



**MnDOT - District 3**  
**7694 Industrial Park Road**  
**Baxter, MN 56425**

November 13, 2020

To: District 3 Counties and Cities

**RE: MnDOT Fiscal year 2024 and 2025 Local Partnership Program Solicitation**

The purpose of the Local Partnership Program (LPP) is to address transportation issues on the trunk highway system that are of concern to Local Units of Government, but are typically not large-scale or high enough priority that they are directly selected as projects in the regular MnDOT Transportation Program. Select projects must:

- Provide a clear benefit to the trunk highway system as well as to the local community
- Be developed and administered by the local agency
- Have preliminary design, final design, right-of-way and utility relocation costs (as appropriate) paid for by the local agency
- The work on the trunk highway shall be designed to MnDOT Trunk Highway Standards

This program exists to provide funding for projects that deliver benefit to both the local community and the trunk highway system. These funds are intended to pay for a portion of the trunk highway eligible construction costs of the project. The right-of-way, utility relocation, mitigation, preliminary design and final costs are not eligible for funding. This program will pay for the eligible trunk highway costs and up to eight percent of the construction engineering costs (for inspection, contract administration, surveying and materials testing as applicable, based on the trunk highway eligible costs). MnDOT District 3 participation on the project is based on eligibility as determined in MnDOT's Cost Participation Policy, which in turn is based upon Minnesota Statutes.

### **Application and Selection**

MnDOT District 3 (D3) will be accepting candidate projects for the Fiscal Year (FY - July 1 to June 30) 2024 and 2025 Local Partnership Program, due by January 29, 2021. The proposed budget is:

- \$400,000 for FY 2024
- Estimated \$1,200,000 for FY 2025 (Final amount TBD)

There is no minimum or maximum award amount. Project costs can include up to eight percent for construction engineering. The application should contain a letter of intent/need for the project, a sketch/layout of the project and an estimate. Submit application to LPP Project Manager, Luke Wehseler. Email: [luke.wehseler@state.mn.us](mailto:luke.wehseler@state.mn.us).

## Schedule

- Application Deadline – January 29, 2021
- Project selection – March 18, 2021
- ATP approval of selected projects – April 8, 2021
- Kick off meeting for project pre-scoping – Date to be determined

The D3 Selection Committee (composed of District 3 Area Transportation Partnership Development Committee members) will select projects.

Please submit all applications to D3 State Aid no later than Friday, January 29, 2021. For questions regarding the Local Partnership Program, find more at the website <http://www.dot.state.mn.us/stateaid/lpp.html> or contact me at: 218-828-5721.

I look forward to working with you.

Sincerely,



Luke L. Wehseler  
MnDOT District LPP Project Manager  
7694 Industrial Park Road  
Baxter, MN 56425  
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Email: [luke.wehseler@state.mn.us](mailto:luke.wehseler@state.mn.us)

cc: Mike Ginnaty  
Kelvin Howieson  
Steve Voss  
Mao Yang

### District 3 Local Partnership Program Scoring Criteria

Selection Criteria Identified With Local Partners	Available Points	Description
Regional & Community Priorities	30	Emphasis on local contribution and joint partnerships. Emphasis on if it is part of a plan/study that all partners associated with the project benefit from.
Mobility & Critical Connections	20	Emphasis on cross system continuity, mobility, and access for the many types of transportation system users such as automobiles, trucks, bicycles and pedestrians.
Project Readiness	20	Emphasis on if partners/stakeholders are committed, and how prepared are the project sponsors are to deliver the project.
Safety	20	Emphasis on improving safety and reducing fatalities and serious injuries on the state transportation system.
System Stewardship & Asset Management	10	Emphasis on maintaining the state's trunk highway infrastructure, aligning with future system condition needs, and managing infrastructure risks on transportation system.
<b>Total</b>	<b>100</b>	