Local Bridge Replacement Program – State Transportation Funds

Program Overview

There are 15,732 bridge structures (10 feet or greater) on the local system. Of this number, 10,082 bridges are on the city and county system, and 735 of these are eligible for replacement based on condition ratings. The Local Bridge Replacement Program (LBRP) provides local agencies transportation funding for the reconstruction, rehabilitation and/or removal of bridges or structures on their local road system. The program was created in 1976 under Minnesota Statutes 174.50[1] and is financed by the passage of legislation allocating general obligation state bond and general funds. Since 2018, it also has been funded from the proceeds of the motor vehicle lease sales tax per Statute 297A.815, Subd. 3(3)(b)(3)[2]. The program is administered by the MnDOT State Aid for Local Transportation Division.

Guidance, Eligibility, and Criteria

Guidance

Minnesota Statute 174.50, Minnesota Rules Chapter 8810[3] and specific session laws govern what is an eligible use of the State Transportation Funds and criteria for selection of priority bridge projects. The program administrator maintains a Master Bridge Replacement Priority List, which is a compilation of all eligible local bridge projects identified by local bridge owners as priority for replacement, rehabilitation, or removal.

Local agencies add bridge projects to the Master Bridge Priority List by identifying and prioritizing eligible bridge projects on their local road system, passing a county board or city council resolution, and submitting to the program administrator.

Eligibility

State Transportation funds are approved for costs associated with replacement, rehabilitation, or removal of the bridge structure. Other project related costs such as the engineering, roadway approach work, bridge removal (when part of a replacement project), and erosion control generally are not eligible. See Bridge Funding Eligibility document[4] for more details on funding, condition, and procedural eligibility.

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[1] https://www.revisor.mn.gov/statutes/cite/174.50
[2] https://www.revisor.mn.gov/statutes/cite/297A.815#stat.297A.815.3
[3] https://www.revisor.mn.gov/rules/8810/
[4] https://edocs-public.dot.state.mn.us/edocs_public/DMResultSet/download?docId=19761263

Criteria

Projects are prioritized and selected with consideration based on the following criteria:

- Effectiveness of the project in eliminating a deficiency in the transportation system
- Number of persons affected by the deficiency
- Economic feasibility
- Effect on optimum land use and other concerns of state and regional planning
- Availability of other financing capability
- Adequacy of provision for proper operation and maintenance after construction

Funding Summary

Funds available for the program vary with each legislative appropriation. Funds shown in the table under general LBRP do not include engineering costs.

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	48	$10.2	15	-	-
2022	$0.0	0	$8.9	30	-	-
2023*	$85.0	119	$7.4	13	$39.25	6

* LBRP account(s) still open so number of non-earmark projects funded is subject to change.
+ 2017 amendment to 297A.815 dedicated 13 percent of MVLST to local bridges

Matching Funds

Appropriations for the competitive LBRP from 2021, 2022 and 2023 total $99.1 million. The state LBRP funding is expected to result in $172 million in federal, local and other matching funds.

For More Information

See LBRP program webpage[5] or contact Jerilyn Swenson, State Aid Bridge Programs Engineer at jerilyn.swenson@state.mn.us or 612-409-3158.

Revised: 06/2024

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[5] http://www.dot.state.mn.us/stateaid/local-bridge-replacement-program.html