



April 14, 2026

Chair Pappas and Members of the Senate Capital Investment Committee:

On behalf of the Association of Minnesota Counties (AMC), Minnesota County Engineers Association (MCEA), and Minnesota Inter-County Association (MICA), thank you for the opportunity to comment on Senate File 5005, the Governor's Omnibus Capital Investment Bill.

As county organizations, one of our top priorities this session is to advocate for a bonding bill that includes funding for transportation-related programs, including the Local Road Improvement Program (LRIP), the Local Bridge Replacement Program (LBRP), the Local Government Road Wetland Replacement Program (LGRWRP), and the Busway Capital Improvement Program.

While we appreciate the inclusion of \$5 million in general obligation bonds for the **Local Government Road Wetland Replacement Program**, the need is much greater. Years of underfunding or no funding have left several bank service areas in need. Based on the credits available, current projections show that the program will reach the end of its funding in 2031 or 2032, and the \$5 million included in the recommendations will only extend the funding by about six months. A recent analysis from the Board of Water and Soil Resources (BWSR) identified a \$35 million need to overcome the credit deficit and annual funding of \$9.5 million to maintain and support the program.

The governor's recommendations did not include any investment in local roads and bridges. Counties are grateful to the Legislature for investing in the **Local Road Improvement Program and the Local Bridge Replacement Program** last session, but the need is still great. During the 2025 LRIP competitive solicitation process, MnDOT State Aid received 233 applications from road agencies requesting \$277.4 million in LRIP funds. With the \$47 million available from the 2025 bill, 42 projects were funded. Additionally, over the next five years, local agencies have identified 1,010 priority bridge replacement projects with an estimated total replacement cost of \$875 million.

Funding for the **Busway Capital Improvement Program** was not included in the governor's capital budget recommendations. An investment in this program will help advance construction of the H line and would leverage identified federal funding for the corridor.

We appreciate the opportunity to share our thoughts on the Governor's Omnibus Capital Investment Bill and want to thank Chair Pappas, Sen. Housley, and the committee for making bonding a priority this year. As the Legislature assembles a bonding bill this session, we hope that you continue to fund these transportation-related programs.

Sincerely,

Emily Murray
Transportation & Infrastructure
Policy Analyst
Association of Minnesota Counties

Ryan Thilges
Blue Earth County Engineer
President, Minnesota County Engineers
Association

Amber Backhaus
Transportation Liaison
Minnesota Inter-County Association