

Marked Trunk Highway 13 Funding

FUNDING NEEDS

The request is for \$18.4 million in General Obligation bonds to fund 50% of the local share of the Quentin-Washburn Segment for the TH 13 Corridors of Commerce Project. Additionally, we are requesting the Legislature to appropriate \$20 million in Trunk Highway bonds to cover a portion of the remaining \$68.5 million project funding gap. We anticipate that additional competitive grants, local, and MnDOT funding will be secured to complete the \$213.7 million funding package.

Legislative funding is essential. Without the requested bond funding, MnDOT has indicated that the project will need to be split into separate projects; one in 2027 and a future project in the 10-year Capital Investment Plan (2034 or later). Existing secured federal grant funding could be lost (due to expiration dates), and the community would be impacted by a second major construction project in less than ten years.

SCHEDULE/NEXT STEPS

2024	2025	2026	2027	2028
Preliminary Design				
	Final Design, RW Process			
		Bidding		
			Construction Starts	

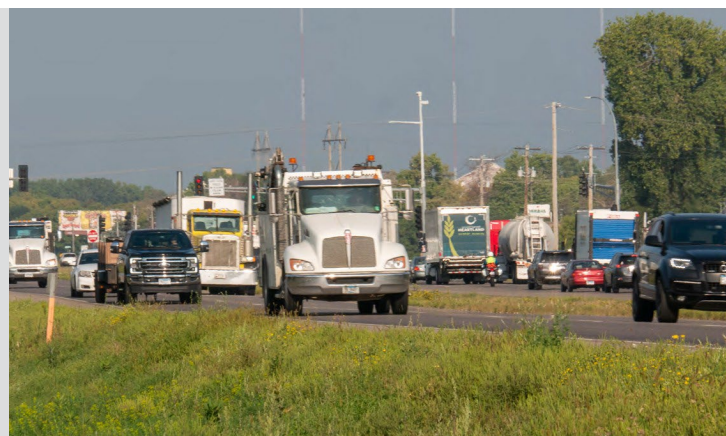
PROJECT PARTNERS

The Project is noncontroversial and supported by Project partners and the public. The City of Savage, and the City of Burnsville. Dakota and Scott Counties and MnDOT have been collaborating with local businesses and the community to develop a project that meets the needs of all involved partners, including underserved communities in Savage and Burnsville.

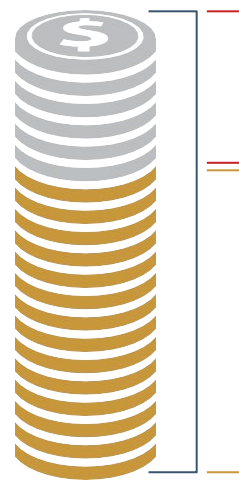
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\$213.7 MILLION
 TOTAL PROJECT COST



\$68.5 MILLION
 FUNDING DEFICIT

\$145.2 MILLION
 CURRENT FUNDING

“Minnesota Highway 13 is a vital arterial route that plays an essential role in supporting commuters, freight movement, and commercial transportation across Minnesota. Not only does the corridor run through some of the fastest growth in regions in Minnesota...it also serves countless rural communities in southern Minnesota.”

-Amy Klobuchar,
 United States Senator



RIVER, RAIL AND ROADS INITIATIVE PROJECT

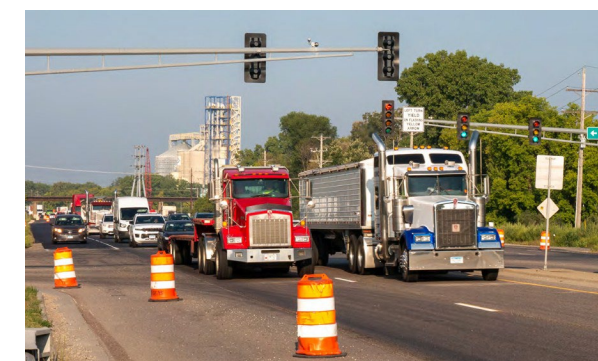
PROJECT DESCRIPTION

Scott County’s Highway 13 River, Rail, and Road Initiative Project will bring transformative benefits to the region by increasing economic and employment growth, improving multimodal mobility, and addressing urgent safety concerns. The Project will convert 3.5 miles of at-grade 4-lane expressway into grade-separated roadway to improve mobility and safety for the users of this corridor.

Highway 13 will directly generate national and regional economic benefits while improving mobility and safety for all users of Trunk Highway 13 (Hwy 13) in Scott County between Quentin Avenue and Nicollet Avenue.

PROJECT NEED

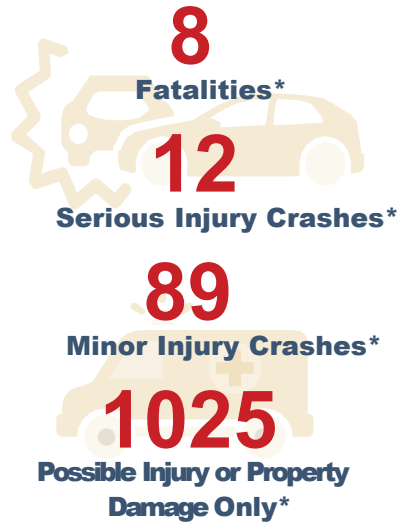
The Project will directly address a range of documented safety issues confronting the tens of thousands of people who travel daily along and across the Minnesota Highway (Hwy) 13 corridor between Quentin Avenue and Nicollet Avenue. Currently, the corridor exhibits significant crash issues and is a transportation barrier between residences, employment, freight traffic, and recreational points of interest. The corridor exceeds expected crash rates, affecting the services of a regional transit line, two regional transit stations, the Savage and Burnsville core business districts, and high-density residential areas within a disadvantaged census tract.



HIGHWAY 13 INSIGHTS

PROJECT OUTCOMES

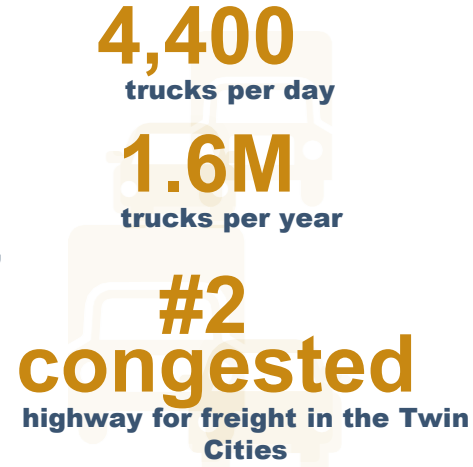
SAFETY & MOBILITY



ECONOMIC IMPACTS



TRAFFIC IMPACTS

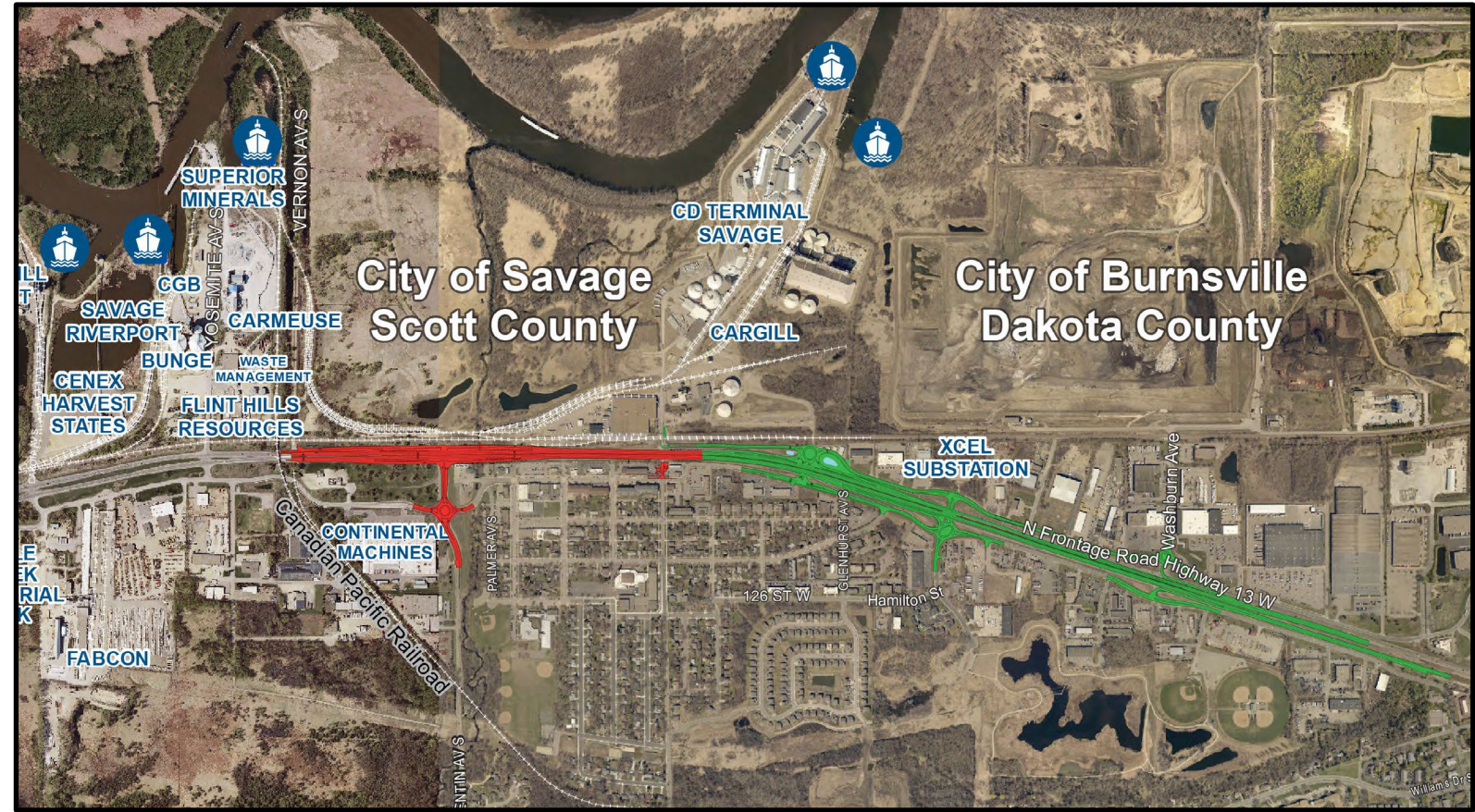


This Project will facilitate a vast range of economic growth and business expansion. Agri-business, food handling, and food processing facilities dependent on the Minnesota River Ports are located on the corridor. Light industry in the form of manufacturing and machinery production is also located on the south side of Hwy 13. Near Quentin Avenue, downtown Savage includes an increasing mix of commercial and residential uses.

The Project Corridor is included on the State Principal Freight Network (PFN), the National Multimodal Freight Network (NMFN) in the National Freight Strategic Plan, and is **one of Minnesota's Principal Freight Corridors identified in the Minnesota Statewide Freight System and Investment Plan.**

The **heavy left turn demand** for trucks coming from the west entering the Ports of Savage businesses, the high volume of through traffic along Hwy 13, and the lack of grade separation have been significant contributors to **congestion, crash problems, and major queuing problems for left-turning trucks.**

*Crash data date range is 2014-2023



REGIONAL SIGNIFICANCE

Hwy 13 is used on a daily basis by statewide freight users and regional commuter traffic. The diverse users' needs often conflict in the current four-lane expressway facility, which creates delays and safety issues. Hwy 13 also serves suburban transit supporting a high frequency reverse commute route. MVT's Route 495 runs seven days per week, 20 hours per day, connecting the Scott and Dakota communities of Prior Lake, Shakopee, Savage and Burnsville.

PORTS OF SAVAGE

The Ports of Savage, consisting of five separate private ports off the Minnesota River and two rail corridors served by three railroad companies, serves as an intermodal hub for the shipment of grain and other commodities beyond Minnesota. Approximately two million tons of material are shipped through the Ports of Savage annually from major operators including Cargill, CHS, CD Terminals, Savage Riverport, Flint Hills Resources, Cameuse, and Consolidated Grain and Barge (CGB).

