

2024 Governor's Supplemental Budget Recommendations

All Funds by Agency

(Dollars in Thousands)

FY 2024-25 FY 2026-27

Transportation

Transportation

Technical Amendments to Trunk Highway Bond Appropriations

The Governor recommends several technical modifications to previously appropriated trunk highway bonds appropriated to local governments for work on the trunk highway system as well as to the department for agency facilities and Minnesota Management and Budget for bond sale expenses. In 2023, Chapter 68, four appropriations totaling \$144.95 million for legislatively named road projects and a \$87.44 million appropriation for department facilities are unable to be spent without legislative corrections. Clarifying language must also be added to appropriations for bond sale expenses to allow for the standard four-year availability. This recommendation is budget neutral.

Trunk Highway Bond	Expenditures	\$0	\$0
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Passenger Rail Revenue Authority

The Governor recommends providing statutory authority for the department to collect revenue from fees related to passenger rail. Without the statutory modifications, the department would have limited ability to manage financial effectiveness of passenger rail. Revenues would be annually appropriated for related operations and maintenance costs. The Twin Cities – Milwaukee – Chicago second daily train service is expected to begin in the spring of 2024. For this route, Minnesota is responsible for 35 percent of the cost share and would receive 35 percent of the revenue.

Restrict Misc Special Revenue	Revenues	\$9,500	\$16,000
Restrict Misc Special Revenue	Expenditures	\$9,500	\$16,000

Tribal Worksite Training Program

The Governor recommends providing statutory authority to create on-the-job training programs for state-funded construction projects in and near Indian Country. The department anticipates limited impact on project costs and the Governor recommends using existing state road construction funding to finance the program. In a pilot project, the cost to the department was 0.1 percent of the total project cost. Federal regulations already allow for on-the-job training for construction projects receiving federal funds, but the department lacks this authority for entirely state-funded projects. The department anticipates about 12 projects each year and the ability to train up to a total of 24 tribal trainees through those projects. This recommendation is budget neutral because the Governor is recommending the department absorb the cost.

Trunk Highway	Expenditures	\$0	\$0
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