



Transportation Alliance Fall Meeting Local Agency State Programs Update

Marc Brieese, Office of State Aid

November 3, 2025

State Funded Programs for Local Agencies

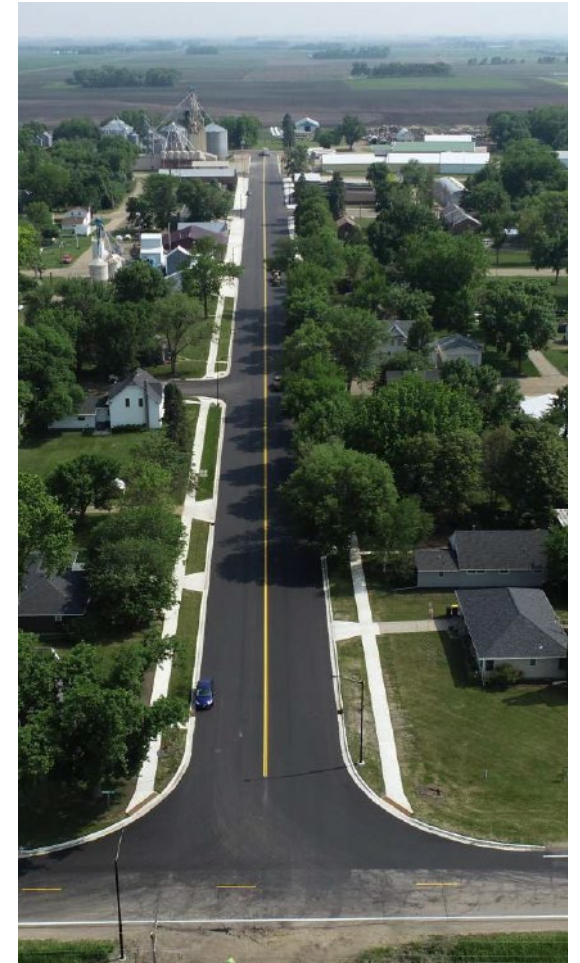
- Local Road Improvement Program (LRIP)
- Local Bridge Replacement Program (LBRP)
- Active Transportation (AT) Program
- Safe Routes to School (SRTS) Program
- Infrastructure Investment and Jobs Act (IIJA) Matching Funds
- Infrastructure Investment and Jobs Act (IIJA) Technical Assistance Funds

Local Road Improvement Program (LRIP)

- Redwood County Pine St (CSAH 1) project in the City of Clements



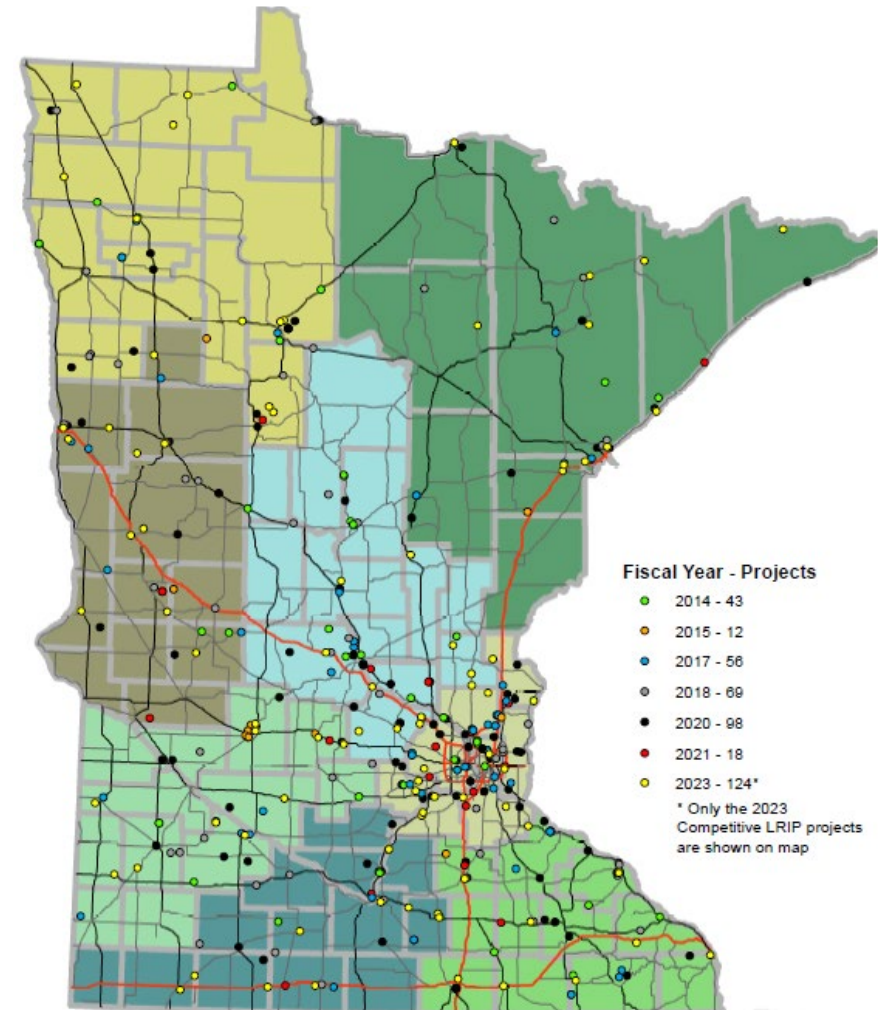
CSAH 1 – looking north



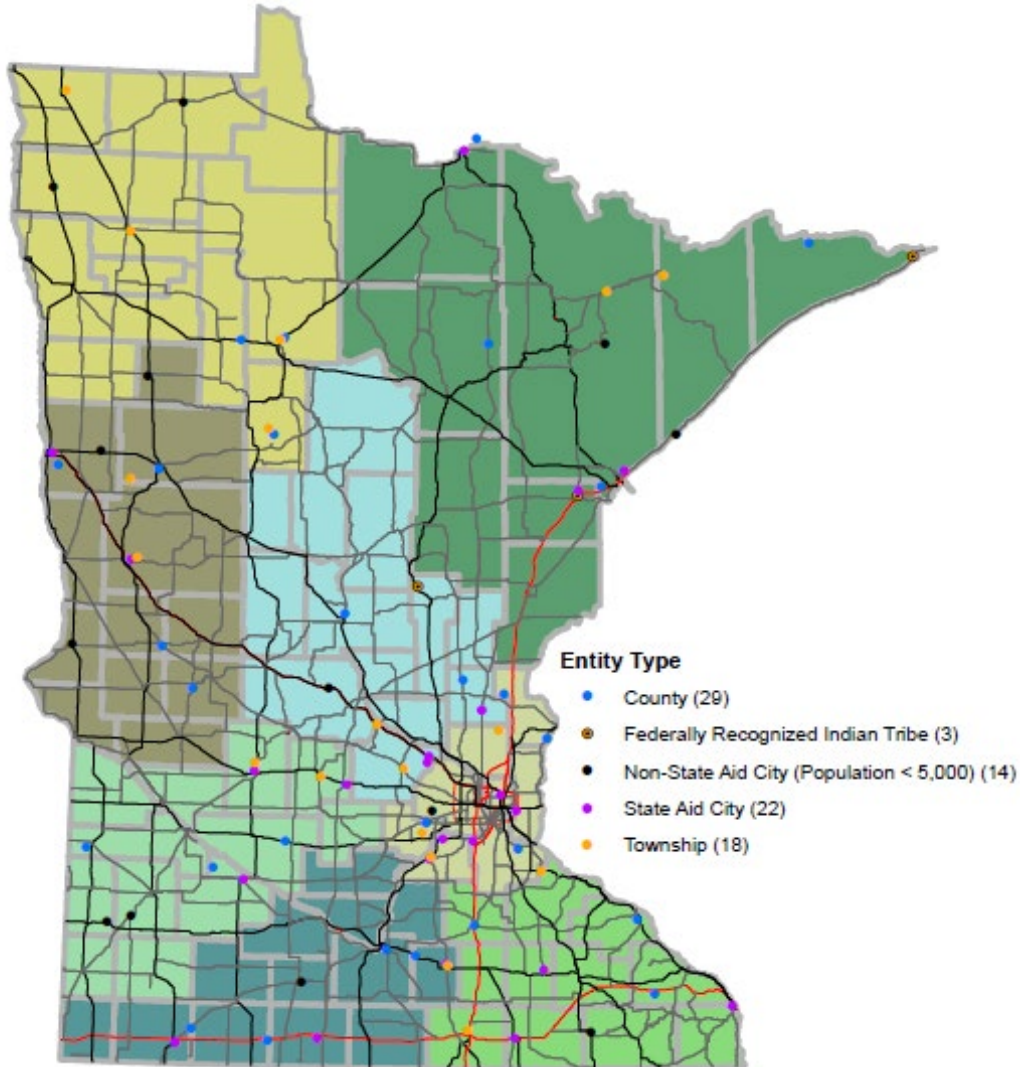
CSAH 1 – looking south

LRIP – Funding History

Year	Competitive LRIP		Earmarked LRIP		Combined Total No. of Projects Funded
	LRIP Funds (millions)	No. of Projects Funded	LRIP Funds (millions)	No. of Projects Funded	
2014	\$54.40	43	-	-	43
2015	\$4.29	9	\$9.32	3	12
2016	\$0.00	n/a	-	-	-
2017	\$25.30	45	\$90.60	11	56
2018	\$35.00	53	\$75.40	16	69
2019	\$0.00	n/a	-	-	-
2020	\$75.00	75	\$109.90	23	98
2021	\$5.50	8	\$30.93	10	18
2022	\$0.00	n/a	-	-	-
2023	\$102.97	86	\$235.56	38*	124*
Total	\$302.46	319	\$551.71	101	420



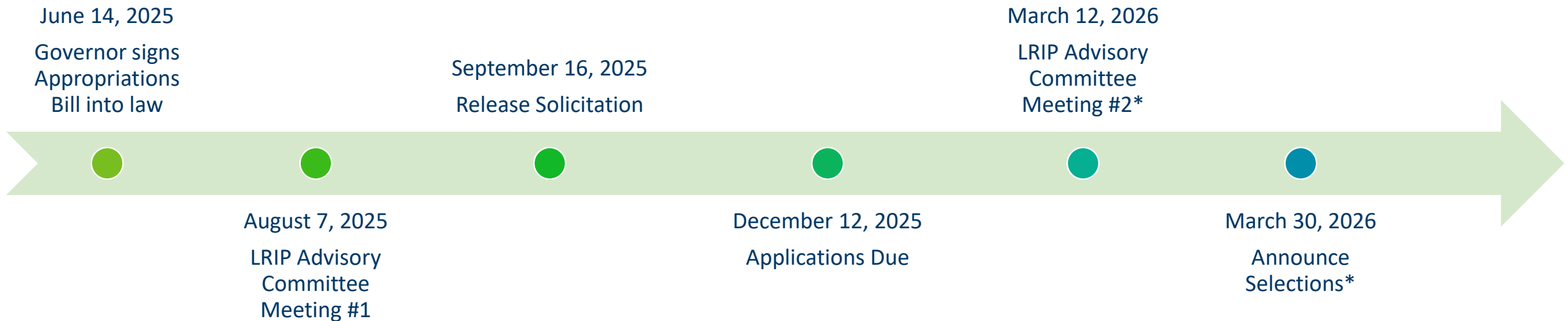
Summary of 2023 LRIP Competitive Solicitation Selected Projects



- 86 LRIP Projects Awarded Funding (\$102.967M)
 - 83 Local Agencies
 - 17 projects under construction or construction ready
 - 3 Federally Recognized Indian Tribes
- No funding remaining

2025 LRIP Competitive Solicitation

- 2025 LRIP Appropriation:
 - \$47M available in GO bonds
 - Maximum Selection: \$1.5M
- Counties, cities, towns are eligible
- Capital construction costs; no required local match



**Dates depend on number of applications received*

Local Bridge Replacement Program (LBRP)



LBRP – Funding History

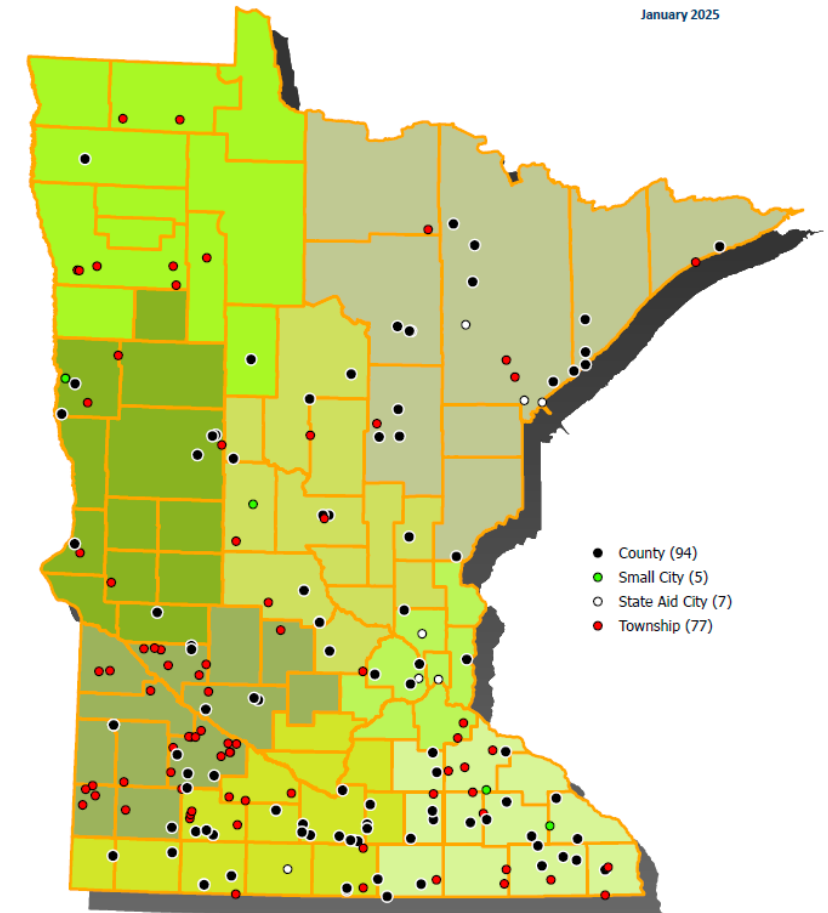
Year	General LBRP - Appropriations		General LBRP – Motor Vehicle Lease Sales Tax ⁺		Earmarked LBRP	
	LBRP Funds (millions)	No. of Projects Funded	LBRP Funds (millions)	No. Projects Funded	LBRP Funds (millions)	No. of Projects Funded
2013	\$0.0	0			-	-
2014	\$21.3	48			\$11.8	1
2015	\$7.4	23			-	-
2016	\$0.0	0			-	-
2017*	\$16.5	79			\$32.7	2
2018	\$5.0	26	\$12.6	29	-	-
2019	\$0.0	0	\$12.7	43	-	-
2020*	\$30.0	109	\$11.2	36	\$56.2	3
2021*	\$14.0	49	\$10.2	15	-	-
2022	\$0.0	0	\$8.9	30	-	-
2023*	\$85.0	171	\$7.4	13	\$39.25	6
2024	\$0.0	0	\$12.3	25	-	0

* LBRP account(s) still open so number of non-earmark projects funded is subject to change.

+ 2017 amendment to 297A.815 dedicated 9513 percent of MVLST to local bridges

EXHIBIT 1 - Local Bridge Replacement Program
County, City and Township Bridges Funded 2024

January 2025

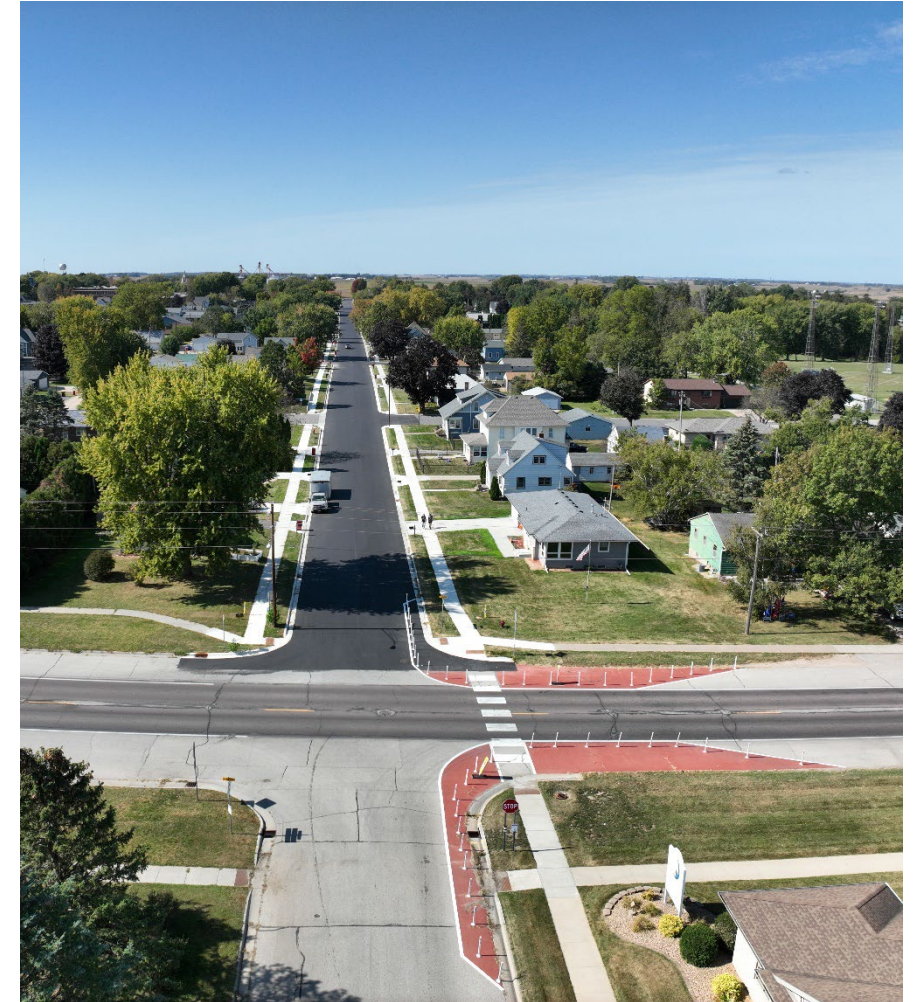


Summary of 2023 & 2025 LBRP Funding

- \$85.013M appropriate in 2023
- 192 Projects Awarded Funding
 - 185 construction ready, under construction, or complete
- Wait List started October 22, 2024
- \$20M appropriated in 2025
- 39 Projects Awarded Funding
 - 8 construction ready or under construction
- No funding remaining
- Wait List started October 24, 2025

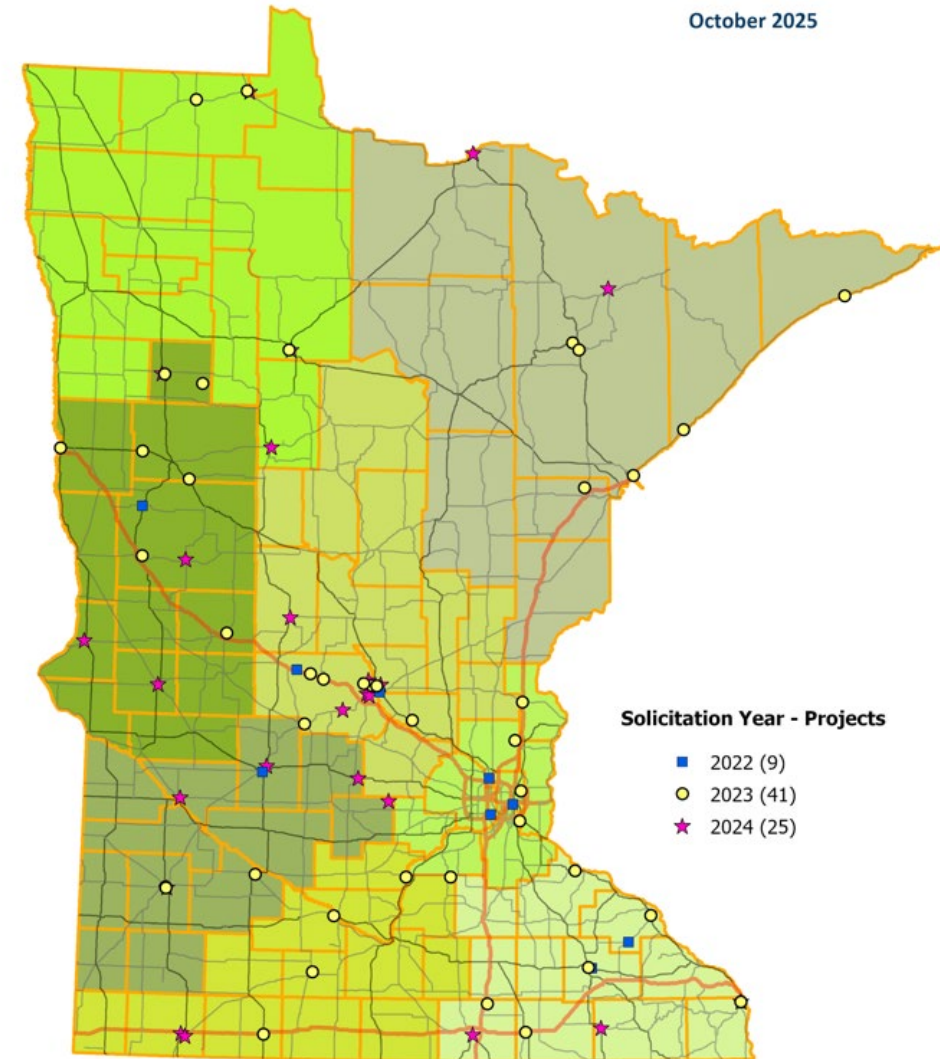
Active Transportation (AT) Infrastructure Program

- City of Plainview AT project on 2nd Ave NW & 10th St W (small city, Wabasha County sponsor)



AT Infrastructure Program - Funding History

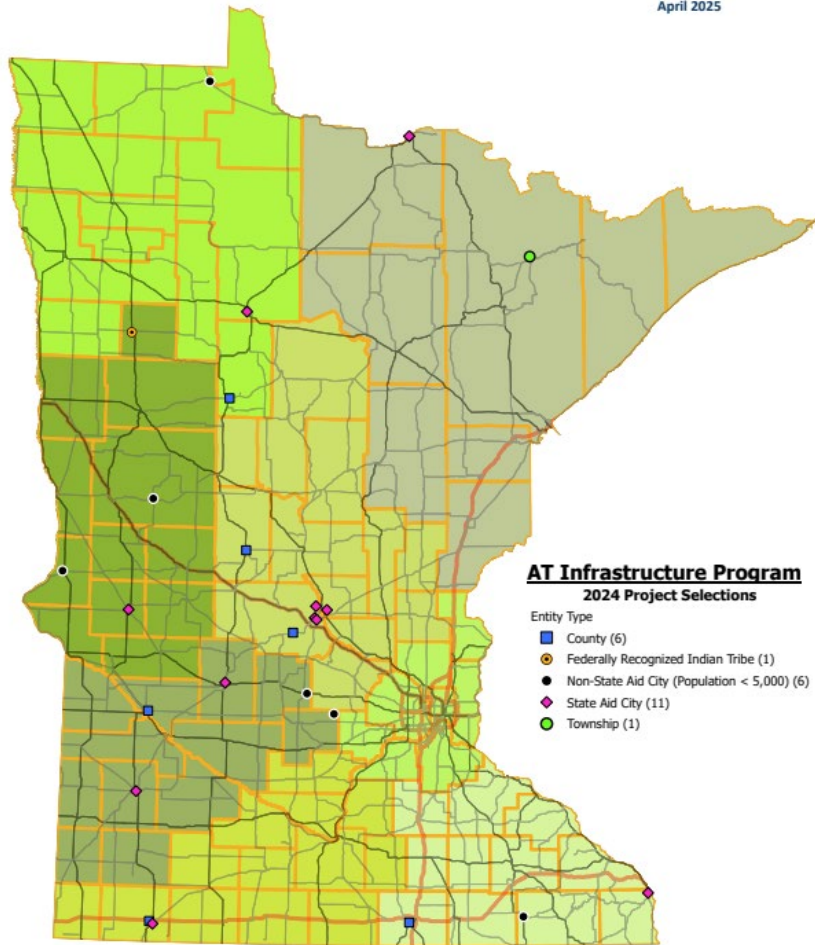
Solicitation Year	AT Infrastructure Funds (millions)	# Projects Funded
2022	\$3.5 (March 2023 Selection)	9
2023	\$4.5 (July 2023 Selection)	11
	\$13.2 (April 2024 Selection)	30
2024	\$12.502 (April 2025 Selection)	25



Summary of AT Infrastructure Solicitations

Active Transportation (AT) Infrastructure Program 2024 Project Selections

April 2025



- 2024 Infrastructure Solicitation (\$12.502M); Greater MN
 - 24 Local Agencies
 - 1 Federally Recognized Indian Tribes
 - All funding allocated
- 2025 Appropriation = \$5.439M
 - Next infrastructure solicitation planned for fall 2026 with \$4.3M
 - Capital construction costs; no required local match
- On-going base budget target for the AT program ~ \$8.2M/yr

Safe Routes to School (SRTS) Infrastructure Program

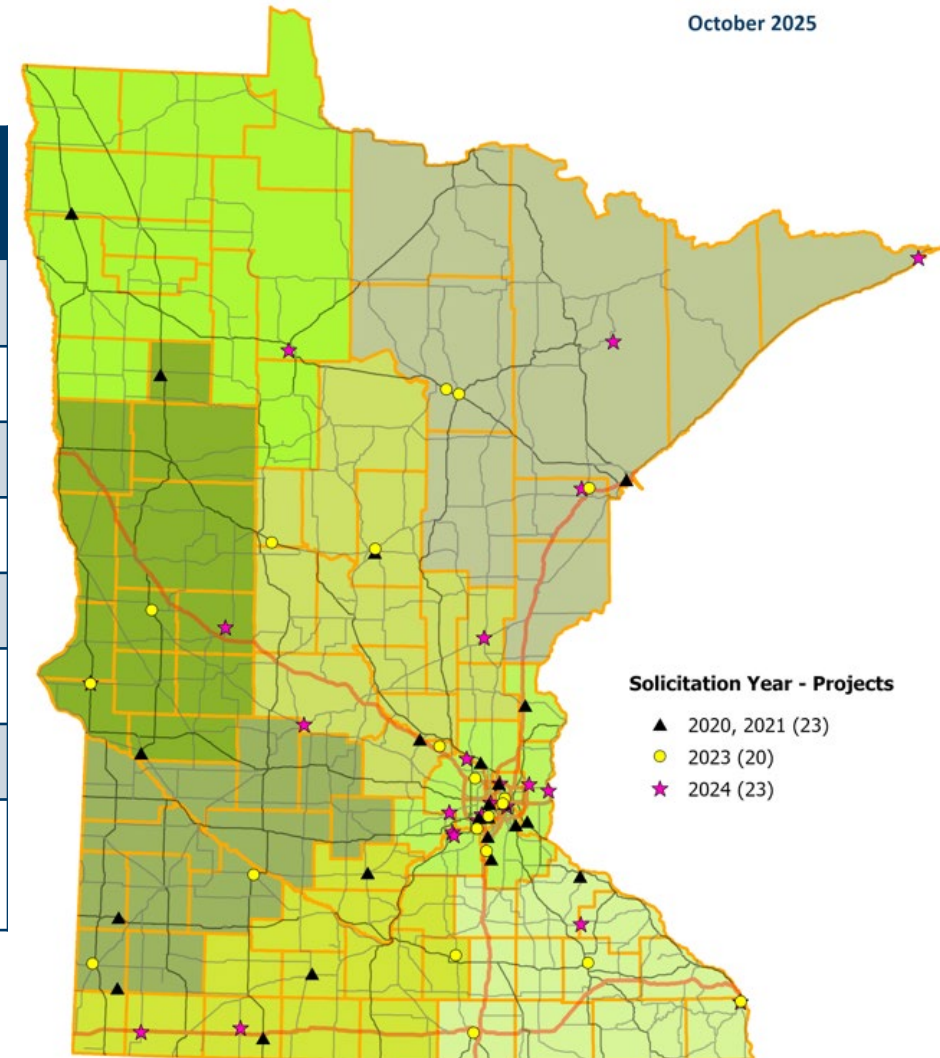
- City of Richfield SRTS project
 - 2023 selection; \$534k SRTS funds (\$624k total cost)
 - Grade-separated bike lane
 - On-street bike lane
 - Sidewalk
 - Curb extensions/ADA ramps



SRTS Infrastructure - Funding History

Solicitation Year	SRTS Infrastructure Funds (millions)	# Projects Funded
2009	\$1.9	13
2011	\$3.8	16
2013	\$3.5	13
2014	\$1	4
2017 & 2018	\$2	12
2020 & 2021	\$7.5	23
2023	\$10.9	20
2024	\$8.5 + \$1.785* (April 2025 Selection)	23

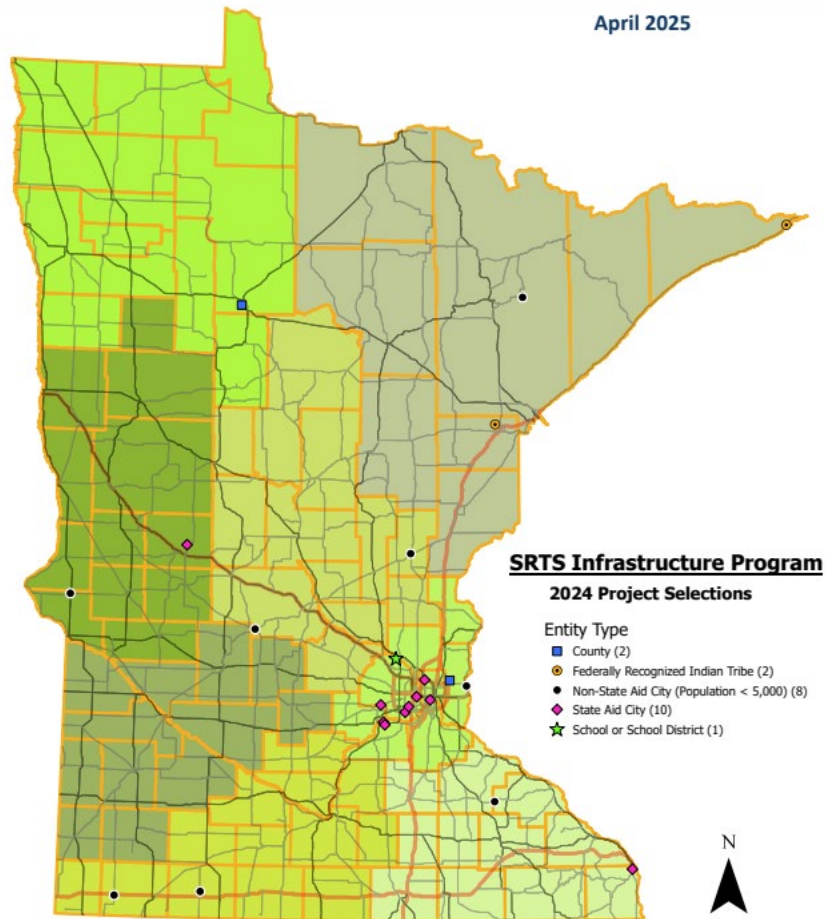
* Overlapping Met Council selections resulted in “extra” funds



Summary of SRTS Infrastructure Solicitations

Safe Routes to School (SRTS) Infrastructure Program 2024 Project Selections

April 2025



- 2024 Infrastructure Solicitation (\$10.285M)
 - 21 Local Agencies
 - 2 Federally Recognized Indian Tribes
 - All funding allocated
- No 2025 Appropriations
 - If funds appropriated in 2026, next infrastructure solicitation planned for fall 2026
 - Capital construction costs; no required local match

IJIA State Matching Funds

Recipient Type	IJIA Match	IJIA Match %	Projects	Project %	Avg Match
Local	\$89.9	45%	50	51%	\$1.8M
MnDOT	\$57.1	28%	14	15%	\$4.1M
Airport	\$23.7	12%	9	9%	\$2.3M
Tribal Nation	\$5.0	2%	10	10%	\$0.5M
Rail	\$14.2	7%	3	3%	\$4.7M
Other	\$12.5	6%	12	12%	\$1.0M
Grand Total	\$202.4	100%	98	100%	\$2.1M

- \$216.4M provided from 2023 session
 - Reduced by \$11M in 2024 session
 - \$3M reserved for Administration
- \$10M maximum award
- \$0 remaining

IJA State Technical Assistance Funds

Entity	# Applications Approved	IJA Tech Assistance Funds
County	25	\$710k
State Aid City	19	\$461k
Small City	3	\$90k
Tribal Nation	1	\$30k
Total	47	\$1.291M

- \$2M provided from 2023 session
- Local agencies and tribes only
- Hire consultant to develop federal application
- \$30,000 maximum award
- \$708k remaining

Total of All Programs from 2023 Funding

Program	2023/2024 State Funding	No. of Projects	Leverage of Other Funds
LRIP	\$103.0M	86	\$1=\$2
LBRP	\$105.0M	231	\$1=\$1.3
AT	\$25.7M	55	\$1=\$9
SRTS	\$21.2M	43	\$1=\$0.50
Total	\$254.9M	415	\$584M

- Replace aging infrastructure
- Improve farm to market routes
- Increase pedestrian / bicycle accessibility and use
- Improve roadway mobility / capacity
- Promote safe and more walking/biking to schools
- Increase safety = save lives

Thank You!

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