

# Active Transportation Program

## Program Overview

The Active Transportation (AT) Program provides financial assistance to eligible entities to improve walking and biking conditions in communities throughout Minnesota. Funding is appropriated by the state legislature to help enable people of all abilities more safely and comfortably access destinations in their cities, towns, and neighborhoods – whether that is through walking or biking. The program primarily focuses on **engaging communities, developing plans, and constructing infrastructure improvements** to achieve its goals.



The MnDOT Office of State Aid for Local Transportation and the Office of Transit and Active Transportation (OTAT) share responsibilities for the administration and oversight of the program. State Aid administers the infrastructure funds on local roads (city or county owned roadways), and OTAT administers the non-infrastructure funds. Infrastructure funds are used for capital improvements such as sidewalks, paths, or improved roadway crossings that provide safe and accessible routes to community destinations. Non-infrastructure funds are used to aid local planning efforts through supporting outreach and education activities, developing walking and biking plans, and installing demonstration projects.

Active Transportation Program implementation is supported with state and local funds. The program was created in Minnesota Statutes 174.38<sup>1</sup> in 2017 with accounts for non-infrastructure and infrastructure implementation. The program first received funding in the 2021 state legislative session. These funds are then used to supplement existing local funds for active transportation infrastructure projects, pedestrianizing roadways, trails, and crossing improvements, as well as funding for engineering studies and plans for pedestrian and bicycle improvements focused on improving safety while encouraging more walking and biking throughout Minnesota.

## Guidance, Eligibility, and Criteria

### Guidance

Non-Profits, cities, counties, townships, and Federally Recognized Indian Tribes outside of the 7-county metropolitan area that need capital improvements for safer walking and bicycling conditions may directly apply for active transportation infrastructure funding. Non-Profits, townships and non-state aid cities (generally those with populations less than 5,000) must request project sponsorship of a state aid city or county to apply for and implement active transportation infrastructure projects.

### Eligibility

Infrastructure projects eligible for the program are designed to improve the safety and ability of people to walk or bicycle throughout their community. The following are examples of eligible capital improvements:

- Pedestrian and bicycle crossing improvements: pedestrian curb ramps, intersections or midblock crossings, median refuges, raised crossings, raised intersections, speed humps, and curb extensions.

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<sup>1</sup> <https://www.revisor.mn.gov/statutes/cite/174.38>

- Off-street bicycle and pedestrian facilities: exclusive multi-use bicycle and pedestrian trails, sidewalks, pedestrian bridges, pathways that are separated from a roadway.
- On-road facilities: bicycle lanes, bicycle boulevards, and cycle tracks
- Traffic control and safety devices: signs, bicycle and pedestrian activated signals, flexible bollards, pavement markings, pedestrian-scaled lighting *Note: electronic devices must be permanent, **not** mobile.*
- Maintenance-related work to existing active transportation facilities given that the improvements will provide 10 or more years of additional service life
- Basic curb, roadway, or turf replacement due to removals required to install the improvements listed above

### Criteria

Projects are selected to address the local need for capital improvements and support the overall Active Transportation Program. The following criteria may be used to select projects:

- Pedestrian or bicycle planning process
- Demonstration of need and safety concerns
- Potential to improve pedestrian and/or bicyclist safety
- Project readiness
- Useful life of at least ten years
- Geographical distribution
- Consideration of priority populations (*definition of priority populations<sup>2</sup>*)

### Infrastructure Funding

Below is a table that shows the amount of funding appropriated for infrastructure projects and the number of selected projects from program solicitations since the first legislative appropriation in the 2021 Special Session.

Appropriation Year	AT Infrastructure Funds (Millions)	No. of Projects Funded
<b>2022</b>	\$3.5 (March 2023 Selection)	9
<b>2023</b>	\$4.5 (July 2023 Selection)	11
	\$13.2 (April 2024 Selection)	30
<b>2024</b>	\$12.502 (April 2025 Selection)	TBD

### Matching Funds

Appropriations for AT Infrastructure from 2021 and 2023 total \$21.20 million. The state AT Infrastructure funding is expected to result in \$156.352 million in federal, local, and other matching funds.

### For More Information

See Active Transportation Infrastructure program webpage<sup>3</sup> or contact Steven Prusak, MnDOT State Aid for Local Transportation Active Transportation Engineer at [steven.prusak@state.mn.us](mailto:steven.prusak@state.mn.us) or 651-366-3827.

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<sup>2</sup> <http://www.dot.state.mn.us/saferoutes/equity-atlas.html>

<sup>3</sup> <http://www.dot.state.mn.us/active-transportation-program/infrastructure-grants.html>

# Active Transportation (AT) Infrastructure Program History

February 2025

