

**SENATE
STATE OF MINNESOTA
NINETIETH SESSION**

S.F. No. 826

(SENATE AUTHORS: DIBBLE, Dziedzic, Kent and Carlson)

DATE
02/09/2017

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Introduction and first reading
Referred to Transportation Finance and Policy

OFFICIAL STATUS

1.1 A bill for an act
1.2 relating to transportation; establishing a local bicycle infrastructure pilot program;
1.3 requiring a legislative report; appropriating money.

1.4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

1.5 Section 1. **APPROPRIATION; LOCAL BICYCLE INFRASTRUCTURE PILOT**
1.6 **PROGRAM.**

1.7 \$10,000,000 in fiscal year 2018 is appropriated from the general fund to the commissioner
1.8 of transportation for the local bicycle infrastructure pilot program under section 2.
1.9 Notwithstanding Minnesota Statutes, section 16A.28, this appropriation is available for two
1.10 years after the year of appropriation. This is a onetime appropriation.

1.11 Sec. 2. **LOCAL BICYCLE INFRASTRUCTURE PILOT PROGRAM.**

1.12 Subdivision 1. **Pilot program established.** Upon availability of funds, the commissioner
1.13 of transportation must implement a local bicycle infrastructure pilot program to support
1.14 bicycling activities as provided in this section. The pilot program is for discretionary grants
1.15 to political subdivisions for projects that improve cyclist safety and convenience.

1.16 Subd. 2. **Program administration.** (a) The commissioner of transportation must establish:

1.17 (1) a grant application process that creates minimal applicant burdens;

1.18 (2) objective criteria for evaluation of applications;

1.19 (3) a process and committee for competitive project review and selection; and

1.20 (4) procedures for payment of financial assistance.

(b) The commissioner must make reasonable efforts to publicize each solicitation for applications to all eligible recipients and provide assistance in creating and submitting applications.

(c) The commissioner may expend no more than one percent of total funds made available for the program in a fiscal year on program administration.

Subd. 3. **Program requirements.** (a) The commissioner of transportation must establish pilot program requirements, which must include:

(1) project eligibility, which must involve planning or infrastructure work that (i) improves bicyclist safety and convenience, and (ii) meets functional bicycle commuting needs;

(2) a bicycle system plan or nonmotorized transportation system plan, whether municipal or regional, that applies to the jurisdiction of the grant applicant;

(3) project consistency with the statewide bicycle system plan;

(4) a local match commitment from nonstate and nonfederal sources of funds that equals at least ten percent of the total project cost estimate; and

(5) a maximum single recipient grant award that is no more than 25 percent of total funds made available in a fiscal year for the program.

(b) The only eligible recipients of grant awards under the program are political subdivisions.

(c) The commissioner must specify permissible uses of funds provided under the program, which must include but are not limited to: bicycle-related planning, bikeway design and engineering, right-of-way acquisition, bikeway construction, bikeway maintenance or improvement, bicycle-related traffic control, secure bicycle parking, elimination of hazardous bicycle conditions, and elimination of bicycle travel or bicycle network connection barriers.

Subd. 4. **Legislative report.** By February 1, 2019, the commissioner of transportation must submit a report on the pilot program to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance. At a minimum, the report must include:

(1) an overview of the pilot program design, including project selection criteria and general program requirements;

(2) a summary of funded projects, with categorization by project type;

(3) a fiscal summary; and

- 3.1 (4) an analysis of the pilot program and its outcomes, including recommendations
- 3.2 regarding continuation of the program and any programmatic changes.