

## Local Road Improvement Program

### Legislative History (policy changes shaded gray)

Year	Minnesota Legislative language	Appropriation
2002	<a href="#">Chapter 393, Sec. 55</a> Summary of legislation: creates statute 174.52 with Trunk Highway Account and Routes of Regional Significance.	Not applicable
2002	<a href="#">Chapter 393, Sec. 18</a> Subd. 3. Local Road Improvement Program Of this appropriation: (1) \$10,000,000 is for deposit in the trunk highway corridor projects account in the local road improvement fund under new Minnesota Statutes, section 174.52, subdivision 2. (2) \$10,000,000 is for deposit in the local road account for routes of regional significance in the local road improvement fund under new Minnesota Statutes, section 174.52, subdivision 4.  <b>* (The preceding subdivision was indicated as vetoed by the governor.)</b>	<del>\$20M</del>
2003	<a href="#">1st Special Session, Chapter 20, Article 1, Sec. 9</a> Subd. 2. Local Road Improvement Program To the commissioner of transportation for deposit in the trunk highway corridor projects account in the local road improvement fund under Minnesota Statutes, section 174.52, subdivision 2. This appropriation is only available for loans. Debt service on the bonds sold to finance this appropriation must be paid by the commissioner of transportation from money in the trunk highway corridor projects account in the manner provided in Minnesota Statutes, section 16A.643.	\$20M
2004	<a href="#">Chapter 295, Article 1, Sec. 15</a> Summary of legislation: technical clarification that the LRIP committee does not expire.	Not applicable
2005	<a href="#">1st Special Session, Chapter 1, Article 1, Sec. 83</a> Summary of legislation: technical changes regarding Association of Townships. Added “livestock and other agricultural operations” as criterial for routes of regional significance.	Not applicable
2005	<a href="#">Chapter 20, Article 1, Sec. 18</a> Subd. 3. Local Road Improvement Program This appropriation is from the bond proceeds account in the state transportation fund as provided in Minnesota Statutes, section 174.50. \$5,000,000 is for construction, reconstruction, or reconditioning of local roads with statewide or regional significance under Minnesota Statutes, section 174.52, subdivision 4. \$5,000,000 is for grants to counties to assist in paying the costs of capital improvement projects on county state-aid highways that are intended primarily to reduce traffic crashes, deaths, injuries, and property damage, under new Minnesota Statutes, section 174.52, subdivision 4a.	\$10M
2005	<a href="#">Chapter 20, Article 1, Sec. 36</a> Summary of legislation: established subd. 4a Rural Road Safety Account.	Not applicable

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2006	<p><a href="#">Chapter 258, Sec. 16</a> Subd. 3. Local Road Improvement Program This appropriation is from the bond proceeds account in the state transportation fund as provided in Minnesota Statutes, section 174.50. \$7,650,000 is for construction and reconstruction of local roads with statewide or regional significance under Minnesota Statutes, section 174.52, subdivision 4. Of this amount, \$500,000 is for county state-aid highway 46 between Interstate 35 and Interstate 90 in Freeborn County. \$7,650,000 is for grants to counties to assist in paying the costs of capital improvement projects on county state-aid highways under Minnesota Statutes, section 174.52, subdivision 4a, but not to the county of Anoka, Carver, Chisago, Dakota, Hennepin, Ramsey, Scott, or Washington. \$700,000 is for a grant to the city of Staples in Todd County to predesign, design, and construct a highway overpass over U.S. Highway 10 and the Burlington Northern Santa Fe Railroad tracks in Staples.</p>	\$16M
2008	<p><a href="#">Chapter 152, Article 2, Sec. 3</a> Subd. 9. Local Road Improvement Program This appropriation is from the bond proceeds account in the state transportation fund as provided in Minnesota Statutes, section 174.50, for grants to counties to assist in paying the costs of rural road safety capital improvement projects on county state-aid highways under Minnesota Statutes, section 174.52, subdivision 4a.</p>	\$10M
2011	<p><a href="#">1st Special Session, Chapter 12, Sec. 13</a> Subd. 3. Local Road Improvement Fund Grants From the bond proceeds account in the state transportation fund as provided in Minnesota Statutes, section 174.50, for construction and reconstruction of local roads with statewide or regional significance under Minnesota Statutes, section 174.52, subdivision 4, or for grants to counties to assist in paying the costs of rural road safety capital improvement projects on county state-aid highways under Minnesota Statutes, section 174.52, subdivision 4a.</p>	\$10M
2012	<p><a href="#">Chapter 293, Sec. 16</a> Subd. 3. Local Road Improvement Fund Grants From the bond proceeds account in the state transportation fund as provided in Minnesota Statutes, section 174.50, for construction and reconstruction of local roads with statewide or regional significance under Minnesota Statutes, section 174.52, subdivision 4, or for grants to counties to assist in paying the costs of rural road safety capital improvement projects on county state-aid highways under Minnesota Statutes, section 174.52, subdivision 4a.</p>	\$10M

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2014	<a href="#">Chapter 294, Article 1, Sec. 16 (bonds)</a> Subd. 3. Local Road Improvement Fund Grants (a) For construction and reconstruction of local roads with statewide or regional significance under Minnesota Statutes, section 174.52, subdivision 4, or for grants to counties to assist in paying the costs of rural road safety capital improvement projects on county state-aid highways under Minnesota Statutes, section 174.52, subdivision 4a. (b) This appropriation includes funding for the following projects: (1) a grant to Anoka County for the U.S. Highway 10 and County State-Aid Highway 83 (Armstrong Boulevard) project; and (2) a grant to the city of Richfield for the 77th Street underpass project.	\$24.356M
2014	<a href="#">Chapter 295, Sec. 7 (general fund)</a> Subd. 3. Local Road Improvement Fund Grants (a) For construction and reconstruction of local roads with statewide or regional significance under Minnesota Statutes, section 174.52, subdivision 4, or for grants to counties to assist in paying the costs of rural road safety capital improvement projects on county state-aid highways under Minnesota Statutes, section 174.52, subdivision 4a. (b) This appropriation includes funding for a grant to Ramsey County for the road improvements related to the Twin Cities Army Ammunition Plant redevelopment project. (c) Of this appropriation, \$250,000 is for a grant to Pine Lake Township in Otter Tail County for improvements to Nitch Lake Road between County Road 8 and County Road 53 in Pine Lake Township.	\$30M
2014	<a href="#">Chapter 295, Sec. 16</a> Summary of legislation: technical changes related to the LRIP advisory committee.	Not applicable
2014	<a href="#">Chapter 286, Article 8, Sec. 24</a> Summary of legislation: deleted language about LRIP committee not expiring.	Not applicable

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<b>2015</b>	<p><a href="#">1<sup>st</sup> Special Session, Chapter 5, Article 1, Sec. 10</a>            Subd. 3. Local Road Improvement Fund Grants            (a) From the bond proceeds account in the state transportation fund as provided in Minnesota Statutes, section 174.50, for construction and reconstruction of local roads with statewide or regional significance under Minnesota Statutes, section 174.52, subdivision 4, or for grants to counties to assist in paying the costs of rural road safety capital improvement projects on county state-aid highways under Minnesota Statutes, section 174.52, subdivision 4a.            (b) This appropriation includes \$850,000 for a grant to the city of Sandstone for predesign, design, engineering, and construction of a road extending south off of marked Trunk Highway 23 across from Lundorff Drive to the airport area, and including a bridge over Skunk Creek in Sandstone, in order to facilitate repurposing of an area of the airport into a business park. This appropriation is not available until the commissioner of management and budget determines that sufficient resources to complete the project are committed to it from other sources, including any funds made available from the commissioner of transportation.            (c) This appropriation includes \$3,770,000 for a grant to Kandiyohi County for construction and reconstruction of local roads to facilitate the construction of highway-rail grade separations at U.S. Highway 12 and Minnesota Highway 40 as part of the Willmar Wye project.            Subd. 5. Plymouth - Highway-Rail Grade Separations            \$4,700,000 for a grant to the city of Plymouth, to construct a highway-rail grade separation of the Canadian Pacific railroad crossing and Vicksburg Lane, associated retaining wall, and grading of the embankments, all in the city of Plymouth. This appropriation is not available until the commissioner of management and budget determines that an amount sufficient to complete the project is committed from nonstate sources.</p>	<p>\$4.29M regular            \$9.32M earmark</p>
<b>2017</b>	<p><a href="#">1<sup>st</sup> Special Session, Chapter 8, Article 1, Sec. 15</a>            Subd. 3. Local Road Improvement Fund Grants            (a) From the bond proceeds account in the state transportation fund as provided in Minnesota Statutes, section 174.50, for trunk highway corridor projects under Minnesota Statutes, section 174.52, subdivision 2, for construction and reconstruction of local roads with statewide or regional significance under Minnesota Statutes, section 174.52, subdivision 4, or for grants to counties to assist in paying the costs of rural road safety capital improvement projects on county state-aid highways under Minnesota Statutes, section 174.52, subdivision 4a.</p>	<p>\$25.3M regular            \$90.6M earmark</p>
<b>2018</b>	<p><a href="#">Regular Session, Chapter 214, Article 1, Sec. 16 and Article 3, Secs. 7 and 8</a>            Subd. 2. Local Road Improvement Fund Grants            (a) From the bond proceeds account in the state transportation fund as provided in Minnesota Statutes, section 174.50, for trunk highway corridor projects under Minnesota Statutes, section 174.52, subdivision 2, for construction and reconstruction of local roads with statewide or regional significance under Minnesota Statutes, section 174.52, subdivision 4, or for grants to counties to assist in paying the costs of rural road safety capital improvement projects on county state-aid highways under Minnesota Statutes, section 174.52, subdivision 4a.</p>	<p>\$35.0M regular            \$75.4M earmark</p>

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2020	<p data-bbox="197 272 756 302"><a href="#">5<sup>th</sup> Special Session, Chapter 3, Article 1, Sec. 16</a></p> <p data-bbox="197 310 751 339">Subd. 2. Local Road Improvement Fund Grants</p> <p data-bbox="197 347 1732 516">From the bond proceeds account in the state transportation fund as provided in Minnesota Statutes, section 174.50, for eligible trunk highway corridor improvement projects under Minnesota Statutes, section 174.52, subdivision 2, for construction and reconstruction of local roads with statewide or regional significance under Minnesota Statutes, section 174.52, subdivision 4, or for grants to counties to assist in paying the costs of rural road safety capital improvement projects on county state-aid highways under Minnesota Statutes, section 174.52, subdivision 4a. Of this appropriation, at least \$5,000,000 is for projects on town roads.</p>	<p data-bbox="1766 272 1927 302">\$75M regular</p> <p data-bbox="1766 310 1982 339">\$109.9M earmark</p>