2014
COUNTY SCREENING BOARD DATA

Mower County

Roosevelt Bridge
2012-2014 Rehabilitation Project
Austin, MN

June 2014

The State Aid Program Mission Study

Mission Statement:

The purpose of the state-aid program is to provide resources, from the Highway Users Tax Distribution Fund, to assist local governments with the construction and maintenance of community-interest highways and streets on the state-aid system.

Program Goals:

The goals of the state-aid program are to provide users of secondary highways and streets with:

- Safe highways and streets;
- Adequate mobility and structural capacity on highways and streets; and
- An integrated transportation network.

Key Program Concepts:

Highways and streets of community interest are those highways and streets that function as an integrated network and provide more than only local access. Secondary highways and streets are those routes of community interest that are not on the Trunk Highway system.

A community interest highway or street may be selected for the state-aid system if it:

A. Is projected to carry a relatively heavier traffic volume or is functionally classified as collector or arterial

B. Connects towns, communities, shipping points, and markets within a county or in adjacent counties; provides access to rural churches, schools, community meeting halls, industrial areas, state institutions, and recreational areas; serves as a principal rural mail route and school bus route; or connects the points of major traffic interest, parks, parkways, or recreational areas within an urban municipality.

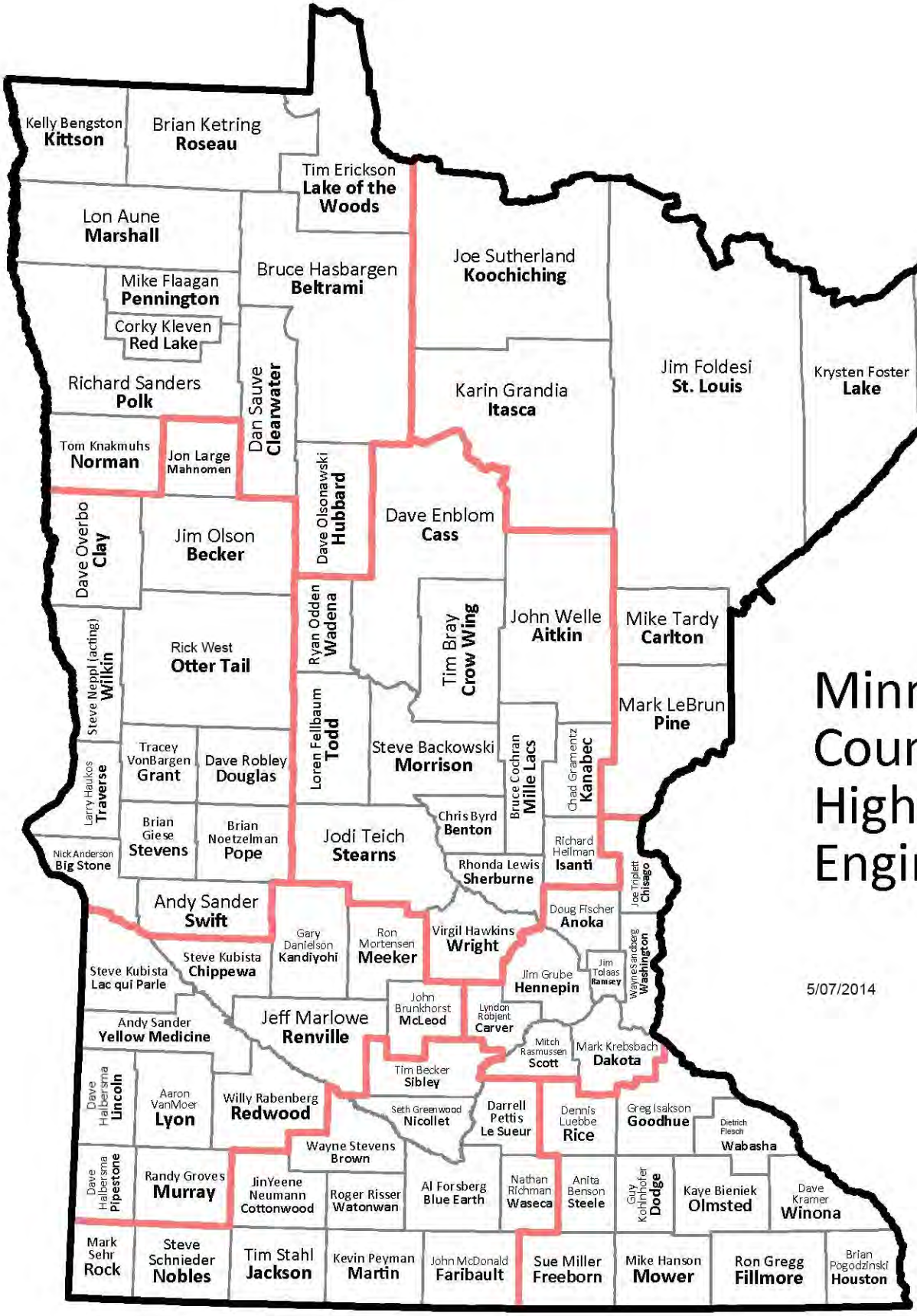
C. Provides an integrated and coordinated highway and street system affording, within practical limits, a state-aid highway network consistent with projected traffic demands.

The function of a road may change over time requiring periodic revisions to the state-aid highway and street network.

State-aid funds are the funds collected by the state according to the constitution and law, distributed from the Highway Users Tax Distribution Fund, apportioned among the counties and cities, and used by the counties and cities for aid in the construction, improvement and maintenance of county state-aid highways and municipal state-aid streets.

The *Needs* component of the distribution formula estimates the relative cost to build county highways or build and maintain city streets designated as state-aid routes.

Minnesota County Highway Engineers



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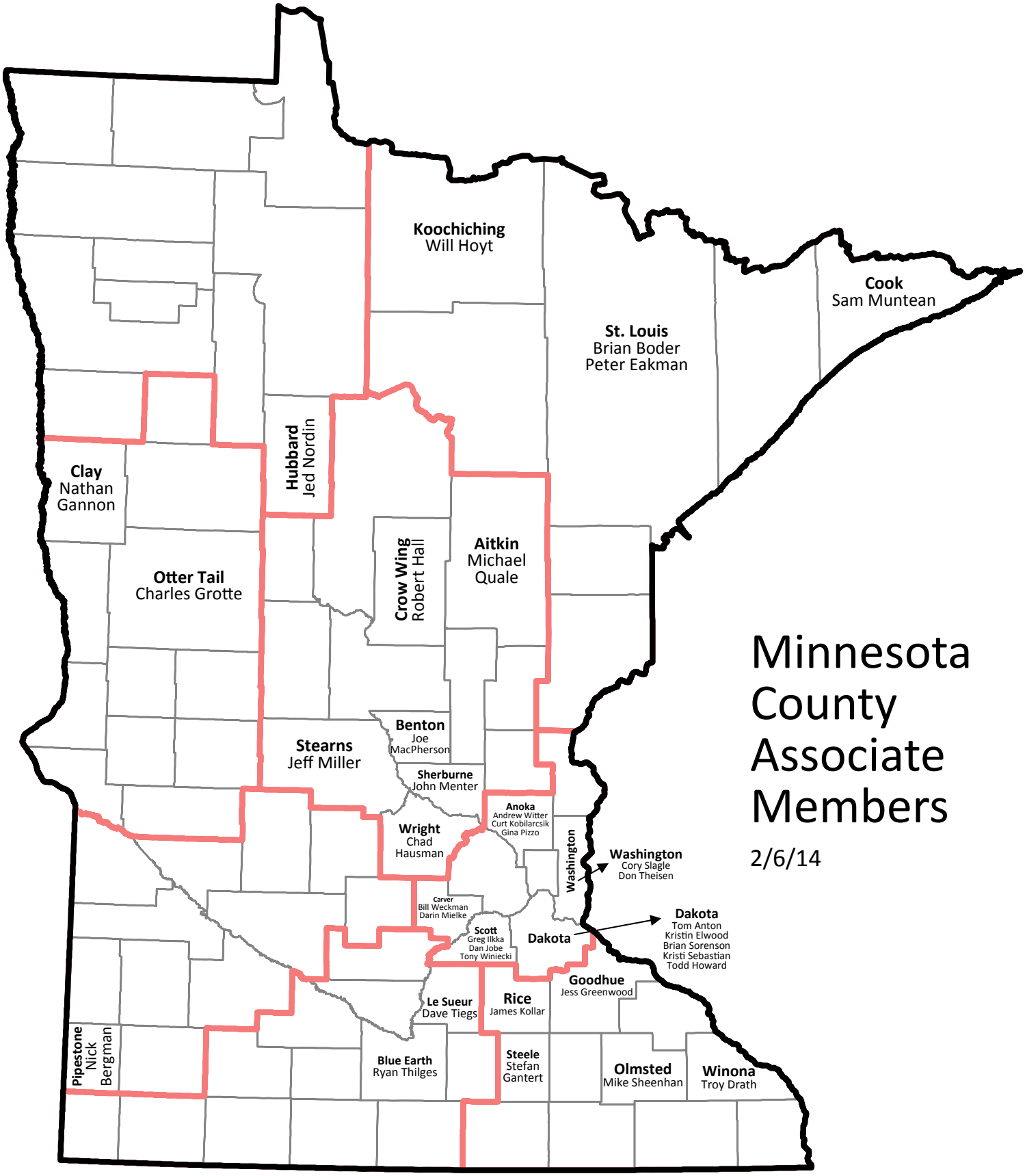

Minnesota County Associate Members

2/6/14

2014 COUNTY SCREENING BOARD

Mike Tardy	(14-15)	Carlton County	District 1
Lon Aune	(14-15)	Marshall County	District 2
Loren Fellbaum	(13-14)	Todd County	District 3
David Overbo	(14-15)	Clay County	District 4
Joe Triplett	(14-17)	Chisago County	Metro
Mitch Rasmussen	(12-15)	Scott County	Metro
David Kramer	(14-15)	Winona County	District 6
Roger Risser, Chair	(13-14)	Watonwan County	District 7
Andy Sander	(13-14)	Yellow Medicine County	District 8
Doug Fischer	Permanent	Anoka County	Urban
Mark Krebsbach	Permanent	Dakota County	Urban
Jim Grube	Permanent	Hennepin County	Urban
Jim Tolaas	Permanent	Ramsey County	Urban
Jim Foldesi	Permanent	St. Louis County	Urban
Wayne Sandberg	Permanent	Washington County	Urban
Nick Anderson, Secretary		Big Stone County	

2014 SCREENING BOARD ALTERNATES

Krysten Foster	Lake County	District 1
Rich Sanders	Polk County	District 2
Bruce Cochran	Mille Lacs County	District 3
Tracey Von Bargen	Grant County	District 4
Lyndon Robjent	Carver County	Metro
Kaye Bieniek	Olmsted County	District 6
Seth Greenwood	Nicollet County	District 7
Willy Rabenberg	Redwood County	District 8

2014 CSAH MILEAGE SUBCOMMITTEE

Karin Grandia	October 2014	Itasca County
Nathan Richman	October 2015	Waseca County
Mark Krebsbach	October 2015	Dakota County

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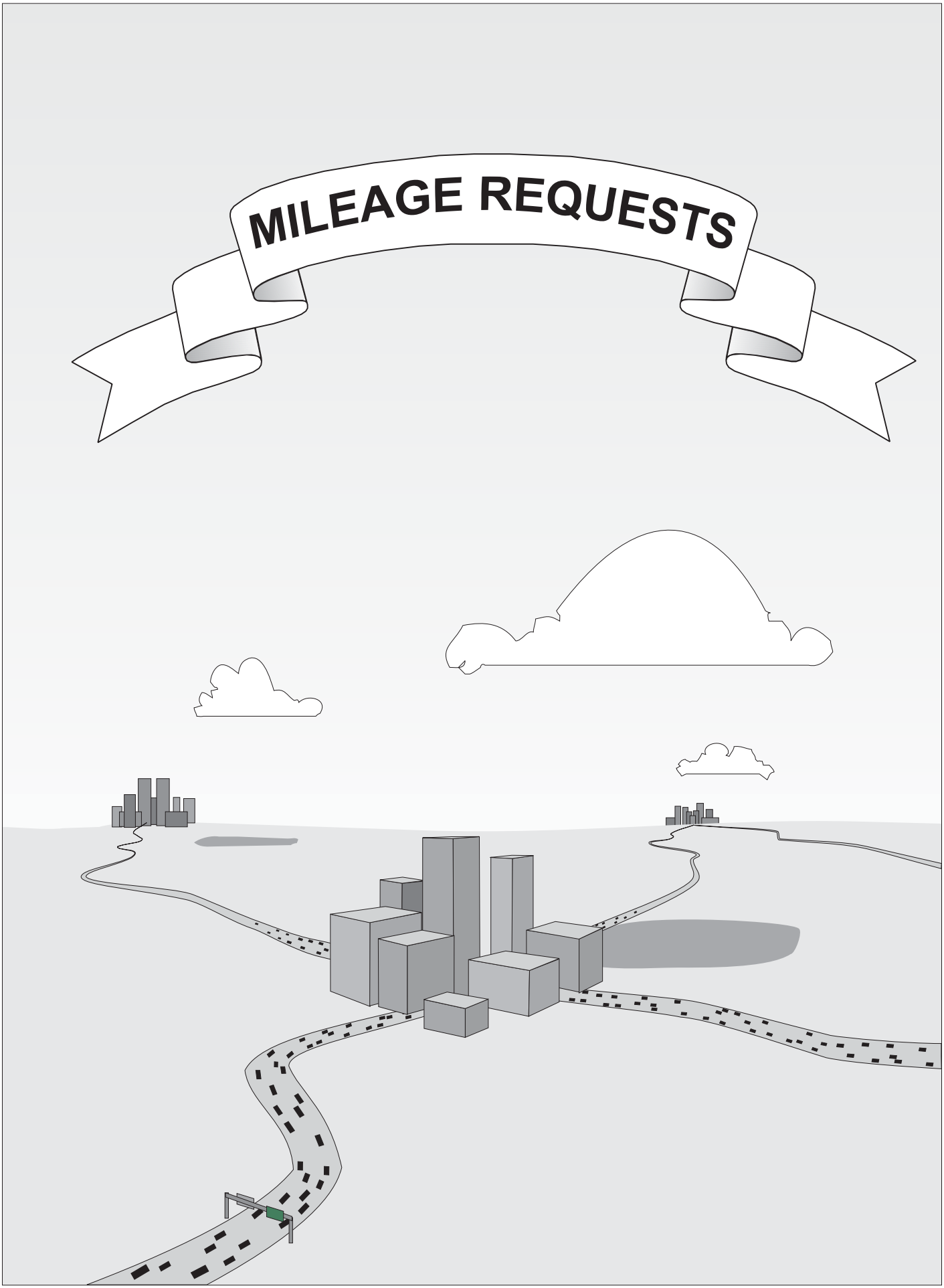
MILEAGE REQUESTS



Criteria Necessary For County State Aid Highway Designation

June 2014

In the past, there has been considerable speculation as to which requirements a road must meet in order to qualify for designation as a County State Aid Highway. The following section of the Minnesota Department of Transportation Rules which was updated in July, 1991, definitely sets forth what criteria are necessary.

Portion of Minnesota Rules For State Aid Operations

State Aid Routes shall be selected on the basis of the following criteria:

Subp. 2. A county state-aid highway may be selected if it:

(A) is projected to carry a relatively heavier traffic volume or is functionally classified as collector or arterial as identified on the county's functional classification plans as approved by the county board;

(B) connects towns, communities, shipping points, and markets within a county or in adjacent counties; provides access to rural churches, schools, community meeting halls, industrial areas, state institutions, and recreational areas; or serves as principal rural mail route and school bus route; and

(C) provides an integrated and coordinated highway system affording, within practical limits, a state-aid highway network consistent with projected traffic demands.

History of CSAH Additional Mileage Requests

June 2014

Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983-1987	1988-1992	1993-1997	1998	2001	2002	2003	2004	2005	2006	2009	2012	Total Miles To Date	County
Carlton	3.62															3.62	Carlton
Cook	3.60															3.60	Cook
Itasca																0.00	Itasca
Koochiching	9.27 [1]			0.12												9.39	Koochiching
Lake	4.82 [1]	0.56				10.31		7.30								22.99	Lake
Pine	9.25															9.25	Pine
St. Louis	19.14 [1]							7.60								26.74	St. Louis
District 1 Totals	**49.70**	**0.56**	**0.00**	**0.12**	**0.00**	**10.31**	**0.00**	**14.90**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**75.59**	**District 1 Totals**
Beltrami	7.53 [1]	0.16				2.10										9.79	Beltrami
Clearwater	0.30 [1]	1.00														1.30	Clearwater
Hubbard	1.85	0.26	0.06													2.17	Hubbard
Kittson	6.60 [1]															6.60	Kittson
Lake of 'Woods	0.89					7.65										8.54	Lake of 'Woods
Marshall	15.00 [1]	1.00														16.00	Marshall
Norman	1.31															1.31	Norman
Pennington	0.84															0.84	Pennington
Polk	4.00	1.55	0.67													6.22	Polk
Red Lake		0.50														0.50	Red Lake
Roseau	6.80															6.80	Roseau
District 2 Totals	**45.12**	**4.47**	**0.73**	**0.00**	**0.00**	**2.10**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**60.07**	**District 2 Totals**
Aitkin	6.10		0.60			7.12										13.82	Aitkin
Benton	3.18 [1]															3.18	Benton
Cass	7.90					2.80										10.70	Cass
Crow Wing	13.00 [1]															13.00	Crow Wing
Isanti	1.80															1.80	Isanti
Kanabec																0.00	Kanabec
Mille Lacs		0.74														0.74	Mille Lacs
Morrison						9.70										9.70	Morrison
Sherburne	5.42										26.68					32.10	Sherburne
Stearns	0.78		3.90		0.25				29.24							34.17	Stearns
Todd	1.90 [1]															1.90	Todd
Wadena																0.00	Wadena
Wright	0.45		1.38										7.77			9.60	Wright
District 3 Totals	**40.53**	**0.74**	**5.88**	**0.00**	**0.25**	**19.62**	**0.00**	**0.00**	**29.24**	**0.00**	**26.68**	**0.00**	**7.77**	**0.00**	**0.00**	**130.71**	**District 3 Totals**

History of CSAH Additional Mileage Requests

June 2014

Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983-1987	1988-1992	1993-1997	1998	2001	2002	2003	2004	2005	2006	2009	2012	Total Miles To Date	County
Becker	10.07															10.07	**Becker**
Big Stone	1.40	0.16														1.56	**Big Stone**
Clay	2.00	0.10														2.10	**Clay**
Douglas	10.65 [1]															10.65	**Douglas**
Grant	5.42															5.42	**Grant**
Mahnomen	1.42															1.42	**Mahnomen**
Otter Tail			0.36													0.36	**Otter Tail**
Pope	3.63	1.20														4.83	**Pope**
Stevens	1.00															1.00	**Stevens**
Swift	0.78		0.24													1.02	**Swift**
Traverse	0.20	0.56		1.60												2.36	**Traverse**
Wilkin						0.11										0.11	**Wilkin**
District 4 Totals	**36.57**	**2.02**	**0.60**	**1.60**	**0.00**	**0.11**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**40.90**	**District 4 Totals**
Anoka	2.04				10.42	24.99						22.13				59.58	**Anoka**
Carver	2.49	0.48		0.08				11.70								14.75	**Carver**
Hennepin	4.50	0.24	0.85													5.59	**Hennepin**
Scott	12.09 [1]	5.15	0.12		3.50	38.12										58.98	**Scott**
District 5 Totals	**21.12**	**5.87**	**0.97**	**0.08**	**13.92**	**63.11**	**0.00**	**11.70**	**0.00**	**0.00**	**0.00**	**22.13**	**0.00**	**0.00**	**0.00**	**138.90**	**District 5 Totals**
Dodge				0.11												0.11	**Dodge**
Fillmore	1.12		1.10													2.22	**Fillmore**
Freeborn	0.95	0.65														1.60	**Freeborn**
Goodhue		0.08														0.08	**Goodhue**
Houston		0.12														0.12	**Houston**
Mower	13.11 [1]		0.09													13.20	**Mower**
Olmsted	15.32 [1]												5.35			20.67	**Olmsted**
Rice	1.70															1.70	**Rice**
Steele	1.55															1.55	**Steele**
Wabasha	0.43 [1]	0.30														0.73	**Wabasha**
Winona	7.40 [1]															7.40	**Winona**
District 6 Totals	**41.58**	**1.15**	**1.19**	**0.11**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**5.35**	**0.00**	**0.00**	**49.38**	**District 6 Totals**

History of CSAH Additional Mileage Requests

June 2014

Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983-1987	1988-1992	1993-1997	1998	2001	2002	2003	2004	2005	2006	2009	2012	Total Miles To Date	County
Blue Earth	15.29 [1]		0.25				3.46									19.00	Blue Earth
Brown	7.44	0.13														7.57	Brown
Cottonwood	5.17	1.30														6.47	Cottonwood
Faribault	0.37	1.20	0.09													1.66	Faribault
Jackson	0.10															0.10	Jackson
Le Sueur	2.70	0.83		0.02												3.55	Le Sueur
Martin	1.52															1.52	Martin
Nicollet				0.60						0.54						1.14	Nicollet
Nobles	13.71	0.23			0.12											14.06	Nobles
Rock	0.50		0.54													1.04	Rock
Sibley	1.50															1.50	Sibley
Waseca	4.53	0.14		0.05												4.72	Waseca
Watonwan		0.04	0.68	0.19												0.91	Watonwan
District 7 Totals	**52.83**	**3.87**	**1.56**	**0.86**	**0.12**	**0.00**	**3.46**	**0.00**	**0.00**	**0.54**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**63.24**	**District 7 Totals**
Chippewa	15.00				0.05											15.05	Chippewa
Kandiyohi	0.44															0.44	Kandiyohi
Lac qui Parle	1.93															1.93	Lac Qui Parle
Lincoln	6.55 [1]															6.55	Lincoln
Lyon	2.00				1.50											3.50	Lyon
Mc Leod	0.09	0.50			0.32											0.91	Mc Leod
Meeker	0.80	0.50														1.30	Meeker
Murray	3.52	1.10														4.62	Murray
Pipestone	0.50															0.50	Pipestone
Redwood	3.41		0.13													3.54	Redwood
Renville																0.00	Renville
Yellow Medicine		1.39														1.39	Yellow Medicine
District 8 Totals	**34.24**	**3.49**	**0.13**	**0.00**	**1.87**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**39.73**	**District 8 Totals**
Chisago	3.24				2.20											5.44	Chisago
Dakota	1.65 [1]	2.47		2.26			35.63								39.60	81.61	Dakota
Ramsey	10.12 [1]	0.61		1.13												11.86	Ramsey
Washington	2.33 [1]	0.40	0.33	1.33	8.05	18.52								-7.41		23.55	Washington
District 9 Totals	**17.34**	**3.48**	**0.33**	**4.72**	**10.25**	**18.52**	**35.63**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**-7.41**	**39.60**	**122.46**	**District 9 Totals**
Totals	**339.03**	**25.65**	**11.39**	**7.49**	**26.41**	**117.60**	**39.09**	**26.60**	**29.24**	**0.54**	**26.68**	**22.13**	**13.12**	**-7.41**	**39.60**	**720.98**	**Totals**

[1] Includes Some Trunk Highway Turnback Mileage Added Prior to the Turnback Law in 1965

[2] Great River Road Mileage Added to system in 1994 by Administrative Decision of the State Aid Division Director.

Banked CSAH Mileage

June 2014

The Screening Board, at its June,1990 meeting, revised the mileage resolution to read as follows:

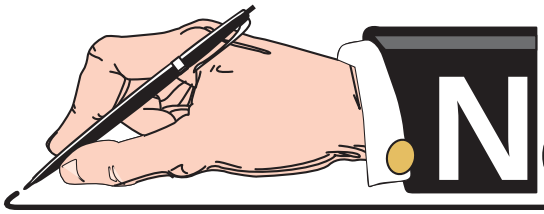
Mileage made available by an internal revision after July 1, 1990 will be held in abeyance (banked) for future designation.

The following mileage presently represents the "banked" mileage available.

County	Banked Mileage Available
Aitkin	0.00
Anoka	0.00
Becker	0.11
Beltrami	1.50
Benton	0.28
Big Stone	0.05
Blue Earth	0.40
Brown	0.61
Carlton	0.88
Carver	0.92
Cass	0.85
Chippewa	0.32
Chisago	0.01
Clay	0.87
Clearwater	0.01
Cook	0.01
Cottonwood	1.00
Crow Wing	0.23
Dakota	0.00
Dodge	0.76
Douglas	2.11
Faribault	0.49
Fillmore	0.06
Freeborn	0.00
Goodhue	0.47
Grant	0.00
Hennepin	5.68
Houston	0.00
Hubbard	0.20
Isanti	0.88
Itasca	1.00
Jackson	0.12
Kanabec	0.60
Kandiyohi	2.20
Kittson	0.00
Koochiching	0.09
Lac Qui Parle	0.00
Lake	0.00
Lake of the Woods	0.20
Le Sueur	0.25
Lincoln	0.20
Lyon	0.00
McLeod	1.51
Mahnomen	0.44

County	Banked Mileage Available
Marshall	0.03
Martin	0.00
Meeker	0.02
Mille Lacs	0.00
Morrison	0.25
Mower	0.00
Murray	0.00
Nicollet	0.00
Nobles	0.82
Norman	2.26
Olmsted	0.00
Otter Tail	0.06
Pennington	0.35
Pine	0.66
Pipestone	0.09
Polk	1.50
Pope	0.03
Ramsey	0.90
Red Lake	0.50
Redwood	0.20
Renville	2.47
Rice	0.20
Rock	1.30
Roseau	0.30
St. Louis	1.99
Scott	0.75
Sherburne	0.00
Sibley	0.50
Stearns	1.06
Steele	0.45
Stevens	0.68
Swift	0.30
Todd	0.24
Traverse	0.00
Wabasha	0.81
Wadena	3.47
Waseca	0.32
Washington	6.31
Watonwan	0.79
Wilkin	0.00
Winona	0.00
Wright	0.10
Yellow Medicine	0.24
Total Banked Mileage	**55.26**

An updated report showing the available mileages will be included in each Screening Board booklet.



NOTES and COMMENTS

Yellow Medicine County – System Revision

As part of 2010 legislation, wording allowed the Upper Sioux Community of Yellow Medicine County to reconstruct a portion of Prairie's Edge Lane on property of the State of Minnesota and also allowed a portion of CSAH 44 to be eliminated.

2010 Legislation reads as follows:

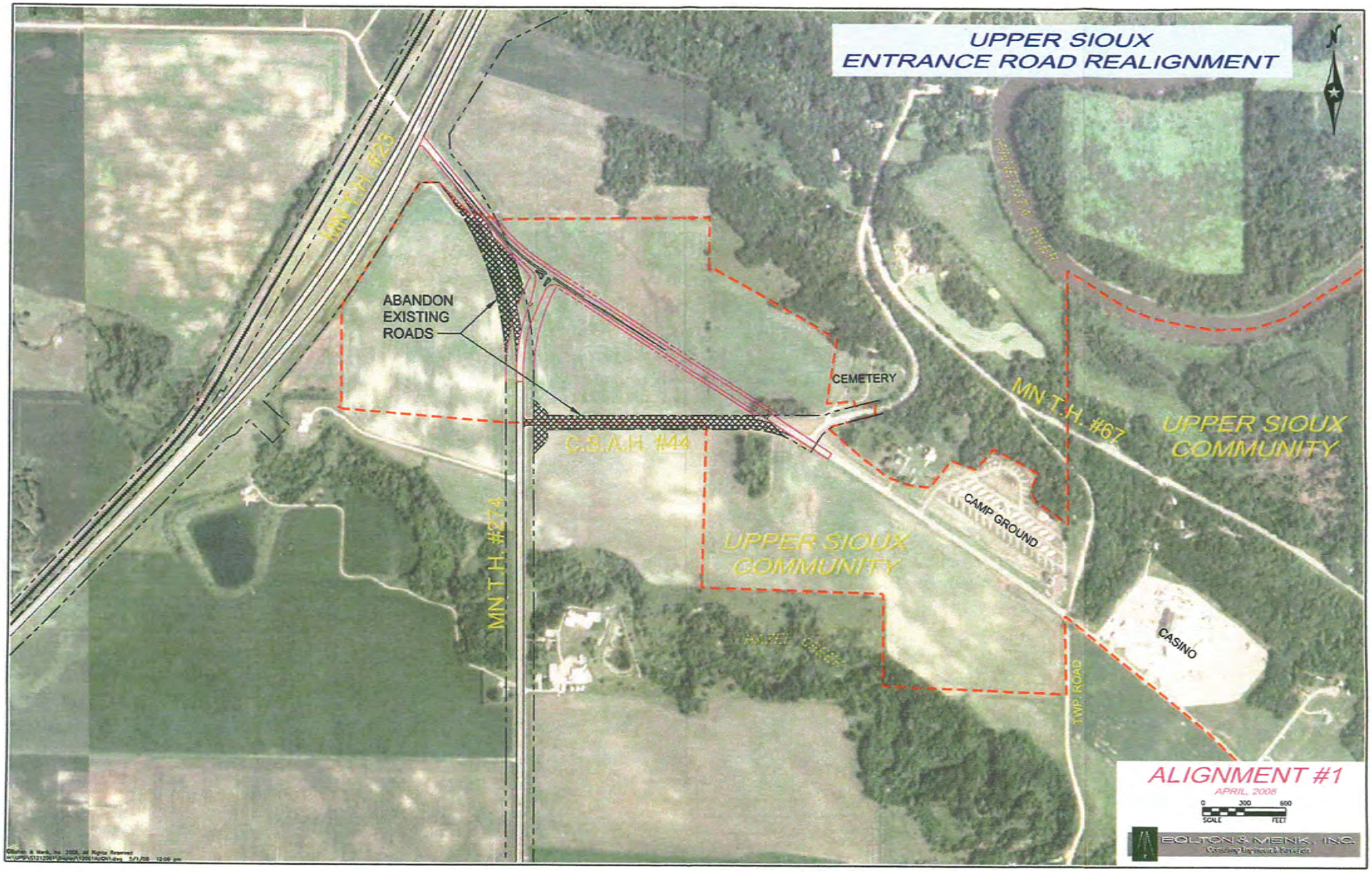
> ***161.44 RELINQUISHMENT OF LAND NO LONGER NEEDED.***
> *Subdivision 1.**Conveyance.***
>
> *The commissioner may convey and quitclaim any lands, including any improvements thereon, owned in fee by the state for trunk highway purposes but no longer needed therefor. Notwithstanding any provisions in this section or in section 161.23 to the contrary, fee title to or an easement in all or part of the lands and lands previously acquired in fee for trunk highways or acquired pursuant to section 161.23, in excess of what is needed for highway purposes may be conveyed and quitclaimed for public purposes to any political subdivision, Indian tribal government, or agency of the state upon the terms and conditions as may be agreed upon between the commissioner and the political subdivision, Indian tribal government, or agency.*

The Tribe negotiated with the Commissioner of Transportation to keep the "county whole" with this proposed reconstruction. The legislation was approved under the condition that a similar segment distance could be transferred to another segment within the county. The approved Federal Tribal project that eliminates a portion of CSAH 44 is part of a larger project to improve access to Prairie's Edge casino, and also the remaining portion of CSAH 44 Northeast of Prairie's Edge Lane will considered for abandonment as a result of this project.

Current Screening Board resolutions state:

> ***Mileage Limitation - Oct. 1961-Oct. 1997 (Latest Rev. Oct. 2012)***
>
> *That, whereas, Trunk Highway Turnback mileage is allowed in excess of the normal County State Aid Highway mileage limitations, revocation of said Turnbacks designated after July 1, 1965, shall not create eligible mileage for State Aid designation on other roads in the county, unless approved by the Screening Board.*

In this situation, due to 2010 enabling legislation, Central Office State Aid agrees that CSAH 44 will be revoked from the CSAH system and the county will be allowed to put those miles on another road within the county. Once moved, those miles will be treated the same as Trunk Highway Turnback (THTB) and the county will not be allowed to move them to another location.


UPPER SIOUX
ENTRANCE ROAD REALIGNMENT
N
MN T.H. #23
ABANDON
EXISTING
ROADS
CEMETERY
C.S.A.H. #44
MN T.H. #67
UPPER SIOUX
COMMUNITY
CAMP GROUND
MN T.H. #274
UPPER SIOUX
COMMUNITY
CASINO
TWP. ROAD
ALIGNMENT #1
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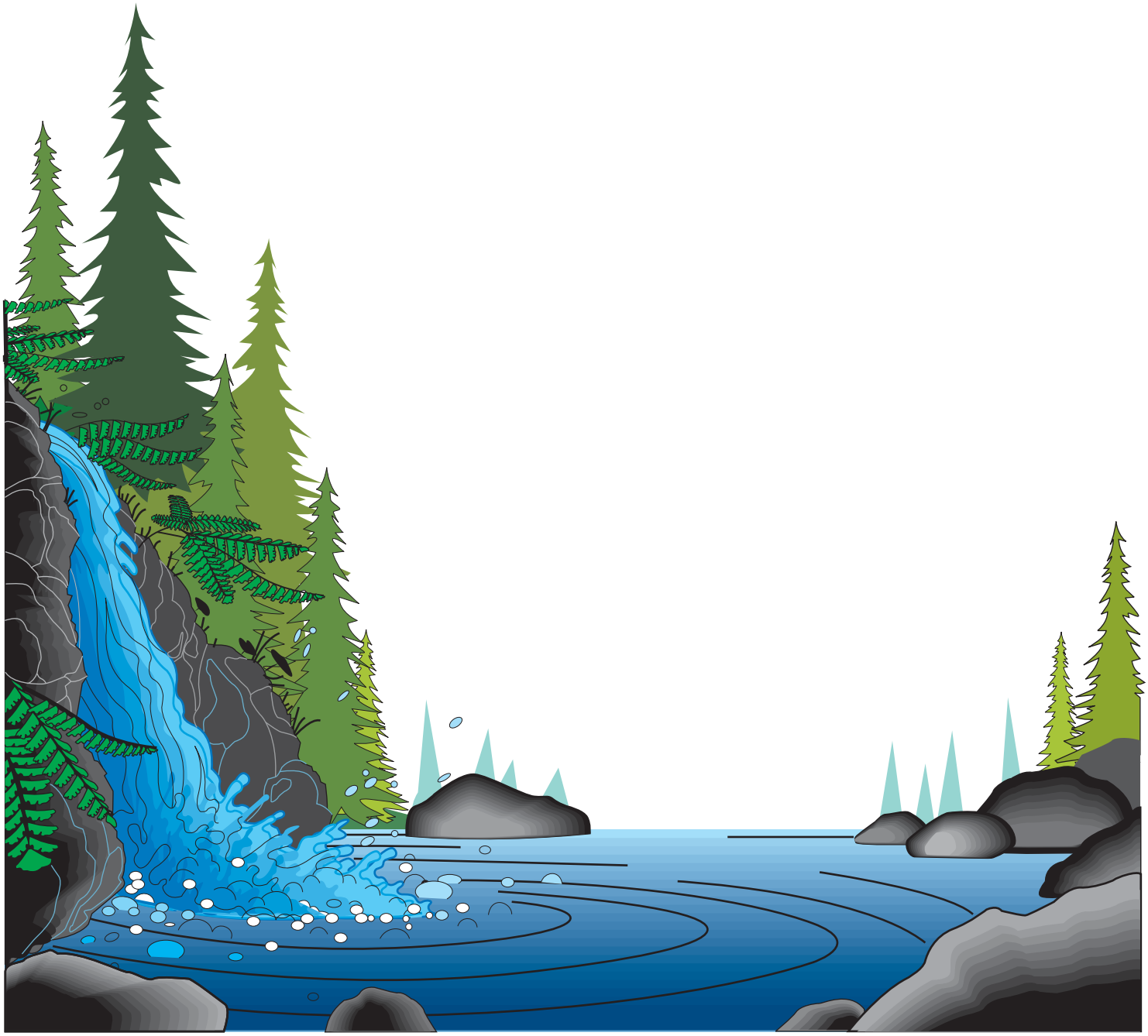
SCALE FEET
BOLTON & MENK, INC.

STATE PARK ROAD ACCOUNT



MINNESOTA DEPARTMENT OF NATURAL RESOURCES

Fort Snelling State Park
101 Snelling Lake Road
St Paul, MN 55111
612-275-3550
612-725-2391 (fax)

SAU 466

DATE: November 30, 2013

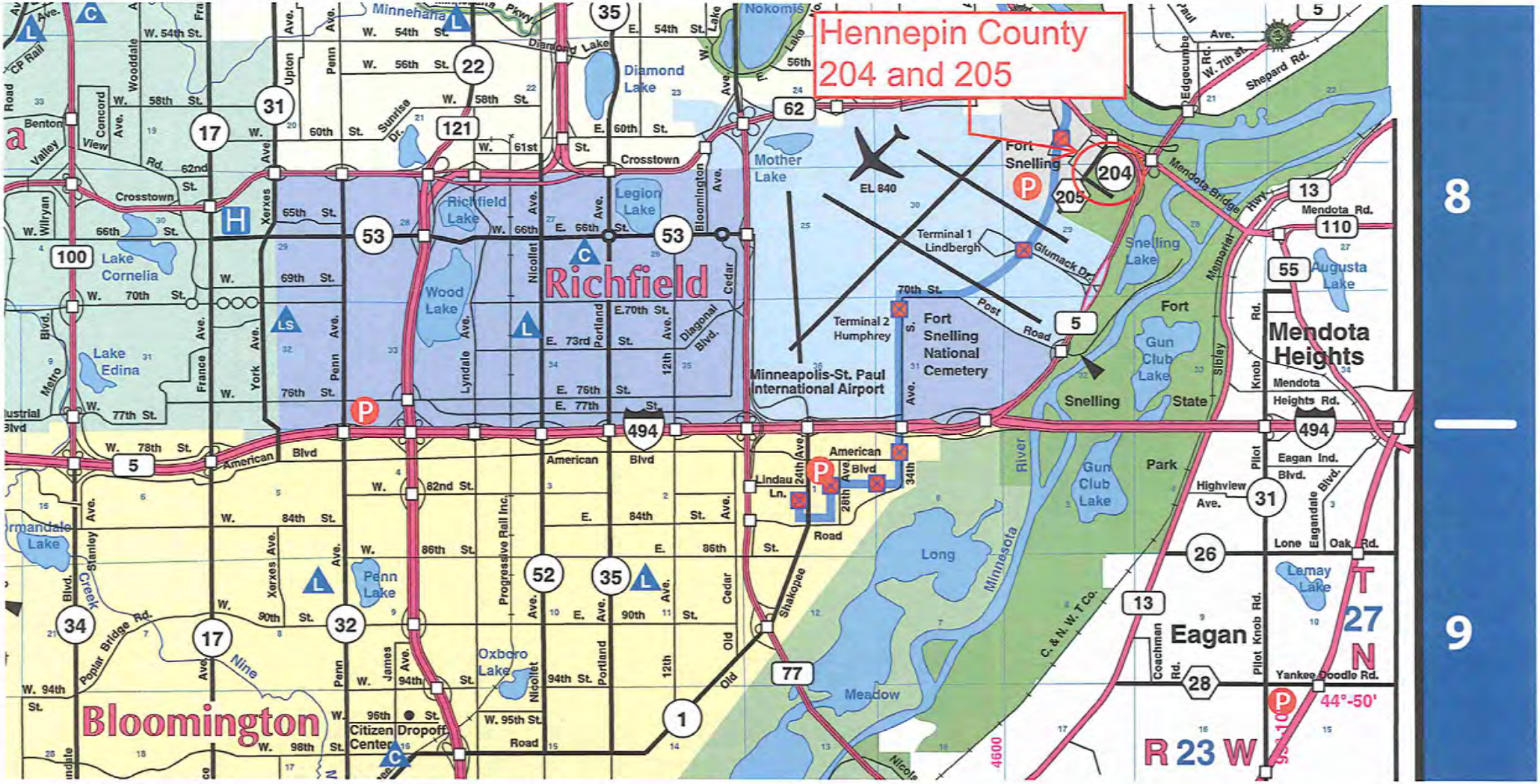
TO: Dave Sobania, P.E., NE Region Engineer

FROM: Larry Peterson, Fort Snelling State Park Manager / Upper Post Project Manager

RE: State Park Road Account Project Proposal – Hennepin Co. 204 & 205
Fort Snelling State Park – Upper Post Unit

This memo is to recommend approval of the attached application to reconstruct Hennepin County Roads 204 and 205, serving the Fort Snelling Upper Post area. The Upper Post area is experiencing new growth and new use, and these roads serve an important National Historic Landmark that contains a golf course, 8 soccer fields, and 4 baseball/softball fields. The site will also soon be home to the Upper Mississippi Academy, an environmentally-based charter school that will restore and occupy nine historic buildings.

Hennepin 204 and 205 need reconstruction soon to serve the growing recreational traffic safely. Reuse of this important historic area has been a goal of the Minnesota DNR for over 40 years.


Hennepin County
204 and 205
Richfield
Bloomington
Eagan
Mendota Heights
Minneapolis-St. Paul International Airport
Fort Snelling National Cemetery
Fort Snelling
Terminal 1 Lindbergh
Terminal 2 Humphrey
EL 840
Mother Lake
Diamond Lake
Richfield Lake
Legion Lake
Wood Lake
Lake Cornelia
Lake Edina
Penn Lake
Oxboro Lake
Long Meadow
Snelling Lake
Gun Club Lake
Augusta Lake
Lemay Lake
Minnehaha
Nokomis
Minnesota River
Nine Mile Creek
Citizen Dropoff Center
R 23 W
T 27 N
44°-50'
8
9

State Park Road Account

June 2014

Legislation passed in 2009 amended Minnesota Statutes 1986, section 162.06, subdivision 5, to read as follows:

> *Subd. 5. (STATE PARK ROAD ACCOUNT.) After deducting for administrative costs and for the disaster account and research account as heretofore provided from the remainder of the total sum provided for in subdivision 1, there shall be deducted a sum equal to the three-quarters of one percent of the remainder. The sum so deducted shall be set aside in a separate account and shall be used for (1) the establishment, location, relocation, construction, reconstruction, and improvement of those roads included in the county state-aid highway system under Minnesota Statutes 1961, section 162.02, subdivision 6 which border and provide substantial access to an outdoor recreation unit as defined in section 86A.04 or which provide access to the headquarters of or the principal parking lot located within such a unit, and (2) the reconstruction, improvement, repair, and maintenance of county roads, city streets, and town roads that provide access to public lakes, rivers, state parks, and state campgrounds. Roads described in clause (2) are not required to meet county state-aid highway standards. At the request of the commissioner of natural resources the counties wherein such roads are located shall do such work as requested in the same manner as on any county state-aid highway and shall be reimbursed for such construction, reconstruction or improvements from the amount set aside by this subdivision. Before requesting a county to do work on a county state-aid highway as provided in this subdivision, the commissioner of natural resources must obtain approval for the project from the county state-aid screening board. The screening board, before giving its approval, must obtain a written comment on the project from the county engineer of the county requested to undertake the project. Before requesting a county to do work on a county road, city street, or a town road that provides access to a public lake, a river, a state park, or a state campground, the commissioner of natural resources shall obtain a written comment on the project from the county engineer of the county requested to undertake the project. Any balance of the amount so set aside, at the end of each year shall be transferred to the county state-aid highway fund.*

Pursuant to this legislation, the following information has been submitted by the Department of Natural Resources and the county involved.

DNR website for more information:
http://www.dnr.state.mn.us/grants/recreation/parkroads.html

State Aid Contact: Paul Stine (651) 366-3830
DNR Contact: Dave Sobania (218) 828-2620

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October 2013

State Park Road Account Allocation 2013
2013 Distribution $3,650,448

	COUNTY	ROAD SYSTEM	PROJECT #	WORK DESCRIPTION & LOCATION	COST
1	Hubbard	Twp Road	SAP 029-600-011	Access to Potato Lake in Arago Twp.	$130,000
2	Aitkin	Twp Road	SAP 001-600-017	Access to Mallard Lake in Hazelton Twp.	$286,000
3	Winona	Twp Road	SAP 085-600-004	Bridge replacing current cement slab river crossing on Fairwater Road in Elba Twp.	$415,000
4	Douglas	Park Road	SAP 021-600-019	Access to Lake Miltona	$ 64,613
5	Beltrami	Cty Road	SAP 004-600-013	Park entrance road to Lake Bemidji State Park	$ 408,722
6	Beltrami	Twp Road	SAP 004-600-014	Access to Tamarack River	$ 116,790
7	Wabasha	Cty Road	SAP 079-600-012	Access to Lake Zumbro	$270,000
8	Carver	Park Road	SAP 010-600-004	Two Access sites to Lake Minnewashta	$562,419
9	Mower	Twp Road	SAP 050-600-001	Access to Cedar River and Ramsey Mill Pond State Wildlife Management Area	$17,000
10	Pipestone	Park Road	SAP 059-600-002	Reconstruction of Highway 267 between Cty Hwy 15 and entrance to Pipestone Wildlife Management Area	$500,000
11	Lyon	Park Road	SAP 042-600-004	Access to Camden State Park, County Road 83, SW of Lynd City Limits	$440,000
				Total	$3,210,544

October 2014

State Park Road Account Allocation 2014
2014 Distribution $3,777,205

	COUNTY	ROAD SYSTEM	PROJECT #	WORK DESCRIPTION & LOCATION	COST
1	Rock	City Road	067-600-xxx	150th Ave Improvement from 131St St. to CSAH 8 (approx. 1.25 m.) in Vienna Twp.	$72,500
2	Beltrami	Park Road	004-600-xxx	Hines Township Road Improvement (Creek Court NE) provides access to the public to a new boat landing on Blackduck Lake.	$49,000
3	St. Louis	Park Road	069-600-xxx	Rice Lake Dam road Improvements from McComber Road to Rice Lake Road - improvements to the access to the DNR public water access on Wild Rice Lake.	$600,000
4	Washington	Park Road	082-600-xxx	Improvements to 205th Street N at Log House Landing. This City of Scandia public water access launch ramp provides angling and recreational boating access to the St. Croix River.	$200,000
5	Beltrami	Twp. Road	004-600-xxx	Improvements to Lake Beltrami Road NE; Northern & Turtle Lake Townships. Road provides public water access to Lake Beltrami.	$69,000
6	Hennepin	County Road	027-600-xxx	Hennepin County Roads 204 & 205; Fort Snelling State Park - Upper Post Unit.	$1,250,000
7	Swift	County Road	076-600-xxx	Improvements to County Road 51 to enhance access to Lac Qui Parle Wildlife Management Area and public access on Marsh Lake and the Pomme de Terre River	$700,000
				Total	$2,940,500

Projects Initiated in 2013:

Project No.	File# / SAU	County	State Aid District	Recreational Area	Improvement to:	Allocation Amount	Allocation Date	Additional Allocation Amount	Additional Allocation Date	**Total Allocation**
029-600-011	637	Hubbard	2	Potato Lake Public Water Access	Haakon Drive	$130,000.00	6/4/2013			**$130,000.00**
004-600-013	651	Beltrami	2	Lake Bemidji State Park	CR 414	$150,000.00	6/4/2013	$258,722.00	8/5/2013	**$408,722.00**
004-600-014	649	Beltrami	2	Tamarack River Public Water Access Site	Waskish Township Rd	$63,000.00	6/4/2013	$53,789.50	8/5/2013	**$116,789.50**
001-600-017	636	Aitkin	3	Mallard Lake Public Water Access	420th Ave and 265th Lane	$286,000.00	6/4/2013			**$286,000.00**
021-600-019	640	Douglas	4	Lake Miltona Public Water Access Site	North Lake Miltona Drive	$65,000.00	6/4/2013			**$65,000.00**
079-600-012	641	Wabasha	6	Lake Zumbro Water Access Site	CR 90	$270,000.00	6/4/2013			**$270,000.00**
085-600-004	642	Winona	6	Whitewater Wildlife Management Area	Fairwater Rd	$415,000.00	6/4/2013			**$415,000.00**
050-600-001	648	Mower	6	Cedar River and Ramsey Mill Pond State Wildlife Area	T-141A	$17,000.00	6/4/2013			**$17,000.00**
042-600-004	638	Lyon	8	Camden State Park	CR 83	$440,000.00	10/3/2013			**$440,000.00**
059-600-002	646	Pipestone	8	Pipestone Wildlife Management Area	TH 267	$500,000.00	6/4/2013			**$500,000.00**

010-600-004	650	Carver	Metro	Lake Minnewashta Regional Park	Scenic Drive Rd	$562,419.00	6/6/2013			**$562,419.00**
									Total Allocation of 2013 SPRA funds to new projects	**$3,210,930.50**

Projects initiated prior to 2013, but with additional SPRA funds allocated from 2013:

Project No.	File# / SAU	County	State Aid District	Recreational Area	Improvement to:	Previous total Allocation Amount	Last Allocation Date	Additional Allocation Amount	Additional Allocation Date	**Total Allocation**
069-600-041		St Louis	1		Lake Vermilion Park Drive	$2,641,000.00	11/16/2012	$346,000.00	6/4/2013	**$2,987,000.00**
069-600-040		St Louis	1		Stuntz Bay Rd	$466,193.94	7/31/2012	$23,503.75	10/9/2013	**$489,697.69**
069-600-042		St Louis	1	Lake Vermillion & Soudan Underground State Park	McKinley Park Acres Rd	$221,565.89	?	$13,132.50	10/10/2013	**$234,698.39**
069-600-042		St Louis	1	Lake Vermillion & Soudan Underground State Park	McKinley Park Acres Rd	$234,698.39	?	$5,100.00	10/10/2013	**$239,798.39**
022-600-002		Faribault	7		Walnut Lake Bridge	$300,000.00	?	$24,381.00	9/25/2013	**$324,381.00**
042-600-003		Lyon	8	Camden State Park	CR 83	$850,000.00	5/1/2012	$54,708.19	12/13/2013	**$904,708.19**
018-600-029		Crow Wing	3	Camp Lake	White Pine Rd	$235,000.00	5/1/2012	$70,800.00	5/20/2013	**$305,800.00**
							Total Additional Allocation of 2013 SPRA funds toward previous projects	**$537,625.44**		

Grand total of 2013 SPRA funds **$3,748,555.94**

REFERENCE MATERIAL

Maintenance Facilities

June 2014

Under Minnesota Statute, 162.08, Subd. 9, it allows the use of State Aid bond money to be used for the construction of maintenance facilities.

State Aid Rules 8820.1500, Subp. 11. **County or municipal bond account.** With regard to a county or municipal bond account, a county or urban municipality that resolves to issue bonds payable from the appropriate state-aid fund in accordance with law for the purpose of establishing, locating, relocating, constructing, reconstructing, or improving state-aid streets or highways and, for a county only, constructing buildings and other facilities for maintaining a county state-aid highway under its jurisdiction, shall certify to the commissioner within 30 days following issuance of the bond, the amount of the total obligation and the amount of principal and interest that will be required annually to liquidate the bonded debt. The commissioner shall set up a bond account, itemizing the total amount of principal and interest involved and shall annually certify to the commissioner of finance the amount needed from the appropriate state-aid construction fund to pay the principal due on the obligation, and the amount needed from the appropriate state-aid maintenance fund to pay the current interest. The total maximum annual repayment of funds loaned from the transportation revolving loan fund and state-aid bond funds that may be paid with state-aid funds is limited to 50 percent of the amount of the county's or urban municipality's last annual construction allotment preceding the bond issue. Proceeds from bond sales are to be expended only on approved state-aid projects and for items determined to be eligible for state-aid reimbursement. A county or urban municipality that intends to expend bond funds on a specific state-aid project shall notify the commissioner of this intent without delay upon awarding a contract or executing a force account agreement. Upon completion of each such project, a statement of final construction costs must be furnished to the commissioner by the county or the urban municipality. **Counties may only fund the portion of maintenance buildings and structures related to state-aid transportation maintenance operations.** If a building or structure or any portion of it is used for other than state-aid maintenance purposes during its useful life, the commissioner may determine an amount the county shall pay back to the county's maintenance account.

CY 1997		Project #	
Cook	$665,000.00	Bond	Original Bond $650,000-added 15,000 when refinanced
Rice	$108,004.47		Computerized Fuel System
	773,004.47		
CY 1998			
Koochiching	$118,543.41	Maintenance	International Falls Storage Shed
Lake of the Woods	$300,872.29	C to M	Maintenance Facility
Pipestone	31,131.16	Maintenance	Fueling System & Remodeling
	450,546.86		
CY 1999			
Morrison	33,590.98	C to M	2 salt storage buildings
Waseca	$1,800,000.00	Bond	Maintenance Facility
	1,833,590.98		
CY 2000			
Carver	$343,632.04	C to M	Public Work Bldg
Mahnomen	$422,867.00	C to M	Maintenance Facility
Pine	363,848.03	Maintenance	Sandstone Bldg Addition
	1,130,347.07		
CY 2001			
Carver	$500,000.00	C to M	Public Work Bldg
Nobles	$500,000.00	C to M	Maintenance Facility
	1,000,000.00		
CY 2002			
Carver	$168,398.26	Maintenance	Public Work Bldg
Dodge	$109,816.45	020-625-001	Access to maintenance facility
Hennepin	260,000.00	C to M	Salt/Sand storage facility-Orono
	538,214.71		

Maintenance Facilities

June 2014

	CY 2003		
Cottonwood	$90,458.55	C to M	Salt shed
Watonwan	$56,808.83	083-040-001	St James Shop
	$56,808.83		
	CY 2004		
Carlton	$550,000.00	C to M	Maintenance Facility
Cottonwood	147,429.02	017-040-001	Windom Addition
	$697,429.02		
	CY 2005		
Dodge	$160,000.00	020-040-001	Maintenance Facility
Morrison	1,134,368.89	C to M	Public Works Bldg
Swift	417,102.00	C to M	Admin office & outshops
	$1,711,470.89		
	CY 2006		
Hubbard	$280,000.00	029-040-001	Maintenance Facility
Kandiyohi	1,164,576.40	034-040-001	Maintenance Facility
Meeker	1,000,000.00	047-040-001	Maintenance Facility
Pennington	66,811.40	057-040-001	Hwy Fac Upgrade
Renville	313,500.00		Franklin Facility
	$2,824,887.80		
	CY 2007		
Lake of the Woods	$95,943.50	039-040-001	Salt/Sand Storage
	$95,943.50		
	CY 2008		
Pope Co.	$900,000.00	061-040-001	Glenwood Maint. Bldg.
	$900,000.00		
	CY 2009		
Martin Co.	85,410.08	046-040-001	Maint. Bldg.
	85,410.08		
Total to date	**$12,097,654.21**		

* - Projects funded with bonds

C to M - Construction allocation was reduced and Maintenance allocation was increased & then paid from their Maintenance account

MAINTENANCE FACILITIES – CURRENT PROCESS

Maintenance Facilities are eligible for State Aid funds when approved by the District State Aid Engineer (DSAE) and the State Aid for Local Transportation (SALT) Engineer.

- A resolution is required.
- Facilities may be financed with State Aid Bonds per Mn Statute 162.181, Subd. 1.
- Annual depreciation for this facility should not be charged to the CSAH system.

Approval Process

1. A request for approval must be sent to the DSAE and include the following:
    - Information regarding the use of the facility
    - Total estimated cost of the facility
    - What percent of the cost of the facility is attributable to State Aid
        1. This can be justified by:
            1. Percent of CSAH mileage to total mileage, or by
            2. Percent of CSAH expenditures to total cost

    Lump sum payment requests may be approved. If a lump sum payment is preferred, it must be equal to or less than the amount approved based on the % method. Identify payment as a "lump sum" on the request.

2. DSAE reviews request, makes recommendation for reimbursement and forwards to SALT Engineer for review and final approval.

3. SALT Engineer notifies county of the approved percent or lump sum and forwards copy of county request and approval letter to State Aid Finance (SAF).

Partial Payment Process

1. County obtains State Aid Project number from SALT.

2. County submits State Aid Payment Request identifying the costs as Maintenance Facility in the "Other Costs" section of the form, for up to 95% of the estimated cost of the facility.
    - The amount requested should use the same percentage of total cost or lump sum amount as approved by SALT.
    - DSAE is not required to approve State Aid Payment Request for Maintenance Facilities. Payment request may be sent directly to SALT.

3. If the facility is being funded with State Aid Bonds
    - The county must submit a bond schedule to SAF.
    - A State Aid Payment Request is required to be applied against the bond.
    - If the final cost is less than bond principal, excess funds must be repaid to the county or municipalities state aid account or bond principal payments reduced to total cost and remaining principal paid from local funds.

Final Payment Process

1. Once the facility has been constructed, a final payment request must be submitted to SALT.
    - If total cost exceeds 20% of the original approved amount, SAF will forward to SALT for approval.
    - DSAE is not required to approve State Aid Payment Request for Maintenance Facilities.

Hardship Transfers

June 2014

State Aid Rules 8820.1800 TRANSFER FOR HARDSHIP CONDITION OR LOCAL OTHER USE.

Subpart 1. **Hardship.** When the county board or governing body of an urban municipality desires to use a part of its state-aid allocation off an approved state-aid system, it shall certify to the commissioner that it is experiencing a hardship condition in regard to financing its local roads or streets while holding its current road and bridge levy or budget equal to or greater than the levy or budget for previous years. Approval may be granted only if the county board or governing body of an urban municipality demonstrates to the commissioner that the request is made for good cause. If the requested transfer is approved, the commissioner, without requiring progress reports and within 30 days, shall authorize either immediate payment of at least 50 percent of the total amount authorized, with the balance to be paid within 90 days, or schedule immediate payment of the entire amount authorized on determining that sufficient funds are available.

Hardship Transfers			
	CY 1997		
Big Stone		$600,000	Abnormal winter conditions
Grant		500,000	Abnormal winter conditions
Mahnomen		250,000	Abnormal winter conditions
Pennington		150,000	Snow & spring flooding
Pope		250,000	Abnormal winter conditions
Stevens		500,000	Abnormal winter conditions
Swift		100,000	Abnormal winter conditions
Traverse		480,000	Abnormal 1997 winter conditions
Traverse		420,000	Spring 1997 flood damage
		$3,250,000	
	CY 2001		
Pennington		$296,000	#24 & #27 County Road System
		$296,000	
	CY 2003		
Traverse		$268,915	Disastrous fire destroying
		$268,915	Wheaton Hwy shop
	CY 2004		
Kittson		$100,000	wet weather, poor drying &
		$100,000	heavy comm truck damage
	CY 2005		
Kittson		$125,000	Heavy rain 7/3/2005 weekend
Otter Tail		500,000	High water, CSAH 12 & 10
		$625,000	
Total		**$4,539,915**	

CSAH Variances Requested
June 2014

SALT REQUEST NO.	LOCAL AGENCY REQUESTING VARIANCE	HEARING DATE OR ADMIN. PROCESS	REQUEST: RULE NUMBER, DESCRIPTION OF STANDARD PROPOSED/LIEU OF STANDARD REQUIRED	APPROVAL DATE	PROJECT NUMBER, ROUTE NAME, NUMBER, LOCATION, TERMINI, TIED PROJECT NUMBERS
2009-9	Pennington County		dropped		
2009-10	Hennepin County	9/17/2009	8820.2800 – plan approval after bid opening	9/17/2009	S.P. 27-701-10/S.A.P. 27-605-24; street light installation
2010-6	County of Ramsey	6/24/2010	8820.9936 – to allow a 20 mph horizontal curve in lieu of the 30 mph horizontal curve	7/2/2010	Central Corridor Light Rail Transit: Robert Street and University Avenue intersection
2010-19	Chisago County	12/16/2010	8820.9936 – to allow a 25 mph horizontal design curve in lieu of the 30 mph horizontal curve	12/29/2010	SAP 13-609-30 CSAH 9 Summit Avenue in Center City
2010-20	Mower County	12/16/2010	8820.9936 – to allow a 23 mph vertical curve design curve	12/29/2010	S.P. 050-623-001, 4th street (CSAH 29) over Cedar
2010-21	Winona County	12/16/2010	8820.9936 – to allow 11 foot lanes in lieu of 12 foot lanes	12/29/2010	SP 85-617-22, CSAH 17 & CSAH 15, Roadway improvements
2011-06	Fillmore County	5/31/2011	8820.9920 – to allow a 30 mph vertical curve in lieu of a 40 mph vertical curve	5/31/2011	SAP 023-612-035, CSAH 12, approximately 0.6 miles W of CSAH 14
2011-09	Washington County	9/22/2011	8820.9936 – to allow 11 ft lanes in lieu of 12 ft lanes	9/28/2011	CSAH 19 between CSAH 18 and Lake Rd
2012-6 - Tied to 2013-18	Hennepin County	6/28/2012	8820.9936 – requesting the following: A lane with of 10 feet in lieu of 11 feet as required by law between Lake Road North and the south approach of Indiana Avenue North. A parking lane width of 8.67 feet in lieu of 10 feet as required by law between Lake Road North and the south approach of Indiana Avenue North.	6/28/2012	Reconstruction of CSAH 9 from approximately 200 feet west of Lake Road North to Xerxes Avenue North
2012-10	Washington County	6/28/2012	8820.9946 – to allow a total street width (face-to-face of curbs) of 40 feet with parking on both sides in lieu of 42 feet as required by law.	6/28/2012	Reconditioning of CSAH 23 (Third Street) from Orleans Street to 423 feet north of Willard Street
2012-13	Redwood County	Admin.	8820.9946 – to allow the following: Bridge railing height of 0.67 feet in lieu of the 2.67 feet as required by law, a street width of 20 feet in lieu of the 26 feet as required by law	11/8/2012	Historic Bridge No. 89859 deck rehabilitation over the Redwood River

CSAH Variances Requested
June 2014

SALT REQUEST NO.	LOCAL AGENCY REQUESTING VARIANCE	HEARING DATE OR ADMIN. PROCESS	REQUEST: RULE NUMBER, DESCRIPTION OF STANDARD PROPOSED/LIEU OF STANDARD REQUIRED	APPROVAL DATE	PROJECT NUMBER, ROUTE NAME, NUMBER, LOCATION, TERMINI, TIED PROJECT NUMBERS
2013-02	Hennepin County	1/9/2013	8820.9936, Minimum Design Standards, Urban; New or Reconstruction Projects - 25 mph horizontal in lieu of required 30 mph design speed	1/29/2013	In Minnetonka, Wayzata, and Woodland SAP 027-701-017, 027-701-018 & 027-701-024 – CSAH 101 (Bushaway Road) North of CSAH 5 (Minnetonka Boulevard) to south of Trunk Highway 12 CSAH 16 (McGinity Road)
2013-04	Watonwan County	1/9/2013	8820.9920, Minimum Design Standards; Rural and Suburban Undivided; New or Reconstruction Projects - 30 mph in lieu of a 40 mph horizontal curve. Approval advised conditioned on: Advisory signs according to MN MUTCD and 768th intersect at 90 degrees	1/29/2013	CSAH 16 from the junction with Trunk Highway 30 and Truck Highway 60 to the south limits of Grogan
2013-05	Hennepin County	1/9/2013	8820.9995, Minimum Bicycle Path Standards - no clearance zone adjacent to the road in lieu of 2 foot clearance on both sides of the proposed bicycle path.	4/4/2013	In the City of Minnetonka, the City of Wayzata, and the City of Woodland
2013-06	McLeod County	1/9/2013	8820.9936, Minimum Design Standards, Urban; New or Reconstruction Projects - centerline radius of 80' (20mph) in lieu of a 30 mph horizontal curve	4/4/2013	City of Silver Lake - at CSAH 2 (Grove Avenue) and Gehlin Drive.
2013-08	Washington County	3/28/2013	8820.9946 Minimum Design Standards, Urban; Reconditioning Projects of curb-to-curb street width of 40' in lieu of 42'	4/4/2013	CSAH 23 (Orleans St.) from S 3rd St to 4th Ave S and CSAH 24 (Orleans St.) from S 4th St to S 3rd St in Stillwater ;
2013-09	Chisago County	3/28/2013	8820.9926 Minimum Design Standards: Rural And Suburban Undivided; Reconditioning Projects ; 35 mph horizontal curvature in lieu of 40 mph.	4/4/2013	Replace bridge 7214 over Goose Creek on CSAH 8 (Cedarcrest Trail)
2013-10	Carlton County	3/28/2013	8820.9920 Minimum Design Standards; Rural and Suburban Undivided; New or Reconstruction Projects ; 23.4 mph design speed (vertical curvature) in lieu 30 mph.	4/4/2013	SAP 009-606-031 ; Replacement of bridge 09J25 over Deer Creek Crossing ; CSAH 6
2013-11	Carlton County	3/28/2013	Minnesota Rule 8820.9995 Minimum Bicycle Path Standards as to allow bridge structure clear width of 8' in lieu of 12'.	4/4/2013	SAP 009-591-003 ; Construction of a trail along CSAH 61 in City of Esko from Maple Drive to Thompson Road

CSAH Variances Requested
June 2014

SALT REQUEST NO.	LOCAL AGENCY REQUESTING VARIANCE	HEARING DATE OR ADMIN. PROCESS	REQUEST: RULE NUMBER, DESCRIPTION OF STANDARD PROPOSED/LIEU OF STANDARD REQUIRED	APPROVAL DATE	PROJECT NUMBER, ROUTE NAME, NUMBER, LOCATION, TERMINI, TIED PROJECT NUMBERS
2013-12	Blue Earth County	Admin	Bridge Width 13'-6" in lieu of 32' per 8820.9922, Bridge Vert. Clearance 15'-6" in lieu of 16'-4" per 8820.9956, Approach Lanes / Shoulders Width 26' in lieu of 32' per 8820.9922, Approach in-slope 1:3 in lieu of 1:4 per 8820.9922, Approach Clear Zone 12' in lieu of 15' per 8820.9922	4/4/2013	An historic bridge on CR 147 near Amboy, MN
2013-15	Olmstead County	6/27/2013	8820.9926 Minimum Design Standards: Rural And Suburban Undivided; Reconditioning Projects 20 mph design speed (horizontal and vertical curves) in lieu of the minimum 40 mph; and to allow 4' clear zone in lieu of the minimum 10'	7/8/2013	S.P. 55-598-042, CR 125 (Mayowood Rd SW) in conjunction with the repair of Bridge 89182 over the South Fork of the Zumbro River.
2013-18 Tied to 2012-6	Hennepin County	Admin	Chapter 8820.9941 Minimum Design Standards: On-Road Bicycle Facility For Urban; New Or Reconstruction Projects: Standard Bicycle Lane Width: 6 feet, Variance Bicycle Lane Width: 5 feet	1/2/2014	CSAH 9 from Josephine Lane North to York Avenue North
2013-20	Ramsey County	12/19/2013	8820.9936, Minimum Design Standards, Urban; New or Reconstruction Projects so as to allow 9' Parking Lane Width in lieu of 10' required from Brimhall Street to I-35.	1/2/2014	SP 62-638-004 Reconstruction of Randolph Ave. from Brimhall Street to I-35.
2013-21	Rice County	12/19/2013	8820.2800 Construction Requirements; Subp. 2A to allow plan approval after bid opening.	1/2/2014	SAP 066-686-084 ; CSAH 86 from CSAH 46 to CSAH 3 - Reconditioning
2013-27 Tied to 2012-6 and 2013-18	Hennepin County, PENDING RESOLUTION	Admin	Chapter 8820.9941 Minimum Design Standards: On-Road Bicycle Facility For Urban; New Or Reconstruction Projects:, Standard Bicycle Lane Width: 6 feet, Variance Bicycle Lane Width: shared lane of 12.33' width	1/2/2014	CSAH 9 from Josephine Lane North to Indiana Avenue North for shared Lane Width

COUNTY STATE AID CONSTRUCTION ACCOUNT
ADVANCE GUIDELINES
Regular & Municipal Accounts

State Aid Advances

M.S. 162.08, Subd 5, 6 and 7 provide for counties to make advances from future year's allocations for the purpose of expediting construction. This process not only helps reduce the construction cash balance, but also allows counties to fund projects that may have been delayed due to funding shortages.

The formula used to determine if advances will be available is based on the current construction cash balance, expenditure trends, repayments and a $50,000,000 recommended threshold in CSAH Regular and Municipal construction. The threshold can be administratively adjusted by the Chief Financial Officer and reported to the Screening Board at the next Screening Board meeting.

The process used for advancing is dependent on the code levels which are listed below. Code levels for the current year can be obtained from the SAF website - http://www.dot.state.mn.us/safinance/advances/advances.html.

State Aid Advance Code Levels

Guidelines for advances are determined by the following codes.

SEVERE

Code RED - SEVERE – Construction cash balance too low. NO MORE ADVANCES - NO EXCEPTIONS

GUARDED

Code YELLOW - GUARDED – Construction cash balance low; balances reviewed monthly. Advancing money may not meet the anticipated needs. Priority system will be used. Resolution required. Reserve option is available only prior to bid advertisement.

LOW

Code GREEN - LOW – Construction cash balance at acceptable level to approve anticipated advances. Advances approved on first-come, first-serve basis while funds are available. Resolution required. High priority projects are reserved; others optional.

General Guidelines for State Aid & Federal Aid Advance Construction

If a County requests an advance on future allotments they need to submit an Advance Resolution authorizing the advance by the board. This will "earmark" the funding for that County, but it will NOT hold the funds. Advanced funds will be paid out on a first come first serve basis as the regular construction accounts are spent down to zero. The correct resolution must be used for each advance type and there is a sample resolution for each on the State Aid Finance webpage.

Requests are good only for the year requested (cannot be summited for multiple years) and void at 12/31 of that year.

Advances are not limited to the projects listed on the resolution. Project payments are processed in the order received by SAF until the maximum advance amount is reached. Advances are repaid from next year's allocation until fully repaid.

Advance funding is not guaranteed. If the County finds they need a guarantee that the funds will be held specifically for them they can submit a "Request to Reserve Funds" to ensure funds will be available for their project. Once approved, a signed copy will be returned to the County.
Requests are good only for the year requested (cannot be summited for multiple years) and void at 12/31 of that year.

Sample Advance Resolutions and a Request to Reserve Funds can be obtained from SAF website - http://www.dot.state.mn.us/safinance/formsandresolutions.html.
E-mail completed forms to Sandra Martinez in State Aid Finance and your DSAE for review.

Priority System
A Priority System will be required if the construction cash balance drops below an acceptable level which is Code Yellow. This process starts in early October proceeding the advance year. Each county will be required to submit projects to their DSAE for prioritization within the district. The DSAE will submit the prioritized list to SALT for final prioritization.

Requests should include a negative impact statement if project had to be delayed or advance funding was not available. In addition, include the significance of the project.

Priority projects include, but are not limited to projects where agreements have mandated the county's participation, or projects with advanced federal aid. Small over-runs and funding shortfalls may be funded, but require State Aid approval.

Advance Limitations
Statutory - None
Reference: M.S.162.08, Subd 5, 6 & 7.
State Aid Rules - None
Reference: State Aid Rules 8820.1500, Subp 5 & 8 thru 9
State Aid Guidelines
Advance is limited to counties last "construction" allotment. Advance amount will be reduced by any similar outstanding obligations and/or bond principle payments due. The limit can be administratively adjusted by the Chief Financial Officer.

Limitation may be exceeded due to federal aid advance construction projects programmed by the ATP in the STIP where State Aid funds are used in lieu of federal funds. Repayment will be made at the time federal funds are converted. Should federal funds fail to be programmed, or the project (or a portion of the project) be declared federally ineligible, the local agency is required to pay back the advance under a payment plan mutually agreed to between State Aid and the County.

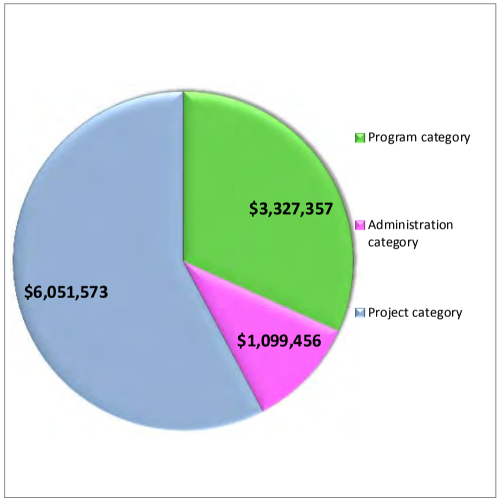
FY14 Local Road Research Board Program **March 2014**

	TITLE	EXPIRATION DATE	PROJECT TOTAL	LRRB $	Other Source	LRRB Paid to Date	FY13	FY14	FY15	FY16	FY17	FY18
645	FY09-11 Implementation of Research Findings	2/28/2014	928,366	680,191	248,175	657,015	-	-				
	FY12-14 Implementation of Research Findings	7/31/2014	779,666	735,000		389,913	-	327,181	16,559			
	FY12-14 Implementation of Research Findings (unobligated)							1,346				
	Match for Pedestrian Crossing Safety Training			44,666		19,988		24,678				
668	FY14 Technology Transfer Center, U of M - LTAP Program Base	8/31/2014	525,000	185,000	150,000	112,575		72,425				
	FY14 Circuit Training & Assist Program (CTAP T2 Center)			84,000				84,000				
	FY14 Minnesota Maintenance Research Expos			26,000				26,000				
	FY14 Transportation Student Development			5,500				5,500				
	FY14 Mn/DOT Maintenance CTAP Trainer			74,500		74,500						
675	FY14 Research Services		160,000	160,000		160,000						
676	FY13 MnROAD Research: Facility Support (FY13/Half Payment FY14)		500,000	500,000		500,000						
676	FY13 MnROAD Research: Tech Transfer & Support		70,000	70,000		70,000						
676	FY14 MnROAD Research: Facility Support		500,000	500,000		500,000						
676	FY14 MnROAD Research: Tech Transfer & Support		70,000	70,000		70,000						
745	FY14 Library Services		70,000	70,000		70,000						
863*	Optimal Timing of Preventive Maintenance for Addressing Environmental Aging in HMA Pavements-Pooled Fund Project	11/30/2014	286,185	57,237	228,948	57,237						
868*	HMA Surface Characteristics-Pooled Fund Project	4/30/2014	375,426	63,152	312,274	39,299		23,853				
869*	FY12-14 TERRA Board	8/31/2014	90,000	42,500	42,500	27,500		15,000				
	FY15-16 TERRA Board		25,000	25,000					12,500	12,500		
885	Research Test Section Tracking Phase II	12/31/2017	55,000	55,000		5,000		10,000	15,000	10,000	10,000	5,000
886*	Cost-Effective Pavement Preservation Solutions for the Real World	9/7/2014	109,984	47,492	62,492	28,662		18,830				
894*	Assessing and Improving Pollution Prevention by Swales	8/31/2014	314,000	312,000	2,000	294,300			17,700			
896*	Quantifying Moisture Effects in DCP and LWD Tests Using Unsaturated Mechanics	2/28/2014	109,900	54,950	54,950	52,203		2,748				
897	Developing Salt-Tolerant Sod Mixtures for Use as Roadside Turf in Minnesota	8/31/2014	176,516	176,516		132,387		26,477	17,652			
898*	Estimating the Crash Reduction and Vehicle Dynamic Effects of Flashing LED Stop Signs	2/28/2014	74,667	37,334	37,333	33,601		3,734				
899	Performance Monitoring of Olmsted CR 117 and 104 and Aggregate Base Materials	2/28/2015	36,000	36,000				20,000	5,500	5,500	5,000	
907	Assessing the Impact of Heavy Loads on the Local Roads	8/31/2014	54,000	54,000		42,000		12,000				
909*	Planning and Implementation of Complete Streets at Mulitple Scales	1/31/2014	101,271	52,739	48,532	46,963		5,776				
910*	Partially Grouted Riprap Lab Flume Study	8/31/2014	130,373	65,187	65,187	36,671		10,552	14,965	3,000		
912*	Improved Approach to Enforcement of Road Weight Restrictions	1/31/2014	65,000	32,500	32,500	32,500						
914*	Research using waste shingles for stabilization or dust control for gravel roads and shoulders	1/31/2014	100,277	61,777	38,500	55,777		6,000				
915	Implications of modifying State Aid Standards; Urban, New or Reconstruction (Mn Rules 8820.9936) to accommodate various roadway users.	11/30/2013	117,700	117,700		117,700						
916	FY13 Technical Transfer Materials Development	9/30/2013	99,884	99,884		99,884						
916	FY14 Technical Transfer Materials Development	9/30/2014	99,933	99,933		39,259		35,691	24,983			
917	Two-Lane Roundabout Field Research Regarding Signing and Striping	4/30/2014	110,000	110,000		104,500		5,500				
918*	Implementation of TONN 2010	5/31/2014	35,000	13,347	21,653	13,347						
921*	Frost Video	12/31/2013	64,986	30,987	50,000	30,987						
922	Systems Preservation Guide – A Planning Process for Local Government Management of Transportation Networks	11/30/2014	698,876	698,876		203,783		291,764	203,329			
924	YouTube Video - seven under contract	6/30/2014	100,000	93,397		81,013		12,384				
	YouTube Video - balance remaining (not under contract)			6,603				6,603				
924	YouTube Video 2015	6/30/2015	100,000	100,000					100,000			
925	Advanced LED Warning Signs for Rural Intersections Powered By Renewable Energy (ALERT)	6/30/2014	106,192	106,192		99,192		7,000				
927	Outreach Web Site 00340 02/02/2012 to 01/31/2014	1/31/2014	95,764	95,764		95,764						
927	Outreach Web Site 04617 2/1/2014 to 8/31/2016	8/31/2016	55,041	55,041				12,951	19,426	19,426	3,238	
928	ITS Institute (Addressing Rural Roadway Departure Fatalities)	12/31/2014	100,000	100,000		23,191		68,830	7,979			
929	Investigation and Assessment of Colored Concrete Pavement	4/28/2014	78,291	78,418		45,983		32,435				
930*	Development and Integration of Advanced Timber Bridge Inspection Techniques for NBIS	1/31/2015	199,786	139,786	60,000	89,903		29,904	19,979			
931*	Lighting levels for Isolated Intersections Leading to Safety Improvements	7/31/2014	94,170	42,185	51,985	13,735		14,777	13,673			
932	Determination of Effective Impervious Area in Urban Watersheds	7/31/2015	150,000	150,000		32,000		40,100	70,500	7,400		
933	Building Local Agency Capacity for Public Engagement in Local Road Systems Planning Decision-Making	7/31/2014	140,060	140,060		130,738		9,322				
934	Field Evaluation of Friction Measurement and Applicator Control Systems for Winter Road Maintenance on Low Volume Roads	11/30/2013	40,000	40,000		40,000						

	TITLE	EXPIRATION DATE	PROJECT TOTAL	LRRB $	Other Source	LRRB Paid to Date	FY13	FY14	FY15	FY16	FY17	FY18
935*	Design Consideration for Embankment Protection during Road Overtopping Events	3/31/2015	194,787	97,394	97,394			35,768	33,581	18,000	10,045	
936	FY14-15 Focus Groups		15,000	15,000				7,500	7,500			
937*	Development of Guidelines for Flashing Yellow Arrows for Protected/Permissive Use	1/31/2015	102,000	51,000	51,000	18,000		20,000	13,000			
938	Culvert Training	10/31/2014	55,000	55,000		11,017		33,755	10,228			
939	Lightly Surfaced Roads	7/31/2014	40,000	40,000		17,000		23,000				
940*	Development of Cost-Effective Timber Bridge Repair Techniques for Minnesota	3/31/2015	299,582	209,582	90,000	51,131		135,717	22,734			
941	On-line Technician Certification/Re-certification Training	1/31/2014	33,133	33,133		25,518		7,615				
942	Is it Effective to Rejuventate a Road Rather than Re-gravel?	7/31/2014	88,910	88,910		62,700		21,600	4,610			
943	Traffic Sign Life Expectancy	7/31/2014	76,222	76,222		10,487		65,735				
944*	Minnesota Steel Pipe Service Life Map	8/31/2015	60,678	30,339	30,339			5,751	22,012	2,577		
945*	Next Generation Bridge Management Tolls and Inspection	12/31/2014	72,072	24,024	48,048	9,363		8,224	6,438			
946	Guidelines for Permeable Pavement Systems	8/31/2015	177,414	177,414				63,870	113,544			
947*	Investigation of Optimal Mix Design of Full Depth Reclamation Stabilization with Cement and Emulsion	9/30/2015	110,823	55,412	55,411			25,220	28,941	1,250		
948*	Flagger Operations: Investigating Their Effectiveness in Capturing Driver Attention	10/31/2015	270,351	50,000	220,351	50,000						
949	Tack Coat Testing - Measuring Field Bond Strength	6/30/2015	68,000	68,000				52,000	16,000			
950	Major Equipment Life Cycle Cost Analysis	2/28/2015	97,904	97,904				56,100	41,804			
951	Transportation Investment and Economic Development in Rural Minnesota	4/30/2015	93,468	93,468				45,000	48,468			
952	Best Management Practices for Establishment of Salt-Tolerant Grasses on Roadsides	9/30/2017	193,677	193,677		26,548		34,528	52,940	54,311	15,666	9,684
953	Development of a Digital Highway Framework to Facilitate Crash Avoidance: Serving County Roads	12/31/2014	86,489	86,489				69,722	16,767			
954	TRS-Pavement Management Resource Centers	6/30/2014	14,727	14,727		3,458		11,269				
955*	Deployment of Portable WIM Systems at ATR Sites for Data Collection and Comparative Study	1/31/2015	122,329	92,142	18,622	55,800		5,250	31,092			
956	TRS-Pavement Striping materials		15,000	15,000				15,000				
957	55 Year Celebration Activities-Obligated		20,000	8,834		8,266		568				
957	55 Year Celebration Activities-balance remaining (not obligated)			11,166				11,166				
958	Mumble Strips Noise Study in Polk County	7/31/2014	65,500	65,500		7,916		41,209	16,375			
959	TRS Chloride Free Snow and Ice Control Material		19,800	19,800				17,500	2,300			
960	TRS Right and Left Turn Lane Warrants	4/30/2014	30,157	30,157				30,157				
961	TRS Gravel Road Management	6/30/2014	24,791	24,791		886		23,905				
962	Evaluation of Safety and Mobility of Two-Lane Roundabouts		124,920	124,920					40,000	84,920		
963	Stakeholder Attitudes, Knowledge and Engagement in Local Road Systems Planning Decision-Making		139,793	139,793					90,503	49,290		
964	Traffic Impacts of Bicycle Facilities		138,914	138,914					43,000	95,914		
965	Study of De-icing Salt Accumulation and Transport Through a Watershed		119,339	119,339					58,553	41,110	19,676	
967	Full Depth Reclamation (FDR) for Urban and Suburban Street Application		93,969	93,969					18,969	75,000		
968	Modernizing Road Construction Plans and Documentation		146,022	146,022					121,374	24,648		
969	Barriers to Right-of-Way Acquisition and Recommendations for Change		133,895	133,895					93,726	40,169		
970	Alternate Design Methods to Renew Lightly Traveled Paved Roads		64,131	64,131					64,131			
971	Optimal RAP Content for Minnesota Gravel Roads		92,538	92,538					64,271	28,267		
972	Minnesota Local Agency Pavement Marking: Mining Existing Data		65,000	65,000					20,000	45,000		
973	Examination of Driver Performance and Distraction with In-vehicle Signing		29,365	29,365					29,365			
974*	Bio-Fog Seal Evaluation		143,469	76,735	66,735				42,000	28,735	6,000	
998	FY12 OPERA - Administration & Projects	11/30/2013	90,000	90,000		90,000						
998	FY13 OPERA - Administration & Projects	6/30/2014	45,000	45,000		45,000						
998	FY14 OPERA - Administration & Projects	6/30/2014	90,000	90,000		45,000		45,000				
999	FY14 Program Administation Encumbered (includes publishing)			145,000		73,592		16,338				
	FY14 Program Administation balance remaining (not encumbered)							55,070				
	FY14 Program LRRB Contingency Account		50,000	50,000				50,000				
	TOTALS		12,206,483	10,166,118	2,184,928	5,380,750	-	2,296,898	1,733,970	647,016	69,625	14,684

	TITLE	EXPIRATION DATE	PROJECT TOTAL	LRRB $	Other Source	LRRB Paid to Date	FY13	FY14	FY15	FY16	FY17	FY18
			Uncommitted Balance Carryforward				1,977,751	2,341,658	502,500	200,855	903,839	2,194,215
							3,070,770	3,162,232	3,272,326	3,200,000	3,200,000	3,200,000
			Amount Available				5,048,521	5,503,890	3,774,826	3,400,855	4,103,839	5,394,215
			Less Expended in SWIFT				2,632,263	2,133,412				
			CTAP Transfer				74,500	74,500				
			Payments Pending Per ARTS				100	496,581				
			Less Total Commitments					2,296,898	1,733,970	647,016	69,625	14,684
			Amount Available				**2,341,658**	**502,500**	**2,040,855**	**2,753,839**	**4,034,215**	**5,379,531**
			INV668: U of MN LTAP						375,000	375,000	375,000	375,000
			INV998: Operational Research Program (OPERA)						90,000	90,000	90,000	90,000
			INV676: MnROAD						500,000	500,000	500,000	500,000
			INV676: MnROAD Technology Transfer and Support						70,000	70,000	70,000	70,000
			INV745: Library Services						70,000	70,000	70,000	70,000
			INV675: Research Services						230,000	230,000	230,000	230,000
			INV999: Project Administration						135,000	135,000	135,000	135,000
			INV916: Technical Transfer Materials Development						100,000	100,000	100,000	100,000
			INV936: Focus Groups							10,000		
			INV869: TERRA Board									
			INV645: RIC						220,000	220,000	220,000	220,000
			Contingency Funds						50,000	50,000	50,000	50,000
			Total On-going Program Commitments					-	1,840,000	1,850,000	1,840,000	1,840,000
			Total Available after On-going Program Commitments				**2,341,658**	**502,500**	**200,855**	**903,839**	**2,194,215**	**3,539,531**

Pending Projects			
Canceled Projects			
Projects co-funded from other sources are marked with an *			
Projects in green shading are completed.			
Projects in green font are not completed, but all of the LRRB funding is spent.			
Program category	Total LRRB =	3,327,356.60	10,478,385
Administration category	Total LRRB =	1,099,455.80	
Project category	Total LRRB =	6,051,572.60	
Research Category	Total LRRB=	7,076,605.43	10,478,385
Implementation Category	Total LRRB=	3,401,779.57	-



Notes:

Discrepancy in the FY14 available balance was discovered after the September meeting. Due to a lag in the timing between ARTS and SWIFT, $570,000 for INV 676 was included as both an encumbrance in FY14 and in the total SWIFT Expenditures amount.

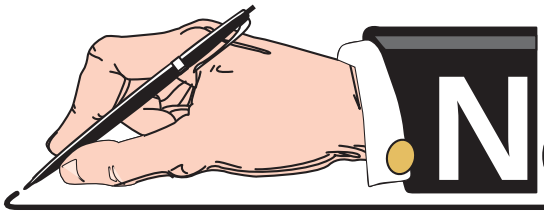
$39,177 of FY14 Contingency used to fund projects at September 25th meeting
This amount has been restored to the Contingency line since a correction was made and there is sufficient available balance to cover this.

INV869: FY12-13 TERRA support contract was amended thru FY14 to align end date with the other TERRA contract

INV914: Includes equipment paid for by LRRB: $17,765.01

INV927: At the 6/20/13 meeting an additional $56,000 was approved to extend the HNTB web development contract for two more years.

INV957: Purchase of imprinted promotional items: flash drives, screen cleaning cloths, work gloves



NOTES and COMMENTS

MINUTES OF THE COUNTY ENGINEER'S
SCREENING BOARD MEETING
OCTOBER 23 & 24, 2013
RUTGER'S BAY LAKE RESORT
DEERWOOD, MN

Chairman Jonathan Large, Mahnomen County Engineer, called the fall meeting of the County Engineer's Screening Board to order at 1:23 p.m., October 23, 2013.

Attendance

A roll call of the Screening Board members by Secretary Nick Anderson, Big Stone County Engineer, indicated the following members present:

Dave Betts, Cook County	District 1	
Brian Ketring, Roseau County	District 2	
Loren Felbaum, Todd County	District 3	
Jon Large, Mahnomen County	District 4	
Lyndon Robjent, Carver County	Metro	
Mitch Rassmussen, Scott County	Metro	
Mike Hanson, Mower County	District 6	**- Absent**
Roger Risser, Wantonwan County	District 7	
Andy Sander, Yellow Medicine County	District 8	
Doug Fischer, Anoka County	Urban	
Mark Krebsbach, Dakota County	Urban	
Tom Johnson, Hennepin County	Urban	
Jim Tolaas, Ramsey County	Urban	
Jim Foldesi, St. Louis County	Urban	
Wayne Sandberg, Washington County	Urban	

Alternates in Attendance

A roll call of the alternate Screening Board members by Secretary Nick Anderson recognized the following alternates in attendance:

Mike Tardy, Carlton County	District 1	
Lon Aune, Marshall County	District 2	**- Absent**
Bruce Cochran, Mille Lacs County	District 3	**- Absent**
Dave Overbo, Clay County	District 4	
Joe Triplett, Chisago County	Metro	
David Kramer, Winona County	District 6	
Seth Greenwood, Nicollet County	District 7	
Willy Rabenberg, Redwood County	District 8	

Department of Transportation personnel were not included in the roll call. Chairman Jon Large took a moment to welcome them and bring attention to State Aid personnel present.

Dave Kramer, Winona County will be Representing District 6 in the absence of Mike Hanson, Mower County.

The attached attendance sheet will reflect others in attendance including county engineers and MnDOT personnel.

Approval of Screening Board Minutes

Chairman Jon Large requested a motion to approve minutes of the June 2013 Screening Board meeting. Motion was made by Doug Fischer, Anoka County and seconded by Roger Risser, Wantonwan County. Upon the Chairman's calling for further discussion, and none being presented, the vote was called and the motion passed unanimously.

Review of the Screening Board Report

Kim DeLaRosa, Mn/DOT State Aid reviewed the county screening board book with those present. Kim started the review by reminding us that the reason the Screening Board must meet every fall is to approve the miles and needs as shown in the book knowing that some changes to the data in the book may still be necessary before the end of the year.

A. General Information and Basic Needs Data – Pages 1-4

Pages 2-3 show the history of miles and the distribution amount since 1958. The 2014 estimated amount to be distributed to Counties is $483,075,941 and equates to $18.74 per $1000 of adjusted 25-yr construction needs.

B. Needs Adjustment – Pages 5-22

In January of 2012 the Screening Board approved freezing the needs and to start developing a new way to compute the needs. This was to allow the needs unit to work with a consultant to develop software for collecting and computing the needs and continue working with the needs task force and counties. Because of the freeze, we are starting 2014 from the same place we did last year with the 2013 needs distribution.

Annual changes to any County's basic 25-year construction needs are restricted to 5% below and 20% above the percentage change from the previous year's statewide restricted needs to the current year's basic 25-yr construction needs.

The construction fund balance deduction is expected to be very close to zero by the end of the year. Each county that was showing a deduction was sent an email in September to give them time to transfer money from their municipal account to their construction account or time to make further construction contract payments.

The Transportation Revolving Loan Fund has had $0.00 allocated to it for a few of years now. The screening board has the opportunity to take money right off the top before distribution to the counties and place it in this fund. Kim pointed out that tomorrow the Screening board will need to give her directions as to what the screening board's wishes are for this fund in 2014. Discussion in years past about getting rid of the revolving loan fund have sided with keeping the TRLF as another tool in the toolbox should someone need assistance in the future from this fund.

The Mill Levy Deduction is a statutory deduction from each county's annual construction needs based on a percentage of each county's taxable market value. The numbers used for the annul Mill Levy Deduction are supplied by the MN Department of Revenue.

C. Tentative Apportionment Data – Pages 24-36

Figure A shows the 2014 Tentative Money Needs after all the adjustments have been applied. These amounts are used for the needs calculation for the apportionment sum portion of the total distribution. Pages 28-29 contain a list of all of the tentative components of the annual needs distribution for both the apportionment sum and excess sum.

The minimum county adjustment was set by statute to ensure that each county receives a minimum percentage of the apportionment sum as stated in M.S. 162.07, subdivision 1b (e). There are five statutory minimum counties. The minimum County Adjustment is applied according to a resolution passed in 2009. The resolution requires that each county shall receive a minimum of 0.55 percent of the total apportionment and excess sum distribution amounts, not to exceed a total statewide adjustment of 1.25%. Meaning, the maximum amount that can be redistributed to minimum counties is 1.25% of the statewide total distribution amount. In 2014, the total distribution of eight counties will be increased to a minimum distribution percentage of 0.53997 as a result of the minimum county adjustment. Kim pointed out that, there may still be adjustments to the book made between now and the end of the year so this 0.53997 percent minimum for eight counties could still change some. Chippewa County is shown less than a minimum county in the book so an adjustment for Chippewa will be made before 2014 distribution.

D. Mileage Requests – Pages 37-47

The history of approved past mileage requests are shown on pages 40-41. Kim Stressed that when you are planning new construction or a new alignment you need to be in touch with your DSAE to determine if you need to revoke the old mileage and reinstate the mileage according to your new alignment. Last year, the screening board adopted a resolution that says that mileage that is added due to an approved mileage request through the Screening Board cannot be revoked, banked, or used somewhere else unless you come back to the screening board for approval to revoke, bank, or use the mileage somewhere else.

E. State Park Road Account – Pages 50-54

MS. 162.06, Subdivision 5, states that if you want to use State Park Road Account funds to improve a CSAH route you must get Screening Board Approval prior to being granted any funds from the DNR. Pages 51-53 show the history of State park Road Account expenditures from 2011 to 2013.

Kim reviewed Chisago County's Request for State Park Road Account funds and directed everyone's attention to the letter by Joe Triplett, Chisago County to the Minnesota DNR requesting $1,885,290 Park Road funds and informed the Board that

action will need to be taken on the request when the board reconvenes tomorrow.

F. Reference Material – Pages 55-91

Information regarding the use of state-aid funds on maintenance facilities, hardship transfers, advance funding guidelines, and the history of granted variances are included in the book.

Meeting Minutes from Screening Board meetings in October 2013 and April 2013 are included on pages 64-71. Screening Board Resolutions are provided for information on pages 72-82.

Research Account

Tomorrow morning the board will need to vote to fund the Research Account from the 2014 county state-aid distribution amount. If funded, the amount given to the Research account is one half of one percent (0.5%) of last years (2013) total distribution amount. For 2014 the 0.5% represents $2,415,380 to be set aside for research.

Needs Task Force update

Kim DeLaRoa, State-Aid stated that the task force has had a hard time making decisions on changes to the needs system because they are in need of a good set of data. To make good decisions the task force needs a complete year of construction needs entered into the system and complete statewide updates in every county for interchanges, bridges, and railroad crossings are needed. With respect to these updates being needed now, in June each county was asked to update their needs on the new website. As of the first week of October there were 39 Counties that had not updated their needs. Of the 39 Counties, 33 had not even logged onto the webpage to even look at their needs. Those counties were notified and as of this week (two weeks later), and about half of the 39 Counties have now either started or completed their update.

Discussion Items

Kim asked if there were any comments or questions on the new needs system or for the Task Force. Lyndon Robjent, Carver County asked if it is still our goal to vote on accepting the new Needs system before it gets fully implemented and if that vote would take place in January. Mitch Rasmussen, Scott County said he did not believe that we would be ready by January's meeting but would likely be ready after much more time for data review and discussion. Mitch stated that a January vote would be overly optimistic. Kim stated that in order to use the new system for 2015's distribution we would need to vote at the 2014 fall Screening Board Meeting at the very latest. Julie Skallman, State-Aid Engineer asked if task force members present thought that it would be possible to vote on it in June at the Summer Conference. Mitch stated that he thought that a June Vote is possible because once the task force has updated data from every county, things would move along much quicker. Julie Skallman, State-Aid Engineer then stated that it was her hope that the sub-committee would be ready to come to the May 2014 Screening Board asking that the Board recommend to the full group that the new system gets adopted.

Discussion continued on who's decision it is to go forward with the new needs system. The question being, 'Is it up to a full membership vote or a Screening Board vote?' Doug Fischer, Anoka County stated that only the screening board could implement the change. Doug said that we want to involve the whole group in the discussion but the screening board is the only group that can vote up or down to implementing the new system. Julie agreed and stated that she feels it is important that the screening board get an acknowledgement from the full membership that they want to move forward. Julie went on to say that the Screening Board, by statute, has the authority to determine the needs and therefore to determine the system that is used for calculating the needs. She felt that the whole thing will go better if the entire membership has their opportunity to say 'yes' or 'no' prior to a screening board vote on implementation.

Lyndon Robjent, Carver County asked Kim how we are going to get the remaining counties to finish updating their needs so this can move along quicker. Kim replied, that the ones who have not completed the update would get a personal email from her following this meeting.

NEW SPEC BOOK ROLLOUT

Mel Odens, Assistant State-Aid Engineer announced that the new spec book was going to be fully implemented for use in March of 2014 but after meeting with the Districts they are looking at the possibility of moving the deadline for using the new spec book to November of 2014. Mel stated that you can use the new spec book sooner however; November would likely be the deadline for switching to it. More information will be coming form State-Aid.

ALTERNATE TOMORROW

Doug Fischer, Anoka County will not be able to be in attendance when the Screening Board resumes tomorrow. Andy Witter will act as Metro representative in the absence of Doug.

With no other items presented for discussion, at 2:58 Chairman Jon Large asked for a motion to recess until Thursday, October 24 at 8:30 a.m. Motion by Brian Ketring, Roseau County, seconded by Mark Krebsbach, Dakota County and the motion passed unanimously.

OCTOBER 24, 2014 - Screening Board Minutes

The meeting reconvened at 8:45 a.m. October 24, 2013 with all representation present.

Chairman Jon Large called for a motion to approve the miles and needs as shown in the book. A motion to approve the mileage and needs as reported in the book was offered by Mitch Rasmussen, Scott County and seconded by Dave Bettes, Cook County, the motion passed unanimously.

Chairman Jon Large called the question of how much, if anything, the board wishes to fund the Transportation Revolving Load Fund (TRLF). Brian Kettring, Roseau County offered a motion to provide zero funding to the TRLF for 2014, Seconded by Jim Foldesi, St. Louis County, the motion passed unanimously.

Chairman Jon Large asked if the Board wished to offer a motion to fund the Research Account in 2014. Lyndon Robjent, Carver County offered the following resolution, seconded by Jim Tolaas, Ramsey County the motion passed unanimously.

> *Be it resolved that an amount of $2,415,380 (not to exceed ½ of 1% of the 2013 CSAH Distribution Sum of $483,075,941) shall be set aside from the 2014 Distribution Fund and be credited to the Research Account.*

Chairman Jon Large offered his thanks to Wayne Sandberg, Washington County for serving on the Mileage Sub-committee and noted that his replacement would come from the Metro Area and be approved at the next meeting.

Chairman Jon Large thanked the outgoing members of the Screening board for their service. The outgoing representatives being thanked were:

Dave Betts, Cook County, District 1 Representative
Brian Kettring, Roseau County, District 2 Representative
Jon Large, Mahnomen County, District 4 Representative and Board Chair
Mike Hanson, Mower County, District 6 Representative
Lyndon Robjent, Carver County, Metro Representative

Chairman Jon Large brought up the issue of the Chisago County State Park Road Account request. Motion to approve the Chisago County State Park Road account request was offered by Jim Foldesi, St. Louis County, seconded by Dave Kramer, Winona County and passed Unanimously.

SPECIAL TOPICS

Rick Kjonaas, State Aid reported that he has received a request from the Minnesota Center for Environmental Advocacy or MCEA (the 'other' MCEA) for the Statewide Pave tech data. Rick said he has decided that it is not his data to give so unless each county approves them getting the data he will not be giving it. Rick also mentioned that the Transportation Alliance is wishing to make a map from the pave tech data that would show our needs on a county-by-county basis. The map would show all the poor road segments in the state. Wayne Sandberg, Washington County said that he thought a county-by-county map would open us up to too much scrutiny and criticism due to the large differences between counties and thought a more general district-by-district comparison would be better. Mark Krebsbach, Dakota County wanted to see more tangible information on this request. Mark felt that going to the legislature with such a map could prove to be a problem for us because it is not like counties have plans sitting on the shelf and can just go spend millions of dollars quickly. Mark also thought that there is a real misunderstanding out there about the project delivery process counties use as well as how the counties prioritize their projects and hold to their 5-year plans as much as possible. The issue was left as a group consensus that we should not give the Center for Environmental Advocacy any data but that we should work with the Transportation Alliance to achieve further funding goals and this may include a pave tech data map in some form. Chairman Jon Large asked that State-Aid and the Counties continue to work with the Transportation Alliance on the upcoming legislative effort.

Kim announced that the 2014 Spring Screening Board meeting will be during summer conference at Arrowwood in Alexandria on June 11-13. The 2014 Fall Screening Board meeting will be held next October 22-23 at Breezy Point

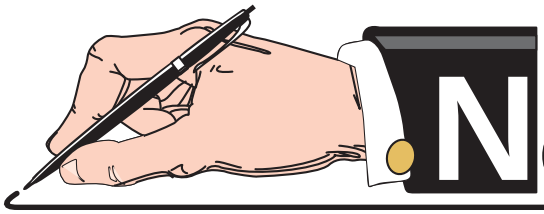
Chairman Jon Large congratulated Roger Risser, Wantonwan County for assuming the Roll of Screening Board Chair effective in 2014.

At 9:20 a.m., a motion was made by Roger Risser, Watanwon County, Seconded by Lyndon Robjent, Carver County to adjourn the 2013 fall Screening Board Meeting.

Respectively Submitted,

Nicholas A Anderson

Nicholas A. Anderson
Screening Board Secretary
Big Stone County Engineer



NOTES and COMMENTS

CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD

BE IT RESOLVED*:*

ADMINISTRATIVE

Improper Needs Report - Oct. 1961 (Rev. Jan. 1969)

That the Office of State Aid and the District State Aid Engineer be requested to recommend an adjustment in the needs reporting whenever there is reason to believe that said reports have deviated from accepted standards and to submit their recommendations to the Screening Board with a copy to the county engineer involved*.*

Type of Needs Study - Oct. 1961 (Rev. June 1965)

That the Screening Board shall, from time to time, make recommendations to the Commissioner of Transportation as to the extent and type of needs study to be subsequently made on the County State Aid Highway System consistent with the requirements of law*.*

Appearance at Screening Board - Oct. 1962

That any individual or delegation having items of concern regarding the study of State Aid Needs or State Aid Apportionment Amounts, and wishing to have consideration given to these items, shall, in a written report, communicate with the Commissioner of Transportation through proper channels. The Commissioner shall determine which requests are to be referred to the Screening Board for their consideration. This resolution does not abrogate the right of the Screening Board to call any person or persons to appear before the Screening Board for discussion purposes*.*

Construction Cut Off Date - Oct. 1962- June 1983(Latest Rev. June 2007)

That for the purpose of measuring the needs of the County State Aid Highway System, the annual cut off date for recording construction accomplishments based upon the project award date shall be December 31.

Screening Board Vice-chairman - June 1968

That at the first County Screening Board meeting held each year, a Vice-chairman shall be elected and he shall serve in that capacity until the following year when he shall succeed to the chairmanship.

Screening Board Meeting Dates and Locations - June, 1996

That the Screening Board Chairman, with the assistance of State Aid personnel, determines the dates and the locations for that year's Screening Board meetings*.*

Screening Board Secretary - Oct. 1961

That, annually, the Commissioner of Transportation may be requested to appoint a secretary, upon recommendation of the County Highway Engineers' Association, as a non-voting member of the County Screening Board for the purpose of recording all Screening Board actions.

Research Account - Oct. 1961

That the Screening Board annually consider setting aside a reasonable amount of County State Aid Highway Funds for the Research Account to continue local road research activity.

Annual District Meeting - Oct. 1963 (Rev. June 1985)

That the District State Aid Engineer call a minimum of one district meeting annually at the request of the District Screening Board Representative to review needs for consistency of reporting.

General Subcommittee - Oct. 1986 (Rev. June, 1996)

That the Screening Board Chairman appoints a Subcommittee to annually study all unit prices and variations thereof, and to make recommendations to the Screening Board. The Subcommittee will consist of three members with initial terms of one, two and three years, and representing the north (Districts 1, 2, 3 and 4), the south (Districts 6, 7 and 8) and the metro area of the state. Subsequent terms will be for three years.

Mileage Subcommittee - Jan. 1989(Rev. June, 1996)

That the Screening Board Chairman appoints a Subcommittee to review all additional mileage requests submitted and to make recommendations on these requests to the County Screening Board. The Subcommittee will consist of three members with initial terms of one, two and three years and representing the metro, the north (Districts 1, 2, 3 and 4) and the south area (Districts 6, 7 and 8) of the state respectively. Subsequent terms will be for three years and appointments will be made after each year's Fall Screening Board Meeting. Mileage requests must be in the District State Aid Engineer's Office by April 1 to be considered at the spring meeting and by August 1 to be considered at the fall meeting.

Guidelines For Advancement of County State Aid Construction Funds From The General CSAH Construction Account - October, 1995 (Latest Rev. October, 2002)

1) The maximum County State Aid construction dollars which can be advanced in any one year shall be the difference between the County State Aid construction fund balance at the end of the preceding calendar year plus any repayment due from the previous years advancing and $40 million. Advanced funding will be granted on a first come-first served basis.

1a) In order to allow for some flexibility in the advancement limits previously stated, the $40 million target value can be administratively adjusted by the State Aid Engineer and reported to the Screening Board at their next meeting.

2) Total advances to the Regular Account shall be limited to the counties last regular construction allotment, and will be reduced by any scheduled regular bond principal obligations and advance encumbrance repayments. Any advances must be repaid by deducting that amount from the next years CSAH regular construction allotment.

3) Total advances to the Municipal Account shall be limited to the counties last municipal construction allotment, and will be reduced by any scheduled municipal bond principal obligations and advance encumbrance repayments. Any advances must be repaid by deducting that amount from the next years CSAH municipal construction allotment.

4) In addition to the total advances allowed under 2) and 3) above, a county may request an advance in an amount equal to the Federal Funds formally programmed by an Area Transportation Partnership (ATP) in any future programmed year for a State Aid Project and for items that are State Aid eligible. Should Federal Funds fail to be programmed or the project or a portion of the project be declared federally ineligible, the local agency shall be required to pay back the advance under a payment plan agreed to between State Aid and the County.

5) Advanced State Aid funding must be requested by County Board Resolution. This resolution need not be project specific, but describes the maximum amount of advances the County Board authorizes for financing of approved County State Aid Highway projects in that year. This resolution must be submitted with, or prior to, the first project specific request. Once the resolution is received by SALT Division, payments will be made to the County for approved County State Aid Highway projects up to the amount requested in the resolution, after that Counties construction account balance reaches zero, and subject to the other provisions of these guidelines. The resolution does not reserve funds nor establish the "first come - first served" basis. First come - first served is established by payment requests and/or by the process describe in (5).

6) Prior to entering into a contract where advanced funding will be required, the County Engineer must submit a Request Advanced Funding form. SALT will reserve the funds and return the approved form to the County Engineer provided that:

   a) the amount requested is within the amount authorized by the County Board Resolution,
   b) the amount requested is consistent with the other provisions of this guideline, and
   c) the County intends to approve the contract within the next several weeks; or in the case of a construction project, a completed plan has been submitted for State Aid approval.

   Upon receiving the approved Request to Reserve Advanced Funding, the County Engineer knows that funds have been reserved for the project.

NEEDS ADJUSTMENTS

Deficiency Adjustment - Oct. 1961 (Rev. June 1965)

That any money needs adjustment made to any county within the deficiency classification pursuant to Minnesota Statutes Chapter 162.07, Subdivision 4, shall be deemed to have such money needs adjustment confined to the rural needs only, and that such adjustment shall be made prior to computing the Municipal Account allocation.

Minimum County Adjustment – Oct. 1961, Dec. 1966, June 2008 (Latest Rev. October 2009)

Be It Resolved, that the following resolution is rescinded, "That any county whose total apportionment percentage falls below 0.586782, which is the minimum percentage permitted for Red Lake, Mahnomen, and Big Stone Counties, shall have its money needs adjusted so that its total apportionment factor shall at least equal the minimum percentage factor", and

Be It Further Resolved, for minimum county adjustment purposes, the maximum redistribution shall not exceed 1.25% of the total distribution, and

Be It Further Resolved, that any county whose total distribution share falls below 0.55% shall have its money needs adjusted upward such that its total distribution percentage is up to, but not more than 0.55%, and

Be It Further Resolved, that the maximum redistribution ceiling of 1.25% has precedence over the target maximum safety net of 0.55%.

Be It Further Resolved that such adjustments be made to both the apportionment sum and excess sum distribution, based on the prorated share of each sum of the total distribution: and that said adjustments be prorated to each count based on its distribution percentage of the apportionment sum and excess sum, respectively.

Fund to Townships - April 1964 (Rev. June 1965)

That this Screening Board recommend to the Commissioner of Transportation, that he equalize the status of any county allocating County State Aid Highway Funds to the township by deducting the township's total annual allocation from the gross money needs of the county for a period of twenty-five years.

Bond Adjustment & Transportation Revolving Loan Fund - Oct. 1962 (Latest Rev. June, 2002)

That a separate annual adjustment shall be made in total money needs of a county that has sold and issued bonds pursuant to Minnesota Statutes, Section 162.181, or has accepted a TRLF loan Pursuant to Minnesota Statutes, Section 162.06 for use on State Aid projects, except bituminous or concrete resurfacing projects, concrete joint repair projects, reconditioning projects or maintenance facility construction projects. That this adjustment, which covers the amortization period, which annually reflects the net unamortized bonded debt, shall be accomplished by adding said net unamortized bond

amount to the computed money needs of the county. For the purpose of this adjustment, the net unamortized bonded debt shall be the total unamortized bonded indebtedness less the unencumbered bond amount as of December 31, of the preceding year.

County State Aid Construction Fund Balances - May 1975 - June 2003 (Latest Rev. October 2006)

That, for the determination of County State Aid Highway needs, the amount of the unencumbered construction fund balance as December 31 of the current year; not including the last two years regular account construction apportionment and not including the last three years of municipal account construction apportionment or $500,000 whichever is greater; shall be deducted from the 25-year construction needs of each individual county. Also, that for the computation of this deduction, the estimated cost of right-of-way acquisition which is being actively engaged in or Federally-funded projects that have been let but not awarded shall be considered as being encumbered and the construction balances shall be so adjusted.

Needs Credit for Local Effort - Oct. 1989 (Latest Rev. October, 1997)

That annually a needs adjustment for local effort for construction items which reduce State Aid needs shall be made to the CSAH 25 year construction needs.

The adjustment (credit for local effort) shall be the local (not State Aid or Federal Aid) dollars spent on State Aid Construction Projects for items eligible for State Aid participation. This adjustment shall be annually added to the 25 year County State Aid Highway construction needs of the county involved for a period of twenty years beginning with the first apportionment year after the documentation has been submitted.

It shall be the County Engineer's responsibility to submit this data to their District State Aid Engineer. His submittal and approval must be received in the Office of State Aid by July 1 to be included in the following year's apportionment determination.

Grading Cost Adjustment - Oct. 1968 (Latest Rev. June, 1988)

That, annually, a separate adjustment to the rural and the urban complete grading costs in each county be considered by the Screening Board. Such adjustments shall be made to the regular account and shall be based on the relationship of the actual cost of grading to the estimated cost of grading reported in the needs study. The method of determining and the extent of the adjustment shall be approved by the Screening Board. Any "Final" costs used in the comparison must be received by the Needs Section by July 1 of the Needs Study year involved.

Restriction of 25-Year Construction Needs Increase - Oct. 1975 (Latest Rev. June 2003)

The CSAH construction needs change in any one county from the previous year's restricted CSAH needs to the current year's basic 25-year CSAH construction needs shall be restricted to 20 percentage points greater than or 5 percentage points less than the statewide average percent change from the previous year's restricted CSAH needs to the current year's basic 25-year CSAH construction needs. Any needs restriction determined by this Resolution shall be made to the regular account of the county involved.

Trunk Highway Turnback - June 1965 (Latest Rev. June 1996)

That any Trunk Highway Turnback which reverts directly to the county and becomes part of the State Aid Highway System shall not have its construction needs considered in the money needs apportionment determination as long as the former Trunk Highway is fully eligible for 100 percent construction payment from the County Turnback Account. During this time of eligibility, financial aid for the additional maintenance obligation of the county imposed by the Turnback shall be computed on the basis of the current year's apportionment data and the existing traffic, and shall be accomplished in the following manner:

Existing ADT	Turnback Maintenance/Lane Mile/Lane
0 - 999 VPD	Current lane mileage apportionment/lane
1,000 - 4,999 VPD	2 X current lane mileage apportionment/lane
For every additional 5,000 VPD	Add current lane mileage apportionment/lane

Initial Turnback Maintenance Adjustment - Fractional Year Reimbursement:

The initial Turnback adjustment, when for less than 12 full months, shall provide partial maintenance cost reimbursement by adding said initial adjustment to the money needs which will produce approximately 1/12 of the Turnback maintenance per lane mile in apportionment funds for each month, or part of a month, that the county had maintenance responsibility during the initial year.

Turnback Maintenance Adjustment - Full Year, Initial or Subsequent:

To provide an advance payment for the coming year's additional maintenance obligation, a needs adjustment per lane mile shall be added to the annual money needs. This needs adjustment per lane mile shall produce sufficient needs apportionment funds so that when added to the lane mileage apportionment per lane mile, the Turnback maintenance per lane mile prescribed shall be earned for each lane mile of Trunk Highway Turnback on the County State Aid Highway System. Turnback adjustments shall terminate at the end of the calendar year during which a construction contract has been awarded that fulfills the County Turnback Account payment provisions, or at the end of the calendar year during which the period of eligibility for 100 percent construction payment from the County Turnback Account expires. The needs for these roadways shall be included in the needs study for the next apportionment.

That Trunk Highway Turnback maintenance adjustments shall be made prior to the computation of the minimum apportionment county adjustment.

Those Turnbacks not fully eligible for 100 percent reimbursement for reconstruction with County Turnback Account funds are not eligible for maintenance adjustments and shall be included in the needs study in the same manner as normal County State Aid Highways.

MILEAGE

Mileage Limitation - Oct. 1961-Oct. 1997 (Latest Rev. Oct. 2012)

Mileage made available by an internal revision after July 1, 1990, will be held in abeyance (banked) for future designation.

That any request, after July 1, 1990, by any county for County State Aid Highway designation, other than Trunk Highway Turnbacks, or minor increases due to construction proposed on new alignment, that results in a net increase greater than the total of the county's approved apportionment mileage for the preceding year plus any "banked" mileage shall be submitted to the Screening Board for consideration. Such request should be accompanied by supporting data and be concurred on by the District State Aid Engineer.

Any requested CSAH mileage increase must be reduced by the amount of CSAH mileage being held in abeyance from previous internal revisions (banked mileage).

All mileage requests submitted to the County State Aid Highway Screening Board will be considered as proposed, and no revisions to such mileage requests will be considered by the Screening Board without being resubmitted prior to publication of the Screening Board Report by the Office of State Aid. The Screening Board shall review such requests and make its recommendation to the Commissioner of Transportation. If approved, the needs on mileage additions shall be submitted to the Office of State Aid for inclusion in the subsequent year's study of needs.

Revisions in the County State Aid Highway System not resulting in an increase in mileage do not require Screening Board review.

Mileage made available by reason of shortening a route by construction shall not be considered as designatable mileage elsewhere.

That any additions to a county's State Aid System, required by State Highway construction, shall not be approved unless all mileage made available by revocation of State Aid roads which results from the aforesaid construction has been used in reducing the requested additions.

That in the event a County State Aid Highway designation is revoked because of the proposed designation of a Trunk Highway over the County State Aid Highway alignment, the mileage revoked shall not be considered as eligible for a new County State Aid Highway designation.

That, whereas, mileage approved by the Screening Board through a mileage request will not become transferable mileage unless approved by the Screening Board.

That, whereas, Trunk Highway Turnback mileage is allowed in excess of the normal County State Aid Highway mileage limitations, revocation of said Turnbacks designated after July 1, 1965, shall not create eligible mileage for State Aid designation on other roads in the county, unless approved by the Screening Board

That, whereas, former Municipal State Aid street mileage located in municipalities which fell below 5,000 population under the 1980 and 1990 Federal census, is allowed in

excess of the normal County State Aid Highway mileage limitations, revocation of said former MSAS's shall not create eligible mileage for State Aid Designation on other roads in the county, but may be considered for State Aid designation within that municipality.

That, whereas, the county engineers are sending in many requests for additional mileage to the CSAH system up to the date of the Screening Board meetings, and whereas this creates a burden on the State Aid Staff to prepare the proper data for the Screening Board, be it resolved that the requests for the spring meeting must be in the State Aid Office by April 1 of each year, and the requests for the fall meeting must be in the State Aid Office by August 1 of each year. Requests received after these dates shall carry over to the next meeting.

Non-existing County State Aid Highway Designations - Oct. 1990 – Oct 1992 (Latest Rev. June 2007)

Any non-existing CSAH designation not part of a transportation plan adopted by the County and approved by the District State Aid Engineer will have the "Needs" removed from the 25 year CSAH Needs Study after 10 years. Approved non-existing CSAH designations shall draw "Needs" up to a maximum of 25 years.

TRAFFIC

Traffic Projection Factors - Oct. 1961 – Oct. 1992- June 2005(Latest Rev. June 2007)

That new Traffic Projection Factors for the needs study be established for each county using a "least squares" projection of the vehicle miles from the last four traffic counts and in the case of the seven county metro area from the number of latest traffic counts which fall in a minimum of a twelve year period. This normal factor can never fall below 1.0. Also, new traffic factors will be computed whenever an approved traffic count is made. These normal factors may, however, be changed by the county engineer for any specific segments where a traffic count or a traffic study warrant a change, with the approval of the District State Aid Engineer.
Also, the adjustment to traffic projection factors shall be limited to a 0.3 point decrease per traffic count interval.

Minimum Requirements - Oct. 1963 (Rev. June 2003)

That the minimum requirements for 4 - 12 foot traffic lanes be established as 7,000 projected vehicles per day for rural design and 7,000 for urban design. Traffic projections of over 20,000 vehicles per day for urban design will be the minimum requirements for 6 - 12 foot lanes. The use of these multiple-lane designs in the needs study, however, must be requested by the county engineer and approved by the District State Aid Engineer

ROAD NEEDS

Method of Study - Oct. 1961 (Rev. Nov. 1965)

That, except as otherwise specifically provided, the Manual of Instruction for Completion of Data Sheets shall provide the format for estimating needs on the County State Aid Highway System.

Soil - Oct. 1961 (Latest Rev. June 1985)

Soil classifications established using a U.S. Soil Conservation Service Soil Map must have supporting verification using standard testing procedures; such as soil borings or other approved testing methods. A minimum of ten percent of the mileage requested to be changed must be tested at the rate of ten tests per mile. The mileage to be tested and the method to be used shall be approved by the District State Aid Engineer. Soil classifications established by using standard testing procedures, such as soil borings or other approved testing methods shall have one hundred percent of the mileage requested to be changed tested at the rate of ten tests per mile.

All soil classification determinations must be approved by the District State Aid Engineer.

Unit Costs - Oct. 1961 (Rev. Nov. 1965)

That the unit costs for base, surface and shouldering quantities obtained from the 5-Year Average Construction Cost Study and approved by the Screening Board shall be used for estimating needs.

Design - Oct. 1961 (Latest Rev. June 1982)

That all roads be divided into proper segments and the highest estimated ADT, consistent with adjoining segments, be used in determining the design geometrics for needs study purposes.
Also, that for all roads which qualify for needs in excess of additional surfacing, the proposed needs shall be based solely on projected traffic, regardless of existing surface types or geometrics.

And, that for all roads which are considered adequate in the needs study, additional surfacing and shouldering needs shall be based on existing geometrics but not greater than the widths allowed by the State Aid Design Standards currently in force.

Grading - Oct. 1961 (Rev. June, 1988)

That all grading costs shall be determined by the county engineer's estimated cost per mile.

Rural Design Grade Widening - June 1980

That rural design grade widening needs be limited to the following widths and costs:

Feet of Widening	Needs Cost/Mile
4 - 8 Feet	50% of Average Complete Grading Cost/Mile

9 - 12 Feet 75% of Average Complete Grading Cost/Mile

Any segments which are less than 4 feet deficient in width shall be considered adequate. Any segments which are more than 12 feet deficient in width shall have needs for complete grading.

Storm Sewer - Oct. 1961 (Rev. Nov. 1965)

That storm sewer mains may be located off the County State Aid Highway if, in so doing, it will satisfactorily accommodate the drainage problem of the County State Aid Highway.

Base and Surface - June 1965 (Rev. June 2003)

That base and surface quantities shall be determined by reference to traffic volumes, soil factors, and State Aid standards. Rigid base is not to be used as the basis for estimating needs on County State Aid Highways. Replacement mats shall be 2" bituminous surface over existing bituminous.

Construction Accomplishments - June 1965 (Latest Rev. Oct. 1983)

That any complete grading accomplishments be considered as complete grading construction of the affected roadway and grading needs shall be excluded for a period of 25 years from the project letting date or date of force account agreement. At the end of the 25-year period, needs for complete reconstruction of the roadway will be reinstated in the needs study at the initiative of the County Engineer with costs established and justified by the County Engineer and approved by the State Aid Engineer.

Needs for resurfacing shall be allowed on all county state aid highways at all times.

That any bridge construction project shall cause the needs on the affected bridge to be removed for a period of 35 years from the project letting date or date of force account agreement. At the end of the 35-year period, needs for complete reconstruction of the bridge will be reinstated in the needs study at the initiative of the County Engineer and with approval of the State Aid Engineer.

The restrictions above will apply regardless of the source of funding for the road or bridge project. Needs may be granted as an exception to this resolution upon request by the County Engineer, and justification to the satisfaction of the State Aid Engineer (e.g., a deficiency due to changing standards, projected traffic, or other verifiable causes).

Items Not Eligible For Apportionment Needs - Oct. 1961 (Latest Rev. June 1985)

That Adjustment of Utilities, Miscellaneous Construction, or Maintenance Costs shall not be considered a part of the Study of Apportionment Needs of the County State Aid Highway System.

Loops and Ramps - May 1966 (Latest Rev. October 2008)

For county state aid highway interchanges with non trunk highways; a county may claim loop and ramp construction needs for each intersection that has a 20 year projected traffic of 70,000 daily entering vehicles or greater and is included in the adopted county transportation plan as a future interchange. It shall be the County Engineer's responsibility to submit documentation to justify estimated costs of the loop and ramps to the District State Aid Engineer.

BRIDGE NEEDS

Bridge Widening - April 1964 (Latest Rev. June 1985)

That the minimum bridge widening be 4 feet.

Bridge Cost Limitations - July 1976 (Rev. Oct. 1986)

That the total needs of the Minnesota River bridge between Scott and Hennepin Counties be limited to the estimated cost of a single 2-lane structure of approved length until the contract amount is determined. Also, that the total needs of the Mississippi River bridge between Dakota and Washington Counties be limited to the estimated cost of a 2-lane structure of approved length until the contract amount is determined. In the event the allowable apportionment needs portion (determined by Minnesota Chapter 162.07, Subdivision 2) of the contract amount from normal funds (FAU, FAS, State Aid, Local) exceeds the "apportionment needs cost", the difference shall be added to the 25-year needs of the respective counties for a period of 15 years.

AFTER THE FACT NEEDS

Bridge Deck Rehabilitation - Dec. 1982 (Latest Rev. Oct. 1992)

That needs for bridge deck rehabilitation shall be earned for a period of 15 years after the construction has been completed and the documentation has been submitted and shall consist of only those construction costs actually incurred by the county. It shall be the County Engineer's responsibility to justify any costs incurred and to report said costs to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1 to be included in the following year's apportionment determination.

Right of Way - June 1984 (Latest Rev. June 2000)

That needs for Right-of-Way on County State Aid Highways shall be earned for a period of 25 years after the purchase has been made and the documentation has been submitted and shall be comprised of actual monies paid to property owners with local or State Aid funds. Only those Right of Way costs actually incurred by the County will be eligible. It shall be the County Engineer's responsibility to submit justification to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1 to be included in the following year's apportionment determination.

Traffic Signals, Lighting, Retaining Walls, Sidewalk, Railroad Crossing Surfacing, Wetland Mitigation, Concrete Paving and Railroad Protection - June 1984 – June 2003 (Latest Rev. Oct 2007)

That needs for Traffic Signals, Lighting, Retaining Walls, Sidewalk, Railroad Crossing Surfacing, Wetland Mitigation, Concrete paving (as eligible for State Aid participation) and Railroad Protection on County State Aid Highways shall be earned for a period of 25 years after the construction has been completed and the documentation has been submitted and shall consist of only those construction costs actually incurred by the county. It shall be the County Engineer's responsibility to justify any costs incurred and to report said costs to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1 to be included in the following year's apportionment determination.

Railroad Over Highway Bridges – October 2007

That, Needs for railroad bridge improvements over CSAH routes shall be earned for a period of 35 years after the bridge construction has been completed and the documentation has been submitted and shall be comprised of actual monies paid with local or State Aid funds. Only those bridge improvement costs actually incurred by the County will be eligible. It shall be the County Engineers responsibility to submit justification to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1 to be included in the following year's apportionment determination

Mn/DOT Bridges - June 1997 (Latest Rev. June 2000)

That, Needs for bridge improvements to trunk highway bridges carrying CSAH routes shall be earned for a period of 35 years after the bridge construction has been completed and the documentation has been submitted and shall be comprised of actual monies paid with local or State Aid funds. Only those bridge improvement costs actually incurred by the County will be eligible. It shall be the County Engineers responsibility to submit justification to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1 to be included in the following year's apportionment determination.

After the Fact Loops & Ramps – October 2008

For county state aid highway interchanges with trunk highways; after the fact needs shall be earned for a period of 25 years after construction has been completed for only those costs actually incurred by the county (state aid or county tax levy funds). It shall be the County Engineer's responsibility to submit documentation to justify the costs incurred and report said costs to the District State Aid Engineer. The DSAE approval must be received in the Office of State Aid by July 1st to be included in the following year's distribution. Projects that have been completed since June 1, 2001 are eligible for these needs.

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State Aid for Local Transportation

May 7, 2014

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- - - - - = report to others

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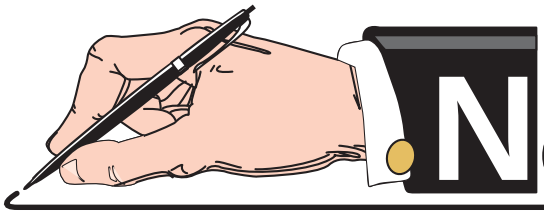

NOTES and COMMENTS