

Local Road Improvement Program

Legislative History

Year	Minnesota Legislative language	Appropriation
2002	<p>174.52 Local road improvement fund.</p> <p>Subdivision 1. Fund created. A local road improvement fund is created in the state treasury. The fund consists of money transferred to the fund through appropriation, gift, or grant.</p> <p>Subd. 2. Trunk highway corridor projects account. A trunk highway corridor projects account is established in the local road improvement fund. Money in the account is annually appropriated to the commissioner of transportation for expenditure as specified in this section. Money in the account must be used as grants or loans to statutory or home rule charter cities, towns, and counties to assist in paying the local share of trunk highway projects that have local costs that are directly or partially related to the trunk highway improvement and that are not funded or are only partially funded with other state and federal funds. The commissioner shall determine the amount of the local share of costs eligible for assistance from the account.</p> <p>Subd. 3. Advisory committee. The commissioner shall establish an advisory committee consisting of five members, including:</p> <ol style="list-style-type: none"> (1) one county commissioner; (2) one county engineer; (3) one city engineer; (4) one city council member or city administrator representing a city with a population over 5,000; and (5) one city council member or city administrator representing a city with a population under 5,000. The advisory committee shall provide recommendations to the commissioner regarding expenditures from the trunk highway corridor projects account. <p>Subd. 4. Local road account for routes of regional significance. A local road account for routes of regional significance is established in the local road improvement fund. Money in the account is annually appropriated to the commissioner of transportation for expenditure as specified in this section. Money in the account must be used as grants or loans to statutory or home rule charter cities, towns, and counties to assist in paying the costs of constructing or reconstructing city streets, county highways, or town roads with statewide or regional significance that has not been fully funded through other state, federal, or local funding sources.</p> <p>Subd. 5. Grant procedures and criteria. The commissioner shall establish procedures for statutory or home rule charter cities, towns, and counties to apply for grants or loans from the fund and criteria to be used to select projects for funding. The commissioner shall establish these procedures and criteria in consultation with representatives appointed by the association of Minnesota counties, league of Minnesota cities, and Minnesota township officers association. The criteria for determining project priority and the amount of a grant or loan must be based upon consideration of:</p> <ol style="list-style-type: none"> (1) the availability of other state, federal, and local funds; (2) the regional significance of the route; (3) effectiveness of the proposed project in eliminating a transportation system deficiency; (4) the number of persons who will be positively impacted by the project; (5) the project's contribution to other local, regional, or state economic development or redevelopment efforts; and (6) ability of the local unit of government to adequately provide for the safe operation and maintenance of the facility upon project completion. <p>Subd. 6. Administrative costs. A sum of 0.25 percent of the total amount in the fund, other than amounts deposited in the fund from the proceeds from the sale of state bonds, is available to be used for administrative costs incurred by the department in carrying out the provisions of this section.</p> <p>HIST: 2002 c 393 s 55</p>	\$0

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2002	2002, Regular Session, CHAPTER 393 - H.F. No. 3618	\$20,000,000
	<p>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.</p> <p style="text-align: center;">* (The preceding subdivision was indicated as vetoed by the governor.)</p>	
2003	1st Special Session, CHAPTER 20 - H.F. No. 8	\$20,000,000
	<p>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.</p>	
2004	Regular Session, Chapter 295 – S.F. No. 2263	
	<p>Sec. 15. Minnesota Statutes 2002, section 174.52, subdivision 3, is amended to read: Subd. 3. [ADVISORY COMMITTEE.] (a) The commissioner shall establish an advisory committee consisting of five members, including: (1) one county commissioner; (2) one county engineer; (3) one city engineer; (4) one city council member or city administrator representing a city with a population over 5,000; and (5) one city council member or city administrator representing a city with a population under 5,000. The advisory committee shall provide recommendations to the commissioner regarding expenditures from the trunk highway corridor projects account. (b) Notwithstanding section 15.059, subdivision 5, the committee does not expire.</p>	

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2005	1st Special Session, Chapter 1 –SF No. 69	
	<p>Sec. 83. Minnesota Statutes 2004, section 174.52, subdivision 5, is amended to read:</p> <p>Subd. 5. [GRANT PROCEDURES AND CRITERIA.] The commissioner shall establish procedures for statutory or home rule charter cities, towns, and counties to apply for grants or loans from the fund and criteria to be used to select projects for funding.</p> <p>The commissioner shall establish these procedures and criteria in consultation with representatives appointed by the Association of Minnesota Counties, League of Minnesota Cities, and Minnesota Township Officers Association <u>Association of Townships, and the appropriate state agency as needed.</u> The criteria for determining project priority and the amount of a grant or loan must be based upon consideration of:</p> <ol style="list-style-type: none"> (1) the availability of other state, federal, and local funds; (2) the regional significance of the route; (3) effectiveness of the proposed project in eliminating a transportation system deficiency; (4) the number of persons who will be positively impacted by the project; (5) the project's contribution to other local, regional, or state economic development or redevelopment efforts <u>including livestock and other agricultural operations permitted after the effective date of this section;</u> and (6) ability of the local unit of government to adequately provide for the safe operation and maintenance of the facility upon project completion. 	
2005	Regular Session, Chapter 20 – H.F. No. 3	
	<p>Sec. 36. Minnesota Statutes 2004, section 174.52, is amended by adding a subdivision to read:</p> <p><u>Subd. 4a. [RURAL ROAD SAFETY ACCOUNT; APPROPRIATION.] (a)</u></p> <p><u>A rural road safety account is established in the local road improvement fund. Money in the account is annually appropriated to the commissioner of transportation for expenditure as specified in this subdivision. Money in the account must be used as 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.</u></p> <p><u>(b) The commissioner shall establish procedures for counties to apply for grants from the rural road safety account and criteria to be used to select projects for funding. The commissioner shall establish these procedures and criteria in consultation with representatives appointed by the Association of Minnesota Counties. Eligibility for project selection must be based on the ability of each proposed project to reduce the frequency and severity of crashes.</u></p> <p><u>(c) Money in the account must be allocated in each fiscal year as follows:</u></p>	

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	<p><u>(1) one-third of money in the account must be used for projects in the counties of Anoka, Chisago, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington; and</u></p> <p><u>(2) the remainder must be used for projects elsewhere in the state.</u></p>	
2005	<p>Regular Session, CHAPTER 20 - H.F. No. 3</p>	\$10,000,000
	<p>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.</p>	
2006	<p>Regular Session, CHAPTER 258 - H.F. No. 2959</p>	\$16,000,000
	<p>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>	
2008	<p>Regular Session, CHAPTER 152 - H.F. No. 2800</p>	\$10,000,000
	<p>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>	

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2011	1st Special Session, CHAPTER 12 - H.F. No. 23	\$10,000,000
	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.	
2012	Regular Session, Chapter 293 – H.F. No. 1752	\$10,000,000
	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.	
2014	Regular Session, Chapter 294 – H.F. No. 2490	\$24,356,000
	(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.	
2014	Regular Session, Chapter 295 – H.F. No. 1068	\$30,000,000
	(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.	

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	<p>Sec. 16. Minnesota Statutes 2012, section 174.52, subdivision 3, is amended to read: Subd. 3. Advisory committee. (a) The commissioner shall establish an <u>a local road improvement program</u> advisory committee consisting of five members, including: (1) one county commissioner; (2) one county engineer; (3) one city engineer; (4) one city council member or city administrator representing a city with a population over 5,000; and (5) one city council member or city administrator representing a city with a population under 5,000. <u>(b) The advisory committee shall provide recommendations to the commissioner regarding expenditures from the trunk highway corridor projects account <u>accounts established in this section.</u></u> (b) (c) Notwithstanding section 15.059, subdivision 5, the committee does not expire.</p>	
2014	<p>Regular Session, Chapter 286 – H.F. No. 1863</p>	
	<p>Sec. 24. Minnesota Statutes 2012, section 174.52, subdivision 3, is amended to read: Subd. 3. Advisory committee. (a) The commissioner shall establish an advisory committee consisting of five members, including: (1) one county commissioner; (2) one county engineer; (3) one city engineer; (4) one city council member or city administrator representing a city with a population over 5,000; and (5) one city council member or city administrator representing a city with a population under 5,000. The advisory committee shall provide recommendations to the commissioner regarding expenditures from the trunk highway corridor projects account. (b) Notwithstanding section 15.059, subdivision 5, the committee does not expire.</p>	
2015	<p>1st Special Session, Chapter 5—H.F. No. 2</p>	\$8,910,000
	<p><u>Subd. 3. Local Road Improvement Fund Grants</u> <u>(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.</u> <u>(b) This appropriation includes \$850,000 for a grant to the city of Sandstone for predesign, design, engineering, and construction of a road</u></p>	

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	<p><u>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.</u></p> <p><u>(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.</u></p>	