



# State Funded Programs Update

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State Aid for Local Transportation

June 2023

# Agenda

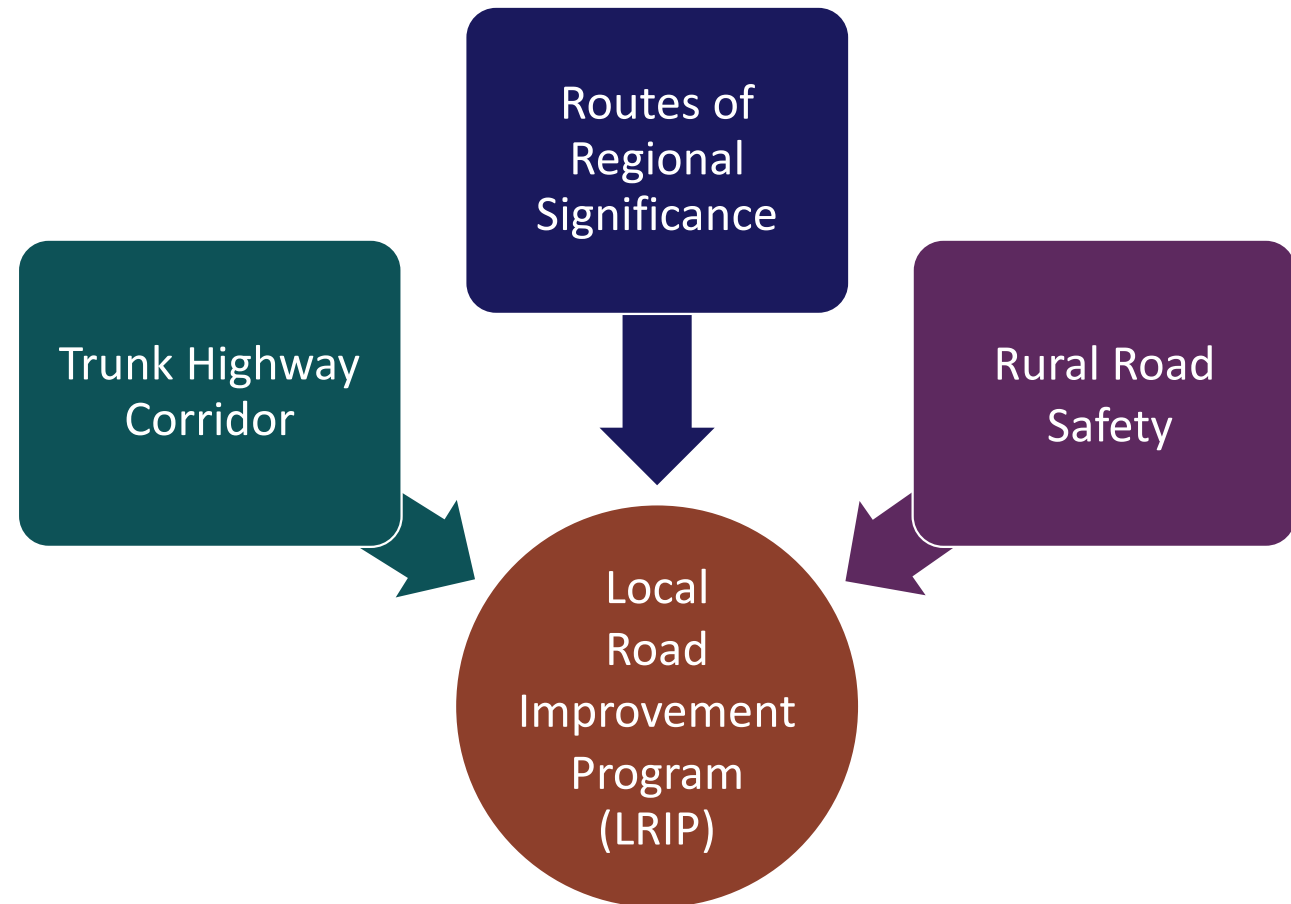
- Legislative Outcomes
  - Local Road Improvement Program
  - Local Bridge Replacement Program
  - Safe Routes to School and Active Transportation Infrastructure Programs with Transportation Earmarks
- Solicitations
  - 2022 Active Transportation Infrastructure Solicitation Summary
  - Upcoming Grant Solicitations
- DSAE Involvement and Project Development

# Local Road Improvement Program (LRIP)

- The Local Road Improvement Program ([LRIP - State Aid - MnDOT](#)) is a grant program administered by State Aid
- Provides funding assistance to local agencies and federally recognized tribes for construction, reconstruction, or reconditioning projects.
- Funds are appropriated by the Legislature by session law, per [Minnesota Statutes 174.52](#).
  - The program was created in 2002 and began with two types of funding, Trunk Highway Corridor Account and Routes of Regional Significance Account.
  - The Rural Road Safety Account was added to the program in 2005.
  - Federally recognized tribes were added as eligible grant recipients in 2023.

# LRIP, Minnesota Statutes 174.52

- Trunk Highway Corridor
  - ✓ Assist with costs of non-trunk highway components associated with trunk highway projects.
- Routes of Regional Significance
  - ✓ Support economic development, provide capacity or congestion relief, provide connections to interregional corridors, other major highways, and eliminate hazards; **and**
  - ✓ Reduce traffic crashes, deaths, injuries, and property damage
- Rural Road Safety
  - ✓ Assistance for counties with rural road safety projects to reduce traffic crashes resulting in deaths, injuries, and property damage.



# Local Road Improvement Program (LRIP), Competitive

- Legislative appropriations are the sole source of LRIP funding
- The LRIP provides funding for capital construction costs only
  - Ineligible costs: engineering, right of way, or other non-construction related costs.
- 2023 LRIP Legislative Outcome - \$102.967M
  - \$78.964M – GO Bonds, [HF 669](#) A1 S16 Subd. 2
  - \$6M – GO Bonds, dedicated to townships, [HF 669](#) A1 S16 Subd. 2
  - \$18.013M – General Funds, [C68](#) A1 S2 Subd. 4(c)(2)



# Local Bridge Replacement Program (LBRP), Program Overview

- State Aid administers the Local Bridge Replacement Program ([LBRP - State Aid – MnDOT](#)) and maintains the master bridge replacement list; lobbying and capital budget requests
- Provides funding assistance to local agencies for reconstruction, rehabilitation, or removal of bridges or structures on the local road system
  - Not for repairs or maintenance
  - **2023 Legislative Outcome for Historic Bridges**, has been revised to include: *paying the costs of acquiring and rehabilitating and reconstructing historic bridges, including the costs of: (i) acquiring salvageable components from historic bridges and the disassembly, repurposing, restoring, and transportation to a new location of the salvageable components for the construction, rehabilitation, or reconstruction of a bridge; and (ii) related environmental documentation, preliminary design, and final design associated with the reconstruction of historic bridges.*
- State Funds are appropriated based on [Minnesota Statutes 174.50](#), since 1976
- **MnDOT, rail, and private bridges are not eligible for LBRP funding**



# LBRP, Legislative Outcome

- 2023 LBRP Legislative Outcome – \$85.013M
  - \$67M –GO Bonds [HF 669 A1 S16 Subd. 3](#)
  - \$18.013M – General Funds [C68 A1 S2 Subd. 4\(c\)\(1\)](#)
- Waiting list (as of 6/12/2023)
  - 66 projects with total project cost of approximately \$30M
- Funding letters anticipated late June/mid-July 2023



# Safe Routes to School (SRTS)

- SRTS Infrastructure Program Purpose

- Create safer environments for students to walk and bike to school
- Provide infrastructure improvements that are comfortable to use
- Mitigate safety hazards related to interacting with vehicle traffic
- [Infrastructure Grants - Safe Routes to School - MnDOT](#)

- 2023 SRTS Legislative Outcome - \$23.4M for infrastructure (SALT<sup>1</sup>) and non-infrastructure (OTAT<sup>2</sup>) projects

- \$2.4M – GO Bonds [HF 669](#) A1 S16 Subd. 6
- \$21M – General Funds [C68](#) A1 S2 Subd. 2(c)



*TBD: Amount of \$ for infrastructure and non-infrastructure split*



<sup>1</sup> SALT: State Aid for Local Transportation | <sup>2</sup> OTAT: Office of Transit and Active Transportation



# Active Transportation (AT)

- AT Infrastructure Program Purpose
  - Connecting communities and key destinations
  - Boost public health by creating safer environments for people to walk or bike to their destinations
  - Mitigate safety hazards related to interacting with vehicle traffic
  - [Infrastructure - Active Transportation Program – MnDOT](#)
- 2023 Active Transportation (AT) Legislative Outcome – \$40.2M for infrastructure (SALT<sup>1</sup>) and non-infrastructure (OTAT<sup>2</sup>) projects
  - \$1.2M – GO Bonds [HF 669](#) A1 S16 Subd. 7
  - \$39M – General Funds [C68](#) A1 S20(b)
  - \$9M (approximate on-going future funding)

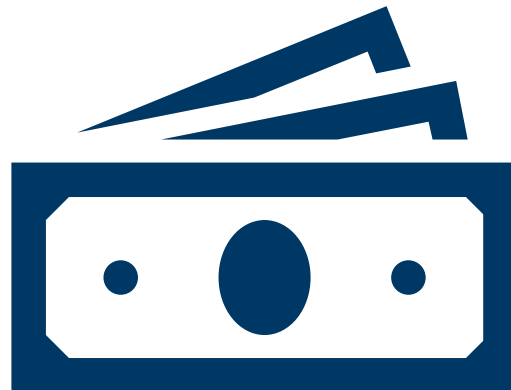


*TBD: Amount of \$ for infrastructure and non-infrastructure split*

<sup>1</sup> SALT: State Aid for Local Transportation | <sup>2</sup> OTAT: Office of Transit and Active Transportation

# SRTS & AT, Funding

- What is funded?
  - Up to 100% of eligible construction costs
  - Cover the local match for previously awarded federal bicycle & pedestrian grant
  - Minimum and maximum amounts per application, TBD



# SRTS & AT, Eligible Improvements

## PROGRAM ELIGIBLE IMPROVEMENTS

### CROSSING IMPROVEMENTS

Pedestrian curb ramps | Intersections or midblock crossings | Speed humps | Median refuges | Raised crossings | Raised intersections | Curb extensions

### OFF-STREET FACILITIES

Trails | Sidewalks | Bicycle paths | Multi-use or shared-use paths | ADA-compliant curb ramps | Other separated pathways | Pedestrian bridges\*

### ON-STREET FACILITIES

Bicycle lanes | Bicycle boulevards | Cycle tracks | Rural pedestrian lanes

### TRAFFIC CONTROL DEVICES

Signage | Bicycle and pedestrian activated signals | Flexible bollards | Pavement markings

### IN-KIND REPLACEMENTS

Curb replacements | Roadway & bituminous replacements | Basic turf | Other replacements due to required removals

\* New for the 2023 infrastructure solicitation

# 2022 AT Infrastructure Solicitation Summary, Funding

## FUNDING INFORMATION

1 No local match required

2 Grants paid as reimbursement

3

### FUNDING USES

A Fund standalone project

B Local match for federal grant

4

### GRANT REQUEST VALUES

A \$50,000 minimum

B \$500,000 maximum

5 Applicants may submit multiple applications

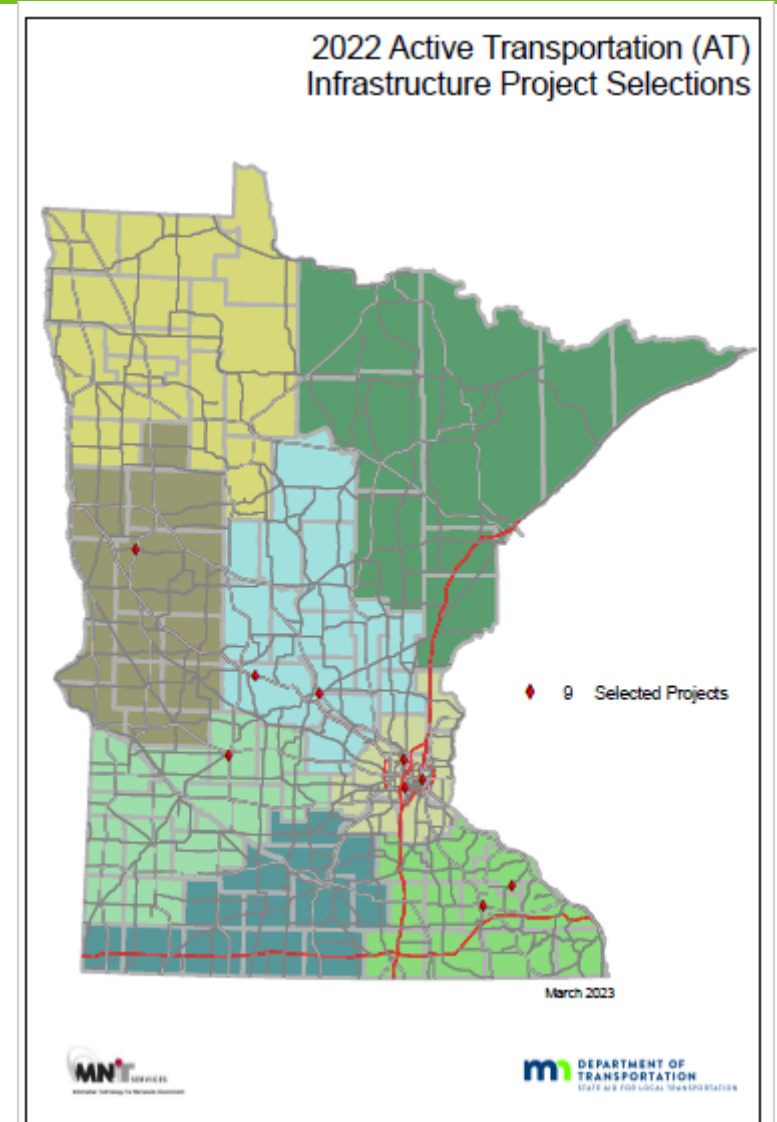
# 2022 AT Infrastructure Solicitation Summary, Funding Pools

Five funding pools statewide, with applications evaluated and scored from each pool

- Large Cities/Major MN Cities (Minneapolis, Saint Paul, Rochester, & Duluth)
- Metro District Communities (excluding Minneapolis & Saint Paul)
- Greater MN State Aid Cities (excluding Duluth & Rochester)
- Greater MN Small Cities & Townships
- Federally Recognized Tribes

# 2022 AT Infrastructure Solicitation Summary, Applications

- 81 applications received statewide from:
  - 5 Large Cities/Major MN Cities
  - 27 Metro District Communities
  - 19 Greater MN State Aid Cities
  - 30 Greater MN Small Cities and Townships
  - 0 Federally Recognized Tribes
- Over \$29M in grant requests, with only \$3.5M available
  - 9 projects selected, total of \$3,487,000



# 2023 Transportation Earmarks

## 59 Total Projects to MnDOT/Local Agencies - \$473.963M

- Trunk Highway/General Funds – directly to MnDOT
  - \$46.85M for 9 projects
- General Obligation (GO) Bonds – to Local Agencies
  - \$67.26M for 10 projects
- General Funds – to Local Agencies
  - \$214.903M for 36 projects
- TH Bonds – to Local Agencies
  - \$144.95M for 4 projects



# 2023 Upcoming Program Grant Solicitations

- Timing for upcoming grant solicitations
  - Targeting fall 2023 for solicitation releases
  - Consideration for staggering solicitations slightly for LRIP, SRTS/AT Infrastructure, and HSIP (Highway Safety Improvement Program)
  - Questions for you:
    - Are there other factors to keep in mind as we strive to best address this?
    - Will this just be a one-time issue? What do we anticipate future years to look like?
    - Can we solicit for two-years' worth of funding, so we don't have a solicitation next year?
  - Other options/ideas?
- Planned solicitation education and outreach, late summer/early fall
  - Program webpages for upcoming solicitation information
  - Webinars
  - Emails



# County Sponsorship

- Township, small city, and non-profit applicants require a county to sponsor their application and project. The sponsor's tasks could include, but are not limited to:
  - Be the fiscal agent on behalf of the community and have funds flow from MnDOT to the county to the contractor
  - Request SAP/SP number for the project
  - Ensure the project meets milestones and dates
  - Assist local agency in execution of a grant agreement
  - Develop, review and/or approve the plan
  - Submit plan, engineers estimate, and proposal to the DSAE
  - Advertise, let, and award the project
  - Submit pay requests to State Aid
  - Communicate progress and updates with the DSAEs and State Aid Programs Engineer
  - Ensure that the project receives adequate supervision and inspection
  - Assist with project close out
- State Aid can approve an alternate arrangement

# DSAE/DSAA Involvement and Project Development

- During the solicitation process, DSAE's are a good resource, as is SALT
- [State fund grantee user guide \(PDF\)](#)
- After project selection, grantees work with DSAE (as our normal process) with plan development and plan approval
- DSAE/DSAA will request funding letter from SALT
- DSAE continues to serves an active role for construction, inspection, pay requests, closeout, etc.

# Key Takeaways – State Funded Programs

1. More information to come fall 2023 for all grant solicitations
  - a) Look for solicitation updates on program webpages/emails
  - b) Webinars will be scheduled to learn about upcoming grant solicitations
2. Reminder to include SAP/SP # and program grant name in all email correspondence
3. County sponsorship
  - a) Township & small city applicants need county sponsor
  - b) County acts as fiscal agency, state dollars flow through the county
4. No local match required
  - a) 100% of eligible construction costs are reimbursable
  - b) Contractors incur costs, county submits pay request to state aid to be reimbursed with grant funds



# Thank you!

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