

## Local Bridge Replacement Program

Legislative History (policy changes shaded gray)

| Year | Minnesota Legislative language  | Appropriation  |
|------|---|----------------|
| 1976 | <a href="#">Chapter 339, Sec. 1</a><br>Summary of legislation: established Statute 174.50 Minnesota State Transportation System; Fund.  | Not applicable |
| 1977 | <a href="#">Chapter 454, Sec. 26</a><br>Summary of legislation: deleted requirement that designs of bridges under the trunk highway system with estimated cost less than \$200k be performed in-house by the transportation department.   | Not applicable |
| 1979 | <a href="#">Chapter 280, Sec. 3</a><br>Summary of legislation: added subdivision 6a to allow commissioner to make a grant not to exceed \$300k for predesign of a river crossing.   | Not applicable |
| 1981 | <a href="#">Chapter 338, Sec. 1</a><br>Summary of legislation: added subdivision 1a noting that additional need of the state transportation system is the acquisition and betterment of rail lines and ROW for preservation in the state rail bank.   | Not applicable |
| 1981 | <a href="#">Chapter 361, Sec. 16</a><br>Summary of legislation: technical amendments to subdivision 1, including referencing Constitution, Article XI, section 5, clause 5 and Article XIV.   | Not applicable |
| 1984 | <a href="#">Chapter 412, Sec. 1</a><br>Summary of legislation: subdivision 7 amended to make eligible any bridge or replacement bridge required to be more than 10 feet in length due to hydrological study.  | Not applicable |
| 1999 | <a href="#">Chapter 230, Sec. 18</a><br>Summary of legislation: amended subdivision 5 to eliminate the need to certify disbursement of funds to Commissioner of Finance. Internal certification is still required.  | Not applicable |
| 2002 | <a href="#">Chapter 393, Sec. 18</a><br>Subd. 2. Local Bridge Replacement and Rehabilitation<br>This appropriation is from the bond proceeds account in the state transportation fund as provided in Minnesota Statutes, section 174.50, to match federal money and to replace or rehabilitate local deficient bridges. Political subdivisions may use grants made under this section to construct or reconstruct bridges, including:<br>(1) matching federal-aid grants to construct or reconstruct key bridges;<br>(2) paying the costs of preliminary engineering and environmental studies authorized under Minnesota Statutes, section 174.50, subdivision 6a;<br>(3) paying the costs to abandon an existing bridge that is deficient and in need of replacement, but where no replacement will be made; and<br>(4) paying the costs to construct a road or street to facilitate the abandonment of an existing bridge determined by the commissioner to be deficient, if the commissioner determines that construction of the road or street is more cost efficient than the replacement of the existing bridge. | \$45M          |

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| 2003 | <a href="#">Chapter 112, Article 2, Sec. 50</a><br>Summary of legislation: technical amendment deleting “state treasurer” from subdivision 3   | Not applicable |
| 2003 | <a href="#">1st Special Session, Chapter 20, Sec. 4</a><br>[local bridges]<br>To the commissioner of transportation for the purposes specified in this section. This appropriation is from the bond proceeds account in the state transportation fund.<br>\$1,000,000 is from grants to local governments for capital costs related to the rehabilitation, replacement, or reconstruction of roads or bridges damaged or destroyed by flooding or that provide future protection from flood damages in the area included in DR-1419. A grantee must submit to the commissioner of transportation final plans for each project before grant money may be released. The commissioner shall determine project priorities and plans and require changes to ensure the most prudent use of state resources.<br>\$400,000 is for a grant to the county of Polk to repair a structure north of Climax on marked state highway 220 damaged by flooding.  | \$1.4M         |
| 2005 | <a href="#">1st Special Session, Chapter 6, Article 3, Sec. 79</a><br>Summary of legislation: adds subdivision 6b regarding ability to make grants of under \$200k for design of bridges to cities with population of 5,000 or less and with a tax capacity of \$200k or less. No local match is required. No more than \$200k worth of grants under this subdivision.   | Not applicable |
| 2005 | <a href="#">Chapter 20, Article 1, Sec. 18</a><br>Subd. 2. Local Bridge Replacement and Rehabilitation<br>This appropriation is from the bond proceeds account in the state transportation fund as provided in Minnesota Statutes, section 174.50, to match federal money and to replace or rehabilitate local deficient bridges. Political subdivisions may use grants made under this section to construct or reconstruct bridges, including: <ol style="list-style-type: none"> <li>(1) matching federal-aid grants to construct or reconstruct key bridges;</li> <li>(2) paying the costs of preliminary engineering and environmental studies authorized under Minnesota Statutes, section 174.50, subdivision 6a;</li> <li>(3) paying the costs to abandon an existing bridge that is deficient and in need of replacement, but where no replacement will be made; and</li> <li>(4) paying the costs to construct a road or street to facilitate the abandonment of an existing bridge determined by the commissioner to be deficient, if the commissioner determines that construction of the road or street is more cost efficient than the replacement of the existing bridge.</li> </ol> | \$40M          |

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| 2006 | <p data-bbox="197 277 443 306"><a href="#">Chapter 258, Sec. 16</a></p> <p data-bbox="197 315 1100 344">Subd. 2. Local bridge replacement and rehabilitation 55,000,000</p> <p data-bbox="197 352 1713 417">This appropriation is from the bond proceeds account in the state transportation fund as provided in Minnesota Statutes, section 174.50, to match federal money and to replace or rehabilitate local deficient bridges.</p> <p data-bbox="197 457 1541 487">Political subdivisions may use grants made under this section to construct or reconstruct bridges, including:</p> <ul data-bbox="197 495 1724 771" style="list-style-type: none"><li data-bbox="197 495 1087 524">(1) matching federal-aid grants to construct or reconstruct key bridges;</li><li data-bbox="197 532 1698 597">(2) paying the costs of preliminary engineering and environmental studies authorized under Minnesota Statutes, section 174.50, subdivision 6a;</li><li data-bbox="197 605 1724 670">(3) paying the costs to abandon an existing bridge that is deficient and in need of replacement, but where no replacement will be made; and</li><li data-bbox="197 678 1724 771">(4) paying the costs to construct a road or street to facilitate the abandonment of an existing bridge determined by the commissioner to be deficient, if the commissioner determines that construction of the road or street is more cost efficient than the replacement of the existing bridge.</li></ul> <p data-bbox="197 812 1724 878">\$2,500,000 is for a grant to Hennepin County to design replacement of the Lowry Avenue bridge carrying County State-Aid Highway 153 across the Mississippi River in Minneapolis.</p> | \$52.5M regular<br>\$2.5M earmark |
| 2008 | <p data-bbox="197 886 537 915"><a href="#">Chapter 152, Article 2, Sec. 3</a></p> <p data-bbox="197 924 856 953">Subd. 8 Local Bridge Replacement and Rehabilitation</p> <p data-bbox="197 961 1713 1026">This appropriation is from the bond proceeds account in the state transportation fund as provided in Minnesota Statutes, section 174.50, to match federal money and to replace or rehabilitate local deficient bridges.</p> <p data-bbox="197 1066 1541 1096">Political subdivisions may use grants made under this section to construct or reconstruct bridges, including:</p> <ul data-bbox="197 1104 1724 1382" style="list-style-type: none"><li data-bbox="197 1104 1087 1133">(1) matching federal aid grants to construct or reconstruct key bridges;</li><li data-bbox="197 1141 1698 1206">(2) paying the costs of preliminary engineering and environmental studies authorized under Minnesota Statutes, section 174.50, subdivision 6a;</li><li data-bbox="197 1214 1724 1279">(3) paying the costs to abandon an existing bridge that is deficient and in need of replacement, but where no replacement will be made; and</li><li data-bbox="197 1287 1724 1382">(4) paying the costs to construct a road or street to facilitate the abandonment of an existing bridge determined by the commissioner to be deficient, if the commissioner determines that construction of the road or street is more cost efficient than the replacement of the existing bridge.</li></ul>   | \$50M                             |

**\*\*This bill was vetoed, but was overridden and thus enacted.**

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| 2009 | <a href="#">Chapter 36, Article 3, Sec. 15</a><br>Summary of legislation: adds subdivision 6c about ability to make grants for replacement or rehabilitation of fracture critical bridges. Projects receiving grants must eliminate fracture critical nature of existing bridge.   | Not applicable |
| 2009 | <a href="#">Chapter 101, Article 2, Sec. 109</a><br>Summary of legislation: technical amendment changing references to Commissioner of Finance or Department of Finance to Commissioner of Management and Budget or Department of Management and Budget.   | Not applicable |
| 2010 | <a href="#">Chapter 189, Sec. 40,41</a><br>Summary of legislation: (1) technical changes to subd. 6 regarding adoption of rules that establish criteria for determining priorities, and (2) amendment to subd. 7 regarding rules, including requirement to establish minimum distance between any structure such that only one structure would be considered an eligible bridge. | Not applicable |

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|------|--|------------------------------------|
| 2010 | <p data-bbox="197 277 443 306"><a href="#">Chapter 189, Sec. 15</a></p> <p data-bbox="197 315 831 344">Subd. 2. Local Bridge Replacement and Rehabilitation</p> <p data-bbox="197 352 1738 488">This appropriation is from the bond proceeds account in the state transportation fund to match federal money and to replace or rehabilitate local deficient bridges as provided in Minnesota Statutes, section 174.50. To the extent practicable, the commissioner shall expend the funds as provided under Minnesota Statutes, section 174.50, subdivisions 6c and 7, paragraph (c). Political subdivisions may use grants made under this subdivision to construct or reconstruct bridges, including but not limited to:</p> <ol data-bbox="197 496 1738 773" style="list-style-type: none"><li data-bbox="197 496 1037 526">(1) matching federal aid grants to construct or reconstruct key bridges;</li><li data-bbox="197 534 1738 592">(2) paying the costs of preliminary engineering and environmental studies authorized under Minnesota Statutes, section 174.50, subdivision 6a;</li><li data-bbox="197 600 1738 659">(3) paying the costs to abandon an existing bridge that is deficient and in need of replacement, but where no replacement will be made; and</li><li data-bbox="197 667 1738 773">(4) paying the costs to construct a road or street to facilitate the abandonment of an existing bridge determined by the commissioner to be deficient, if the commissioner determines that construction of the road or street is more economical than replacement of the existing bridge.</li></ol> <p data-bbox="197 813 1220 842">\$1,800,000 is for a grant to the city of Fergus Falls to renovate the Tower Road bridge.</p> <p data-bbox="197 883 1738 1019">Up to \$10,000,000 is for a grant to Hennepin County for phase 2 of the project for the removal of the existing Canadian Pacific Railway bridge and crib wall structure supporting the roadway, construction of a retaining wall structure to support Lowry Avenue, and construction of an extension of phase 1, the construction and replacement of the Lowry Avenue Bridge carrying County State-Aid Highway 153 across the Mississippi River in Minneapolis.</p> <p data-bbox="197 1060 1703 1089">\$7,000,000 is for a grant to the city of Minneapolis to construct a bridge for St. Anthony Parkway over the Northtown Rail Yard.</p> <p data-bbox="197 1130 1650 1196">[State Aid commentary: This section also included a requirement to establish grant administration methods for 174.50 and 174.52 by November 1, 2010.]</p> | \$47.2M regular<br>\$18.8M earmark |

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| 2011 | <p data-bbox="197 280 663 310"><a href="#">1st Special Session, Chapter 12, Sec. 13</a></p> <p data-bbox="197 318 831 347">Subd. 2. Local Bridge Replacement and Rehabilitation</p> <p data-bbox="197 355 1734 488">From the bond proceeds account in the state transportation fund to match federal money and replace or rehabilitate local deficient bridges as provided in Minnesota Statutes, section 174.50. To the extent practicable, the commissioner shall expend the funds as provided under Minnesota Statutes, section 174.50, subdivisions 6c and 7, paragraph (c). Political subdivisions may use grants made under this subdivision to construct or reconstruct bridges, including but not limited to:</p> <p data-bbox="197 529 1734 808">(1) matching federal aid grants to construct or reconstruct key bridges;<br/>(2) paying the costs of preliminary engineering and environmental studies authorized under Minnesota Statutes, section 174.50, subdivision 6a;<br/>(3) paying the costs to abandon an existing bridge that is deficient and in need of replacement, but where no replacement will be made; and<br/>(4) paying the costs to construct a road or street to facilitate the abandonment of an existing bridge determined by the commissioner to be deficient, if the commissioner determines that construction of the road or street is more economical than replacement of the existing bridge.</p>            | \$33M          |
| 2012 | <p data-bbox="197 816 443 846"><a href="#">Chapter 293, Sec. 16</a></p> <p data-bbox="197 854 831 883">Subd. 2. Local Bridge Replacement and Rehabilitation</p> <p data-bbox="197 891 1734 992">This appropriation is from the bond proceeds account in the state transportation fund to match federal money and to replace or rehabilitate local deficient bridges as provided in Minnesota Statutes, section 174.50. To the extent practicable, the commissioner shall expend the funds as provided under Minnesota Statutes, section 174.50, subdivisions 6c and 7, paragraph (c).</p> <p data-bbox="197 1032 1734 1344">Political subdivisions may use grants made under this subdivision to construct or reconstruct bridges, including but not limited to:<br/>(1) matching federal aid grants to construct or reconstruct key bridges;<br/>(2) paying the costs of preliminary engineering and environmental studies authorized under Minnesota Statutes, section 174.50, subdivision 6a;<br/>(3) paying the costs to abandon an existing bridge that is deficient and in need of replacement, but where no replacement will be made; and<br/>(4) paying the costs to construct a road or street to facilitate the abandonment of an existing bridge determined by the commissioner to be deficient, if the commissioner determines that construction of the road or street is more economical than replacement of the existing bridge.</p> | \$30M          |
| 2014 | <p data-bbox="197 1352 558 1382"><a href="#">Chapter 227, Article 1, Sec. 16</a></p> <p data-bbox="197 1390 1734 1450">Summary of legislation: (1) amended subd. 6b to remove small city max tax capacity of \$200k. Also allows grants to cover design and engineering, and construction (previously only referenced design and engineering), and (2) repealed subd. 6a</p>   | Not applicable |

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| 2014 | <a href="#">Chapter 295, Sec. 15</a><br>Summary of legislation: amended subd. 7 to add section (d) to state that local agencies can use grants to construct or reconstruct bridges to match federal funds, abandon bridge with no replacement, and road in lieu.  | Not applicable                     |
| 2014 | <a href="#">Chapter 294, Article 1, Sec. 16 (bonds)</a><br>Subd. 2. Local Bridge Replacement and Rehabilitation<br>(a) This appropriation is from the bond proceeds account in the state transportation fund to match federal money and to replace or rehabilitate local deficient bridges as provided in Minnesota Statutes, section 174.50.<br>(b) \$11,750,000 of this appropriation is for a grant to Hennepin County to restore and recondition the Franklin Avenue Bridge. This appropriation is not available until the commissioner of management and budget determines that at least \$16,500,000 is committed to the project from nonstate sources.   | \$507k regular<br>\$11.75M earmark |
| 2014 | <a href="#">Chapter 295, Sec. 7 (general fund)</a><br>Subd. 2. Local Bridge Replacement and Rehabilitation<br>To match federal money and to replace or rehabilitate local deficient bridges as provided in Minnesota Statutes, section 174.50. To the extent practicable, the commissioner shall expend the funds as provided under Minnesota Statutes, section 174.50.   | \$20.743M                          |
| 2015 | <a href="#">1<sup>st</sup> Special Session, Chapter 5, Article 1, Sec. 10</a><br>Subd. 2. Local Bridge Replacement and Rehabilitation<br>From the bond proceeds account in the state transportation fund to match federal money and to replace or rehabilitate local deficient bridges as provided in Minnesota Statutes, section 174.50.   | \$7.41M                            |
| 2017 | <a href="#">1<sup>st</sup> Special Session, Chapter 3, Article 3, Sec. 96-100</a><br>Summary of legislation: <ol style="list-style-type: none"> <li>Subd. 5 amended to remove requirement that project be reviewed as provided in subd. 4</li> <li>Subd. 6b amended to remove requirement that small city grants be subject to subds. 5, 6, and 7</li> <li>Subd. 6c amended to remove requirement that fracture critical bridges are subject to subds. 5 and 6</li> <li>Added subd. 6d Major local bridges. Allows MnDOT to award grants of \$7,000,000 or more.</li> <li>Subd. 7 amended to (1) require grants under this subd. are subject to subds. 5 and 6, (2) except as provide in the new subd. 6d, prohibit MnDOT from issuing grants to projects with total project cost greater than \$7,000,000, and (3) allows for award to projects with total project cost greater than \$7,000,000 if every other project on the master priority list with total project cost under \$7,000,000 has been fully funded.</li> <li>297A.815 was modified to provide 13% of the motor vehicle lease sales tax proceeds to projects under 174.50</li> </ol> | Not applicable                     |
| 2017 | <a href="#">1<sup>st</sup> Special Session, Chapter 8, Article 2, Sec. 8-12</a><br>Summary of legislation: this is a word for word repeat of those items included in 2017 1 <sup>st</sup> Special Session Chapter 3, Article 3, Sections 96-100   | Not applicable                     |

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| <b>2017</b> | <p data-bbox="197 277 751 306"><a href="#">1<sup>st</sup> Special Session, Chapter 8, Article 1, Sec. 15</a></p> <p data-bbox="197 315 831 344">Subd. 2. Local Bridge Replacement and Rehabilitation</p> <p data-bbox="197 352 1680 417">From the bond proceeds account in the state transportation fund to match federal money and to replace or rehabilitate local deficient bridges as provided in Minnesota Statutes, section 174.50.</p> <p data-bbox="197 457 1713 594">           \$31,875,000 of this appropriation is for a grant under Minnesota Statutes, section 174.50, subdivision 6d, to the city of Minneapolis to repair and rehabilitate the bridge over the Mississippi River that is aligned on the east side of the river with 10th Avenue, also designated Route 328, on the municipal state-aid system, notwithstanding any law or rule to the contrary. This appropriation does not require a local match.         </p> <p data-bbox="197 634 1696 699">           \$800,000 of this appropriation is for a grant to the city of Isle for demolition and construction necessary to replace the Malone Island Bridge, including the replacement of accompanying water and sewer lines.         </p> <p data-bbox="197 740 1152 769">Subd. 11. Grand Rapids - Pedestrian Bridge <span style="float: right;">750,000</span></p> <p data-bbox="197 777 1724 911">For a grant to the city of Grand Rapids to design the construction of a bridge over the Mississippi River for pedestrian and bicycle use to provide a safe alternative route to the existing marked Trunk Highway 169 vehicle bridge, and to serve as a connection to existing trail systems on each side of the river. This appropriation is not available until the commissioner determines that at least an equal amount has been committed to the project from nonstate sources.</p> | <p data-bbox="1776 277 1980 306">\$16.537 regular</p> <p data-bbox="1776 315 1980 342">\$33.425 earmark</p> |
| <b>2018</b> | <p data-bbox="197 919 554 948"><a href="#">Chapter 214, Article 1, Sec. 16</a></p> <p data-bbox="197 956 831 985">Subd. 3. Local Bridge Replacement and Rehabilitation</p> <p data-bbox="197 993 1680 1058">From the bond proceeds account in the state transportation fund to match federal money and to replace or rehabilitate local deficient bridges as provided in Minnesota Statutes, section 174.50.</p>  | \$5M  |



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| <b>2020</b> | <p data-bbox="197 277 756 306"><a href="#">5<sup>th</sup> Special Session, Chapter 3, Article 1, Sec. 16</a></p> <p data-bbox="197 315 1287 344">Subd. 18. Local Bridge Replacement and Rehabilitation 30,000,000</p> <p data-bbox="197 352 1717 417">(a) From the bond proceeds account in the state transportation fund to match federal money and to replace or rehabilitate local deficient bridges as provided in Minnesota Statutes, section 174.50.</p> <p data-bbox="197 425 1667 454">(b) The commissioner must not award more than \$7,000,000 for a single project with funds appropriated in this subdivision.</p> <p data-bbox="197 495 1287 524">Subd. 19. St. Paul; Third Street/Kellogg Boulevard Bridge 52,000,000</p> <p data-bbox="197 532 1732 737">From the bond proceeds account in the state transportation fund as provided in Minnesota Statutes, section 174.50, for a grant to the city of St. Paul to demolish and remove the existing Third Street/Kellogg Boulevard bridge over the BNSF railroad, Commercial Street, and marked Interstate Highway 94, and for acquisition of right-of-way, design, construction engineering, and construction of a replacement bridge that includes multimodal elements for bicycles, pedestrians, vehicles, and mass transit. This appropriation also may be used for any roadway approach reconstruction work identified within the project limits, including right-of-way acquisition, design, and construction engineering.</p> <p data-bbox="197 777 1178 807">Subd. 29. Rogers; Pedestrian and Bike Bridge 2,200,000</p> <p data-bbox="197 815 1717 915">For a grant to the city of Rogers to acquire property for and to design and construct a pedestrian and bicycle bridge over marked Interstate Highway 94 approximately one mile northwest of the interchange at marked Trunk Highway 101. This appropriation includes money for construction of a bituminous trail to connect to the existing trail system.</p> <p data-bbox="197 956 1461 985">Subd. 30. Shakopee; Highway 169 Pedestrian and Bicycle Overpass 2,000,000</p> <p data-bbox="197 993 1692 1092">For a grant to the city of Shakopee to acquire land or interests in land, predesign, design, engineer, and construct a pedestrian and bicycle overpass over marked Trunk Highway 169, and establish new trail segments, to connect the Southbridge neighborhood and Quarry Lake Park.</p> | \$30M regular<br>\$56.2M earmark |