

Other Funding Information

Local Bridge Replacement Program (LBRP)

- o Federal Bridge Replacement or Bridge Replacement Off System Funds
- o State Transportation Fund (Bridge Bonds)
- o Town Bridge Program

The State Aid Division administers three funding programs exclusively for local bridge projects: Federal Aid Bridge Replacement Program, Town Bridge Program and State Transportation Fund (Bridge Bonds).

Although these programs are administered through the State Aid Division, the funds made available through these programs are not state aid funds and must be applied for and approved on a project by project basis.

The Local Bridge Replacement Program is funded from the Minnesota State Transportation Fund. General obligation bonds typically fund the State Transportation Fund and are also commonly referred to as bridge bond funds.

State Park Road Account

M.S. 86A.04

MN Rules 8820.2000

Funds from this account are used to reconstruct, improve, repair, and maintain county roads, city streets, and town roads for the purpose of providing good access to public lakes, rivers, state parks, and state campgrounds.

Bridge Bonding (State Transportation Fund)

State Transportation Funds may be used to replace or rehabilitate a bridge. Bridges can be located on a CSAH, MSAS, county road, city street, or township road, but must be owned by the county, city or township. Bridges that carry private rail lines over highways can be eligible if the public agency is the owner of the bridge.

Cities with a population of 5,000 or less may use bridge bonds for 100 percent of the bridge construction work, 100 percent of the bridge approach costs that are in excess of \$10,000 and 100 percent of the design and Engineering costs that are in excess of \$10,000.

Projects funded by State Bonds, such as Bridge Bonds, Local Road Improvement Bonds, special legislative bonds, etc. are paid on a reimbursement basis only through a DCP if it's a federal project, otherwise through a State Aid Payment Request.

Local Road Improvement Funds (LRIP)

M.S. 174.52

Two accounts were established to provide funding assistance to local agencies in construction, reconstruction or reconditioning projects with statewide and regional significance. The two accounts are the TH Corridor Projects Account and Local Road Account for Routes of Regional Significance. In 2005, the legislature created a third account called the Rural Road Safety Account. This fund should be used for capital improvement projects on CSAH for safety purposes (or to reduce crashes, injuries, death, and property damage).

Flood & Disaster Relief

- **Disaster Account**

MN Rules 8820.2100

The Disaster Account is to be used on the State Aid System for any disaster or unforeseen event. The damage estimate must exceed 10% of the current annual State Aid allotment to that agency and be approved by a disaster board convened to inspect the disaster area.

Note that while engineering is eligible, it is not credited towards the 10%. If a project is eligible for Fed ER funds, we encourage funding it with SA Disaster funds then reimburse the account when reimbursed by the FHWA.

- **FHWA - ER Program**

- 100% funds for *emergency* repairs that are approved based on DDIR's (Detailed Damage Investigation Reports) submitted after the repairs are made – must be a minimum of \$5,000 for combined emergency and permanent repair per site. Note rural minor collectors are not eligible for FHWA funds. Note, the bond funds are meant to *compliment* federal ER funds.

- 80% funds for *permanent* repairs based on DDIR's submitted – must be a minimum of \$5,000 for combined emergency and permanent repair per site. It can take a while to get these funds. Note rural minor collectors are not eligible for FHWA funds.

- **FEMA Funds – Must be Presidential Disaster Declaration**

75% funds – for Minor Collectors or below, an agency could use state transportation bond funds or State Aid disaster funds to cash-flow federal funds and repay the state when the FEMA or Federal ER funds become available.

State Safe Routes to School Program and Federal Safe Routes to School Program

M.S. 174.40

The MnDOT State Aid for Local Transportation Division and the Transit Office share responsibilities for the administration and oversight of the program.

Schools, school districts, cities, counties, and townships with communities that need capital improvements around schools for safer walking and bicycling conditions may apply for SRTS infrastructure funding. Schools, townships and cities with populations of 5,000 or less need to partner with State Aid cities or counties to develop and implement SRTS projects.

Infrastructure projects eligible for both the state and federal program should improve the safety and ability of students to walk or bicycle to and from school. Projects have to be within two miles of the school.

Highway Safety Improvement Program (HSIP) - Federal

The goal of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

To be eligible for funding, a highway safety improvement project is any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety

Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

Typically funds are paid out 90%, but can be paid out 100%.

Federal Bridge Funds (FBF)

Are available for up to 80% of the “abutment to abutment” costs of eligible bridge rehabilitation or reconstruction work on any publicly owned bridge or culvert longer than 20 feet (clear span as measured along the roadway centerline). “Abutment to abutment” costs include the 2 foot granular fill or concrete slab above the top of a culvert and all materials under the fill or slab. Bridges to receive funds are selected by the Area Transportation Partnership (ATP). Federal Funds are provided “in part” are limited to federal funds indicated in the STIP. Funding is dependent on the availability of funds.

- Bridges, which are deficient under federal criteria **and** have a sufficiency rating less than 50 are eligible for reconstruction.
- Bridges, which are deficient under federal criteria **and** have a sufficiency rating less than 80 are eligible for rehabilitation.
- Bridges with sufficiency rating greater than 80 are not eligible for Federal Bridge Funds.

Surface Transportation Block Grant Program (STBG) – Federal

FAST Act § 1109; 23 U.S.C. 133

The Surface Transportation Program provides flexible federal aid funding that may be used by states and local agencies to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

Eligible local agencies that can use STBG funds for projects include: counties, cities, townships, and tribal governments. Townships and cities with a population of less than 5,000 must request the sponsorship of a county to apply for funding and implement projects. Local agencies are required to provide a 20 percent local match to any federal funds that they receive. Funds may be obligated in any area of the state.