

Local Bridge Replacement Program

AT A GLANCE

2022 Request Amount:	\$200,000
Priority Ranking:	2
Project Summary:	\$200 million in state funds for the rehabilitation or replacement of local bridges across the state, as well as professional services, maintenance, rehabilitation, stabilization, or relocation of historic bridges.

Project Description

This capital request will provide funding to replace or rehabilitate deficient bridges owned by local governments throughout the state. The 2020 MnDOT Bridge Annual Report identifies 15,152 bridges on the local system. Of these bridges, 9,565 are deficient, 786 in poor condition, and 1,438 have a load posting requirement restricting the weight/size of a vehicle that can cross it. The average construction cost to replace a bridge in 2020 was is \$708,143. Counties and Cities pass city council or county board resolutions and have prioritized 772 deficient bridges in need of replacement over the next five years with an estimated total replacement cost of \$453 million. In 2020, local agencies replaced or rehabilitated 136 bridges statewide, totaling approximately \$67.1 million in construction costs. These bridges were funded from the following sources: federal aid (\$7.3 million), state aid (\$18.4 million), state transportation bonds (\$17.9 million), township (\$14.5 million), and local (\$9.0 million) funds.

A study from January 2015 identified 88 historic bridges that are owned by local agencies. Some of these bridges are open to vehicular traffic, while others are only open to non-motorized traffic or are completely closed. The estimate cost from 2015 to maintain, stabilize, and preserve these bridges is \$40.5 million. Adjusting for inflation, this is estimated at \$54 million in 2021 dollars. State bridge funding on historic bridges would be used in combination with federal and local matching dollars to maintain, rehabilitate, stabilize, and relocate some of these bridges.

Project Rationale

Preserving the structural integrity of Minnesota’s bridges is a priority for MnDOT, counties, cities, and townships. Bridges are a critical link in the state’s transportation system and benefit the state’s economy by providing connections for people and markets throughout the state, regionally, and around the world. State financial assistance to local units of government is necessary because of the significant number of bridges and the associated cost for replacement of this important highway asset. Rehabilitation and replacement of bridges is too much for local agency transportation budgets to bear with local funds alone.

Local bridge replacement program funds are used in two important ways: 1) to leverage or supplement other types of bridge replacement funding, including federal-aid, state-aid, and town bridge funds and 2) for engineering and construction of local bridges in cities with a population less

than 5,000 and county and city bridges with limited other transportation funding sources. The majority of these bridges require local governments to assume costs for design and construction engineering, right of way, bridge removal, and items not directly attributable to the bridge, such as roadway approach grading on either side of the bridge and roadway surfacing costs.

A small percentage of local bridges are eligible for federal aid through the Area Transportation Partnership (ATP) process if they are on the federal aid system or selected by qualifications if they are off the federal aid system. These federal projects require a match of local funds that may range from 20 percent or more of the total project cost. The bridge bond funds are considered a priority for the local match on federal bridge projects in the State Transportation Improvement Plan (STIP). The current STIP has 12 local federal bridge projects of regional significance identified for federal funding in the FY2022-23 biennium, with \$8.55 million in federal funds requiring an estimated local match of \$4.42 million in funding.

Of the 772 bridges prioritized by the counties and cities, 62 of these are large bridges with an estimated replacement cost between \$1 and \$5 million. Funding these larger bridge replacements can be challenging for the local agencies because of the size and cost of the projects and the local agency's limited transportation resources.

An important major bridge on the priority bridge replacement list is the Historic Duluth Lift Bridge, Bridge L6116. The estimated rehabilitation cost for the iconic Historic Duluth Lift Bridge is approximately \$13 million. To fund major local bridges over \$7 million, a specific appropriation needs to be made to MS 174.50 Subd. 6d.

Project Timeline

The bridge program has projects designed, approved, and waiting for funding. Typically the time line for awarding bridge projects is winter/spring in order to have a full construction season to build the bridges. Counties and cities anticipate funding in the bridge program and have projects in various stages of design ready to go. The program has a history of being able to spend the funds within the biennium the funding is approved. Currently, plans are approved or in various stages of design anticipating the funding.

Other Considerations

MnDOT manages several capital programs that widely impact traveler safety, critical connections, and asset management across the state. The Local Bridge Replacement Program keeps up with the replacement of deficient bridges on local road systems that cannot be funded locally and that do not have sufficient funding through the state capital program. Critical freight, commerce, agriculture, or regular vehicular connections often include bridges as part of that transportation connection. Replacement of deficient bridges strengthens the connections alleviating detours and creating continuity.

Impact on Agency Operating Budgets

Administration of this program through MnDOT State Aid for Local Transportation Division will be completed using the existing organization and budget.

Description of Previous Appropriations

2016: \$0

2017: \$16.537 million GO Bond; \$31.875 million GO Bond - City of Minneapolis/Historic 10th Ave Bridge; \$0.8 million GO Bond - City of Isle/Malone Island Bridge

2018: \$5 million GO Bond

2019: \$0

2020: \$30 million GO Bond; \$52 million GO Bond - City of St. Paul/Kellogg Ave. Bridge

2021: \$14 million General Funds

Project Contact Person

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Governor's Recommendation

The Governor recommends \$120 million in general obligation bonds for this request. Also included are budget estimates of \$120 million for each planning period for 2024 and 2026.

Transportation

Project Detail

(\$ in thousands)

Local Bridge Replacement Program

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2022	FY 2024	FY 2026
State Funds Requested				
General Obligation Bonds	\$ 136,212	\$ 200,000	\$ 200,000	\$ 200,000
General Fund Cash	\$ 14,000	\$ 0	\$ 0	\$ 0
Funds Already Committed				
Pending Contributions				
TOTAL	\$ 150,212	\$ 200,000	\$ 200,000	\$ 200,000

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2022	FY 2024	FY 2026
Property Acquisition	\$ 0	\$ 0	\$ 0	\$ 0
Predesign Fees	\$ 0	\$ 0	\$ 0	\$ 0
Design Fees	\$ 0	\$ 0	\$ 0	\$ 0
Project Management	\$ 0	\$ 0	\$ 0	\$ 0
Construction	\$ 150,212	\$ 200,000	\$ 200,000	\$ 200,000
Relocation Expenses	\$ 0	\$ 0	\$ 0	\$ 0
One Percent for Art	\$ 0	\$ 0	\$ 0	\$ 0
Occupancy Costs	\$ 0	\$ 0	\$ 0	\$ 0
Inflationary Adjustment	\$ 0	\$ 0	\$ 0	\$ 0
TOTAL	\$ 150,212	\$ 200,000	\$ 200,000	\$ 200,000

IMPACT ON STATE OPERATING COSTS

Cost Category	FY 2022	FY 2024	FY 2026
IT Costs	\$ 0	\$ 0	\$ 0
Operating Budget Impact (\$)	\$ 0	\$ 0	\$ 0
Operating Budget Impact (FTE)	0.0	0.0	0.0

SOURCE OF FUNDS FOR DEBT SERVICE PAYMENTS

	Amount	Percent of Total
General Fund	\$ 200,000	100 %
User Financing	\$ 0	0 %

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Pre-design Review (M.S. 16B.335 subd. 3):	
Does this request include funding for pre-design?	N/A
Has the pre-design been submitted to the Department of Administration?	N/A
Has the pre-design been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Have Information Technology Review Preconditions been met (M.S. 16B.335 subd. 5 & 6)?	N/A
Will the project comply with the targeted group purchasing requirement (M.S. 16C.16 subd. 13)?	Yes
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	N/A
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2026?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 473.4485: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A