

Active Transportation Program

Program Overview

The Active Transportation Program was created to improve walking and biking conditions in communities throughout Minnesota. Funding is apportioned 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 (SALT) 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 Minnesota state program was created in Minnesota Statutes 174.38¹ 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

Cities, counties, townships, federally recognized tribes, and registered non-profits with communities that need capital improvements for safer walking and bicycling conditions may apply for active transportation infrastructure funding. Townships, non-state aid cities, and non-profits need to partner with State Aid cities or counties to develop and implement active transportation infrastructure projects.

⁴ www.revisor.mn.gov/statutes/?id=174.40

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 bumps or tables, and curb extensions.
- Off-street bicycle and pedestrian facilities: exclusive multi-use bicycle and pedestrian trails, sidewalks, and pathways that are separated from a roadway.
- On-road facilities: bicycle lanes, bicycle boulevards, and cycle tracks
- Traffic control devices: signs, bicycle and pedestrian activated signals, flexible bollards, and pavement markings *Note: Electronic devices must be permanent - **not** mobile.*

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
- Geographical distribution
- Consideration of priority populations (*Definition of priority populations²*)

Infrastructure Funding

Below is a table that shows the amount of funding awarded for infrastructure projects and the number of selected projects from funding cycles since first receiving funding in 2021.

Year	Active Transportation Funds	# Projects
2021	\$3.5M	TBD

For More Information

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