



## 1) What is the ERBRF Program?

Recognizing the significance transportation infrastructure has on the State's economy and its importance to the citizens for mobility, the Mississippi Legislature established the Emergency Road and Bridge Repair Fund (ERBRF) through the Infrastructure Modernization Act of 2018 (the "Act"), Section 8, House Bill 1 from the 2018 Extraordinary Session to revitalize public roads and bridges across the state. In addition to establishing the ERBRF, the Legislature also provided the necessary authority to initially fund the program up to \$250 million.

## 2) What criteria will be used to select projects?

Through collaboration and input from the ERBRF Advisory Board and local governments, the following key criteria have been incorporated into the project selection process:

- Safety
- Emergency Vehicle Access
- Condition of Bridges
- Detour Length
- Economic Impacts
- Project Readiness
- Traffic Volume
- Truck Volume
- Facility Type
- Regional Significance
- Innovative Financing or Design
- Access to Schools

## 3) How are applications submitted?

MDOT has established a website that will provide any updates to the ERBRF Program. When a call for projects is open, an online application will be made available through this website. You may access the ERBRF website from [www.GoMDOT.com](http://www.GoMDOT.com).

## 4) Who may submit applications?

Any entity that owns a public road or bridge may submit an application for funding.



## 5) What types of projects may be submitted?

Projects eligible for the ERBRF Program must meet the goals of the program. These goals are:

Goal 1 – Fund projects that meet an existing SAFETY concern to the traveling public.

Goal 2 – Fund projects that restore COMMERCE and the ECONOMIC VITALITY of the community, region, state, or nation.

Goal 3 – Fund projects that address existing issues of impeding MOBILITY AND ACCESSIBILITY on public roadways.

Goal 4 – Fund projects that can be designed and constructed to MEET THE INTENT OF HB 1.

Examples of these type projects could include bridge replacement or rehabilitation, geometric improvements, safety improvements, pavement rehabilitation, operational improvements, or upgrading low-weight roads to legal truck weight limits.

## 6) Is a project for a new road or alignment eligible?

No. In accordance with the legislation, “Money in the fund shall be utilized...to provide funding for emergency repairs to roads, streets and highways in this state and emergency bridge repairs [including replacement] on public roads, streets and highways in this state.”

## 7) Should multiple bridges be included in a single application?

Multiple bridges along the same route in need of replacement or rehabilitation may be included in a single application. All bridge replacements within a single jurisdiction should not be in a single application if they are not on a contiguous route (between major commerce routes or economic generators).

## 8) Can structures that are not on the National Bridge Inventory (NBI) be submitted for replacement or rehabilitation?

Yes. Non-NBI structures, boxes and bridges less than 20ft. that are not on the National Bridge Inventory, can be submitted in the same manner as a NBI bridge. In Section 5 of the application, input all of the requested information with the exception of the Structure Number, which is only applicable to bridges on the NBI. Additionally, the applicant should submit a NBI level inspection for all non-NBI structures with the application.

## 9) Are reimbursements for prior expenditures on a project allowable?

No. There will be no reimbursement for expenditures occurring prior to the grant award date.



## 10) When will applicants find out if their project has been selected?

Upon the closing of project solicitation, MDOT will act expeditiously to evaluate applications. With that being said, the number of applications received and complexity of evaluating projects of differing scopes will dictate the time required to select projects. It is expected that the evaluation and selection process will take approximately four to six weeks.

## 11) How long does a local agency have to complete the project?

For the initial round of funding, recipient must make every effort to expend all funds within 36 months of award. Should deviation from this schedule arise, the recipient must notify MDOT in writing, with a copy of any required approvals (i.e., board, commission), of the specific details of delay and request an extension.

## 12) Are there restrictions on the amount of funds that may be awarded to a project?

No. Projects will be evaluated and ranked based on criteria established through the collaborative process and input received from the ERBRF Advisory Board and local governments.

## 13) What are the roles of the Mississippi Transportation Commission (MTC) and MDOT in the ERBRF program?

The MTC has the following responsibilities:

- By resolution, declare the necessity for the issuance of any part or all of the revenue bonds
- Unanimously approve the use of funds for emergency repairs to public roads, streets and highways and emergency bridge repairs or replacements on public roads, streets and highways
- Authorize the Executive Director of MDOT, as required under current statute, to take required action to implement and administer the ERBRF program including the development of rules and regulations

MDOT has the following responsibilities:

- Implement and administer the ERBRF program
- Establish the rules, regulations, and guidance required to implement the ERBRF program
- Develop a process by which state and local projects are evaluated and funded



## 14) How will MDOT ensure appropriate program oversight and funds are being utilized in compliance with the legislation establishing the ERBRF?

By way of a competitive application process, MDOT will review and recommend awards for emergency repairs of public roads and bridges. Current application guidelines can be found at [www.gomdot.com](http://www.gomdot.com). All projects meeting the application guidelines will be evaluated and selections will be submitted to the Mississippi Transportation Commission for approval by unanimous vote as recorded in its minutes. Terms and conditions for completing the project will be set forth in a Memorandum of Agreement (MOA) between the Mississippi Transportation Commission and the recipient of the award. MDOT will utilize an existing program oversight model and MOA established by the Mississippi Department of Finance and Administration for implementing transportation related projects under their purview. This MOA will establish project oversight requirements and must be fully executed prior to the transfer of funds. For more information, review the ERBRF Program MOA Information on the ERBRF website.

## 15) Section 1 requires a board order to proceed to the next section but our board does not meet during the solicitation period. Will we still be able to submit an application?

The applicant may submit a letter signed by their Chief Official (e.g. Mayor, President of the Board of Supervisors, etc.) in place of the board order acknowledging submission of the project. Sufficient details must be included in the letter to identify the improvements addressed in the application. A board order must be received by January 11, 2019 for the application to be considered and should be emailed to [planning@mdot.ms.gov](mailto:planning@mdot.ms.gov) if not attached to the original application.

## 16) What is the expectation of the NBI level inspection for non-NBI structures, as referenced in Question 8?

The NBI level inspection should fully document the condition of the structure with notes and pictures. Along with the notes and pictures, at a minimum, the report should include evaluating the following NBI Items (as applicable):

- 58 - Deck Condition Rating
- 59 - Superstructure Condition Rating
- 60 - Substructure Condition Rating
- 61 - Channel/Channel Protection Rating
- 62 - Culvert Condition Rating

The following NBI Items should also be documented in the report:

- 41 - Open/Posted/Closed
- 49 - Structure Length



## 17) What level of coordination with federal and/or state resource agencies will be required to be followed to meet the requirements of the ERBRF Program?

Unlike the MDOT LPA Program, MDOT has no responsibility of oversight for helping the Local Public Agency make sure the proper federal and/or state resource agencies have been notified based off of the scope of the project. Coordination with resource agencies will be 100% the responsibility of the Project Engineer responsible for the preliminary engineering and construction of the project. Some **examples** of resource agency coordination are as follows:

- The project is in a floodplain and requires coordination with the Floodplain Administrator.
- The project requires a permit from the US Corps. of Engineers.
- The project requires a US Coast Guard permit, etc.
- The project affects a historic bridge.