

# P3 Legislative Snapshot

## MINNESOTA

State P3 Legislative Status: P3 enabled for toll roads only.

### 1. Does this state have broadly-enabling P3 legislation?

The state is authorized to enter into agreements with private entities to develop, finance, design, construct, improve, rehabilitate, own or operate toll facilities, as well as high occupancy managed lanes.

### 2. Does this state allow for Unsolicited Proposals?

Yes.

### 3. What is this state's P3 Review Process (i.e., multi-step: RFI, RFQ, RFP – even for unsolicited proposals)?

Requires a multi-step review and approval of sealed competitive bids.

### 4. Does this state have a Centralized Agency dedicated to P3?

Minnesota Department of Transportation (MnDOT).

### 5. Is this a Home Rule state, with limitations or opportunities for P3?

Yes.

### 6. What Projects or Asset Classes are eligible for P3 in this state?

"Toll facility" means a bridge, causeway, or tunnel, and its approaches; a road, street, or highway; an appurtenant building, structure, or other improvement; land lying within applicable rights-of-way; and other appurtenant rights or hereditaments that together comprise a project for which a road authority or private operator is authorized to develop, finance, design, operate, and impose tolls.

### 7. Are there Projects where the P3 procurement method has been applied?

Managed lanes conversions, from HOV (High Occupancy Vehicle) lanes to HOT (High Occupancy Toll) lanes.

### 8. What is the legislative foundation for P3s in this state?

[Minn. Stat. Annotated §§160.84. to 98.](#)

