

STATE AID E-SCENE

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ADVANCE FUNDING PROCESS



ADVANCE TYPES

Regular Advances are created by the request to use future state aid allotments for current year expenditures. The local agency must provide a certified resolution prior to receiving advanced funds. **Federal, turn back, or disaster advances** are advances that are created by the request to use state aid allotment funds in lieu of these other fund types that are not yet available. These advances require a **specific** resolution that can be found on the state aid finance website. The advance repayment will occur when the other funds become available and they replace the allotment funds. A resolution is required to get these advances, but the amounts do not count against the advance limitation guidelines in place since the repayment is from another fund source.

DOCUMENTATION

Resolution: Annually each County / City needs to submit a board resolution authorizing the advance of future allotment funds. The sample resolution can be found on the State Aid Finance webpage. This will “ earmark ” the funding for that County / City, but it will NOT hold the funds. Funds will be paid out on a first come first serve basis. Each resolution expires on December 31 of the year issued, regardless of the time of year. The district engineer needs to approve the advance before sending the resolution to Sandra Martinez in State Aid Finance.

Request to Reserve Funds: If the County / City finds they need a guarantee that the funds will be held specifically for them they can submit this request form along with the resolution. A sample of both forms can be found on the State Aid Finance webpage. This will encumber the funds for that County / City within State Aid. This encumbrance will NOT show up in the encumbrances on the County / City Status Report. Each request form will expire on December 31 of the year issued along with the resolution that authorizes the advance.

CONFIRMATION

The tracking spread sheets on the State Aid finance webpage <http://www.dot.state.mn.us/safinance/advances/advances.html> will indicate:

Advance Requests by entity and project
Resolution Received
Date Advance Approved
Amounts Requested and paid to date

Contact Information

Sandra Martinez
State Aid Finance
651-366-4880
sandra.martinez@state.mn.us

CHANGES IN THE ENVIRONMENTAL PROCESS FOR FEDERAL PROJECTS



Effective immediately the environmental process for federal projects that are near (within 300') of a railroad is changing. Project proposers no longer need to submit a railroad crossing data sheet. They do however need to contact the appropriate person in the MnDOT Rail Office. They will provide you with a printout of the current information they have on the crossing and will comment on the need for any upgrades to the crossing related to your work or other issues.

The data sheet the Rail Office provides as well as any comments or a note that they had no comments should be included in your Project Development Report.

The Rail project managers are divided by MnDOT maintenance areas:

District 1 & 4; Paul Delarosa, 651-366-3659 or Paul.delarosa@state.mn.us

District 2 & 3; Rick Wagner, 651-366-3713 or rick.vanwagner@state.mn.us

Metro; Jim Weatherhead, 651-366-3671 or jim.weatherhead@state.mn.us

District 6, 7, & 8; Dennis Williams, 651-366-3641 or Dennis.williams@state.mn.us

Questions? Contact one of the individuals listed above or Lynnette Roshell at 651-366-3822 or by email at Lynnette.roshell@state.mn.us

LIMITED USE PERMITS

Recently SALT was contacted by the DNR about a new MnDOT policy that required expiration dates on limited use permits granted for work on MnDOT Right of way. Office of Land Management had decided that ten years was a good time limit. As we all know the FHWA considers twenty years a design life for projects constructed with their money.

The Office of Land Management has agreed that for federally funded projects that the term of the permit can be twenty years. The project proposer just needs to let the permitting office know that the project has federal funds when they apply for the permit. If you have any issues with getting the Limited Use permit expiration extended contact your DSAE or SALT for assistance



MnDOT LAUNCHES WORK ZONE SAFETY PUBLIC EDUCATION CAMPAIGN

By Chris Krueger

<http://ihub.newsline/articles.html#Z1>

MnDOT kicked off national Work Zone Awareness Week (April 15-19) with a new public education campaign that reminds motorists to slow down and pay attention in construction zones. “Work zones are dangerous places for workers and travelers,” said Commissioner Charlie Zelle. “This campaign is one of many ways we are reminding people to drive safely when they see orange barrels and trucks.”

The billboards, radio, television and online advertising coincide with state road crews starting construction on more than 300 projects across Minnesota. City, county and tribal governments also are working on multiple highway improvement projects. The ads will run through November.

Two of the most common factors in work zone crashes are speeding and inattentive driving. The ads are designed to remind motorists of their responsibility to keep themselves and workers safe. In 2012, there were 1,931 total crashes in Minnesota work zones—three individuals were killed. The three-year average for work zone crashes is 1,819 crashes and seven fatalities per year.

Promoting work zone safety is a component of the state’s core traffic safety initiative, Toward Zero Deaths. A primary vision of the TZD program is one in which motorists support a goal of zero road fatalities by practicing and promoting safe and smart driving behavior. TZD focuses on the application of four strategic areas to reduce crashes — education, enforcement, engineering and emergency trauma response.

PHASE II LOCAL HISTORIC BRIDGE STUDY



The Phase II Local Historic Bridge Study has begun as of April 23, as joint venture between the State Aid for Local Transportation Office and the MNDOT's Cultural Resource Unit. Minnesota's historic bridges are an important part of Minnesota history with statewide significance. As these bridges deteriorate and require rehabilitation or replacement, local bridge owners struggle with the unique set of issues circumstances that accompany these bridges because they are considered historic. It became evident local bridge owners could benefit from the development of a statewide program to ensure the history of these structures is preserved. Bridges included in the study are currently identified as historically significant in Minnesota and/or either eligible or on the National Register of historic places.

This unprecedented effort will be completed a consultant team led by Joe Litman, Vice President of LHB, and Inc. and includes two consultant firms, Mead & Hunt and the 106 Group, for their expertise in Minnesota history. The goal of the study is to research and provide a comprehensive understanding of the bridge condition and the structure's historical significance. This effort will be a collaboration that includes the local bridge owner, MnDOT, and the Phase II study consultants. Individual bridge owners will receive a bridge report specific to their bridge as a deliverable of this study.

Those agencies interested in nominating a bridge to be on the National Register will have an opportunity to be selected for this as part of the study. Each bridge owner will be contacted by members of the consultant team for assistance with data collection and for assistance and approval when field reviews are needed by the consultants. If you have questions or concerns, contact either Patti Loken patti.loken@state.mn.us 651-366-3803 or Kristen Zschomler Kristen.zschomler@state.mn.us 651-366-3633. More information will follow for individual bridge owners impacted as part of the study.

NEW DISTRICT 6-8 STATE AID CONSTRUCTION ENGINEER

Mitch Bartelt, PE

CO State Aid Construction Engineer, Districts 6-8

Phone: 651-366-3832

E-mail: mitch.bartelt@state.mn.us



Mitch Bartelt joined CO State Aid on April 8. Mitch replaces Joe MacPherson as the Construction Engineer for Districts 6, 7, and 8. Mitch hails from River Falls, Wisconsin. He holds both Bachelor of Science and Master of Science degrees from Michigan State University. He currently lives in Oak Park Heights with his wife Nicki and their son Clay. (Nicki is also a MnDOT employee. She works as an engineer in the MnDOT Bridge Hydraulics Unit in Oakdale.). Mitch has worked for MnDOT since 2006, when he and his wife were hired as part of the Graduate Engineer Program. Most recently, he spent the past five years working in the Office of Traffic, Safety, and Technology as the pavement marking engineer. He also has previous experience working in D6 Rochester as a Student Worker in the summers of 1998 and 1999. Prior to joining MnDOT full-time, Mitch worked both for Parsons Brinckerhoff and the Michigan Department of Transportation in Lansing, Michigan.

Mitch is excited to join CO State Aid and looks forward to getting to know everyone better.



From left to right, Laurie McGinnis (CTS director), Julie Skallman, Ann Johnson (last year's winner) Photo and written info courtesy of CTS Staff.

RAY L. LAPPEGAARD DISTINGUISHED SERVICE AWARD

Each year the Ray L. Lappegaard Distinguished Service Award is presented to a transportation professional who displays outstanding leadership, mentorship and support to the profession. The award is named in honor of Ray L. Lappegaard, chair of the CTS Executive Committee from its creation in 1989 until his death in April 1993. Lappegaard held numerous high-level positions in state government and the private sector, and was a mentor to many in the transportation field.

Julie Skallman is the Director of the State Aid Division at the Minnesota Department of Transportation and 2013 recipient of the award. Skallman provides statewide leadership and managerial direction in the development and implementation of the Minnesota secondary State highway system. She also chairs the steering committee of the Minnesota Local Technical Assistance Program and is a member of the U of M Department of Civil Engineering advisory board. She has worked for MnDOT for more than 35 years in various positions.

Julie is honored and appreciative of this recognition and continues her work with State Aid to Deliver a safe, reliable and efficient transportation systems to the citizens of Minnesota.

To learn more about the Ray L. Lappegaard Distinguished Service Award and other past recipients of this prestigious award, please visit the Center for Transportation studies website <http://www.cts.umn.edu/about/awards/lappegaard/>