

2011 HOUSE APPROPRIATIONS

HB 1455

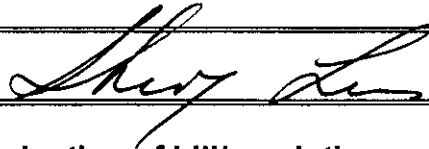
2011 HOUSE STANDING COMMITTEE MINUTES

House Appropriations Government Operations Division
Medora Room, State Capitol

HB1455
January 26, 2011
Record Job# 13415

Conference Committee

Committee Clerk Signature



Explanation or reason for introduction of bill/resolution:

A Bill for an Act to provide a contingent appropriation to the department of transportation to provide transportation grants to counties.

Minutes:

Chairman Thoreson opened the hearing on HB1455. Roll call was taken.

Representative Chuck Damschen, District 10: HB1455 is the latest version of a road bill I've introduced every session; but, this is significantly different.

Chairman Thoreson: Only the counties that received impact funds would receive \$500,000.00 per county; if the surplus in the state was over \$500 million?

Representative Damschen: Only counties that did not impact funds would be eligible for \$500,000.00 each.

Representative Dahl: What did you say the surplus reach in order for this to be triggered?

Representative Damschen: It would have to be a \$500 million surplus.

Representative Dahl: A \$500 million surplus in the general fund or all of our funds?

Representative Damschen: I was thinking all of our funds as the surplus is portrayed currently.

Representative Klein: If my figures are correct, we're looking at a \$23 million package. Is this tied into an overall plan or is it money to each individual county?

Representative Dahl: What I envisioned the DOT supervising it to come extent; that it would be for projects that counties do have slated for future work.

Representative Kempenich: Would you be amenable that we dedicated it to road and bridge funds?

Representative Damschen: Definitely, I want it to be designated for road work.

Chairman Thoreson: Line 4 does say transportation grant; so, I'm assuming the focus is to get it out for transportation, not just for general government income.

Representative Damschen: Yes. I wouldn't want it to go just into the county general fund.\

Representative Klein: According to the system, these counties can levy taxes for road and bridge; and I believe there's 3 areas they can do that. The counties that do levy these taxes would get the same treatment as the counties that don't levy and road and bridge taxes. Is that considered in this package at all?

Representative Damschen: It is not a qualifying factor.

Representative Glassheim: There were 36 counties; so half would be \$18 million. I wonder if it wouldn't be cleaner to say it's triggered when \$500 million is in the permanent oil trust fund? It's not giving each county \$500,000.00 regardless of need and I wonder if we couldn't run through the existing highway distribution formula for counties.

Representative Damschen: I appreciate you correcting the figure. The correct figure is \$18 million. I feel sometimes the amounts are lost when we go through the formula. I did envision that DOT would review the project; and maybe the counties would have specific projects that they would request the money for; and then it would be a onetime lump sum payment.

Chairman Thoreson: We've had that discussion quite a bit; we're working on HB1012 which is the DOT budget.

Representative Kempenich: What's your snow pack looking like?

Representative Damschen: It's looking pretty deep.

Representative Klein: I appreciate your effort here as all the emphasis seems to be in the oil patch country. Looking at the overall picture, I would think that there has to be a better method of overall operation. I think it should be the DOT that manages it; because these smaller counties don't have the technical staff to do that.

Representative Damschen: I appreciate your concern and I would say one method might be that these projects; when the funding was requested, the project could certainly be reviewed by DOT and approved before the funds were allocated. The other thing might be to say up to \$500,000.00; instead of automatically getting \$500,000.00.

Chairman Thoreson: I think because of what's come forward; the intent of the bill is here, but some of the numbers and some of the language is not quite right. Would you want to work to get some amendments for this so the information is correct?

Representative Damschen: I would be happy to do that.

Terry Traynor, Assistant Director, North Dakota Association of Counties: See attached testimony 1455.1.26.11A.

Representative Brandenburg: As you look at the \$142 million that's set up to work with the counties and the state; didn't the bill Representative Damschen has have this type of concept?

Terry Traynor: I understood his intent was more targeted to where the problems are.

Representative Kroeber: The counties get the state aid distribution per county; and they also according to this, we have the different districts where they can get so many dollars for roads. What in addition to that do the counties get for roads?

Terry Traynor: The DOT handout is on state highway roads only.

Representative Kroeber: So the only dollars they actually receive are from the distribution fund?

Terry Traynor: From the state, that's the only dollars. In addition to that, a portion of the federal dollars is allocated to each county based on their federal eligible road miles and other factors. The largest amount in some counties is property tax.

Robert Shannon, Kadmas, Lee & Jackson, Inc: See attached testimony 1455.1.26.11B.

Chairman Thoreson: Do you have any idea how much higher the prices could be if we didn't do that?

Robert Shannon: It varies by the part of the state and the contractor. Some years we've had construction bids go up 13% per year for 3 years in a row. It depends partly on the price of diesel fuel and asphalt.

Representative Brandenburg: How many roads would you say they're in the critical phase of being upgraded?

Robert Shannon: I really don't have statistics to bear that out.

Representative Brandenburg: If you could provide some of that later we'd appreciate it.

Testimony continued.

Chairman Thoreson: If you put \$1.00 in at that point, does that then bring you back to the top for the excellent condition?

Robert Shannon: That's correct it brings you near the top again.

Representative Klein: Typically on your designs, what do you require as a base? How deep should your base be before you start thinking of overlay?

Robert Shannon: We analyze the strength of the soil; usually, our recommendations if we're going to pave, we try to do 8" of gravel and 4" of asphalt as a minimum section; if we're going to try and allow the farmers to travel on there year round.

Chairman Thoreson: That would allow it without weight restrictions?

Robert Shannon: That would vary by road and by the amount of traffic that's on it. The asphalt is designed for a finite amount of loads; we forecast the amount of trucks over the next 20 years. If we have 500,000 trucks or 2 million trucks over the next 20 years, that will affect how thick that road needs to be.

Representative Klein: So your asphalt would be in two 4" lifts?

Robert Shannon: Typically we try to keep the lifts to 3" or less as we lay them down. If we need 5" of asphalt, we'll do that in 2 lifts; that way we get it compacted all the way through.

Representative Kempenich: How wide does the road have to be to put 2 lifts on?

Robert Shannon: The road width does vary depending on how thick that road width needs to be. A lot of county roads are graded to a 28 ft wide dirt width; then, we put gravel on and we have safe slope. As we add more asphalt on that; it gets steeper on the edges. So to maintain safety and lane width, you have to widen the road.

Testimony continued.

Representative Brandenburg: Do you look at contracting for the whole state?

Robert Shannon: Yes we do, we work in 5 states.

Representative Brandenburg: What is your game plan to try to get these county roads fixed? How can we fix these with all this traffic?

Robert Shannon: When the counties are just trying to keep the roads going, they're not optimizing their dollar amount.

Chairman Thoreson: The deterioration curve; that's from a national center? This stands for within out state also?

Robert Shannon: Yes, that is a pretty typical curve. However, with the pave and management plan; you would have a curve specific to each type of pavement you have in your jurisdiction. I believe the DOT has a number of pavement performance curves.

Chairman Thoreson: They take a look at the thickness of it; what type of material is being used and how long the life span is on that?

Robert Shannon: That's correct.

Representative Kempenich: We were just talking about the management plan. The more we hear about this the more we think the counties need a management plan. When you see these counties, are they focused more on the collectors than outlying roads?

Robert Shannon: Some of the counties I deal with, it varies across the board. Some of them will put the most focus on the roads where a commissioner is getting the most phone

calls; and not necessarily where the best expenditure is. They try and provide the most benefit to the most users. The collector roads have the most traffic; and those are the ones they're trying to keep going. A lot of counties have designated roads no maintenance or minimal maintenance roads; and closed them during the winter, because it's not cost effective.

Representative Klein: In the counties you deal with do you see a lot of them that have gone from paved back to gravel because of the cost and upkeep?

Robert Shannon: I have seen some of the counties do that. It's difficult to explain to the public why they have to do that.

Chairman Thoreson closed the hearing.

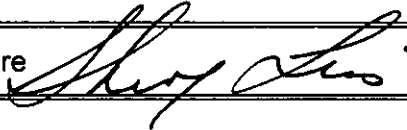
2011 HOUSE STANDING COMMITTEE MINUTES

House Appropriations Government Operations Division
Medora Room, State Capitol

HB1455
February 7, 2011
Recorder #14134

Conference Committee

Committee Clerk Signature



Explanation or reason for introduction of bill/resolution:

A Bill for an Act to provide a contingent appropriation to the department of transportation to provide transportation grants to counties.

Minutes:

Chairman Thoreson opened the hearing on 1455.

Representative Kempenich proposed to accept the amendments.

Representative Dahl seconded the motion.

Representative Klein: All the bill does is it reduces the dollar value from \$26.5 million to \$18 million. Then it talks on line 12 of at least \$500 million

Representative Dahl: If you look at the bill itself line 16 and 17; up to a maximum grant of \$500,000.00. So \$26.5 million was not accurate if you want to grant up to \$500,000.00 for each non oil producing county.

Chairman Thoreson: Let me defer to Legislative Council. Do you have any explanation of how the amendments were drafted to fit with the bill?

Roxanne Woeste, North Dakota Legislative Council: I did draft this but I can certainly get a hold of the person who drafted it.

Representative Kroeber: It takes the 36 counties multiplied by \$500,000.00 and that comes out to \$18 million.

Chairman Thoreson: There's also some question about the language on line 12.

Chairman Thoreson: It does take it down, as the original numbers were incorrect. It does bring it down to \$18 million and adds the additional language on line 12.

Representative Glasheim: It appears not to allocate \$500,000.00 for each county but up to \$500,000.00.

Chairman Thoreson: Right, that was in discussion with Representative Damschen that it was not his intention to give everyone \$500,000.00.

Representative Glassheim: I like his idea of putting a trigger so there's plenty of money from which to take this. I think the \$500 million beyond the \$300 million is a little high to take \$18 million out of.

Representative Kempenich: I don't know what would be the cleaner way to work this. Unintelligible.

Representative Dahl: In the testimony provided by Mr. Shannon, in point #2 he talks about either raise the maximum grant amount or eliminate it; because he said basically \$500,000.00 will fix 2 1/2 miles of road. So, speaking to the merits of this bill, I understand what he's trying to do; but, it doesn't seem like a terribly efficient way to do this.

Chairman Thoreson: I believe the author of the bills intentions were good.

Representative Glassheim: I'll further amend by changing the \$500 million to \$300 million.

Chairman Thoreson: Perhaps we should maybe take action on the amendment first before we amend.

Chairman Thoreson took a voice vote for the amendments. 7 yeas/ 0 nays.

Representative Glassheim moved to amend by changing \$500,000.00 to \$300,000.00.

Representative Kroeber seconded the movement.

Representative Glassheim: I'm sure the author put it in to increase the comfort level of those who are not fond of spending money.

Representative Dahl: Just a quick question, the \$300 million balance that's being discussed would that be after all other obligations; for example, with the permanent oil trust fund, would \$300 million be after those obligations?

Representative Glassheim: My understanding is the language is that when we leave here we will have an expected projected....It's not the balance, it's exceed projected revenues. If we project to have \$1 billion in revenues, then we have to have \$1.5 billion. It doesn't speak at all to how much is left.

Chairman Thoreson: Do you wish to withdraw you're amendment?

Representative Glassheim: I'll withdraw my amendment.

Representative Kroeber withdrew his second.

Representative Dahl: If we have a certain projected revenue and we have statutory or constitutional obligations as to where that money goes, how do we know there will be \$18 million left to distribute if we're basing this on revenue?

Representative Kroeber: When we leave we will have a projected amount of income that we are going to have and we'll also take and project what will be revenues within the fund. We will know those and we'll also know what our contractual responsibilities are across the board. The income would have take and exceed that amount before this could be triggered. We will know what our expenses are going to be before we leave here.

Representative Glasheim: We won't plan to spend more than we plan for revenues in the permanent oil trust fund. So then there won't be obligations beyond what's projected as revenues. If we're \$500 million above that, there won't be any obligations relating to that.

Representative Klein: I move a do not pass because this is very similar to what we did with HB1043. The big problem I see with this, it does not tie the DOT into managing or controlling what roads get done in each county. It's throwing money out into every county without tying it into an overall plan. As we discussed earlier on HB1043, I know there are other bills out there.

Chairman Thoreson: There's been a do not pass motion made. Is there a second?

Representative Kempenich: Second.

Representative Glasheim: I think the author of the amendment has dealt with the questions of shotgun; because, "DOT shall develop guidelines to be used in determining which county projects eligible to receive grant funding." They're all going to apply to DOT and DOT will distribute the money based upon their understanding of what's needed and what's fixed. I think there's some safeguards.

Representative Kempenich: I was looking at the way the highway distribution fund is rolling out and we'll be looking at this the rest of session.

Representative Dahl: Maybe to speak a little more to the merits of this, I understand what the bill sponsor's trying to do; but, it's somewhat artificial. Up to \$500,000.00 no matter what size or scope your county is and we already have a distribution formula based on population.

Chairman Thoreson: That's a concern I have with it also is that number. I understand what the sponsor's doing; and I applaud him for it. But I think we need to look at it in a little different way. Hopefully, we're going to be doing that through the transportation budget.

Representative Klein: I think what's happening is the non oil producing counties are starting to grumble. I don't think this is the vehicle to do it in. I think we'll help the non oil producing counties; but, I don't believe this is the way to do it.

The clerk took the role on a "do not pass". There were 5 yeas and 2 nays.

Representative Klein will carry the bill.

Chairman Thoreson closed the hearing.

2011 HOUSE STANDING COMMITTEE MINUTES

House Appropriations Committee Roughrider Room, State Capitol

HB 1455
2/8/11
14232

Conference Committee

Committee Clerk Signature

Meredith Tracholt

Explanation or reason for introduction of bill/resolution:

A BILL for an Act to provide a contingent appropriation to the department of transportation to provide transportation grants to counties.

Minutes:

You may make reference to "attached testimony."

Chairman Delzer: Opened discussion. This bill came out of Government Operations division.

Representative Klein: HB 1455 came about because the non-oil producing counties feel left out on road repair. The bill was amended in committee, reducing the \$26.5 million price tag to \$18 million, and putting the caveat that the revised general fund and permanent oil tax trust fund revenue will exceed \$500 million. This bill is similar to HB 1043, which we had before and defeated in this committee and on the floor. We need to keep track of what gets done on road repair and rework, and work off an overall plan that the Department of Transportation has in place. With all the snow and possible flooding problems that could come about this spring, we need to follow an overall approach. Again, \$500,000 would overlay less than 2.5 miles of county roadway. I move Do Not Pass.

Chairman Delzer: If you adopted some amendments in section, we need the amendments in full committee before we can take that up. We'll go ahead and get those, and meet on Thursday afternoon to finish this bill.

Recording continues with discussion on HB 1217.

2011 HOUSE STANDING COMMITTEE MINUTES

House Appropriations Committee Roughrider Room, State Capitol

HB 1455
2/10/11
14400

Conference Committee

Committee Clerk Signature

Meredith Traubolt

Explanation or reason for introduction of bill/resolution:

A BILL for an Act to provide a contingent appropriation to the department of transportation to provide transportation grants to counties.

Minutes:

You may make reference to "attached testimony."

Chairman Delzer: Opened discussion on 1455.

Representative Klein: This is the bill we discussed the other day, but we didn't have the amendment; now it is in your bill book. All we did in the amendment is reduce the figure from 26.5 to 18. After the amendment we passed it out (of section) with a Do Not Pass. I move to adopt the amendment in full committee.

Representative Thoreson: Second.

Chairman Delzer: Discussion by the committee?

Representative Kaldor: On line 12, revenues, if this passes for some reason, then this wouldn't kick in unless the projected revenues exceeded \$500 million?

Representative Klein: Correct.

Chairman Delzer: Further questions? Seeing none, we'll do a voice vote, motion carries.

Representative Klein: I move Do Not Pass as Amended.

Representative Thoreson: Second.

Chairman Delzer: Discussion.

Representative Kroeber: I voted against the Do Not Pass, and the reason is, it's the only bill I know that we have that can put some money into county and township roads outside of the impact area. We're going to put \$228 million out of the permanent oil trust fund in

the impact area, \$142 million in the impact area, for a total of \$370 million of those particular funds. This is the only bill that puts some dollars outside of that area.

Chairman Delzer: We've had some discussion about this, and I believe there will be some amendments coming forward for HB 1012 that will address the non-oil counties, with some money to deal with the roads. That amendment will be offered and up for discussion at the time. Currently we're looking at around \$50 million over the biennium. That's where I see us addressing this issue.

Representative Klein: That was the discussion all along with the previous bill we killed earlier. This fits into that same category.

Chairman Delzer: Further discussion? Seeing none, we have a motion for a Do Not Pass as Amended. We'll call the roll. Motion carries 17-4. Representative Klein will be the carrier.

VK
2/11/11

PROPOSED AMENDMENTS TO HOUSE BILL NO. 1455

Page 1, line 6, replace "\$26,500,000" with "\$18,000,000"

Page 1, line 12, after "revenues" insert "by at least \$500,000,000"

Page 1, line 13, remove "The grant amount provided to each county under this section is"

Page 1, replace lines 14 through 17 with "The department of transportation shall develop guidelines to be used in determining which county roadway projects are eligible to receive grant funding under this section. Each county requesting a grant under this section shall submit an application to the department of transportation detailing the projects for which funding is requested, how much funding is requested for each project, and how the projects relate to the county's transportation plan. The department of transportation shall review the projects and provide a grant to the county in the amount requested for each approved project with maximum grant funding of \$500,000 available to each county."

Renumber accordingly

2011 HOUSE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. 1455

House Appropriations Government Operations Division Committee

Check here for Conference Committee

Legislative Council Amendment Number 11.07929.01001

Action Taken Do Not Pass

Motion Made By Vice Chairman Klein Seconded By Representative Kempenich

Representatives	Yes	No	Representatives	Yes	No
Chairman Thoreson	X		Representative Glassheim		X
Vice Chairman Klein	X		Representative Kroeber		X
Representative Brandenburg					
Representative Dahl	X				
Representative Kempenich	X				

Total (Yes) 5 No 2

Absent 1

Floor Assignment Representative Klein

If the vote is on an amendment, briefly indicate intent:

Date: 2/10
 Roll Call Vote #: 1

2011 HOUSE STANDING COMMITTEE ROLL CALL VOTES
 BILL/RESOLUTION NO. 1458

House Appropriations Committee

Legislative Council Amendment Number _____

Action Taken: Do Pass Do Not Pass Amended Adopt Amendment
 Rerefer to Appropriations Reconsider

Motion Made By Rep. Klein Seconded By Rep. Thoreson

Representatives	Yes	No	Representatives	Yes	No
Chairman Delzer			Representative Nelson		
Vice Chairman Kempenich			Representative Wieland		
Representative Pollert					
Representative Skarphol					
Representative Thoreson			Representative Glassheim		
Representative Bellew			Representative Kaldor		
Representative Brandenburg			Representative Kroeber		
Representative Dahl			Representative Metcalf		
Representative Dosch			Representative Williams		
Representative Hawken					
Representative Klein					
Representative Kreidt					
Representative Martinson					
Representative Monson					

Total (Yes) _____ No _____

Absent _____

Floor Assignment _____

If the vote is on an amendment, briefly indicate intent:

.01001 reduce the amount from \$26.5 million to \$18 million

voice vote carries

Date: 2/10
Roll Call Vote #: 2

2011 HOUSE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. 1455

House Appropriations Committee

Legislative Council Amendment Number _____

Action Taken: Do Pass Do Not Pass Amended Adopt Amendment
 Rerefer to Appropriations Reconsider

Motion Made By Rep. Klein Seconded By Rep. Thoreson

Representatives	Yes	No	Representatives	Yes	No
Chairman Delzer	X		Representative Neison	X	
Vice Chairman Kempenich	X		Representative Wieland	X	
Representative Pollert	X				
Representative Skarphol	X				
Representative Thoreson	X		Representative Glassheim		X
Representative Bellew	X		Representative Kaidor		X
Representative Brandenburg	X		Representative Kroeber		X
Representative Dahl	X		Representative Metcalf		X
Representative Dosch	X		Representative Williams	X	
Representative Hawken	X				
Representative Klein	X				
Representative Kreidt	X				
Representative Martinson	X				
Representative Monson	X				

Total (Yes) 17 No 4

Absent 0

Floor Assignment Rep. Klein

If the vote is on an amendment, briefly indicate intent:

REPORT OF STANDING COMMITTEE

HB 1455: Appropriations Committee (Rep. Delzer, Chairman) recommends AMENDMENTS AS FOLLOWS and when so amended, recommends DO NOT PASS (17 YEAS, 4 NAYS, 0 ABSENT AND NOT VOTING). HB 1455 was placed on the Sixth order on the calendar.

<11.0729.01001a>

2011 TESTIMONY

HB 1455

**Testimony To The
HOUSE APPROPRIATIONS COMMITTEE
GOVERNMENT OPERATIONS SUBDIVISION
Prepared January 26, 2010, by
Terry Traynor, Assistant Director
North Dakota Association of Counties**

REGARDING HOUSE BILL No. 1455

Chairman Thoreson and members of the Committee, thank you for the opportunity to speak in support of HB1455 on behalf of county government.

As a number of people and I have testified previously in this Committee, a combination of changing patterns of use, extraordinary weather conditions, relatively flat federal and state funding, and rapidly increasing costs have together greatly impacted local roads.

House Bill 1455 approaches this problem in a somewhat unique and intriguing way. This bill would, for at least one biennium, attempt to treat all counties as equals – regardless of population and motor vehicles registered.

As the number of road miles that must be maintained by each county (table attached) is more similar than their populations, this proposal, as a supplement to the formula driven State Highway Distribution Fund and the need-based energy impact grant program, has attracted much support.

As the attached table indicates, counties have just over 10,000 miles of major collectors – or primary county highways. This bill, fully funded, would generate \$2,650 for each mile of road – something very positive for many of the rural counties that have seen their share of state road funding decrease over time.

It would be the hope of county officials from across the State that as you begin to construct your funding recommendations for rural roads, this concept remains a part of your overall plan.

	Road Miles of Major Collectors	Total Major Bridge Structures >20'
Adams	164.2	37
Barnes	292.5	30
Benson	256.0	24
Billings	129.5	31
Bottineau	241.6	126
Bowman	138.8	49
Burke	119.4	16
Burleigh	276.0	65
Cass	489.2	246
Cavalier	235.5	68
Dickey	204.1	30
Divide	155.5	10
Dunn	249.4	60
Eddy	80.5	19
Emmons	163.2	44
Foster	111.0	16
Golden Valley	111.1	22
Grand Forks	318.1	280
Grant	148.8	54
Griggs	138.6	17
Hettinger	175.1	60
Kidder	182.4	-
LaMoure	243.2	49
Logan	110.1	11
McHenry	232.3	96
McIntosh	126.1	9
McKenzie	244.9	83
McLean	261.6	32
Mercer	200.5	53
Morton	303.9	215
Mountrail	274.0	22
Nelson	173.2	19
Oliver	103.7	18
Pembina	167.2	164
Pierce	115.6	7
Ramsey	179.6	45
Ransom	157.6	23
Renville	142.4	17
Richland	177.8	151
Rolette	132.8	12
Sargent	196.8	27
Sheridan	132.5	-
Sioux	85.1	7
Slope	146.4	30
Stark	245.9	108
Steele	131.3	97
Stutsman	332.4	28
Towner	117.6	51
Traill	216.8	146
Walsh	267.5	234
Ward	375.3	74
Wells	161.0	32
Williams	185.8	65
Total	10,321.4	3,229

Testimony in support and modification to H.B. 1455 Provided by: Robert Shannon
Kadmas, Lee & Jackson, Inc.
January 25, 2011

Testimony:

1. Grant Emergency Status:

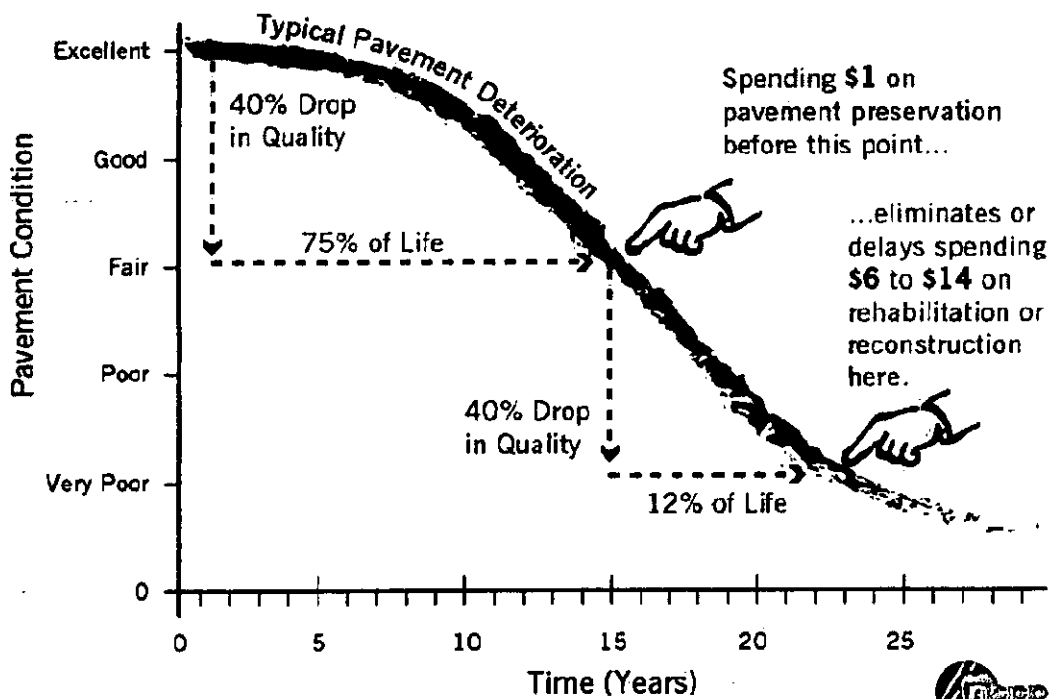
The proposed funding to assist counties with road improvements should be granted emergency status to allow road construction in 2011. If H.B. 1455 is not granted emergency status, the law will not go in effect until July 1, 2011. The July date would require any road improvement expenditures to be delayed through half of the 2011 construction season. The associated engineering work to prepare bid documents for 2011 construction would need to be prepared prior to July 1, 2011 to allow construction completion in 2011. In addition, many contractors will have contracted their entire construction season capacity prior to July 1, 2011. If emergency status is not granted, counties will be forced to pay for engineering work without the benefit of state funding assistance, or delay engineering until after July 1, 2011 and risk no construction completed in 2011 due to delays in awarding construction contracts. Projects may incur higher bid prices due to fewer available contractors, and construction may not be completed in the 2011 construction season. We urge you to consider emergency funding status.

2. Eliminate or raise the maximum grant amount

Highway construction costs have escalated at a pace exceeding typical annual inflation rates; exceeding 13 percent annually for several years. Last year, the proposed \$500,000 maximum grant amount would provide an asphalt overlay on less than 2.5 miles of county roadway. Many county highways have deterioration spread out on much longer stretches of roadways, and we urge you to consider removing or raising the maximum funding amount per grant.

3. Include the development of a County Pavement Management Plan as eligible for 100% state funding assistance

Studies show spending \$1 on pavement preservation (such as asphalt overlays) before the pavement is crumbling apart, can save \$6 to \$14 later when pavement is destroyed to the extent the roadway must be reconstructed rather than overlaid. Optimum timing of pavement preservation will stretch state funding assistance dollars to the maximum amount possible. By spending money on road reconstruction, you may be neglecting a road that could be preserved at 1/6th to 1/14th the cost. The trick is in determining when is the critical time to construct the pavement preservation. Counties have inadequate financial capacity to maintain their road system, and will benefit from financial assistance in preparing pavement management plans to optimize road expenditures. The North Dakota Department of Transportation (NDDOT) uses a pavement management system to optimize expenditures on the state and federal road system. The counties should have the same benefit.



Source: National Center for Pavement Preservation.