

Local Road Improvement Program

Program Overview

The Local Road Improvement Program provides funding assistance to local agencies for constructing or reconstructing local roads. Funds for the program are appropriated based on Minnesota Statutes 174.52. The program was created in 2002 and began with two types of funding: Trunk Highway Corridor Account and Routes of Regional Significance Account. In 2005, the Rural Road Safety Account was added to the program. The program is administered by MnDOT's State Aid for Local Transportation Division.



Trunk Highway Corridor Account

This account is used for grants to cities, towns and counties to assist in paying the local share of trunk highway projects that have local costs related to the trunk highway improvement and are not funded or are only partially funded with other state and federal funds.

Routes of Regional Significance Account

This account is used grants to cities, towns and counties for the costs of constructing or reconstructing city streets, county highways or town roads with statewide or regional significance that have not been fully funded through other state, federal or local funding sources.

Rural Road Safety Account

This account is used for grants to counties for constructing or reconstructing improvement projects that are intended primarily to reduce traffic crashes, fatalities, injuries, and property damage crashes on rural County State Aid Highways.

Program Guidance and Criteria

Guidance

Eligible local agencies include counties, cities, and townships. Non-state aid cities (generally those with populations less than 5,000) and townships must request the sponsorship of a county to apply for and implement their project.

Criteria

Projects are selected through a competitive solicitation process using the following criteria along with recommendations from the Local Road Improvement Program Advisory Committee.

- The availability of other state, federal and local funds
- The regional significance of the route
- Effectiveness of the proposed project in eliminating a transportation system deficiency
- The number of persons positively impacted by the project
- The project's contribution to other local, regional, or state, economic development or redevelopment efforts
- Ability of the local unit of government to adequately provide for the safe operation and maintenance of the facility upon project completion

In accordance with state statute, an Advisory Committee provides recommendations as to which projects will be funded. The committee is made up of one county commissioner, one county engineer, one city engineer, and two city council members or city administrators (one each from cities with population less than and greater than 5,000).

Funding Summary

Funds available for the program vary with each legislative bond appropriation. Funds shown in the table under competitive LRIP do not include engineering costs.

Year	Competitive LRIP		Earmarked LRIP	
	LRIP Funds (millions)	# of Projects Funded	LRIP Funds (millions)	# of Projects Funded
2014	\$54.4	43	-	-
2015	\$4.3	9	\$9.3	3
2016	\$0.0	n/a	-	-
2017 ^A	\$25.3	43	\$90.6	11
2018 ^A	\$35.0	49	\$75.4	16
2019	\$0.0	n/a	-	-
2020 ^A	\$75.0	TBD	\$109.9	23

^A Competitive LRIP account is still open so number of projects funded is subject to change

For More Information

Contact Marc Briese, State Aid Programs Engineer at marc.briese@state.mn.us or 651-366-3802.

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