and training on many of these items. SALT provides technical assistance on highway and bridge design, transportation

safety, construction administration, grant management for state and federal funding, administration of federally funded projects, and overall management of the state aid system. SALT serves as a liaison between the counties and MnDOT and FHWA or other state and federal agencies to build upon a partnership that began over 60 years ago in creating a robust transportation system that serves all of Minnesota.

Federal Aid:

SALT also acts as an agent for the local authorities in the administration of their federal construction contracts to fulfill the state's obligations for federal oversight of all local federal aid projects. SALT assists local agencies in completing the requirements for federal aid, including public involvement, disadvantaged business participation, and documentation to comply with environment and historic preservation requirements.

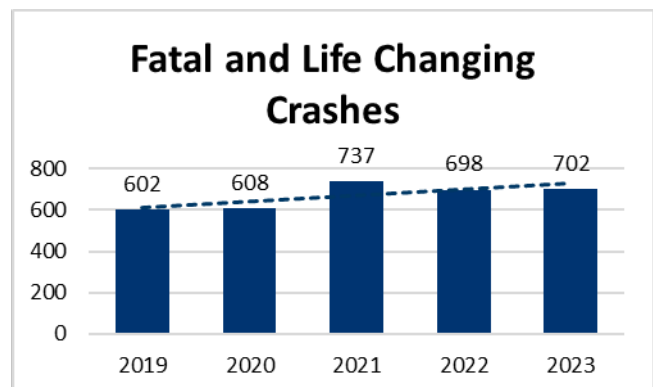
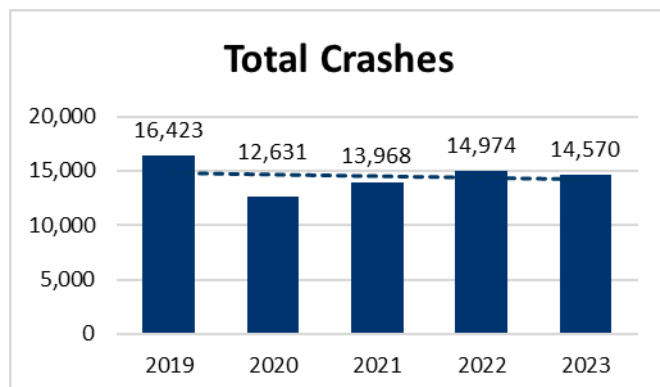
Other HUTDF Funding:

- Two percent of the available funds are set aside for an administrative account used for administrative costs incurred by SALT in carrying out the provisions relating to the state aid highway system.
- One percent of available funds are set aside for a disaster account to assist counties with extraordinary disaster costs when they arise.
- One-half of one percent of the available funds are set aside for a research account for the development, acquisition and application of new knowledge, and the exploration and implementation of new technologies for the local transportation system.
- Three-quarters of one percent of the available funds are set aside for the State Park Road Account to provide funding for access roads to state parks and recreational areas. These projects are selected by the Department of Natural Resources.
- The Town Road Account is distributed from the five percent set-aside from the HUTDF through the counties to townships for improvements of township roads.
- The Town Bridge Account is distributed from the five percent set aside from the HUTDF to counties for the replacement of deficient township bridges.

RESULTS

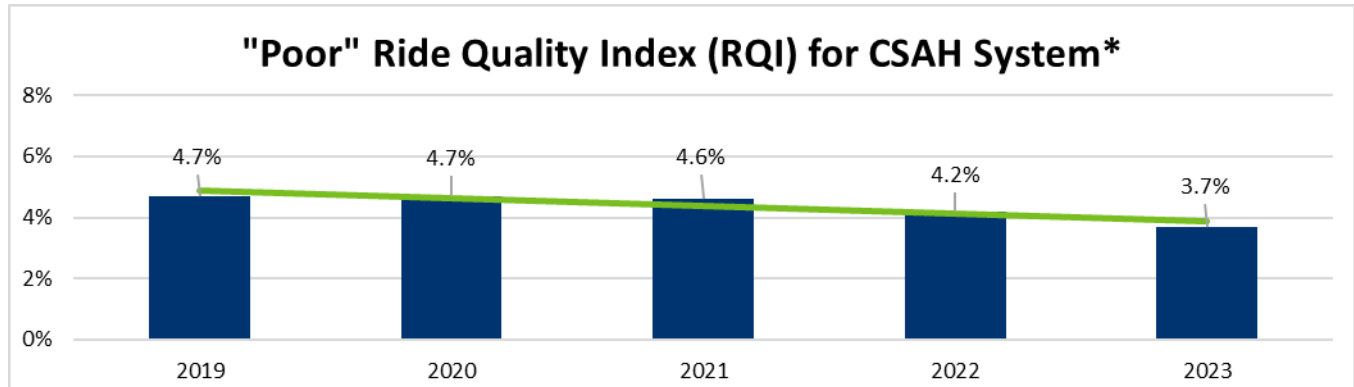
SAFETY

Safety on the CSAH system is measured in both the total number of crashes that occur, and the number of fatalities or life-changing crashes. Total crashes on the CSAH system declined steadily until 2016, plateaued with a slight uptick before the pandemic. In 2020, crashes decreased due to change in travel patterns but began rising again as post-pandemic travel returned to normal. Fatal and serious injury crashes plateaued from 2016 to 2020, spiked in 2021, and have since stabilized.



Pavement Condition

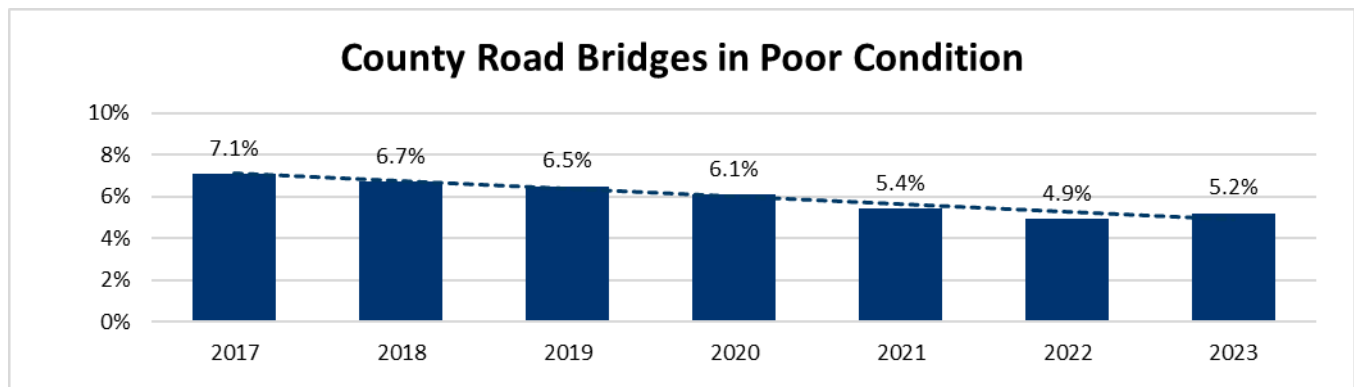
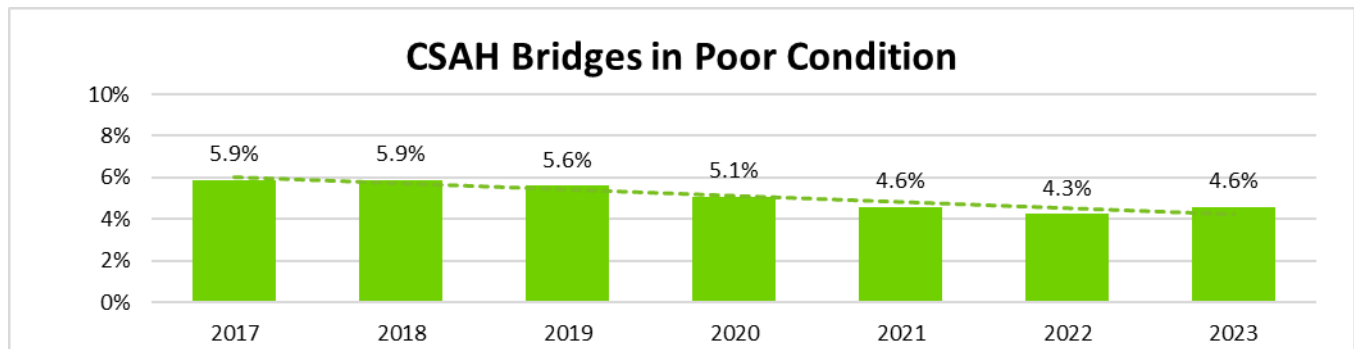
Over the past five years, pavement condition on the CSAH system has generally been improving as measured by a downward trend in the pavement condition metric, Ride Quality Index (RQI).



** Values for each year are based on that year or the previous most recent year for all counties.*

Bridge Condition

The following charts show the percentage of bridges rated in "Poor" condition on the county state aid highway (CSAH) and county road system. For the CSAH system, there has been a decrease in poorly rated bridges between 2017 to 2023, 5.9 percent and 4.6 percent, respectively. The county road system also has seen a reduction in poorly rated bridges between 2017 to 2023, 7.1 percent and 5.2 percent, respectively. This indicates that county agencies are actively working on their bridge programs, and bridge conditions within the county system are improving.



The legal authority for the County State Aid Highways activity comes from:

Distribution of State Aid funds to counties and cities, Constitution of MN, Article XIV

(https://www.revisor.mn.gov/constitution/#article_14)

Legal authority for the State Aid system, M.S. 162 (<https://www.revisor.mn.gov/statutes/?id=162>)

County State Aid Roads

Activity Expenditure Overview

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base FY26 FY27		Governor's Recommendation FY26 FY27	
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Expenditures by Fund

1000 - General			27,000	38,900				
2000 - Restrict Misc Special Revenue	1,076	864	48,212	106,065	101,671	104,871	103,141	107,161
2600 - County State Aid Highway	790,237	779,058	822,464	1,028,034	1,108,624	1,141,275	1,107,912	1,140,137
3000 - Federal	199,997	171,474	215,944	510,921	1,249,381	543,891	1,249,381	543,891
3520 - Transportation-Loc Bridge&Road	8,698	7,388	13,048	13,852				
Total	1,000,008	958,784	1,126,668	1,697,772	2,459,676	1,790,037	2,460,434	1,791,189
Biennial Change				865,648		1,425,273		1,427,183
Biennial % Change				44		50		51
Governor's Change from Base								1,910
Governor's % Change from Base								0

Expenditures by Category

Compensation	8,099	8,850	10,089	10,529	10,637	10,772	10,637	10,772
Operating Expenses	6,605	5,237	8,223	20,067	18,700	19,610	18,700	19,610
Grants, Aids and Subsidies	976,732	926,696	1,094,968	1,512,578	1,679,732	1,709,048	1,680,490	1,710,200
Capital Outlay-Real Property	8,567	17,970	13,387	154,571	750,580	50,580	750,580	50,580
Other Financial Transaction	5	31	1	27	27	27	27	27
Total	1,000,008	958,784	1,126,668	1,697,772	2,459,676	1,790,037	2,460,434	1,791,189

Full-Time Equivalents

52.26	57.28	61.27	61.27	61.27	61.27	61.27	61.27
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County State Aid Roads

Activity Financing by Fund

(Dollars in Thousands)

	Actual	Actual	Actual	Estimate	Forecast Base		Governor's Recommendation	
	FY22	FY23	FY24	FY25	FY26	FY27	FY26	FY27
1000 - General								
Balance Forward In				38,900				
Direct Appropriation	12,000		65,900					
Transfers Out	12,000							
Balance Forward Out			38,900					
Expenditures			27,000	38,900				
Biennial Change in Expenditures				65,900		(65,900)		(65,900)
Biennial % Change in Expenditures						(100)		(100)
Governor's Change from Base								0
Governor's % Change from Base								

2000 - Restrict Misc Special Revenue

Balance Forward In	6,687	7,550	8,408	25,989	16,454	14,513	16,454	14,513
Receipts	1,919	1,722	65,794	96,530	99,730	102,930	101,200	105,220
Balance Forward Out	7,530	8,407	25,990	16,454	14,513	12,572	14,513	12,572
Expenditures	1,076	864	48,212	106,065	101,671	104,871	103,141	107,161
Biennial Change in Expenditures				152,337		52,265		56,025
Biennial % Change in Expenditures				7,853		34		36
Governor's Change from Base								3,760
Governor's % Change from Base								2
Full-Time Equivalents	2.84	3.50	4.51	4.51	4.51	4.51	4.51	4.51

2600 - County State Aid Highway

Balance Forward In	748,510	836,101	902,248	1,004,094	1,012,206	1,025,830	1,012,206	1,025,830
Direct Appropriation	886,178	849,285	934,017	1,027,528	1,110,688	1,142,263	1,110,008	1,141,196
Transfers In	12,000		2,364	8,618	11,560	16,461	11,528	16,390
Transfers Out	15,122	68	6,850					
Cancellations	5,840	4,675	5,221					
Balance Forward Out	835,489	901,585	1,004,094	1,012,206	1,025,830	1,043,279	1,025,830	1,043,279
Expenditures	790,237	779,058	822,464	1,028,034	1,108,624	1,141,275	1,107,912	1,140,137
Biennial Change in Expenditures				281,203		399,401		397,551
Biennial % Change in Expenditures				18		22		21
Governor's Change from Base								(1,850)
Governor's % Change from Base								(0)

County State Aid Roads

Activity Financing by Fund

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27
Full-Time Equivalents	49.42	53.78	56.76	56.76	56.76	56.76	56.76	56.76

3000 - Federal

Balance Forward In	80	122	30					
Receipts	199,917	171,367	215,914	510,921	1,249,381	543,891	1,249,381	543,891
Balance Forward Out		15						
Expenditures	199,997	171,474	215,944	510,921	1,249,381	543,891	1,249,381	543,891
Biennial Change in Expenditures				355,395		1,066,407		1,066,407
Biennial % Change in Expenditures				96		147		147
Governor's Change from Base								0
Governor's % Change from Base								0

3520 - Transportation-Loc Bridge&Road

Balance Forward In	26,743	26,925	26,900	13,852				
Receipts	8,879	7,364						
Balance Forward Out	26,925	26,900	13,852					
Expenditures	8,698	7,388	13,048	13,852				
Biennial Change in Expenditures				10,814		(26,900)		(26,900)
Biennial % Change in Expenditures				67		(100)		(100)
Governor's Change from Base								0
Governor's % Change from Base								

Program: Local Roads**Activity: Municipal State Aid Roads**<http://www.dot.state.mn.us/stateaid/>**AT A GLANCE**

- 155 cities with a population greater than 5,000
- 3,927 miles of Municipal State Aid Streets (MSAS)
- 480 bridges on the MSAS system
- 561 bridges on city roads
- Annually approved on average:
 - 108 MSAS projects
 - 67 federal aid projects
 - 25 Local Road Improvement Program projects
 - 10 Local Bridge Replacement Program projects

PURPOSE AND CONTEXT

State Aid for Local Transportation (SALT) provides customer service to Minnesota cities with populations of 5,000 or greater through distribution of the annual allocation from the Highway User Tax Distribution Fund (HUTDF), general obligation bonding, state general funding for local bridge and road improvements, and Federal Highway Administration (FHWA) funds. Primarily, funds are used for construction and system maintenance on the Municipal State Aid Street (MSAS) system.

Cities select construction projects and perform maintenance activities. SALT reviews and approves individual local agency construction plans for compliance with state and federal laws, standards, and rules.

Through engaging its customers, SALT assists in planning for, constructing, and maintaining the MSAS system. This ensures the effective and efficient use of public resources for long-term investments that respond to the evolving needs of cities throughout the state.

SERVICES PROVIDED**Customer Service**

SALT actively partners with cities as they plan, construct, operate, and maintain Minnesota's multimodal transportation system to maximize investments and deliver a safe, efficient, and accessible transportation system for all. SALT provides cities with technical resources, materials, and subject matter expertise to assist them in delivering effective and efficient transportation system improvements. This includes crash information; interactive roadway and bridge mapping; program and project delivery guidance; communications; financial reimbursement, payment, and reporting processes; guidance and information on various state and federal funding sources; and training on many of these items. SALT provides technical assistance in highway and bridge design, transportation safety, construction administration, grant management for state and federal funding, administration of federally funded projects, and overall management of the state aid system. SALT serves as a liaison between the cities and MnDOT and FHWA or other state and federal agencies to build upon a partnership that began over 60 years ago in creating a robust transportation system that serves all of Minnesota.

Federal Aid

SALT acts as an agent for the local authorities to administer the local federal construction contracts to fulfill the state's obligations for federal oversight of all local federal aid projects. SALT assists local agencies in completing the requirements for federal aid, including public involvement, disadvantaged business participation, and documentation to comply with environmental and historic preservation requirements.

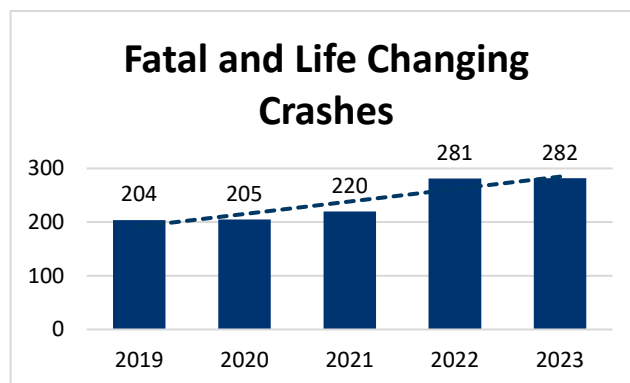
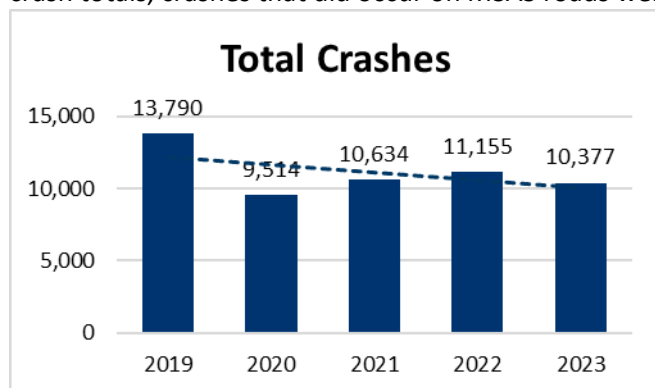
Other HUTD Funding:

- Two percent of the available funds are set aside for an administrative account used for administrative costs incurred by SALT in carrying out the provisions relating to the state aid highway system.
- Two percent of available funds are set aside for a disaster account to assist cities with extraordinary disaster costs when they arise.
- One-half of one percent of the available funds are set aside for a research account for the development, acquisition, and application of new knowledge, and the exploration and implementation of new technologies for the local transportation system.

RESULTS

Safety

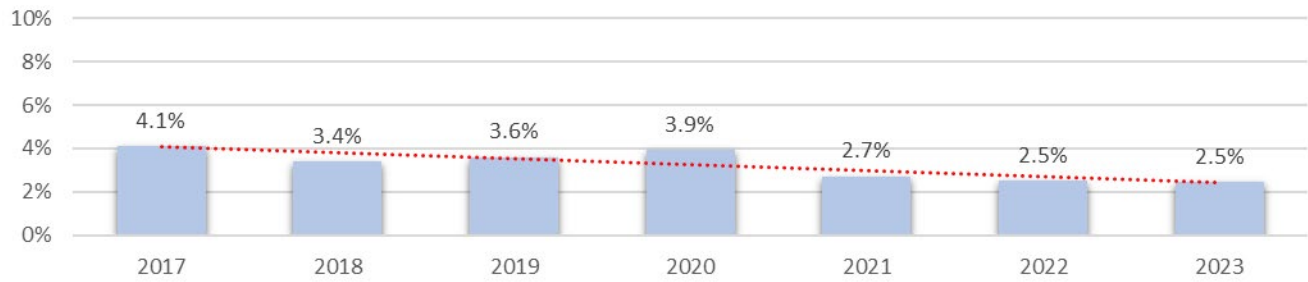
Safety on the MSAS system is measured in both the total number of crashes that occur and the number of severe crashes (fatalities and life-changing crashes). Although total crashes have decreased significantly since 2019 and remained below pre-pandemic levels through 2023, severe crashes have been steadily rising. Despite the lower crash totals, crashes that did occur on MSAS roads were more severe.



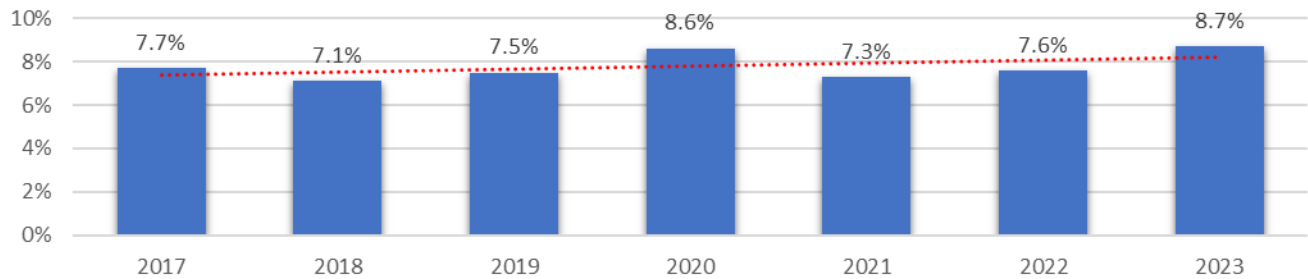
Bridge Condition

The following charts show the percentage of bridges rated in “Poor” condition on the municipal state aid streets (MSAS) and municipal road system. For the MSAS system, there has been a decrease in poorly rated bridges between 2017 to 2023, 4.1 percent and 2.5 percent, respectively. The municipal bridges rated in “poor” condition continue to fluctuate between 7.1 percent to 8.7 percent each year.

MSAS Bridges in Poor Condition



Municipal Bridges in Poor Condition



The legal authority for the Municipal State Aid Streets activity comes from:
Distribution of State Aid funds to counties and cities, Constitution of MN, Article XIV
(https://www.revisor.mn.gov/constitution/#article_14)

Legal authority for the State Aid system, M.S. 162 (<https://www.revisor.mn.gov/statutes/?id=162>)

Municipal State Aid Roads

Activity Expenditure Overview

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27
<u>Expenditures by Fund</u>								
1000 - General	776	6,560	10,734	100,706	1,000	1,000	1,000	1,000
2000 - Restrict Misc Special Revenue				131	63	63	63	63
2001 - Other Misc Special Revenue			5,741	20,931	28,075	39,976	27,998	39,807
2500 - Municipal State Aid Street	152,566	201,126	214,345	262,093	281,906	288,221	281,796	288,048
3000 - Federal				3,400	2,380	1,000	2,380	1,000
Total	153,343	207,686	230,820	387,261	313,424	330,260	313,237	329,918
Biennial Change				257,052		25,603		25,074
Biennial % Change				71		4		4
Governor's Change from Base								(529)
Governor's % Change from Base								(0)

Expenditures by Category

Compensation	2,376	2,482	2,630	2,669	2,733	2,833	2,733	2,833
Operating Expenses	1,345	1,332	1,470	4,097	4,275	4,401	4,275	4,401
Grants, Aids and Subsidies	149,621	203,871	226,719	380,492	306,413	323,023	306,226	322,681
Capital Outlay-Real Property		1		1	1	1	1	1
Other Financial Transaction	1	1	0	2	2	2	2	2
Total	153,343	207,686	230,820	387,261	313,424	330,260	313,237	329,918

Full-Time Equivalents

16.08	16.25	16.31	16.31	16.31	16.31	16.31	16.31
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Municipal State Aid Roads

Activity Financing by Fund

(Dollars in Thousands)

	Actual	Actual	Actual	Estimate	Forecast Base		Governor's Recommendation	
	FY22	FY23	FY24	FY25	FY26	FY27	FY26	FY27
1000 - General								
Balance Forward In		18,724	12,163	98,506				
Direct Appropriation	37,500		97,076	13,550	1,000	1,000	1,000	1,000
Transfers Out	18,000			11,350				
Balance Forward Out	18,724	12,163	98,505					
Expenditures	776	6,560	10,734	100,706	1,000	1,000	1,000	1,000
Biennial Change in Expenditures				104,104		(109,440)		(109,440)
Biennial % Change in Expenditures				1,419		(98)		(98)
Governor's Change from Base								0
Governor's % Change from Base								0

2000 - Restrict Misc Special Revenue

Balance Forward In			68	68				
Receipts		68	11,256	41,102	55,111	78,448	54,961	78,118
Transfers Out			11,256	41,039	55,048	78,385	54,898	78,055
Balance Forward Out		68	68					
Expenditures				131	63	63	63	63
Biennial Change in Expenditures				131		(5)		(5)
Biennial % Change in Expenditures								
Governor's Change from Base								0
Governor's % Change from Base								0

2001 - Other Misc Special Revenue

Transfers In			5,741	20,931	28,075	39,976	27,998	39,807
Expenditures			5,741	20,931	28,075	39,976	27,998	39,807
Biennial Change in Expenditures				26,672		41,379		41,133
Biennial % Change in Expenditures						155		154
Governor's Change from Base								(246)
Governor's % Change from Base								(0)

2500 - Municipal State Aid Street

Balance Forward In	179,406	256,287	274,185	304,320	303,276	303,276	303,276	303,276
Direct Appropriation	226,238	220,678	241,353	261,049	281,906	288,221	281,796	288,048
Transfers In	5,000		5,000					

Municipal State Aid Roads

Activity Financing by Fund

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27
Transfers Out	38	21						
Cancellations	1,927	1,839	1,874					
Balance Forward Out	256,112	273,979	304,320	303,276	303,276	303,276	303,276	303,276
Expenditures	152,566	201,126	214,345	262,093	281,906	288,221	281,796	288,048
Biennial Change in Expenditures				122,746		93,689		93,406
Biennial % Change in Expenditures				35		20		20
Governor's Change from Base								(283)
Governor's % Change from Base								(0)
Full-Time Equivalents	16.08	16.25	16.31	16.31	16.31	16.31	16.31	16.31

3000 - Federal

Receipts			3,400		2,380	1,000	2,380	1,000
Expenditures			3,400		2,380	1,000	2,380	1,000
Biennial Change in Expenditures				3,400		(20)		(20)
Biennial % Change in Expenditures								
Governor's Change from Base								0
Governor's % Change from Base								0

Program: Agency Management**Activity: Agency Services**

<http://www.dot.state.mn.us/funding/index.html>

<http://www.dot.state.mn.us/about/index.html>

<https://dot.state.mn.us/careers/student-grad.html>

AT A GLANCE

- Accounts for approximately five percent of MnDOT’s direct-appropriated operating budget in fiscal year (FY) 2024-25
 - Includes \$205 million of one-time funding for Infrastructure Investment and Jobs Act (IIJA) match needs
- MnDOT workforce is 11 percent persons of color, 22 percent females, 10 percent persons who have declared disabilities, and 8 percent veterans in FY24
- Processed 150,845 payments to agency vendors in FY24
- Completed 1,959 data practice requests in 2023
- Completed 754 contract and grant audits (totaling \$291.7 million), 117 pre-award audits (totaling \$58 million), 161 overhead rate audits, 19 indirect cost rate reviews, 19 internal audits and reviews, and 16 highway construction project audits in FY23
- Administered 3,264 contracts and amendments in FY24, not including highway construction contracts and amendments
- The MnDOT website received more than 4.7 million visits from 2.8 million unique visitors totaling 12.2 million page views

PURPOSE AND CONTEXT

Agency Services directs the department’s administrative, financial, technology, human and capital resources, audit, public engagement, policy, and legal compliance and counsel. Agency Services ensures that MnDOT activities are based on sound policy, comply with federal and state measures, and use proper accounting procedures when handling federal, state, and local funds. Agency Services also manages planning for, employing, and servicing a diverse and talented workforce of 5,018 full-time equivalent employees as of FY24.

SERVICES PROVIDED

Human Resources/Workforce Development provides a full range of human resource management and staffing services, workforce development and training, recruitment and retention, labor relations, policy development, employee insurance and benefits, consultation, planning, and oversight of human resources services.

General Administrative Support directs, supports, and assists MnDOT with compliance and regulatory requirements. These services include emergency management response and preparedness, business continuity, occupational safety and health, workers’ compensation, business process improvement, automated business solution development and deployment, digital accessibility guidance and support to ensure MnDOT provides inclusive content, materials management, electronic document management and Microsoft business support and training, print and electronic media, purchasing and payables, technology investment management, conference room technology support, mobile device management, project management leadership support, vendor management, mail, inventory, information desk, fleet management, building and facility operations in the transportation building, and coordination of statewide security and office space planning initiatives.

Financial services include statewide financial planning, accounting, payroll, forecasting, analysis, budgeting, and management of federal, state, local, and bond funds.

Technology Investment Management provides leadership and management of agency-wide information technology plans, resources, and investments. Technology Investment Management collaborates with the Chief Business Technology Officer for IT staff and services at MnDOT.

Organizational Planning and Management (OPM) provides leaders with tools and practices that advance the strategic management of operating resources. OPM delivers and supports implementation of MnDOT's strategic plan, as well as district and office business plans.

Audit provides both internal and external audit services to assess internal controls, ensures costs are allowable and paid in compliance with laws, rules, and regulations, and ensures contracts and highway construction projects are properly and efficiently administered. MnDOT also coordinates with the Office of the Legislative Auditor, Office of the State Auditor, Federal Highway Administration (FHWA), and Office of the Inspector General on audits and investigations.

Office of Chief Counsel provides legal counsel to MnDOT leadership, committees, offices, and districts. Legal services also provides advice and transactional legal assistance to all offices and districts, and coordinates legal support from the Office of the Attorney General of Minnesota.

Communications and Public Engagement provides clear, reliable, and timely information to diverse audiences through various communication channels, including traditional news media, email, social media, websites, events, surveys, video, and print publications, about transportation projects, initiatives, and policies. This office also promotes continuity across the department's statewide public participation efforts by monitoring engagement practices, cultivating partnerships, capturing customer feedback, and ensuring a positive customer experience.

Equity and Diversity includes compliance with non-discrimination laws, affirmative action programming, organizational development, building inclusive work environments, and training for increased cultural competence.

Government Affairs works with the Governor's Office, state legislature, Congress, local governments, interest groups, and other states to develop and support policies, legislative reports, and trainings that will improve transportation operations and services, assist with transportation-related decisions and respond to inquiries from constituents.

Tribal Affairs develops policies, agreements, partnerships, employment training, and contracts to create more efficient, improved, and beneficial transportation services with the 11 Tribal Nations in Minnesota. Tribal Affairs maintains a diplomatic relationship with these sovereign nations to ensure consistent, equitable transit and transportation statewide, including in Indian Country. The office also oversees the Tribal-State Relations Training program to provide an enterprise-wide training program for all state employees. This empowers employees to work more effectively and efficiently with American Indian tribal governments.

RESULTS

MnDOT continues to work on strategic staffing and workforce development plans to identify skills and competencies needed for the department's future workforce. With a 12.3 percent turnover rate for fulltime permanent employees, the department is below the industry standard of 17.8 percent. The department's strategies for building a more diverse workforce include targeted recruitment efforts, internships and student worker positions, Employee Resource Groups, and an agency-wide unified diversity and inclusion plan.

Safeguarding MnDOT, the agency's internal control program, ensures agency goals are achieved while avoiding fraud, waste, and abuse of resources. Minnesota Management and Budget has approved the department's internal control certification annually since FY10.

The Office of Communications and Public Engagement provides market research services for MnDOT to capture the voice of the customer and share insights with policymakers and technical staff to better understand:

- The experiences of MnDOT's customers and stakeholders
- Community members' perceptions of agency communication, engagement, and project management
- Public opinions about MnDOT's performance in delivering key transportation services, such as building and maintaining roads and bridges, removing snow and ice from roads, making roadways safe, and communicating reliable and accurate information about transportation planning and projects

MnDOT had more than 227,000 email subscribers in end of FY23, and more than 246,000 email subscribers in end of FY24, a ten percent year-over-year growth. In FY23, MnDOT sent more than 1,300 emails to 4.24 million recipients with an overall engagement rate (recipients who open or click a link in an email) of 67.6 percent. In FY24, MnDOT sent more than 1,400 emails to 4.85 million recipients with an overall engagement rate of 63.8 percent. MnDOT has adopted text messaging as an additional engagement tool. 160,133 subscribers received texts in FY23, and MnDOT sent 326 total messages. 95,600 subscribers received texts in FY24, and MnDOT sent 205 total messages. MnDOT has more than 150,000 Facebook followers and 75,200 followers of the agency's primary X (formerly Twitter) account (@mndot) in FY24.

Results from MnDOT's most recent statewide public opinion tracking study in 2024 of over 1,400 Minnesotans indicate that public confidence remains high as nearly seven in ten Minnesotans favorably rate MnDOT's performance. Trust in MnDOT for prioritizing roadway users' safety is 86 percent, and 70 percent of Minnesotans say that MnDOT understands their needs and that the state's transportation system works for them.

In addition to the public opinion tracking study, MnDOT's customer experience survey is also given to those who have requested general information from MnDOT or specific assistance from the agency's Ombudsman program. In 2023, 67 percent of customer experience survey respondents rated MnDOT's response time as meeting or exceeding their expectations. Since the role was enacted in statute in 2013, Ombudsman staff have consistently gathered and provided information to the public while also facilitating discussions and mediating conflicts when appropriate. Common topics for investigation include construction, access, maintenance, encampments, drainage, signage, and noise.

One of the ways MnDOT builds public trust and confidence is through sound financial management practices. MnDOT's Office of Financial Management ensures adherence to legislatively approved budget and financial management policies that promote effective stewardship of transportation dollars. These policies relate to:

Advance construction (<http://www.dot.state.mn.us/policy/financial/fm008.html>)

Trunk Highway Fund balance (<http://www.dot.state.mn.us/policy/financial/fm006.html>)

Trunk Highway Fund cash balance (<http://www.dot.state.mn.us/policy/financial/fm005.html>)

State Airport Fund balance (<http://www.dot.state.mn.us/policy/financial/fm012.html>)

Debt service (<http://www.dot.state.mn.us/policy/financial/fm007.html>)

Greater Minnesota Transit Account Balance (<http://www.dot.state.mn.us/policy/financial/fm022.html>)

The legal authority for the Agency Services activity comes from:

Article XIV of the Minnesota Constitution (https://www.revisor.leg.state.mn.us/constitution/#article_14)

Duties of Commissioner, M.S. 174.03 (<https://www.revisor.mn.gov/statutes/?id=174.03>)

Commissioner's Powers and Duties, M.S. 174.02, subd. 2a (<https://www.revisor.mn.gov/statutes/?id=174.02>)

Internal Controls and Internal Auditing, M.S. 16A.057 (<https://www.revisor.mn.gov/statutes/?id=16A.057>)

Contract Management; Validity and Review, M.S. 16C.05, subd. 5

(<https://www.revisor.mn.gov/statutes/?id=16C.05>)

Agency Services

Activity Expenditure Overview

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27

Expenditures by Fund

1000 - General	856	759	4,784	231,427	6,089	6,089	6,135	6,135
2000 - Restrict Misc Special Revenue			36	121	76	76	76	76
2001 - Other Misc Special Revenue	3	2	124	63	55	55	55	55
2700 - Trunk Highway	64,453	70,339	77,151	103,504	96,744	93,731	101,765	102,343
2710 - Highway Users Tax Distribution	119	55	85	232	292	232	292	232
2720 - State Airports	46	37	38	86	110	86	110	86
3000 - Federal				60,000	30,000	30,000	30,000	30,000
Total	65,477	71,191	82,218	395,433	133,366	130,269	138,433	138,927
Biennial Change				340,983		(214,016)		(200,291)
Biennial % Change				250		(45)		(42)
Governor's Change from Base								13,725
Governor's % Change from Base								5

Expenditures by Category

Compensation	32,501	34,242	37,724	41,128	41,613	42,230	43,634	44,842
Operating Expenses	32,714	36,033	42,926	96,184	60,926	57,213	63,972	63,259
Grants, Aids and Subsidies		322	1,351	258,043	30,794	30,793	30,794	30,793
Capital Outlay-Real Property	178	97	172	45				
Other Financial Transaction	85	497	45	33	33	33	33	33
Total	65,477	71,191	82,218	395,433	133,366	130,269	138,433	138,927

Full-Time Equivalents

279.96	294.07	306.84	320.13	333.08	333.03	338.08	338.03
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Agency Services

Activity Financing by Fund

(Dollars in Thousands)

	Actual	Actual	Actual	Estimate	Forecast Base		Governor's Recommendation	
	FY22	FY23	FY24	FY25	FY26	FY27	FY26	FY27
1000 - General								
Balance Forward In		78		225,340				
Direct Appropriation	930	930	241,190	6,152	6,154	6,154	6,200	6,200
Transfers Out		249	65	65	65	65	65	65
Cancellations		0	11,000					
Balance Forward Out	74		225,341					
Expenditures	856	759	4,784	231,427	6,089	6,089	6,135	6,135
Biennial Change in Expenditures				234,596		(224,033)		(223,941)
Biennial % Change in Expenditures				14,530		(95)		(95)
Governor's Change from Base								92
Governor's % Change from Base								1
Full-Time Equivalents	1.60	1.09	3.55	4.05	4.00	3.96	4.00	3.96

2000 - Restrict Misc Special Revenue

Balance Forward In				45				
Receipts			81	76	76	76	76	76
Balance Forward Out			45					
Expenditures			36	121	76	76	76	76
Biennial Change in Expenditures				157		(5)		(5)
Biennial % Change in Expenditures						(3)		(3)
Governor's Change from Base								0
Governor's % Change from Base								0

2001 - Other Misc Special Revenue

Balance Forward In	1	2	5	8				
Receipts	4	5	127	55	55	55	55	55
Balance Forward Out	2	5	8					
Expenditures	3	2	124	63	55	55	55	55
Biennial Change in Expenditures				182		(77)		(77)
Biennial % Change in Expenditures				3,769		(41)		(41)
Governor's Change from Base								0
Governor's % Change from Base								0

2700 - Trunk Highway

Agency Services

Activity Financing by Fund

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27
Balance Forward In	3	6,003	4	9,773				
Direct Appropriation	58,469	63,269	76,627	81,677	81,677	81,677	86,698	90,289
Open Appropriation	11,019	9,284	10,290	12,052	15,065	12,052	15,065	12,052
Receipts	3	1	4	2	2	2	2	2
Transfers Out		3,800						
Cancellations		4,414						
Balance Forward Out	5,041	4	9,774					
Expenditures	64,453	70,339	77,151	103,504	96,744	93,731	101,765	102,343
Biennial Change in Expenditures				45,862		9,820		23,453
Biennial % Change in Expenditures				34		5		13
Governor's Change from Base								13,633
Governor's % Change from Base								7
Full-Time Equivalents	278.36	292.98	303.29	316.08	329.08	329.07	334.08	334.07

2710 - Highway Users Tax Distribution

Open Appropriation	119	55	85	232	292	232	292	232
Expenditures	119	55	85	232	292	232	292	232
Biennial Change in Expenditures				143		207		207
Biennial % Change in Expenditures				82		65		65
Governor's Change from Base								0
Governor's % Change from Base								0

2720 - State Airports

Open Appropriation	46	37	38	86	110	86	110	86
Expenditures	46	37	38	86	110	86	110	86
Biennial Change in Expenditures				42		72		72
Biennial % Change in Expenditures				51		58		58
Governor's Change from Base								0
Governor's % Change from Base								0

3000 - Federal

Receipts			60,000		30,000	30,000	30,000	30,000
Expenditures			60,000		30,000	30,000	30,000	30,000

Agency Services

Activity Financing by Fund

(Dollars in Thousands)

	Actual	Actual	Actual	Estimate	Forecast Base		Governor's Recommendation	
	FY22	FY23	FY24	FY25	FY26	FY27	FY26	FY27
Biennial Change in Expenditures				60,000		0		0
Biennial % Change in Expenditures								
Governor's Change from Base								0
Governor's % Change from Base								0

Program: Agency Management**Activity: Building Services**<https://www.dot.state.mn.us/maintenance/facilities.html>**AT A GLANCE**

MnDOT owns and operates nearly 900 individual buildings at 278 sites with the total area of buildings measuring over 6.7 million square feet, including:

- 129 truck station sites (five additional truck station sites are leased)
- 18 regional headquarters and maintenance sites
- Four special service sites (MnROAD Research Facility, Arden Hills Training Center, Central Shop, Maplewood Materials Lab)
- 26 miscellaneous sites with buildings (storage sites, tunnel service buildings, anti-icing buildings, etc.)
- 39 salt and sand reloading sites (one additional salt and delivery site is leased and eight are on other government entities' property)
- 56 rest area buildings
- Nine weigh stations

MnDOT leases the Central Office headquarters building managed by MnDOT's Office of Administration, Facility Operations Section

PURPOSE AND CONTEXT

MnDOT facilities are located throughout the state to enable prompt and efficient service to the traveling public. MnDOT District and Special Service Site Facility Management staff oversee operations and maintenance of these buildings. MnDOT Building Services provides planning, design, and construction contract administration for building repairs, improvements, additions, and new construction for these facilities. MnDOT aims to plan, build, and operate facilities effectively and efficiently. MnDOT continues to strategically manage the department's resources to ensure that its facilities provide safety and security of its assets, employees, and the traveling public.

In addition, the MnDOT Office of Administration oversees the operations of the central office headquarters building. This includes coordinating with the Department of Administration as well as consultants and contractors to provide planning, design, and construction management for central office building repairs and improvements.

SERVICES PROVIDED

Long-range program planning and scoping, such as:

- Building programming and pre-design services for new and renovated buildings and sites
- Hiring and overseeing consultants for large capital projects and specialty projects
- Preparing designs, construction documents, and bid lettings.
- Administering building construction contracts
- Program planning and management for emergency building repairs.
- Managing and tracking building energy use
- Tracking building conditions, deferred maintenance
- Researching water use and wastewater treatment.

The truck station network is the center of MnDOT's maintenance and operations program. Agency facilities are strategically located across the state so that customer needs, especially snow and ice operations and system emergencies, can be promptly addressed. These facilities provide building space for staff, equipment, and materials, including snowplows and salt. MnDOT often shares space with other state agencies or local governments to take advantage of opportunities to reduce costs.

MnDOT Building Services is financed by a direct appropriation from the Trunk Highway Fund, which is used for salaries, consultant contracts, asset preservation, and small capital projects. Large capital projects are typically funded by Trunk Highway bonds. Building Services staff annually deliver 60-90 projects and manage approximately 50 consultant contracts each year.

Planning, Scoping, and Budget Development Services: During the annual building budget process, MnDOT reviews and plans for future building space requirements. The Facilities Improvement Plan provides the framework for project delivery for the next four years. In addition, 10- and 20-year plans offer a longer-range view. These timelines align with concurrent highway planning efforts.

The Facilities Improvement Plan is driven by operational deficiency evaluations and data captured in the Enterprise Real Property Facilities Condition Assessment (FCA). This information is used to assist decision makers in prioritizing capital projects of all sizes, including district headquarters, truck stations, and specialty buildings. Other processes identify annual maintenance and repair projects, which require licensed architects and engineers to develop plans and specifications.

Professional Architecture and Engineering Services: MnDOT architects and engineers perform or oversee all aspects of building design and construction. This includes conceptual design through preparation of contract documents, bidding, and construction contract administration. Building Services is adopting the same project scheduling tool that MnDOT uses to manage bridge and highway projects. This tool should improve project delivery in multiple ways; lettings will occur at the most favorable time of the year, construction will commence as soon as weather permits, and district customers will be able to track project start dates and schedules.

Building Operations and Maintenance: MnDOT Building Services develops facility standards in compliance with building codes and regulatory requirements, evaluates building and building system conditions, and provides direction for the maintenance of major building systems. Districts and Special Service Sites spend operating dollars for building/facility operations and maintenance activities.

RESULTS

During the fiscal 2024-25 biennium, the following building projects will be completed:

Regional Headquarters: Willmar unheated storage buildings (design completed and construction started); Waters Edge HVAC and remodel (design and construction started); Virginia headquarters campus (design and construction started)

Truck Stations and Special Service Sites: Hawley Truck Station campus (construction); Clearwater Truck Station campus (construction); Blue Earth truck station (design completed and construction started); Mendota Heights warm storage (construction); Eden Prairie warm storage (design and construction); Jordan truck station campus (design completed and construction started); MnROAD addition (design completed and construction started); Materials Certification Lab addition (design completed and construction started); Moorhead warm storage and unheated storage (design completed); Grand Marais truck station and unheated storage (design and construction completed); St. Peter truck station campus (design started); Brine buildings (design and construction) at several sites statewide; and salt storage shelters (design and construction) at several sites statewide

Safety Rest Areas: St. Croix (construction completed); Burgen Lake (design completed)

Truck Inspection Buildings: St. Croix (construction); Worthington (design completed and construction started); Saginaw (design completed and construction started)

Facility Condition Assessment (FCA)

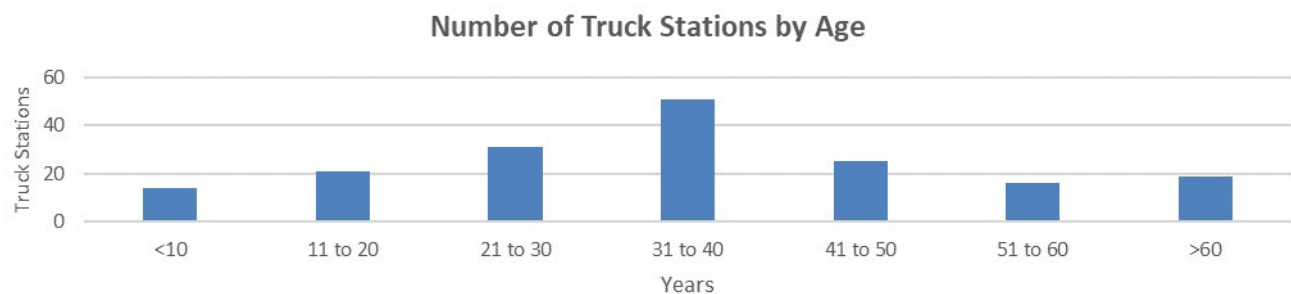
MnDOT is one of 19 state agencies implementing a program of periodic FCAs. The FCAs, combined with operational functionality assessments of buildings and sites, allow MnDOT to make data-driven building investment decisions and inform the development of the 4-, 10-, and 20-year plans. The continuous assessment of MnDOT's buildings allows the department to maximize the value of the department's existing resources.

The initial assessment in 2014 established a baseline condition for each of the 884 MnDOT-owned buildings which allows MnDOT to track building condition changes over time. The assessments are updated every three years on a rolling basis. As of July 2022, 22 percent of buildings are rated 'excellent', 38 percent are rated 'good', 33 percent are rated 'fair', 6 percent are rated 'poor', and 1 percent are rated 'crisis/emergency'.

The current replacement value of all MnDOT buildings is approximately \$1.53 billion, and deferred maintenance is approximately \$215 million. Both numbers are generated using the Department of Administration's standardized FCA program. Deferred maintenance is the total of essential, but unfunded, facilities maintenance work necessary to bring facilities and collateral equipment to the required facilities maintenance standards including unfunded maintenance requirements, repairs, and replacement of obsolete items. This is the total work that should be accomplished to maintain the facilities but that cannot be achieved within available resources. It does not include new construction, additions, or modifications.

Aging Infrastructure

The expected service life of a MnDOT truck station facility is 50 years. At the current replacement rate of two truck stations per year, MnDOT is operating on a replacement cycle of approximately 70 years. As the graph below indicates, many MnDOT buildings have already exceeded their expected service life. Over half of the 126 existing truck stations are more than 30 years old and will be candidates for replacement within the next 20 years.



Building Energy Management

MnDOT continues to utilize the state's B3 (Buildings, Benchmarks, and Beyond) Energy Benchmarking Tool, which contains utility consumption data from 98 percent of MnDOT sites. This data is analyzed on an ongoing basis to ensure that MnDOT's buildings use energy in the most efficient way possible. In calendar year 2021, building energy use per square foot was 28.5 percent lower than in the baseline year of 2008. The MnDOT Sustainability Report, Sustainability Reporting - Sustainability and Public Health – MnDOT, <https://www.dot.state.mn.us/sustainability/sustainability-reporting.html>) outlines MnDOT's sustainability efforts and performance targets and is used to support strategic direction and oversight for sustainability activities.

MnDOT Building Services also identifies and implements energy efficiency improvement opportunities and renewable energy measures. Specific initiatives include web-connected building automation systems, which provide more-advanced control sequences, monitor facility operational trends, and allow for adjustment of statewide mechanical systems from any remote location. Other efforts include assessment and recommissioning of existing equipment and replacement of outdated and over-sized equipment with energy efficient upgrades.

The legal authority for the Buildings Services activity comes from:

Duties of Commissioner, M.S. 174.03 (<https://www.revisor.mn.gov/statutes/?id=174.03>)

General Powers of Commissioner, M.S. 161.20 (<https://www.revisor.mn.gov/statutes/?id=161.20>)

Building Services

Activity Expenditure Overview

(Dollars in Thousands)

	Actual	Actual	Actual	Estimate	Forecast Base		Governor's Recommendation	
	FY22	FY23	FY24	FY25	FY26	FY27	FY26	FY27
<u>Expenditures by Fund</u>								
1000 - General	55	55	55	55	1,780	1,790	1,780	1,790
2000 - Restrict Misc Special Revenue		291	5	320	5	5	5	5
2001 - Other Misc Special Revenue	980	951	1,146	1,119	981	981	981	981
2700 - Trunk Highway	28,418	53,244	34,554	79,896	41,065	41,065	44,710	44,802
Total	29,454	54,541	35,760	81,390	43,831	43,841	47,476	47,578
Biennial Change				33,155		(29,478)		(22,096)
Biennial % Change				39		(25)		(19)
Governor's Change from Base								7,382
Governor's % Change from Base								8

Expenditures by Category

Compensation	5,123	5,607	6,074	6,357	6,433	6,262	6,628	6,549
Operating Expenses	23,647	47,509	28,907	51,495	34,646	34,827	38,096	38,277
Grants, Aids and Subsidies	23		2					
Capital Outlay-Real Property	415	1,030	595	23,263	2,477	2,477	2,477	2,477
Other Financial Transaction	246	396	182	275	275	275	275	275
Total	29,454	54,541	35,760	81,390	43,831	43,841	47,476	47,578

Full-Time Equivalents

43.82	47.57	47.05	47.05	45.05	45.05	45.05	45.05
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Building Services

Activity Financing by Fund

(Dollars in Thousands)

	Actual	Actual	Actual	Estimate	Forecast Base		Governor's Recommendation	
	FY22	FY23	FY24	FY25	FY26	FY27	FY26	FY27
1000 - General								
Direct Appropriation	55	55	55	55	0	0	0	0
Open Appropriation					1,780	1,790	1,780	1,790
Expenditures	55	55	55	55	1,780	1,790	1,780	1,790
Biennial Change in Expenditures			0		3,460		3,460	
Biennial % Change in Expenditures			0		3,145		3,145	
Governor's Change from Base							0	
Governor's % Change from Base							0	

2000 - Restrict Misc Special Revenue

Balance Forward In			310	315				
Receipts		291	9	5	5	5	5	5
Balance Forward Out			314					
Expenditures	291	291	5	320	5	5	5	5
Biennial Change in Expenditures				34		(315)		(315)
Biennial % Change in Expenditures						(97)		(97)
Governor's Change from Base								0
Governor's % Change from Base								0

2001 - Other Misc Special Revenue

Balance Forward In	245	217	235	138				
Receipts	951	935	1,049	981	981	981	981	981
Balance Forward Out	216	201	138					
Expenditures	980	951	1,146	1,119	981	981	981	981
Biennial Change in Expenditures				333		(303)		(303)
Biennial % Change in Expenditures				17		(13)		(13)
Governor's Change from Base								0
Governor's % Change from Base								0
Full-Time Equivalents	0.02	0.04	0.03	0.03	0.03	0.03	0.03	0.03

2700 - Trunk Highway

Balance Forward In		13,523		6,481				
Direct Appropriation	39,994	40,194	41,035	73,415	41,065	41,065	44,710	44,802
Transfers In	1,308	1,308	1,225	1,225	1,247	1,242	1,247	1,242

Building Services

Activity Financing by Fund

(Dollars in Thousands)

	Actual FY22	Actual FY23	Actual FY24	Estimate FY25	Forecast Base		Governor's Recommendation	
					FY26	FY27	FY26	FY27
Cancellations	1,308	1,781	1,225	1,225	1,247	1,242	1,247	1,242
Balance Forward Out	11,576		6,481					
Expenditures	28,418	53,244	34,554	79,896	41,065	41,065	44,710	44,802
Biennial Change in Expenditures				32,788		(32,320)		(24,938)
Biennial % Change in Expenditures				40		(28)		(22)
Governor's Change from Base								7,382
Governor's % Change from Base								9
Full-Time Equivalents	43.80	47.53	47.02	47.02	45.02	45.02	45.02	45.02

Department of Transportation

Federal Funds Summary

(Dollars in Thousands)

Federal Agency and ALN	Federal Grant Name and Brief Purpose	FY 2024 Actual	FY 2025 Revised	FY 2026 Revised	FY 2027 Revised	Required State Match or MOE?	FTEs
Federal Aviation Administration 20.106	Airport Infrastructure Grants - The money can be invested in runways, taxiways, safety and sustainability projects, as well as terminal, airport-transit connections and roadway projects. This would also include the airport terminal program grants.	\$ 35,727	\$ 364,273	\$ 200,000	\$ 200,000	None	3.00
Federal Aviation Administration 20.106	Airport Improvement Program - The AIP Provides grants for the planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems (NPIAS).	\$ 70,857	\$ 509,143	\$ 250,000	\$ 250,000	Match	9.00
Federal Aviation Administration 20.106C	CARES ACT - Airport Improvement Program (AIP): - The AIP Provides grants for the planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems (NPIAS). The NPIAS identifies 97 Minnesota airports.	\$ 1,583	\$ 28,417	\$ 1,000	\$ 1,000	None	-
Federal Aviation Administration 20.106	Program (ACRGP) - Coronavirus Response and Relief Act- This grant is to be awarded as economic relief to eligible U.S. airports and eligible concessions at those airports to prevent, prepare for, and respond to the coronavirus disease 2019 (COVID-19) pandemic.	\$ 953	\$ 9,047	\$ 2,000	\$ 2,000	None	-
Federal Aviation Administration 20.106	American Rescue Plan Act - Grants to be awarded as economic relief to eligible U.S. airports and eligible concessions at those airports to prevent, prepare for, and respond to the coronavirus pandemic. Funds may also be available for airport development grants awarded in FY 2021 or for grants awarded in FY 2020 that had less than a 100 percent federal share.	\$ 68,163	\$ 31,837	\$ 3,000	\$ 3,000	None	-
	Aeronautics Budget Activity Total	\$ 177,283	\$ 942,717	\$ 456,000	\$ 456,000		12.00
Federal Highway Administration 20.205	Federal Rideshare - Coordinate rideshare opportunities in Greater Minnesota.	\$ 249	\$ 251	\$ 250	\$ 250	Match	0.60
Federal Transit Administration 20.509	Transit Vehicle Disposition - Reserve for salvaged transit vehicle disposition receipts that are used for mass transportation purposes.	\$ -	\$ 200	\$ 200	\$ 200	None	-
Federal Transit Administration 20.513	FTA Section 5310 - Capital assistance grants for organizations that serve elderly and/or persons with disabilities.	\$ 7,485	\$ 18,669	\$ 14,000	\$ 14,000	Match	3.50
Federal Transit Administration 20.509	FTA Section 5311 - Capital and operating transit funding for small urban and rural areas; includes administration for technical oversight of programs.	\$ 59,553	\$ 46,447	\$ 66,000	\$ 40,000	Match	25.00

Department of Transportation

Federal Funds Summary

(Dollars in Thousands)

Federal Agency and ALN	Federal Grant Name and Brief Purpose	FY 2024 Actual	FY 2025 Revised	FY 2026 Revised	FY 2027 Revised	Required State Match or MOE?	FTEs
Federal Transit Administration 20.505	FTA Section 5305 - Statewide planning activities and technical assistance for public transit services.	\$ -	\$ 2,000	\$ 1,000	\$ 1,000	Match	-
Federal Highway Administration 20.205	Bike/Ped Coordinators - Funding to support bike and pedestrian coordinators includes, but not limited to: bicycle safety programs, statewide bicycle maps, complete streets and pedestrian American Disability Act (ADA) implementation within MnDOT.	\$ 250	\$ 250	\$ 250	\$ 250	Match	1.30
Federal Highway Administration 20.205	Transportation Alternatives - Safe Routes to Schools (SRTS) focuses on non-infrastructure grants as well as working towards implementation of local planning recommendations, sustainability of the program, stronger partnerships, and an increased focus of investments to realize targeted emphasis areas as outlined in the federal legislation	\$ 387	\$ 413	\$ 400	\$ 400	Match	0.80
Federal Highway Administration 20.205	Safe Routes to School (SRTS) - The purpose of the program is to enable and encourage children, including those with disabilities to walk and bicycle to school by improving safety and facilities in and around school zones.	\$ 519	\$ 981	\$ -	\$ -	None	-
Federal Transit Administration 20.526	Section 5339 Bus & Bus Facilities Programs - Provide funding for transit buses & bus facilities. This also includes the Low or No Emission Vehicle Program.	\$ 3,353	\$ 20,147	\$ 14,000	\$ 14,000	None	-
Federal Transit Administration 20.509c	CARES ACT - FTA Section 5311 - Capital and operating transit funding for small urban and rural areas; includes administration for technical oversight of programs.	\$ 418	\$ 439	\$ -	\$ -	None	-
Federal Transit Administration 20.530	Integrated Mobility Innovation (IMI) - Program funds projects that demonstrate innovative and effective practices, partnerships and technologies to enhance public transportation effectiveness, increase efficiency, expand quality, promote safety, and improve the experience of the traveler.	\$ -	\$ 700	\$ -	\$ -	Match	-
Federal Transit Administration 20.530	Accelerated Innovative Mobility (AIM) - Funding to pilot a regional platform to enable multi-modal trip planning and payment for residents in southern Minnesota.	\$ 170	\$ 10	\$ -	\$ -	Match	-

Department of Transportation

Federal Funds Summary

(Dollars in Thousands)

Federal Agency and ALN	Federal Grant Name and Brief Purpose	FY 2024 Actual	FY 2025 Revised	FY 2026 Revised	FY 2027 Revised	Required State Match or MOE?	FTEs
Federal Transit Administration 20.530	Public Transportation COVID-19 Research Demonstration Grant Program - To develop, deploy, and demonstrate innovative solutions that improve the operational efficiency of transit agencies, as well as enhance the mobility of transit users affected by the COVID-19 public health emergency.	\$ 165	\$ 35	\$ -	\$ -	None	-
Federal Transit Administration 20.509C	Coronavirus Response and Relief Act - FTA Section 5311- Capital and operating transit funding for small urban and rural areas; includes administration for technical oversight of programs	\$ -	\$ 5,000	\$ 1,500	\$ -	None	-
Federal Transit Administration 20.513C	Coronavirus Response and Relief Act - FTA Section 5310- Capital assistance grants for organizations that serve elderly and/or persons with disabilities.	\$ 338	\$ 462	\$ 750	\$ -	None	-
Federal Transit Administration 20.509	American Rescue Plan Act - FTA Section 5311 - Capital and operating transit funding for small urban and rural areas; includes administration for technical oversight of programs.	\$ 2,815	\$ 2,185	\$ 2,500	\$ -	None	-
Federal Transit Administration 20.513	American Rescue Plan Act - FTA Section 5310 - Capital assistance grants for organizations that serve elderly and/or persons with disabilities.	\$ 581	\$ 219	\$ 450	\$ -	None	-
	Transit and Active Transportation Budget Activity Total	\$ 76,284	\$ 98,408	\$ 101,300	\$ 70,100		31.20
Federal Railroad Administration 20.319	Twin Cities-Milwaukee-Chicago 2nd Train - Project development and construction.	\$ -	\$ 1,200	\$ 5,000	\$ 5,000	Match	1.50
Federal Railroad Administration 20.324	Restoration and Enhancement Grants Program - This program will fund operating assistance grants for initiating, restoring, or enhancing intercity rail passenger transportation.	\$ -	\$ 2,496	\$ 3,500	\$ 3,500	Match	-
Federal Railroad Administration 20.327	Railroad Crossing Elimination Grant Program - The purpose of the RCE Program is to provide funding for highway-rail and pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.	\$ -	\$ 1,000	\$ 500	\$ 500	Match	0.10
Federal Highway Administration 20.205	Federal Grade Crossing Safety - To promote grade crossing safety on Minnesota railroads.	\$ 7,279	\$ 8,721	\$ 8,000	\$ 8,000	None	4.75

Department of Transportation

Federal Funds Summary

(Dollars in Thousands)

Federal Agency and ALN	Federal Grant Name and Brief Purpose	FY 2024 Actual	FY 2025 Revised	FY 2026 Revised	FY 2027 Revised	Required State Match or MOE?	FTEs
Federal Motor Carrier Safety Administration 20.218	The Motor Carrier Safety Assistance Program (MCSAP) - is a Federal Motor Carrier Safety Administration (FMCSA) program that provides grants to states to reduce the number and severity of accidents and hazardous materials incidents involving commercial motor vehicles (CMV). Funds received from the Department of Public Safety.	\$ 1,516	\$ 2,804	\$ 2,360	\$ 2,360	Match	18.00
Federal Highway Administration 20.205	State Planning & Research - Develop and implement freight initiatives.STIP SP&R Part I.	\$ 704	\$ 1,896	\$ 1,300	\$ 1,300	Match	1.00
Federal Highway Administration 20.205	National Highway Freight Program - Funding for freight planning activities including development of plans and studies.	\$ 827	\$ 893	\$ 875	\$ 875	None	0.50
Federal Railroad Administration 20.301	Railroad Safety State Participation Program - Program to help states defray some of the costs of the state Rail Safety Inspection Program by providing grants for eligible training, travel, equipment and administrative costs.	\$ 3	\$ 37	\$ 50	\$ -	None	-
	Freight and Rail Safety Budget Activity Total	\$ 10,329	\$ 19,047	\$ 21,585	\$ 21,535		25.85
Federal Railroad Administration 20.325	Intercity Passenger Rail - (Northern Lights Express (NLX) project development and construction.	\$ -	\$ 473,816	\$ 234,908	\$ 234,908	Match	2.00
Federal Railroad Administration 20.326	Corridor Identification and Development Program - Corridor ID Program establishes a comprehensive intercity passenger rail planning framework that will help guide future federal project development work and capital investments.	\$ 2	\$ 1,498	\$ 2,000	\$ 3,000	None	0.50
	Passenger Rail Budget Activity Total	\$ 2	\$ 475,314	\$ 236,908	\$ 237,908		2.50
Federal Highway Administration 20.205	Cultural Resources - Funding for special interest projects providing historical, technical or other information pertinent to mobility.	\$ -	\$ 1,600	\$ 1,600	\$ 1,600	Match	0.70
Federal Highway Administration 20.941	Strengthening Mobility and Revolutionizing Transportation (SMART) Grant - Program Delivery.	\$ -	\$ 1,000	\$ 1,000	\$ 1,000	None	0.10
Federal Highway Administration 20.205	Transportation Alternatives - To fund transportation alternative type projects.	\$ 10,261	\$ 37,739	\$ 17,000	\$ 17,000	Match	0.10
National Highway Traffic Safety Administration 20.610	Traffic Records Coordinating Committee (TRCC), Traffic Information Systems (TIS) Improvements- TIS mainframe improvements, crash report audits, crash report analysis, out of state travel to traffic records forums and centerline mapping.	\$ -	\$ 1,400	\$ 700	\$ 700	None	0.08

Department of Transportation

Federal Funds Summary

(Dollars in Thousands)

Federal Agency and ALN	Federal Grant Name and Brief Purpose	FY 2024 Actual	FY 2025 Revised	FY 2026 Revised	FY 2027 Revised	Required State Match or MOE?	FTEs
Federal Highway Administration 20.200	State Planning & Research - Implementation of advanced technologies and systems to enhance pavement quality and life.	\$ 40	\$ 1,960	\$ 2,000	\$ -	Match	0.10
Federal Highway Administration 20.205	FHWA Safety Funding PPD - Toward Zero Deaths (TZD) Coordinators salaries, Road Safety Plan Development, Road Safety Studies and Crash Database Improvements from FHWA.	\$ 2,501	\$ 9,499	\$ 6,200	\$ 6,200	None	0.30
Federal Highway Administration 20.200	Advanced Digital Construction Management System Discretionary Grant - The NiceConnect project, funded through the Advanced Digital Construction Management System (ADCMS) grant and matching state funds, will provide MnDOT an accelerated path for data interoperability by creating a data map of MnDOT asset data across the CMS, an interoperability value index, an interoperability roadmap, business use cases, software development, hardware purchases, and workforce training.	\$ 328	\$ 1,832	\$ 1,200	\$ 185	Match	2.00
Federal Highway Administration 20.205	Low-Carbon Transportation Materials Grants - The IRA establishes the Low-Carbon Transportation Materials Grants program to reimburse or provide incentives to eligible recipients for the use, in projects, of construction materials and products that have substantially lower levels of embodied greenhouse gas emissions associated with all relevant stages of production, use, and disposal as compared to estimated industry averages of similar materials or products as determined by the Administrator of the Environmental Protection Agency.	\$ -	\$ 10,000	\$ 15,000	\$ 15,000	Match	1.00
Federal Highway Administration 20.215	Local Technical Assistance Program (LTAP) - To strengthen the skills and knowledge of local and state transportation providers through training programs, the exchange of best practices, information referral, and the implementation of transportation research results.	\$ 173	\$ 263	\$ 270	\$ 270	Match	0.10

Department of Transportation

Federal Funds Summary

(Dollars in Thousands)

Federal Agency and ALN	Federal Grant Name and Brief Purpose	FY 2024 Actual	FY 2025 Revised	FY 2026 Revised	FY 2027 Revised	Required State Match or MOE?	FTEs
Federal Highway Administration 20.215	Disadvantaged Enterprise/On the Job Training Support Services - Through granting to other agencies or organizations, ensure equal opportunity for all businesses and personnel on MnDOT projects by providing highway heavy on-the-job training for minorities, women and economically disadvantaged individuals, technical training and services for Disadvantaged Businesses to assist them in successfully competing for MnDOT projects, and supportive employment services for Native Americans working on highway construction projects.	\$ 3,281	\$ 4,719	\$ 4,000	\$ 4,000	None	3.00
Federal Highway Administration 20.205	USDOT FHWA Surface Transportation Program (STP) Formula Funds for Enterprise Asset Management (EAM) - Asset Management Software Development & Maintenance - For further implementation and project office staffing and consulting cost.	\$ 2,901	\$ 4,599	\$ 4,500	\$ 4,500	Match	7.75
Federal Highway Administration 20.205	FHWA Planning - Metropolitan Planning Organization (MPO) planning activities.	\$ 8,665	\$ 12,335	\$ 10,000	\$ 10,000	None	0.10
Federal Highway Administration 20.200	Surface Transportation System Funding Alternative - This project is a planning effort to chart a viable path toward a user based fee through the collaboration with shared service providers. The project goal is to create a model user based fee as an alternative revenue mechanism to help maintain the solvency of the Federal Highway Trust Fund.	\$ -	\$ 7,000	\$ 3,000	\$ -	Match	0.80
Federal Highway Administration 20.200	Statewide Transportation Innovation Council (STIC) Incentive Program Grants - Assistance for innovative practices in statewide transportation.	\$ 106	\$ 894	\$ 500	\$ 500	Match	-
Federal Highway Administration 20.205	State Planning & Research - funding for statewide and non-MPO program development, planning, and research activities, including data management.	\$ 12,167	\$ 21,833	\$ 17,000	\$ 17,000	Match	
Federal Highway Administration 20.205	Clean Transportation Funding Pilot - Pilot program to reduce Green House Gas (GHG) emissions per the Next Generation Energy Act (NGEA).	\$ 95	\$ 1,905	\$ -	\$ -	Match	0.10

Department of Transportation

Federal Funds Summary

(Dollars in Thousands)

Federal Agency and ALN	Federal Grant Name and Brief Purpose	FY 2024 Actual	FY 2025 Revised	FY 2026 Revised	FY 2027 Revised	Required State Match or MOE?	FTEs
Federal Highway Administration 20.205	Charging and Fueling Infrastructure (CFI) Discretionary Grant Program - The Minnesota Department of Transportation will receive \$6.4 million to install 42 electric vehicle charging stations for use in rural, tribal, and historically underserved communities in Greater Minnesota. The project will prioritize electrification of shared mobility charging projects like car share, van pools, ride hail and taxis.	\$ -	\$ 1,000	\$ 5,400	\$ -	Match	
Federal Highway Administration 20.200	State Planning & Research - State planning and research funds for Pooled Fund (multi-state partnerships), road research and implementation projects conducted throughout the state.	\$ 2,552	\$ 3,448	\$ 3,750	\$ 3,750	None	2.00
Federal Highway Administration 20.200	State Planning & Research - State planning and research funds for National Road Research Alliance (NRRRA) Pooled Fund. Research projects are conducted at the MnROAD Research facility.	\$ 2,722	\$ 4,778	\$ 4,750	\$ 4,750	None	5.00
Federal Highway Administration 20.200	State Planning & Research - State planning and research funds for Minnesota only road research projects conducted throughout the state.	\$ -	\$ 100	\$ 100	\$ 100	None	0.10
Federal Highway Administration 20.200	State Planning & Research - State planning and research funds used to conduct and support Minnesota only road research & implementation projects throughout the state which require a state match.	\$ 1,749	\$ 3,251	\$ 3,250	\$ 3,250	Match	5.00
National Highway Traffic Safety Administration 20.600	Highway Road Safety Audits - Perform safety audits of trunk highways.	\$ -	\$ 200	\$ 150	\$ 150	None	0.02
Federal Highway Administration 20.205	Advanced Transportation Technologies and Innovative Mobility Development (ATTIMD)/Advanced Transportation Technologies and Innovation (ATTAIN) - Program Delivery for the Advanced Transportation Technologies and Innovative Mobility Deployment (ATTIMD) program, also known as the Advanced Transportation Technology and Innovation (ATTAIN) program, provides funding to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.	\$ -	\$ 2,000	\$ 1,000	\$ 2,000	Match	0.10

Department of Transportation

Federal Funds Summary

(Dollars in Thousands)

Federal Agency and ALN	Federal Grant Name and Brief Purpose	FY 2024 Actual	FY 2025 Revised	FY 2026 Revised	FY 2027 Revised	Required State Match or MOE?	FTEs
National Highway Traffic Safety Administration 20.600	Roadway Safety Planning, Evaluation & Studies (RSEP&S) - Funds received via Department of Public Safety. Roadway Safety Plans and other safety studies.	\$ -	\$ 1,400	\$ 700	\$ 700	None	0.08
National Highway Traffic Safety Administration 20.600	Toward Zero Deaths (TZD) Regional Coordination - Funds received via the Department of Public Safety. Regional TZD Coordinators Salaries & Out of State Travel. Funds received from the Department of Public Safety.	\$ 230	\$ 470	\$ 450	\$ 450	None	0.08
US Dept. of Transportation 20.939	Safe Streets and Roads for All (SS4A) Grant Program - The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. MnDOT may be the pass through to local entities.	\$ -	\$ 1,500	\$ -	\$ -	None	-
Federal Highway Administration 20.205	Bridge Investment Program (BIP) Planning Grant - Asset management planning for preservation and maintenance activities that improve the condition of bridges, extend structure service life, reduce the number of bridges that deteriorate to poor condition.	\$ -	\$ -	\$ 1,250	\$ 1,250	Match	-
	Program Planning and Delivery Budget Activity Total	\$ 47,773	\$ 136,725	\$ 103,520	\$ 93,105		28.61
Federal Highway Administration 20.200	State Planning & Research - Implementation of advanced technologies and systems to enhance pavement quality and life.	\$ -	\$ 60	\$ 60	\$ -	Match	-
Federal Highway Administration 20.200	Role of Speed & Distraction in Work Zone Crashes or Near Crashes - Research Speed & Distractions in Work Zones. Part of the Transportation Research Board (TRB) Strategic Highway Research Program 2 (SHRP2) Round 4 Implementation Assistance Program (IAP).	\$ -	\$ 2,000	\$ 2,000	\$ 2,000	None	0.08
Federal Highway Administration 20.205	Advanced Transportation Technologies and Innovative Mobility Development (ATTIMD)/Advanced Transportation Technologies and Innovation (ATTAIN) - Construction for the Advanced Transportation Technologies and Innovative Mobility Deployment (ATTIMD) program, also known as the Advanced Transportation Technology and Innovation (ATTAIN) program, provides funding to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.	\$ -	\$ 9,000	\$ 2,000	\$ 9,000	Match	0.08

Department of Transportation

Federal Funds Summary

(Dollars in Thousands)

Federal Agency and ALN	Federal Grant Name and Brief Purpose	FY 2024 Actual	FY 2025 Revised	FY 2026 Revised	FY 2027 Revised	Required State Match or MOE?	FTEs
	State Road Construction Budget Activity Total	\$ -	\$ 11,060	\$ 4,060	\$ 11,000		0.16
Federal Highway Administration 20.205	Intelligent Transportation Systems (ITS) Maintenance & Operations - To conduct demonstration projects focused on advanced smart city or community technologies and systems to improve transportation efficiency and safety.	\$ -	\$ 2,000	\$ 3,000	\$ 3,000	Match	0.05
Federal Highway Administration 20.941	Strengthening Mobility and Revolutionizing Transportation (SMART) Grant - When funds become available for maintaining ITS items like Variable Message Signs, Traffic Cameras and Ramp Meters.	\$ -	\$ 8,000	\$ 8,000	\$ 8,000	None	0.08
Federal Highway Administration	Integ Mobile Observation (IMO) 3.0 - To fund agency activities involving automated vehicle location and data collection from snowplows and light duty trucks.		\$ 15	\$ -	\$ -		
Federal Highway Administration 20.240	Red Dye Fuel Monitoring Program - To inspect and take diesel fuel samples from commercial vehicles being operated on MN roads.	\$ 402	\$ 798	\$ 500	\$ 500	None	0.50
National Highway Traffic Safety Administration 20.600	Toward Zero Deaths (TZD) Conference - Annual safety conference for all agencies and statewide partners. Funds received from the Department of Public Safety.	\$ 318	\$ 482	\$ 450	\$ 450	None	0.08
	Operations and Maintenance Budget Activity Total	\$ 720	\$ 11,295	\$ 11,950	\$ 11,950		0.71
Federal Highway Administration 20.205	Federal Aid Highway Program - Provides road construction and planning dollars, including discretionary grants, to the local county and city governments for their road systems.	\$ 200,085	\$ 345,000	\$ 490,531	\$ 487,091	Match	12.00
Federal Highway Administration 20.206	Competitive Highway Bridge Program Grant (CHBP) - Grants to fund bridge improvements including replacement and rehabilitation.	\$ -	\$ 1,630	\$ 700	\$ -	Match	1.00
Federal Highway Administration 20.207	Federal Lands Access Program (FLAP) - To improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators	\$ -	\$ 950	\$ 1,950	\$ 600	Match	0.50
Federal Highway Administration 20.205	Federal Aid Highway Program - Provides road construction dollars to the local county and city governments for their road systems.	\$ 13,809	\$ 153,991	\$ 750,000	\$ 50,000	Match	0.50

Department of Transportation

Federal Funds Summary

(Dollars in Thousands)

Federal Agency and ALN	Federal Grant Name and Brief Purpose	FY 2024 Actual	FY 2025 Revised	FY 2026 Revised	FY 2027 Revised	Required State Match or MOE?	FTEs
Federal Highway Administration 20.205	Highway Safety Improvement Program (HSIP) - County & city road safety plans, studies and road safety construction.	\$ 1,393	\$ 4,607	\$ 3,500	\$ 3,500	None	0.25
Federal Highway Administration 20.205	Federal Aid Highway Program - Funding for special interest projects providing historical, technical or other information pertinent to mobility and to provide funding for bridge inspections on the local systems.	\$ 657	\$ 2,343	\$ 1,500	\$ 1,500	Match	1.70
Federal Highway Administration 20.205	Local Agency Cultural Resources Investigation (LACRI) - Provides funding for federally required survey and evaluation work to identify historic properties, mitigation plan development and implementation, construction monitoring, and related work on federal-aid eligible local roads.	\$ -	\$ 2,400	\$ 1,200	\$ 1,200	Match	0.10
	County State Aid Roads Budget Activity Total	\$ 215,944	\$ 510,921	\$ 1,249,381	\$ 543,891		16.05
Federal Highway Administration 20.933	Rebuilding America Infrastructure with Sustainability and Equity (RAISE) - Rebuilding America Infrastructure with Sustainability and Equity (RAISE) - RAISE grants are for capital investments in surface transportation that will have a significant local or regional impact. The City of St. Paul was awarded a grant to develop a comprehensive transportation plan to address safety, equity, and quality of life concerns. The Federal Highway Administration agreement has designated MnDOT, as the pass through entity.	\$ -	\$ 1,400	\$ 1,380	\$ -	None	0.50
Federal Highway Administration 20.200	Accelerated Innovation Deployment (AID) Program - FHWA has an annual grant program to assist in advancing innovative practices on specific projects.	\$ -	\$ 2,000	\$ 1,000	\$ 1,000	Match	-
	Municipal State Aid Roads Budget Activity Total	\$ -	\$ 3,400	\$ 2,380	\$ 1,000		0.50
Federal Highway Administration 20.205	National Electric Vehicle Infrastructure Formula Program - The U.S. Department of Transportation's (DOT) Federal Highway Administration (FHWA) NEVI Formula Program will provide funding to states to strategically deploy electric vehicle supply equipment (EVSE) and to establish an interconnected network to facilitate data collection, access, and reliability.	\$ -	\$ 60,000	\$ 30,000	\$ 30,000	Match	1.00
	Agency Services Budget Activity Total	\$ -	\$ 60,000	\$ 30,000	\$ 30,000		1.00
	Federal Fund [3000 Fund] – Agency Total	\$ 528,335	\$ 2,268,887	\$ 2,218,334	\$ 1,477,739		118.58

Department of Transportation

Federal Funds Summary

(Dollars in Thousands)

Federal Agency and ALN	Federal Grant Name and Brief Purpose	FY 2024 Actual	FY 2025 Revised	FY 2026 Revised	FY 2027 Revised	Required State Match or MOE?	FTEs
Federal Highway Administration 20.205	Federal Highway Administration (FHWA) Biennial Budget estimated Federal Agreement Revenue from appropriation bill.	\$ 705,776	\$ 817,718	\$ 686,998	\$ 686,998	Match	260.00
	Total Trunk Highway Funds (2700 Fund Federal Revenue)	\$ 705,776	\$ 817,718	\$ 686,998	\$ 686,998		260.00
	Reimbursement for Municipal Grant Expenses (Non-Dedicated Receipts 2500 Fund)	\$ 400	\$ 400	\$ 400	\$ 400		-
	Reimbursement for County Grant Expenses (Non-Dedicated Receipts 2600 Fund)	\$ 866	\$ 900	\$ 900	\$ 900		-
	Total Non Dedicated (2500 and 2600 Fund)	\$ 1,266	\$ 1,300	\$ 1,300	\$ 1,300		-
	Total Federal Funds - Agency Total	\$ 1,235,377	\$ 3,087,905	\$ 2,906,632	\$ 2,166,037		378.58

Narrative

1. For new grants, provide a narrative description of the short-and long-term commitments required, including whether continuation of any full-time equivalent positions will be condition of receiving the federal award

The major federal fund accounts include federal grants revenue deposited in the federal fund either on an advance or reimbursement basis. Federal Highway Administration (FHWA) federal aid, the agency's largest federal program, is on a cost reimbursement basis, with a significant portion of program reimbursements deposited directly into the Trunk Highway Fund for the department's state road construction program.

2. Maintenance of effort levels (MOE)

Programs funded by federal dollars are also support by state dollars. State funds would continue to support the programs in the event federal funding ended.

3. Agency legal authority to spend other than M.S. 3.3005 for executive branch agencies

Minnesota State Statute 161.36, subd. 2

4. Changing funding levels or trends that may impact future awards

The recently enacted IJA authorization includes increased funding for the next four years (FY 2026-27). This requires an annual federal appropriation to use the IJA contracting authority.

5. Major state funding related to federal awards

Federal funds are matched by varying state funds depending on the program. For example, the major FHWA program is matched by a combination of trunk highway fund, municipal and county state aid funds, and local government funds depending on the project. The major Federal Aviation Administration program is matched by local government funds and state airport funds. General funds, revenues from the motor vehicle sales tax and local government funds match the federal funding from the FTA programs. The regular formula federal funds are typically split 80% federal 20% state.

6. Basis for estimates

Estimates are based on the best funding information currently available to MnDOT program managers. Overall, federal funds anticipated during the FY 2026-27 biennium are relatively consistent with the FY 2024-25 biennium.

7. Indicate whether the federal funding has flexibility in how the funds are spent

Funds received are used in accordance with authorizing federal legislation and the program purpose described above.

2026 - 2027 County and Municipal Turnback Account Budget

August 2024 update

Data provided by MnDOT State Aid Office

List of projects likely to be funded, required by M.S. 161.081 subd. 3(h)

<https://www.revisor.mn.gov/statutes/cite/161.081>

Restoration/Reconstruction

Trunk Highway	Receiving Agency	Project Location (TO/FROM)	SP/SAP	Program Need (\$ millions)		
				Calendar 2026	Calendar 2027	Biennium Total
13	City of Mendota Heights	TH 13 to TH 13 (Sibley Memorial Hwy)	SP 1901-195	1.45	1.05	2.50
12	Hennepin Co	CSAH 6 to Willow	027-712-003	1.60	0.00	1.60
59	City of Worthington	TH 60 to I-90	SP 5304-41	9.50	1.50	11.00
101	Carver Co	Pioneer Tr to Flying Cloud Dr	010-701-004	0.47	0.00	0.47
212	Carver Co	TH 41 to Yellow Brick Rd	010-761-010	1.20	0.00	1.20
952A	Hennepin Co	I35W to TH 65 (University Ave and 4th St)	SP2726-87	8.50	2.30	10.80
Total				22.72	4.85	27.57


In Lieu Payments

Trunk Highway	Receiving Agency	Project Location (TO/FROM)	SP/SAP	Program Need (\$ millions)		
				Calendar 2026	Calendar 2027	Biennium Total
212	Carver Co	Yellow Brick Road to the W jct MN 101	AGR#9384	15.60	26.50	42.10
244	City of Mahtomedi	CR 12 to Dellwood City Limits	TBD	8.03	0.00	8.03
246	City of Northfield	CSAH 1 to TH 3	RES#2024-078	11.50	2.70	14.20
264	Nobles/Jackson Co	I-90 to Round Lake	TBD	0.00	24.30	24.30
267	Murray Co	Reconstruction - MN 30 to Iona	TBD	5.81	2.45	8.26
Total				40.94	55.95	96.89

Notes:

- These projects are likely to be funded, pending funding, negotiations, and execution of agreements
- These figures account for cost escalation due to inflation, cost increases due to project unknowns (i.e. risk factors), project growth, etc.

Grand Totals	63.66	60.80	124.46
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	<p>Counties</p> <p>Aitkin Carlton Cook Itasca Koochiching Lake Pine St. Louis</p>	<p>Supports</p> <ul style="list-style-type: none"> • 355,508 people (6% of state population, 2023 estimate) • 19,446 sq. miles of land area (24% of state land area) • 1,554 centerline miles of state, U.S., and interstate highways (13% of state centerline miles) • 3,735 lane miles of state, U.S., and interstate highways (13% of state lane miles) • 544 bridges 10 ft or greater (11% of state bridges) • 815 miles of rail line (18% of state rail line miles) • 22 public airports (17% of state airports) • 8 public Class I rest areas (16% of state rest areas) <p>Resources in FY 2023</p> <ul style="list-style-type: none"> • 391 full-time employees • 2 regional offices • 84 snow removal trucks
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SERVICES PROVIDED

Located in northeastern Minnesota, District 1 represents one-fourth of the state’s total land area. Services provided by District 1 staff include the planning, design, construction, and maintenance of the state and federal highway system. District 1 staff offers aid and assistance to the county and city systems that qualify for state and federal dollars. District 1 also provides transit, trail, and rail coordination. Through many partnerships with local governments, agencies, and the public, District 1 provides a transportation system that meets the needs of Minnesotans.

District 1 is unique in many ways. It shares two of Minnesota’s longest bridges—the Blatnik and Bong bridges—with Wisconsin. The district has two international border crossings. The Port of Duluth-Superior is one of the district’s key partners. It is the largest freshwater port in the world, and it has access to four Class I railroads. It is a full-service multimodal hub for domestic and international trade. The district is home to hundreds of miles of paved trails. The Mesabi Trail—spanning from Grand Rapids to Ely—will be one of the nation’s longest trail systems (155 miles) once complete. The four national scenic byways and six state scenic highways located in District 1 make up nearly half of Minnesota’s scenic byways.

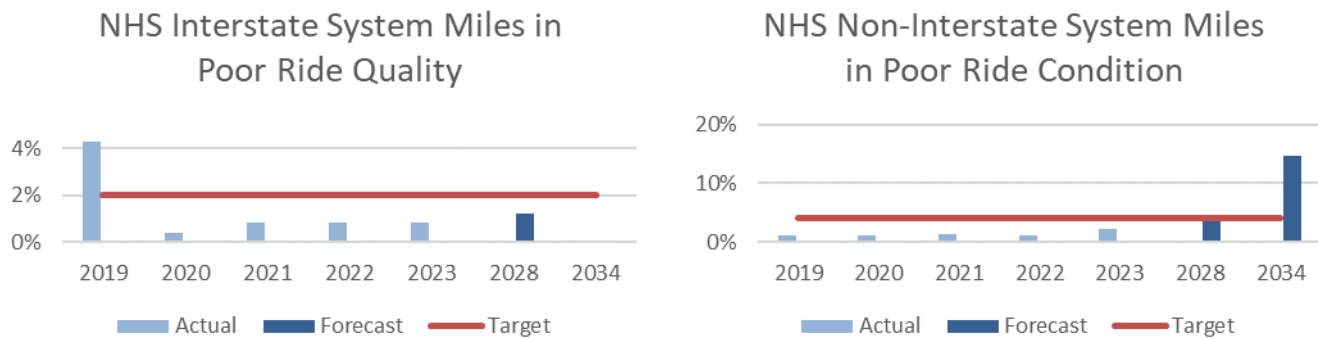
District 1’s operations program strives to maintain, operate, and preserve transportation assets so they are safe, structurally sound, and aesthetically pleasing. These assets include highways, bridges, drainage structures, safety devices, facilities, rest areas, and equipment. Staff and equipment are located at 19 truck stations across the district, allowing efficient and independent mobilization for year-round maintenance operations. District 1 has harsh winter conditions and is committed to providing 24/7 service coverage for snow and ice condition response. Summer maintenance priorities include pavement repair, bridge inspection and repair, drainage, vegetation control, traffic services, guardrail maintenance, and natural disaster response.

District 1 averages 26 construction projects annually, costing approximately \$73 million per year. This district accounts for about 7 percent of state construction project spending annually.

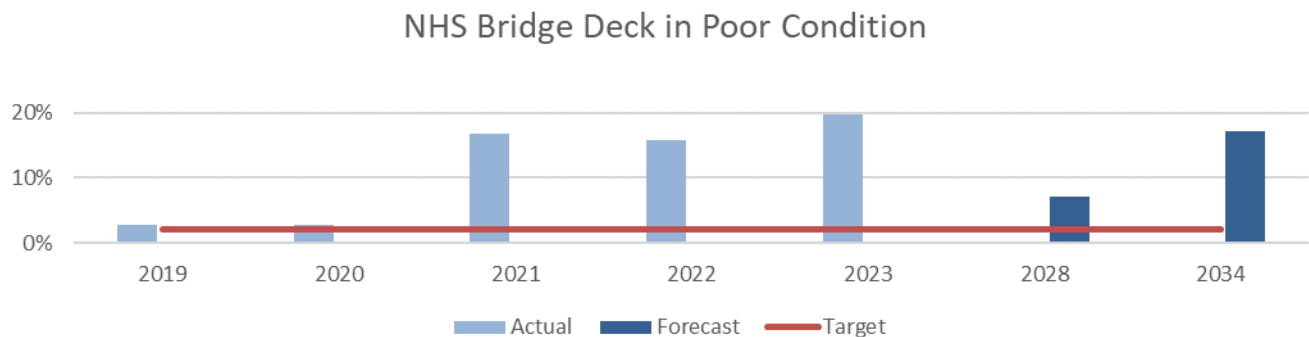
PERFORMANCE INDICATORS

MnDOT tracks the performance of the Trunk Highway system with a number of different measures, many of which are published on the transportation performance website (<https://performance.minnesotago.org/>).

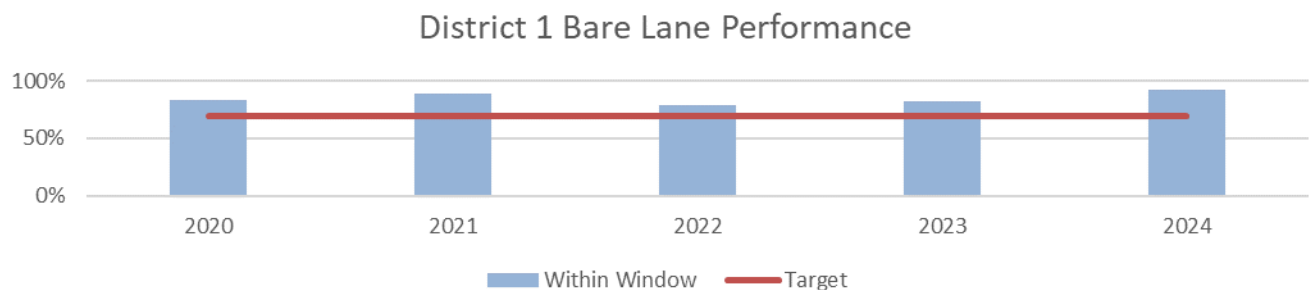
MnDOT prioritizes infrastructure improvements on National Highway System (NHS) routes and holds these roads to a higher performance standard than non-NHS routes. This approach allows MnDOT to comply with federal law and manage risks related to statewide travel. Pavement condition is measured by the percentage of miles of highway in poor condition. The system condition is projected to remain under the NHS Interstate System target goal after 2028.




Bridge condition is measured by the percentage of bridge deck area in poor condition. NHS bridge condition is a concern in District 1. The Blatnik bridge is a significant portion of NHS deck area in poor condition. NHS bridge condition is projected to improve through 2028 and then decline by 2034.



After a snow or ice event, MnDOT returns roads to an acceptable driving condition. This is described as the “time to bare lane”. MnDOT sets an objective window for time to bare lane which varies by the amount of traffic on the road. MnDOT’s strives to meet the objective for each roadway 70 percent of the time during the winter season.



	Counties	Supports
	Beltrami Clearwater Hubbard Kittson Lake of the Woods Marshall Norman Pennington Polk Red Lake Roseau	<ul style="list-style-type: none"> • 164,318 people (3% of state population, 2023 estimate) • 14,158 sq. miles of land area (18% of state land area) • 1,802 centerline miles of state, U.S., and interstate highways (15% of state centerline miles) • 3,903 lane miles of state, U.S., and interstate highways (13% of state lane miles) • 363 bridges 10 ft or greater (8% of state bridges) • 605 miles of rail line (13% of state rail line miles) • 19 public airports (14% of state airports) • 3 public Class 1 rest areas (6% of state rest areas)
	*Parts of Cass, Itasca and Koochiching	<p>Resources in FY 2023</p> <ul style="list-style-type: none"> • 264 full-time employees • 3 regional offices • 70 snow removal trucks

SERVICES PROVIDED

District 2 is in northwest Minnesota, bordered by North Dakota and Canada. The MnDOT team in District 2 plans, designs, constructs, and maintains the state and federal trunk highways within the district. They also manage the aid and assistance provided to local governments that qualify for state and federal transportation funding for roadways, bridges, trails, and transit systems. The top priorities for the District 2 construction program are preserving the existing system, making cost-effective safety improvements, and enhancing accessibility for all modes of transportation. District 2 continues to prioritize safety and mobility needs of its customers while continuously looking for partnership opportunities to maximize budgets.

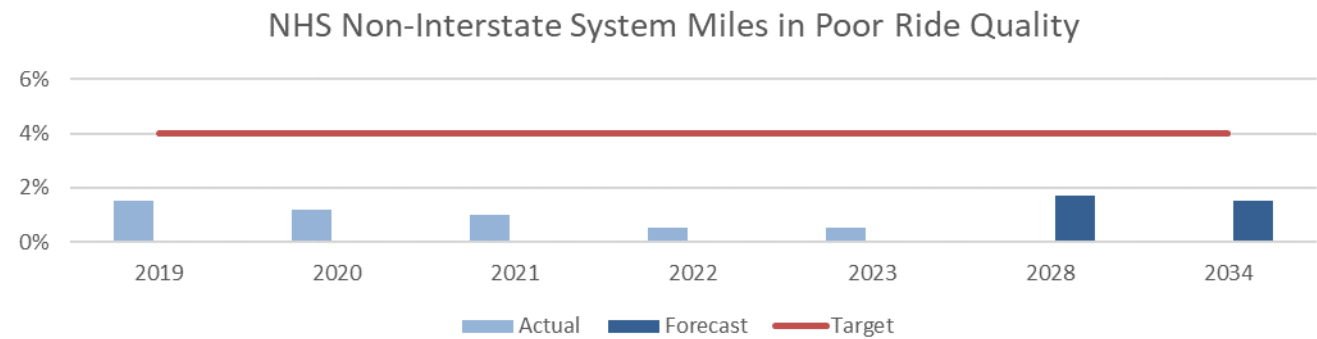
District 2 serves a large geographic area that is predominately rural, with farmland and prairie in the west and lakes and forests in the east. The area is characterized by the Red River Valley and the Northwoods. The Red River Valley is known for agriculture and is prone to flooding. The Northwoods is known for timber, lakes, and recreational opportunities. There are many small communities and four cities with a population of more than 5,000 within the district. All the lands of the Red Lake Nation and portions of the Leech Lake and White Earth reservations lie within the boundaries of District 2. There is a diverse economy in the district consisting of farming, timber production, manufacturing, and tourism. The major industries in District 2 include forestry, agriculture, and food processing.

District 2 averages 16 construction projects annually, costing approximately \$73 million per year. This district accounts for about 7 percent of state construction project spending annually.

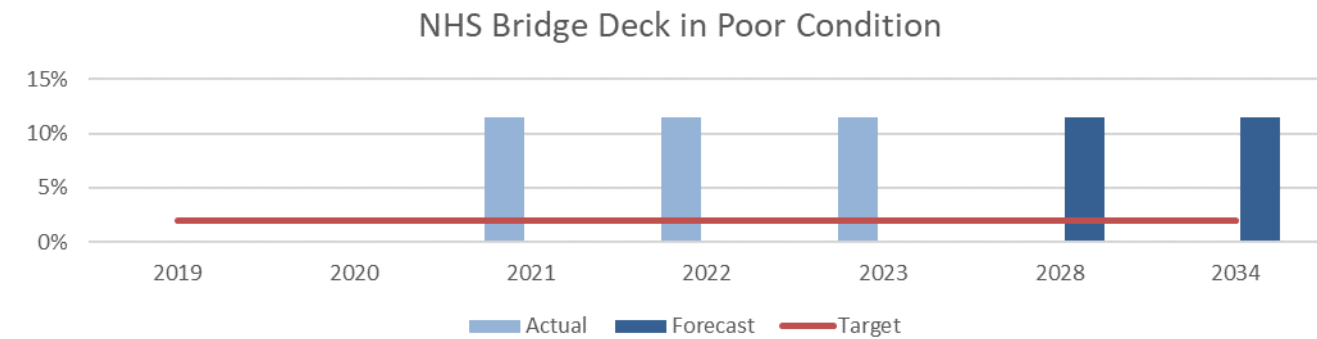
PERFORMANCE INDICATORS

MnDOT tracks the performance of the Trunk Highway system with a number of different measures, many of which are published on the transportation performance website (<https://performance.minnesotago.org/>).

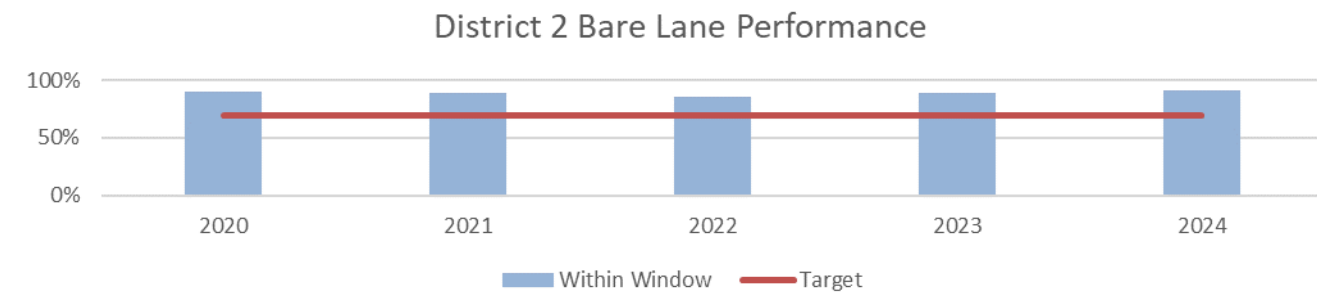
MnDOT prioritizes infrastructure improvements on National Highway System (NHS) routes. This approach allows MnDOT to comply with federal law and manage risks related to statewide travel. Pavement condition is measured by the percentage of miles of highway in poor condition. Poor ride quality can range from uneven surfaces to cracks in the road.




Bridge condition is measured by the percentage of bridge deck area in poor condition. State highway bridges are inspected at least every two years. Bridges rated in poor condition are safe to drive on but are near the point where significant investment in repair or replacement is needed. There was no District 2 bridge deck in poor condition from 2018 through 2020, but this figure grew to more than 10 percent in 2021.



After a snow or ice event, MnDOT returns roads to an acceptable driving condition. This is described as the “time to bare lane”. MnDOT sets an objective window for time to bare lane which varies by the amount of traffic on the road. MnDOT’s strives to meet the objective for each roadway 70 percent of the time during the winter season.



	Counties	Supports
	Benton Cass Crow Wing Isanti Kanabec Mille Lacs Morrison Sherburne Stearns Todd Wadena Wright	<ul style="list-style-type: none"> • 710,478 people (12% of state population, 2023 estimate) • 10,209 sq. miles of land area (13% of state land area) • 1,586 centerline miles of state, U.S., and interstate highways (14% of state centerline miles) • 4,007 lane miles of state, U.S., and interstate highways (14% of state lane miles) • 432 bridges 10 ft or greater (9% of state bridges) • 383 miles of rail line (8% of state rail line miles) • 21 public airports (16% of state airports) • 7 public Class 1 rest areas (14% of state rest areas)
		<p>Resources in FY 2023</p> <ul style="list-style-type: none"> • 438 full-time employees • 2 regional offices • 110 snow removal trucks

SERVICES PROVIDED

Located in central Minnesota, District 3 has the largest population base outside the Minneapolis/St. Paul metro area. The district covers 13 counties in the central part of the state and is home to 19 cities that have a population of over 5,000. These cities include Baxter, where District 3 is headquartered, and St. Cloud, which is home to another MnDOT office. There is a strong manufacturing presence in District 3, and there are several major corridors vital to freight movement cross the district. The tourism industry is a key driver within the district's economy, contributing to traffic volumes. The southern boundary of District 3 is located adjacent to the metro region and is rapidly becoming part of the greater urbanized area, with a strong commuter demand currently served by highways, buses, and park-and-ride lots.

The MnDOT team in District 3 plans, designs, constructs, and maintains the state and federal trunk highways within the district. Staff also manages the aid and assistance provided to local governments that qualify for state and federal transportation funding for roadways, bridges, trails, and transit systems. There are several corridors from the metro area coming into the district with high traffic volumes where safety and mobility needs are top priorities.

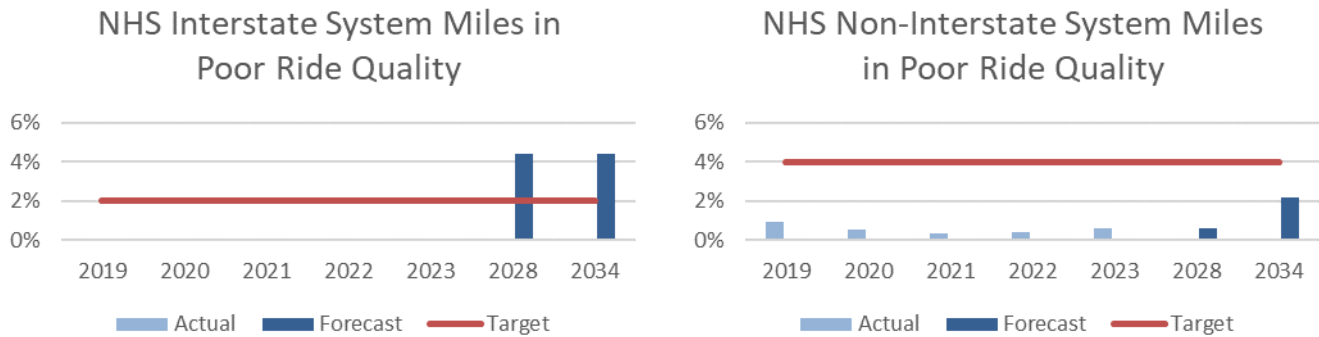
The district is more urban in Wright, Sherburne, and Stearns counties due to their proximity to the metro area. The district includes two metropolitan planning areas: the St. Cloud Area Planning Organization and portions of Wright and Sherburne Counties are part of the Twin Cities Metropolitan Council's extended urbanized area. The northern part of District 3 is home to the Brainerd Lakes Area, Lake Mille Lacs, and many other popular tourist destinations where traffic volumes increase seasonally and on weekends. The district is diverse and has several traditionally underserved populations, including the Mille Lacs Band of Ojibwe and portions of the Leech Lake reservation, the Hispanic and Somali communities, and the Amish community.

District 3 averages 24 construction projects annually, costing approximately \$228 million per year. This district accounts for about 22 percent of state construction project spending annually.

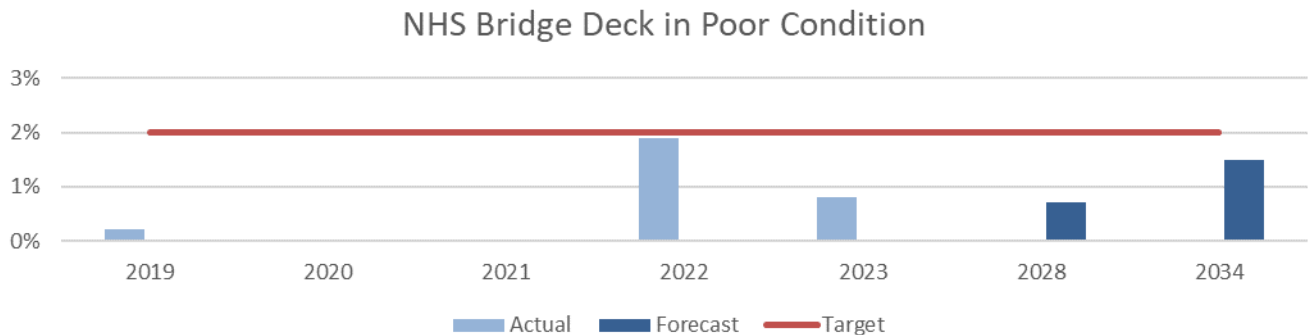
PERFORMANCE INDICATORS

MnDOT tracks the performance of the Trunk Highway system with a number of different measures, many of which are published on the transportation performance website (<https://performance.minnesotago.org/>).

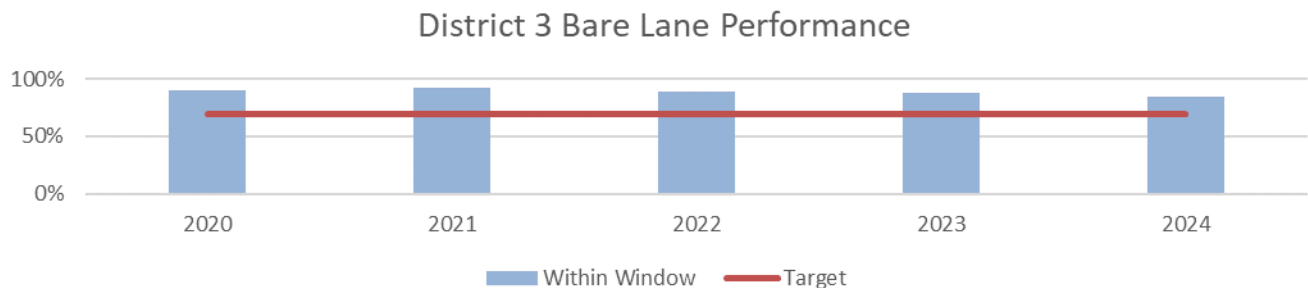
MnDOT prioritizes infrastructure improvements on National Highway System (NHS) routes. This approach allows MnDOT to comply with federal law and manage risks related to statewide travel. Pavement condition is measured by the percentage of miles of highway in poor condition. Poor ride quality can range from uneven surfaces to cracks in the road. The percentage of miles rated as poor in District 3 is forecasted to remain below target for non-interstate system miles but will go above target for interstate system miles.




Bridge condition is measured by the percentage of bridge deck area in poor condition. State highway bridges are inspected at least every two years. Bridges rated in poor condition are safe to drive on but are near the point where significant investment in repair or replacement is needed.



After a snow or ice event, MnDOT returns roads to an acceptable driving condition. This is described as the “time to bare lane”. MnDOT sets an objective window for time to bare lane which varies by the amount of traffic on the road. MnDOT’s strives to meet the objective for each roadway 70 percent of the time during the winter season.



	Counties	Supports
	Becker Big Stone Clay Douglas Grant Mahnomen Otter Tail Pope Stevens Swift Traverse Wilkin	<ul style="list-style-type: none"> • 258,543 people (5% of state population, 2023 estimate) • 9,865 sq. miles of land area (12% of state land area) • 1,571 centerline miles of state, U.S., and interstate highways (13% of state centerline miles) • 3,576 lane miles of state, U.S., and interstate highways (12% of state lane miles) • 338 bridges 10 ft or greater (7% of state bridges) • 670 miles of rail line (15% of state rail line miles) • 19 public airports (14% of state airports) • 5 public Class 1 rest areas (10% of state rest areas)
		<p>Resources in FY 2023</p> <ul style="list-style-type: none"> • 271 full-time employees • 2 regional offices • 62 snow removal vehicles

SERVICES PROVIDED

District 4 is in west central Minnesota, with offices and truck stations strategically placed throughout the region to ensure the safety and efficiency of transportation. District 4 staff plan, design, construct, and maintain the state and federal highway systems within district boundaries, and staff also manage the aid and assistance given to county and city systems that qualify for state and federal dollars. District 4's staff follow a community-focused approach during project development, and they work closely with local partners to meet the needs of all transportation system users while minimizing environmental and construction impacts.

District 4 staff are committed to delivering a high level of service on roadways. The district invests in long-term fixes on major corridors such as Interstate 94 and Highway 10 to improve safety and mobility for freight haulers and the traveling public. Winter winds across western Minnesota create significant blowing snow and ice conditions. Through outreach efforts with landowners and farm operators, District 4 is leading the state's snow fence program and has installed more than 31 miles of permanent and temporary snow fencing across the region, with another 24 miles in the near future.

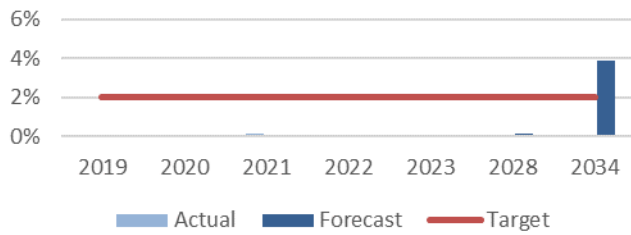
District 4 averages 20 construction projects annually, costing approximately \$66 million per year. This district accounts for about 6 percent of state construction project spending annually.

PERFORMANCE INDICATORS

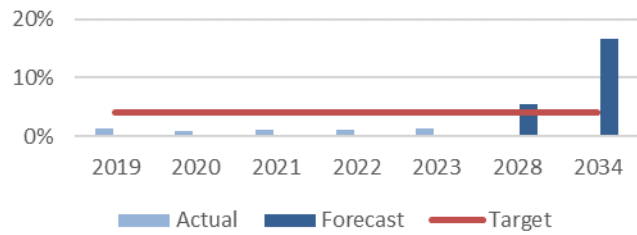
MnDOT tracks the performance of the Trunk Highway system with a number of different measures, many of which are published on the transportation performance website (<https://performance.minnesotago.org/>).

MnDOT prioritizes infrastructure improvements on National Highway System (NHS) routes. This approach allows MnDOT to comply with federal law and manage risks related to statewide travel. Pavement condition is measured by the percentage of miles of highway in poor condition. Poor ride quality can range from uneven surfaces to cracks in the road. Poor quality miles in District 4 is forecasted to remain below target through 2028.

NHS Interstate System Miles in Poor Ride Quality

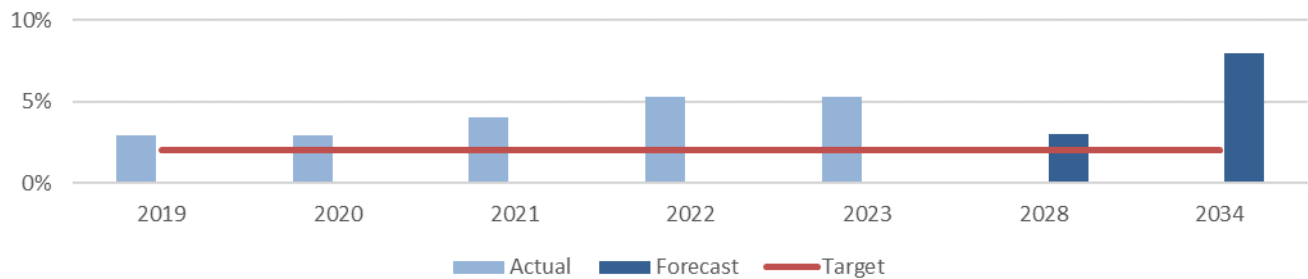


NHS Non-Interstate System Miles in Poor Ride Quality



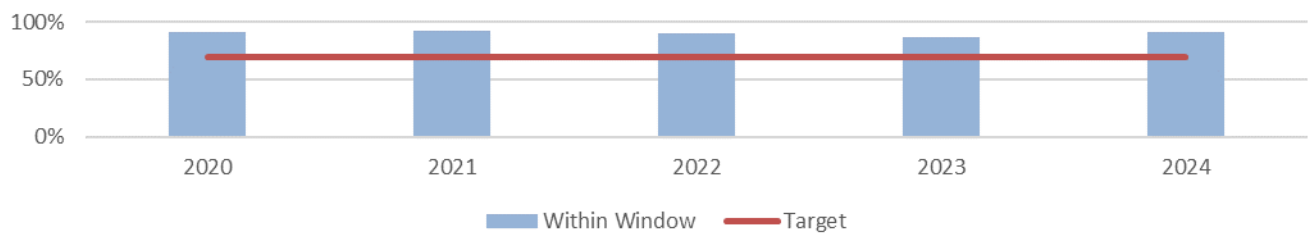
Bridge condition is measured by the percentage of bridge deck area in poor condition. State highway bridges are inspected at least every two years. Bridges rated in poor condition are safe to drive on but are near the point where significant investment in repair or replacement is needed. Bridge condition is projected to significantly worsen beyond 2028.


NHS Bridge Deck in Poor Condition



After a snow or ice event, MnDOT returns roads to an acceptable driving condition. This is described as the “time to bare lane”. MnDOT sets an objective window for time to bare lane which varies by the amount of traffic on the road. MnDOT’s strives to meet the objective for each roadway 70 percent of the time during the winter season.

District 4 Bare Lane Performance



	<p>Counties</p> <p>Anoka Carver Chisago Dakota Hennepin Ramsey Scott Washington</p>	<p>Supports</p> <ul style="list-style-type: none"> • 3,207,193 people (57% of state population, 2023 estimate) • 3,237 sq. miles of land area (4% of state land area) • 1,081 centerline miles of state, U.S., and interstate highways (9% of state centerline miles) • 4,062 lane miles of state, U.S., and interstate highways (14% of state lane miles) • 1,450 bridges 10 ft or greater (30% of state bridges) • 646 miles of rail line (14% of state rail line miles) • 10 public airports (8% of state airports) including the Minneapolis/St. Paul International Airport • 5 public Class 1 rest areas (10% of state rest areas) <p>Resources in FY 2023</p> <ul style="list-style-type: none"> • 1,344 full-time employees • 3 regional offices and the Regional Transportation Management Center (RTMC) • 216 snow removal trucks
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SERVICES PROVIDED

Located in eastern Minnesota, MnDOT’s Metro District maintains a multimodal transportation system that includes state, federal, and interstate highways and roads within the eight-county Twin Cities metropolitan area. There are 84 state-aid eligible municipalities (population of 5,000 or greater) in the Metro District, along with the state’s largest metropolitan planning organization (MPO), the Metropolitan Council. Minnesota’s two largest cities, Minneapolis and St. Paul, are located within Metro District.

Major industries in the Metro District include business services, information technology, insurance, printing and publishing services, and medical devices. Metro District includes many universities, colleges, hospitals, and Fortune-500 company headquarters.

In coordination with cities, counties, MPOs, and consultants, the Metro District team plans, designs, constructs, and maintains highway systems. Metro District staff manage the aid and assistance given to regional, county, and city systems that qualify for state and federal dollars. MnDOT provides support for multimodal transportation in Metro District, including transit, rail, bicycle, and pedestrian systems.

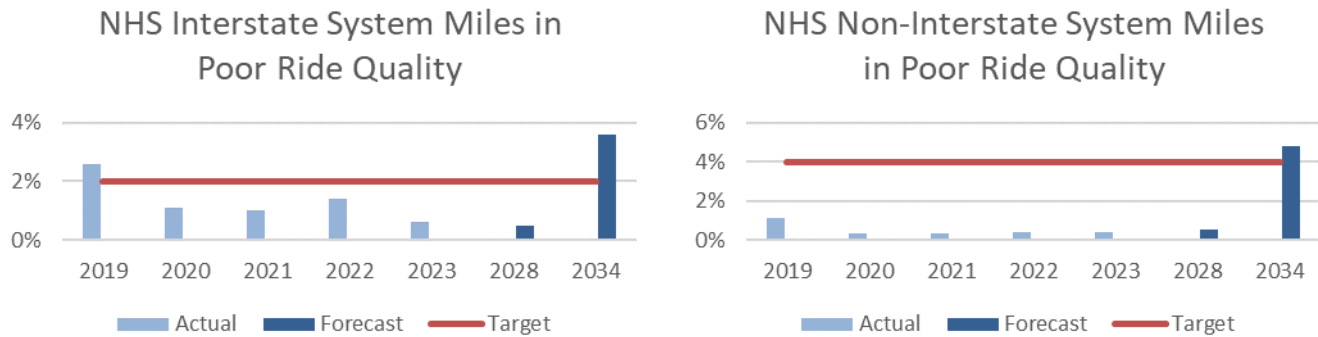
As commerce and the population grow in the Twin Cities, so does traffic congestion. Metro District manages congestion by operating the Regional Transportation Management Center (RTMC). The RTMC uses technologies and programs to benefit commuters in the Twin Cities metro area. These initiatives include ramp meters, traffic informational website 511 MN (<http://511mn.org>), dynamic message signs, the E-ZPASS system, and the Freeway Incident Response Safety Team (FIRST) program.

Metro District averages 68 construction projects annually, costing approximately \$226 million per year. This district accounts for about 22 percent of state construction project spending annually.

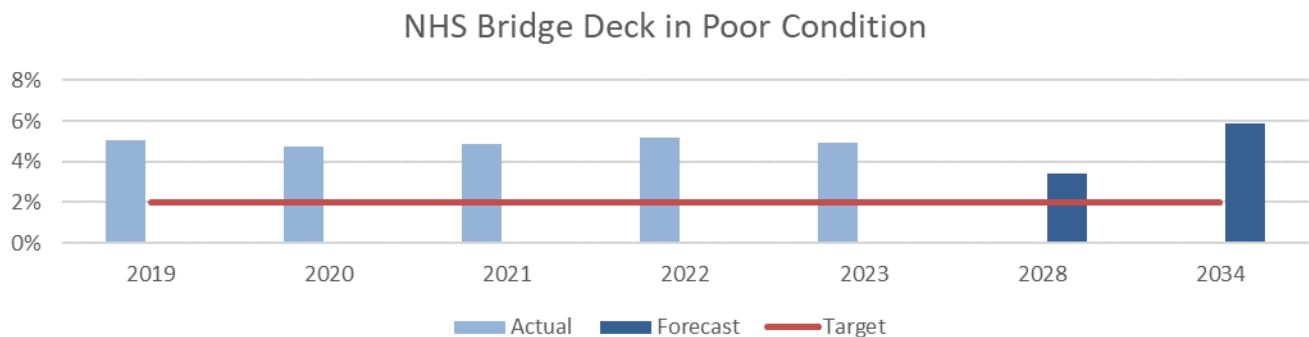
PERFORMANCE INDICATORS

MnDOT tracks the performance of the Trunk Highway system with a number of different measures, many of which are published on the transportation performance website (<https://performance.minnesotago.org/>).

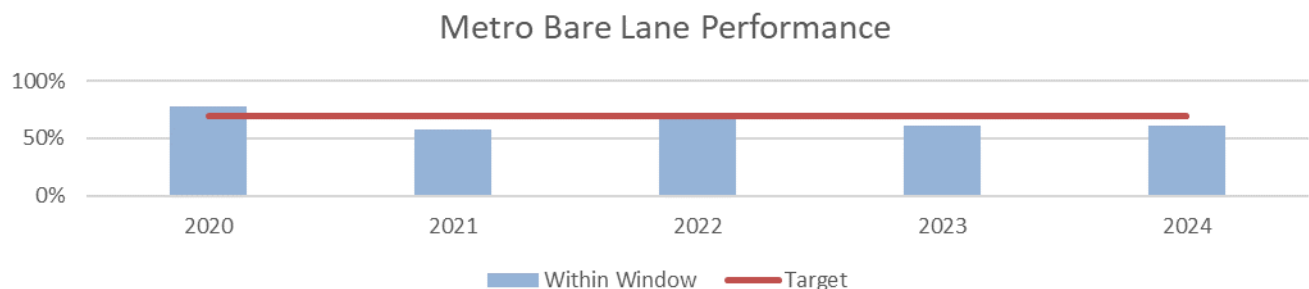
MnDOT prioritizes infrastructure improvements on National Highway System (NHS) routes. This approach allows MnDOT to comply with federal law and manage risks related to statewide travel. Pavement condition is measured by the percentage of miles of highway in poor condition. Poor ride quality can range from uneven surfaces to cracks in the road. The percentage in poor condition is estimated to significantly increase after 2028.




Bridge condition is measured by the percentage of bridge deck area in poor condition. State highway bridges are inspected at least every two years. Bridges rated in poor condition are safe to drive on but are near the point where significant investment in repair or replacement is needed. The percentage in poor condition is estimated to increase after 2028.



After a snow or ice event, MnDOT returns roads to an acceptable driving condition. This is described as the “time to bare lane”. MnDOT sets an objective window for time to bare lane which varies by the amount of traffic on the road. MnDOT’s strives to meet the objective for each roadway 70 percent of the time during the winter season.



	Counties	Supports
	Dodge Fillmore Freeborn Goodhue Houston Mower Olmsted Rice Steele Wabasha Winona	<ul style="list-style-type: none"> • 520,313 people (9% of state population, 2023 estimate) • 6,801 sq. miles of land area (9% of state land area) • 1,436 centerline miles of state, U.S., and interstate highways (12% of state centerline miles) • 3,755 lane miles of state, U.S., and interstate highways (13% of state lane miles) • 867 bridges 10 ft or greater (18% of state bridges) • 435 miles of rail line (10% of state rail line miles) • 11 public airports (8% of state airports) • 12 public Class 1 rest areas (24% of state rest areas) <p>Resources in FY 2023</p> <ul style="list-style-type: none"> • 432 full-time employees • 3 regional offices • 103 snow removal trucks

SERVICES PROVIDED

District 6 is in southeastern Minnesota. It has three regional offices located in Rochester, Owatonna, and Winona, which are also regional trade centers. Major industries in the district include education and knowledge creation, food and livestock processing, and footwear. Rochester, the state's third most populous city, is also home to internationally renowned medical care and testing facilities. Besides Rochester, there are five other communities with more than 20,000 people. There are 23 truck stations located in District 6, including three which are at regional offices. The district borders Wisconsin and Iowa in the east and south.

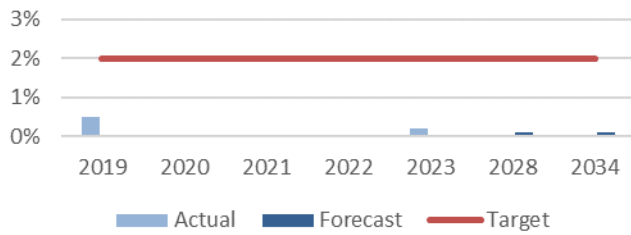
Over the next 10 years, most projects in District 6 will address pavement and bridge conditions. The district will also address roadside infrastructure (signage, culverts, guardrail, and lighting), safety improvements, pedestrian infrastructure that does not comply with the Americans with Disabilities Act, and bicycle infrastructure.

District 6 averaged 31 construction projects annually, costing approximately \$114 million per year. This district accounts for about 11 percent of state construction project spending annually.

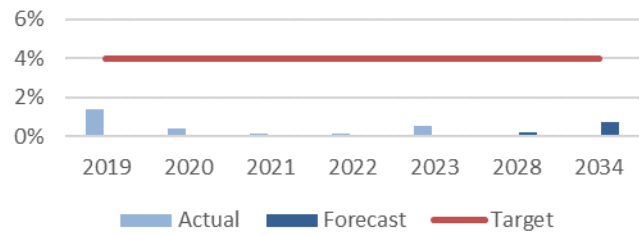
PERFORMANCE INDICATORS

MnDOT tracks the performance of the Trunk Highway system with a number of different measures, many of which are published on the transportation performance website (<https://performance.minnesotago.org/>). MnDOT prioritizes infrastructure improvements on National Highway System (NHS) routes. This approach allows MnDOT to comply with federal law and manage risks related to statewide travel. Pavement condition is measured by the percentage of miles of highway in poor condition. Poor ride quality can range from uneven surfaces to cracks in the road. The percentage of miles rated as poor in District 6 is forecasted to remain below target.

NHS Interstate System Miles in Poor Ride Quality

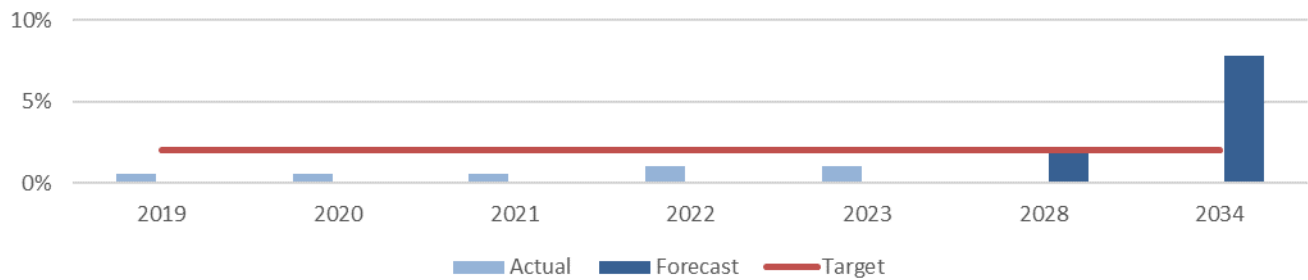


NHS Non-Interstate System Miles in Poor Ride Quality



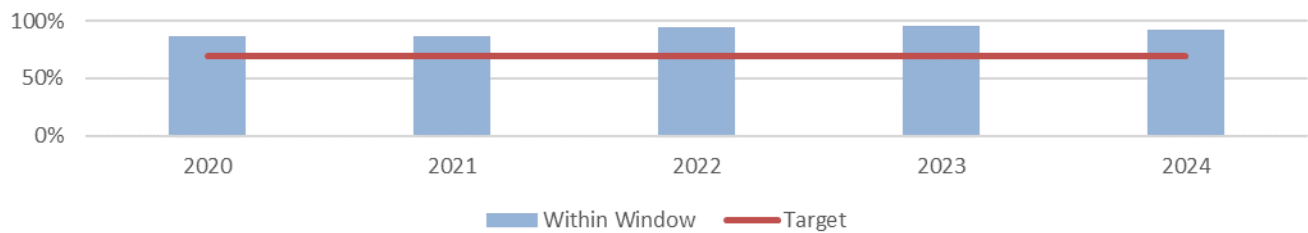
Bridge condition is measured by the percentage of bridge deck area in poor condition. State highway bridges are inspected at least every two years. Bridges rated in poor condition are safe to drive on but are near the point where significant investment in repair or replacement is needed. Bridge conditions are forecasted to significantly worsen after 2028.

NHS Bridge Deck in Poor Condition

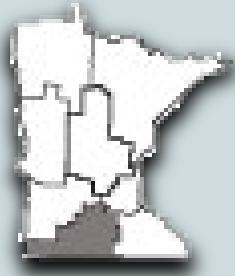


After a snow or ice event, MnDOT returns roads to an acceptable driving condition. This is described as the “time to bare lane”. MnDOT sets an objective window for time to bare lane which varies by the amount of traffic on the road. MnDOT’s strives to meet the objective for each roadway 70 percent of the time during the winter season.

District 6 Bare Lane Performance



District 7

	Counties	Supports
	Blue Earth Brown Cottonwood Faribault Jackson Le Sueur Martin Nicollet Nobles Rock Sibley Waseca Watonwan	<ul style="list-style-type: none"> • 290,180 people (5% of state population, 2023 estimate) • 7,680 sq. miles of land area (10% of state land area) • 1,269 centerline miles of state, U.S., and interstate highways (11% of state centerline miles) • 3,233 lane miles of state, U.S., and interstate highways (11% of state lane miles) • 475 bridges 10 ft or greater (10% of state bridges) • 506 miles of rail line (11% of state rail line miles) • 14 public airports (11% of state airports) • 10 public Class 1 rest areas (20% of state rest areas) <p style="text-align: center;">Resources in FY 2023</p> <ul style="list-style-type: none"> • 350 full-time employees • 2 regional offices • 83 snow removal trucks

SERVICES PROVIDED

District 7 comprises of 13 counties in south central Minnesota. District 7 staff plan, design, and maintain the state and federal highway system. They also provide aid and assistance to cities and counties using state and federal dollars. Through partnerships with local governments, planning agencies, and the public, District 7 provides a coordinated transportation system that meets the needs of the many communities it serves.

Minnesota is recognized nationally for pork production. While there are hog farming operations throughout Minnesota, the majority are located within District 7. Crop farming and production are also prominent in this district. District 7 is home to important freight corridors such as US Hwy 169, Interstate 90, Minnesota Hwy 60, and US Hwy 14.

Maintaining farm-to-market roads through Minnesota’s varying seasons is of great importance. In addition to the winter weather, flooding roads and mud slides present a challenge to District 7. There is also a growing need for urban reconstruction projects throughout District 7. These projects will help District 7 keep making progress towards achieving Americans with Disabilities Act (ADA) compliance on its sidewalk and curb ramps.

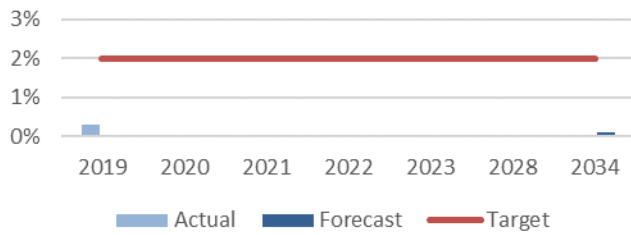
District 7 averages 24 construction projects annually, costing approximately \$161 million per year. This district accounts for about 16 percent of state construction project spending annually.

PERFORMANCE INDICATORS

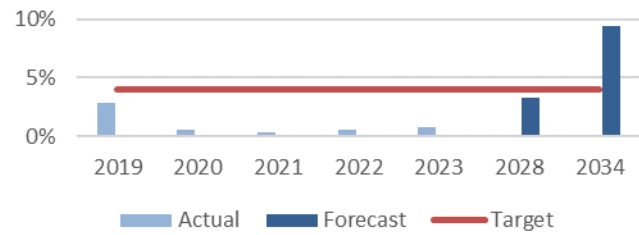
MnDOT tracks the performance of the Trunk Highway system with a number of different measures, many of which are published on the transportation performance website (<https://performance.minnesotago.org/>).

MnDOT prioritizes infrastructure improvements on National Highway System (NHS) routes. This approach allows MnDOT to comply with federal law and manage risks related to statewide travel. Pavement condition is measured by the percentage of miles of highway in poor condition. Poor ride quality can range from uneven surfaces to cracks in the road. Road condition is projected to worsen after 2028.

NHS Interstate System Miles in Poor Ride Quality

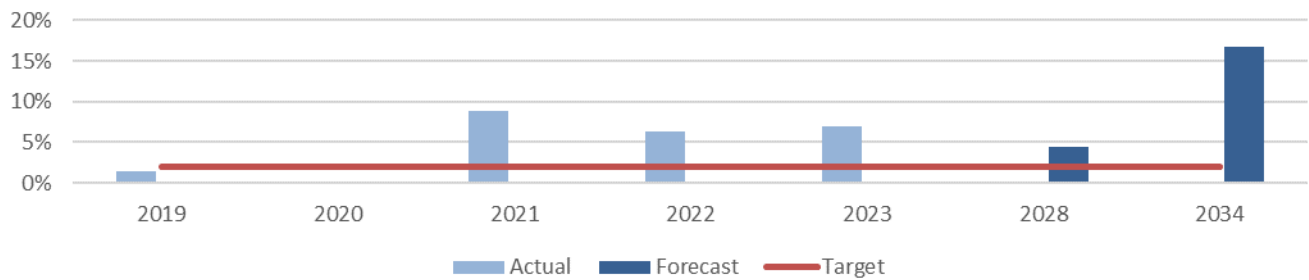


NHS Non-Interstate System Miles in Poor Ride Quality



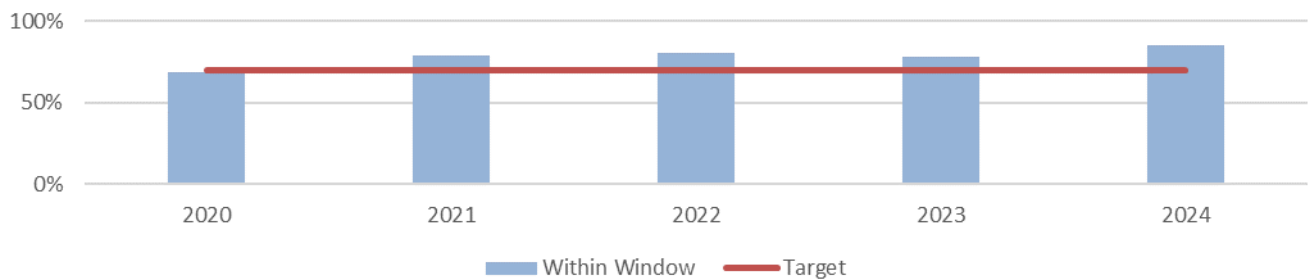
Bridge condition is measured by the percentage of bridge deck area in poor condition. State highway bridges are inspected at least every two years. Bridges rated in poor condition are safe to drive on but are near the point where significant investment in repair or replacement is needed. The percentage of bridge deck in poor condition are above target.


NHS Bridge Deck in Poor Condition



After a snow or ice event, MnDOT returns roads to an acceptable driving condition. This is described as the “time to bare lane”. MnDOT sets an objective window for time to bare lane which varies by the amount of traffic on the road. MnDOT’s strives to meet the objective for each roadway 70 percent of the time during the winter season.

District 7 Bare Lane Performance



	Counties	Supports
	Chippewa Kandiyohi Lac qui Parle Lincoln Lyon McLeod Meeker Murray Pipestone Redwood Renville Yellow Medicine	<ul style="list-style-type: none"> • 210,651 people (4% of state population, 2023 estimate) • 8,305 sq. miles of land area (10% of state land area) • 1,406 centerline miles of state, U.S., and interstate highways (12% of state centerline miles) • 2,933 lane miles of state, U.S., and interstate highways (10% of state lane miles) • 353 bridges 10 ft or greater (7% of state bridges) • 474 miles of rail line (10% of state rail line miles) • 17 public airports (13% of state airports) <p>Resources in FY 2023</p> <ul style="list-style-type: none"> • 236 full-time employees • 3 regional offices • 49 snow removal trucks

SERVICES PROVIDED

District 8 covers 12 counties in the southwest portion of the state and is home to seven cities with a population over 5,000. These cities include Willmar, where District 8 is headquartered, along with Marshall and Hutchinson, which are home to additional MnDOT offices. There is a strong manufacturing presence in District 8 and several major corridors, such as Hwy 23 and 212, which are vital to freight movement cross the district. The district is diverse and has several traditionally underserved populations, including the Upper and Lower Sioux Communities as well as Hispanic, Somali, and Karen communities living throughout the district.

District 8 staff operate and maintain the state highway system in southwest Minnesota. District 8 staff also manage the financial aid and technical assistance given to county and city systems that qualify for state and federal dollars. The top priorities for the District 8 construction program are preserving the existing system, making cost-effective safety improvements, constructing two 4-lane segments of Highway 23 (the “north gap” and “south gap” on either side of the Paynesville bypass), and enhancing accessibility for all modes of transportation.

Agriculture is a large industry in the district, including soybeans, corn, and sugar beets. MnDOT is using technology to increase the use of salt brine and slurries to improve winter snow plowing operations. For example, District 8 has partnered with the sugar beet industry to use beet slurry to treat snow and ice on roadways. This partnership is a win for the environment, the sugar beet industry, and the state, as it reduces expensive salt usage and works better in temperatures where salt is ineffective in certain applications.

Food processing and manufacturing are other major economic generators in District 8. Several large dairies have been developed in the counties west of Willmar. This type of operation adds significant heavy commercial and milk tanker trucks to the highway system.

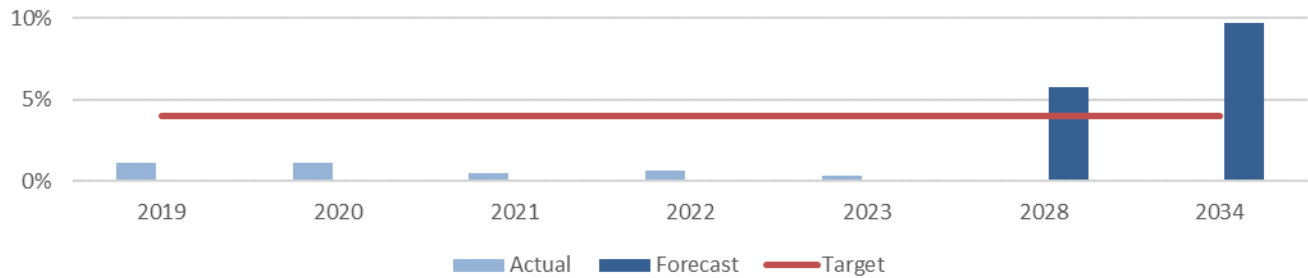
District 8 averages 17 construction projects annually, costing approximately \$79 million per year. This district accounts for about 8 percent of state construction project spending annually.

PERFORMANCE INDICATORS

MnDOT tracks the performance of the Trunk Highway system with a number of different measures, many of which are published on the transportation performance website (<https://performance.minnesotago.org/>).

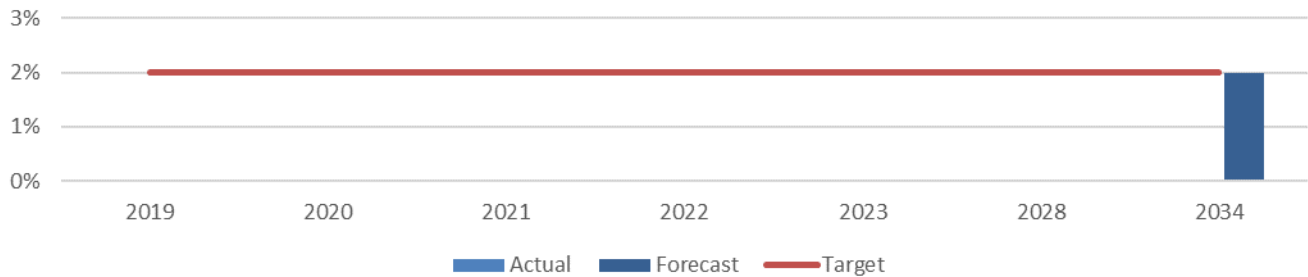
MnDOT prioritizes infrastructure improvements on National Highway System (NHS) routes. This approach allows MnDOT to comply with federal law and manage risks related to statewide travel. Pavement condition is measured by the percentage of miles of highway in poor condition. Poor ride quality can range from uneven surfaces to cracks in the road. The percentage of miles rated as poor in District 8 is forecasted to worsen.

NHS Non-Interstate System Miles in Poor Ride Quality



Bridge condition is measured by the percentage of bridge deck area in poor condition. State highway bridges are inspected at least every two years. Bridges rated in poor condition are safe to drive on but are near the point where significant investment in repair or replacement is needed. In District 8, there is currently no bridge deck in poor condition, but this figure is expected to increase by 2034.

NHS Bridge Deck in Poor Condition



After a snow or ice event, MnDOT returns roads to an acceptable driving condition. This is described as the “time to bare lane”. MnDOT sets an objective window for time to bare lane which varies by the amount of traffic on the road. MnDOT’s strives to meet the objective for each roadway 70 percent of the time during the winter season.

District 8 Bare Lane Performance

