



State Aid Update

Minnesota County Engineers Association
Annual Conference 2022



State Aid Agenda

- Today- State Update Part 1
 - Updated Vision, Mission, Core Values and Customer Service Principles
 - State Aid Engineer County Visits
 - New bonding requirements
 - New Active Transportation Program
 - Title VI Requirements and Examples - Presentation by Byron Millea, MnDOT
- Thursday- State Aid Update Part 2
 - Nancy Daubenberger, Deputy Commissioner/Chief Engineer and Josh Root, Federal Relations – Federal Infrastructure Investment And Jobs Act- Collecting Counties input.
 - Brian Sorenson, State Traffic Engineer, Towards Zero Deaths and Partnerships

History of State Aid Vision and Mission

From Current State Aid Manual

II. Mission Statement

The purpose of the state aid program is to provide resources. Resources are mainly monetary, but also include services of the State Aid staff and research from the Local Road Research Board (LRRB), for example. Resources are provided from the HUTDF, which is the location for funds collected by the state according to the constitution and law, and then apportioned among the counties and cities. The apportioned funds assist counties and cities with their construction and maintenance of community interest highway and streets on the state aid system. The apportioned funds do not provide all of the resources required for the support of the state aid system, but assistance is provided because these routes function as an integrated network and provide more than only local access.

III. Program Goals

The goals of the state aid program are to provide users of secondary highways and streets with:

- Safe highways and streets
- Adequate mobility and structural capacity on highways and streets; and
- An integrated transportation network



Input collected

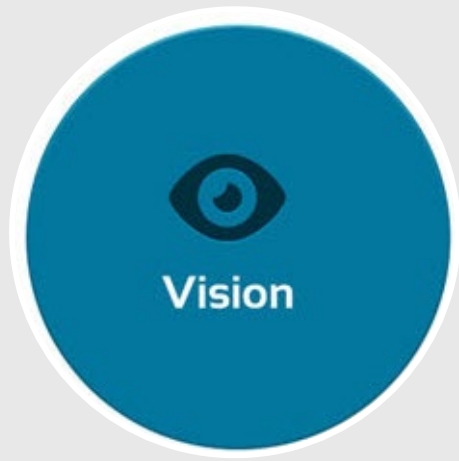
- May, 2019, survey sent to County and City Engineers (2 questions)
 - Three words you would use to describe State Aid currently.
 - Three words that you think should describe State Aid in the future.
- State Aid employee survey (25 questions), 2019
 - Purpose of state aid, what do we provide to our customers, why are our customers special, what services should we provide in the future, how can we support each other, why is state aid successful, what can we do to improve...
- Mentimeter survey conducted at State Aid all staff meeting in Fall 2020
- Engagement at MCEA Summer Conference 2020
- Established a working group of State Aid employees to review results develop draft Vision, Mission...
 - Sent drafts to MCEA and CEAM presidents for review and input.



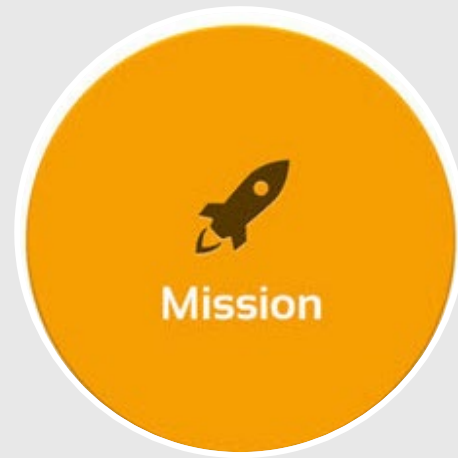
We think a Vision should be....

- Vision – It energizes and engages employees, promotes creativity and innovation and helps maintain success.
 - Aspirational
 - Inspirational
 - Motivational

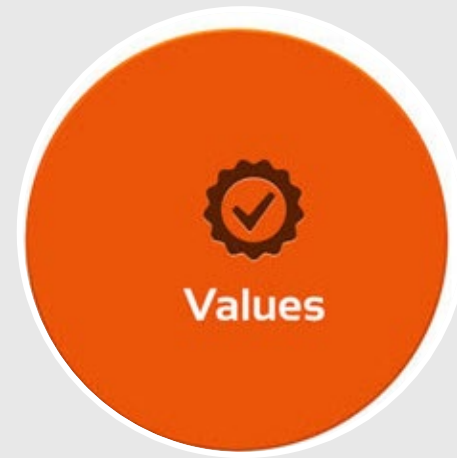
State Aid Vision and Mission



Vision



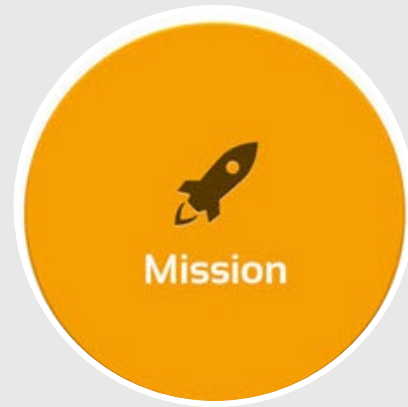
Mission



Core Values &
Customer Service
Principles



To provide world-class customer service to local governments as they deliver a safe, accessible, and efficient transportation system for all users.



Actively partner with local governments as they plan, construct, and maintain Minnesota's transportation system.

Core Values & Customer Service Principles

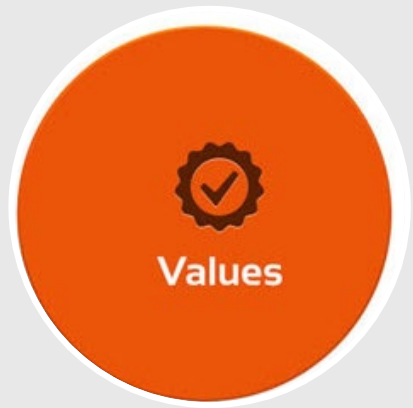
Core Values

Outward Facing

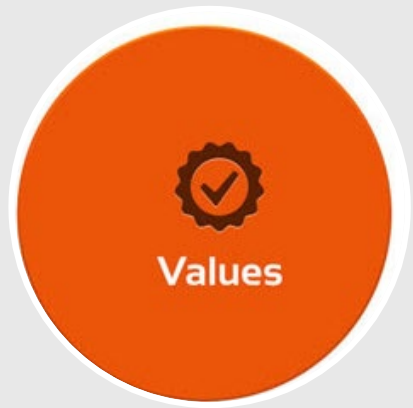
- **Customer focus** – We strive to exceed the expectations of our partners
- **Partnership** – We develop effective relationships with our partners to help advance Minnesota’s transportation system
- **Support** – We collaborate with our partners and are dedicated to their success
- **Advocacy** – We advocate for the best interests of our partners
- **Integrity** – We treat each partner equitably with integrity and fairness

Inward Facing

- **Respect** – We value and celebrate everyone’s unique talents and what each person brings to State Aid
- **Teamwork** – We work together to ensure the success of our partners
- **Diversity and Inclusion** – We welcome and pursue an inclusive and diverse team to achieve State Aid’s mission and vision
- **Growth** – We promote and empower each team member’s development to further their professional growth



continued, Core Values & Customer Service Principles



Customer Service Principles

- Pursue simple and streamlined processes
- Offer flexible options
- Develop innovative solutions



Dedicated to the success of Minnesota's local transportation system.



Cook, Hubbard, and Lake County visits



Cook County



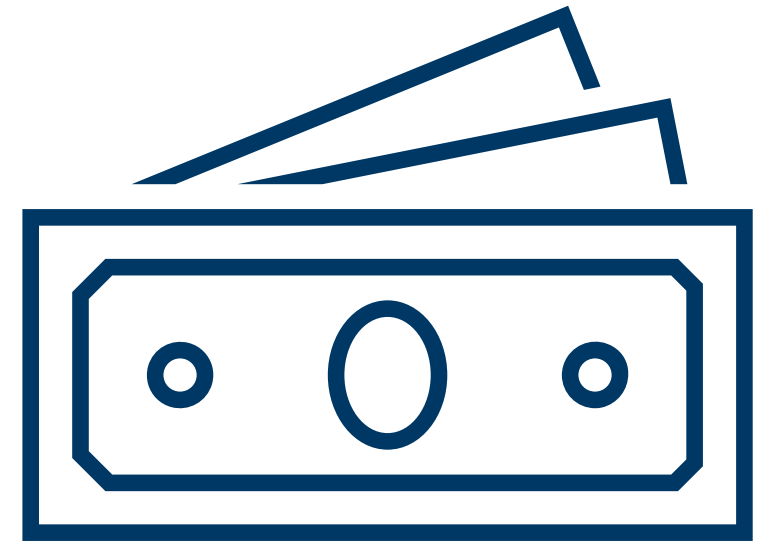
Lake County



Hubbard County

Equity in Bonding

- Statute 363A.36 and 363A.44 updated in Oct 2020
- Requires contractors have Workforce & Equal Pay certificates on local GO bond funded projects of \$250k and \$1M, respectively
- State Aid to provide special provisions and bid forms; & instructions in funding letters
- Required for projects that are funded with GO bonds appropriated after Jan 1, 2022
- Upon fully executed grant agreement, which includes certificates, State Aid will notify Dept of Human Rights for its monitoring





Active Transportation (AT) Program Development Updates

- MnDOT State Aid is collaborating with the Office of Transit and Active Transportation (OTAT) to establish the AT Program administrative parameters
- \$5M in general funds appropriated during the 2021 Legislative Session and must be expended by June 30, 2025
 - \$1.5M non-infrastructure, Q1 2022 solicitation
 - \$3.5M infrastructure, Fall 2022 solicitation
- Funding allocated for bicycle and pedestrian projects



Active Transportation (AT) Program Development Updates

- Focus on creating non-motorized safe routes for all
 - Can be anywhere in the community – not just near schools
 - Includes trails, sidewalks, crossings, and signs & striping
- Engaged with program stakeholders November-December 2021
 - Will overlap AT solicitation with SRTS program to simplify applications
 - Applicant projects scored against those with similar populations
- For AT Program updates: <http://www.dot.state.mn.us/active-transportation-program/>

MnDOT Mobile Source Data for AADT

- MnDOT was approved by the FHWA to use Mobile Source (StreetLight) Data for AADT
 - 2021 locations with counts of 20,000 AADT or higher - 650 segments
 - 2022 locations with counts of 10,000 AADT or higher - 2,175 segments
 - Sites will be tested and reviewed for data deemed acceptable. If after data validation, the mobile source data is within accuracy requirements, Traffic Forecasting and Analysis would propose lower AADT limits.
 - Looking to work with local agencies who have expressed interest in installing CCS on their roadways.
 - Traffic Forecasting and Analysis will notify those sites eligible this year and will seek approval from the locals for continued use.

Thank you!

Kristine Elwood, State Aid Engineer

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