DRAFT
CARVER COUNTY

PUBLIC WORKS DIVISION

POLICIES FOR COST PARTICIPATION BETWEEN CARVER COUNTY AND OTHER AGENCIES FOR STANDALONE COOPERATIVE TRAIL IMPROVEMENT PROJECTS

Adopted DATE: November 4, 2014

Carver County Board of Commissioners

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I. PURPOSE

To establish policies for determining appropriate division of cost participation to be used by Carver County in funding standalone cooperative trail construction projects with the Minnesota Department of Transportation, municipalities, and other agencies.

II. SCOPE

To establish a cost sharing policy which is consistent with Regional and County trails plans.

III. GENERAL POLICIES

A. Eligible projects are trail projects consistent with the County Comprehensive Trails Plan.

B. Eligible project delivery costs include engineering, utility relocation, grading, drainage, base, surfacing, pedestrian ramps, wetland mitigation due to trail impacts and additional right-of-way needed for the trail. The County will only participate in trails constructed to meet Standard Specifications.

C. A joint powers agreement may further define cost participation, construction and maintenance for circumstances concerning the development of trails that are not addressed by this policy.

D. Federal funds may be used on any qualifying trails for which federal funds are received.

E. Regional Park Funds and Parks and Trails Legacy Funds obtained through the State or Metropolitan Council may only be used on Regional Parks and Trails included in the Metropolitan Council's *Regional Parks and Opens Space Policy Plan*. Trail projects must be identified in an approved regional trail master plan to be eligible for regional and Parks and Trails Legacy Funding, or for consideration for reimbursement through a future CIP of the Metropolitan Council.

F. Trail funding can come from several sources including federal, state, and regional and Parks and Trails Legacy Funding grant programs. In addition, local funding from the County and/or municipality can be used to supplement or match grant funded projects. Projects that are not grant funded require the County and/or municipality to finance the project.

G. Carver County may provide existing road right-of-way for local trails and non-regional linking trails within County road right-of-way. Carver County does not participate in the acquisition of additional right-of-way, construction or maintenance of local trails. The County may support grant applications for these types of trails.

H. Trails will be constructed to meet Standard Specifications

IV. GENERAL DEFINITIONS

County: Carver County.

Standard Specifications: Minnesota Department of Transportation Facility Design Manual, DNR Trails Manual, AASHTO Standards

Contract Items: All line item costs in a project bid proposal.

Construction Items: All line item costs in a project bid proposal except mobilization, traffic control, field office, and erosion control measures.

Serviceable Condition: The trail facility has a useful life estimated to be 4 or more years without reconstruction, overlay, and sealcoat.

Approved System: A trail system which has been adopted by a local unit, Carver County or the Metropolitan Council.

Routine Maintenance: Examples - snow removal, grass mowing, sweeping, litter removal, and tree trimming

Bituminous Surface Maintenance: Examples – sealcoat, crack seal and overlay

Reconstruction: Subgrade correction, removal or reclamation of bituminous surface and paving

V. TRAIL TYPE DEFINITIONS

Attached or On Road Bike Route/Trail: On-road facility separated from the driving lane by pavement markings. Emphasizes fitness or transportation uses. Primary users are Type A bicyclists and higher skilled Type B recreationists.

Detached Bike Route/Trail: Off-road facility, separated from the road surface by curb or boulevard. Emphasizes service for fitness and recreation. Primary users are lower skilled Type B and C bicyclists. Accommodating commuter transportation is secondary.

Local: Trails developed within a municipality's local road right-of-way or parks and open space areas, or permitted by the County in county right-of-way. Regional and state trails that are constructed and managed by the County, a city, or a township are not included.

Linking Trails: Paved trail most often located within road right-of-way or utility easements; emphasis is on safe travel for walking, jogging, bicycling, and inline skating to/from destinations throughout the County. Linking trails often provide nearby trail connections to a local park and trail system and can connect to destination areas in and outside of city limits. Often developed in partnership between the County and municipality, they are generally 10 foot wide bituminous surface and serve pedestrians and bicyclist equally well. Linking trails may be designated as a regional trail through the Metropolitan Council's Park and Open Space System Plan, but may be non-regional as well.

Destination Trails: Often located within a regional park, open space corridor, or rail to trail corridor. These trails have high aesthetic value for walking, jogging, bicycling, or inline skating; emphasize a natural, scenic setting, and create a sequence of events that appeals to the users' desire to recreate away from a built environment. To serve pedestrians and bicyclist equally well, trail width is generally 10' or greater, bituminous surface is preferred but a suitable natural surface may also be used, and generally has fewer intersections with roadways and accommodate longer trips. Destination trails are designated as regional or state trails.

VI. Trail Cost Participation

A) Local Trails

Inside City Limits Carver County may provide right-of-way for local trails to be built within existing County road right-of-way. Carver County does not participate in the acquisition of additional right-of-way, construction or maintenance of local trails. Local trails are typically funded with local dollars or grant funds received for local trails. The County may support grant applications for local trails.

Outside City Limits Carver County will fully fund all non-regional linking trails located outside of City limits.

B) Linking Regional Trails

Inside City Limits

I) Detached from road

For new trails, Table 1 outlines cost sharing for land acquisition and construction costs related to trails in this category. Cost sharing arrangements depend on whether land was acquired using official city ordinances and land use controls.

Table 1: Was land acquired by city ordinance or land use controls?

	Cost Share	
	City	County
Yes	100%	0%
No	50%	50%

Note: The County will contribute 50% of costs related to other needed structures like bridges, box culverts and retaining walls for all new trails.

For trail redevelopment projects, the County will contribute 50% of all related costs.

For all projects, Table 2 outlines how outside funding sources will be shared between the County and cities.

Table 2: Sharing Outside Funding Sources

	City	County
Parks & Trails Legacy Funds	0%	100%
Metropolitan Council CIP Funds	0%	100%
State Funds	50%	50%
Federal Funds	50%	50%

City will be responsible for 100% of the land acquisition which can be obtained through official city ordinances and land use controls. City and County will cost share 50/50 in land acquisition/ROW for land that cannot be obtained through ordinances and land use controls. Cities will be responsible for trail construction which can be obtained through city ordinances. County and city will share 50/50 the development costs of trail which cannot be obtained through city ordinances and land use controls. County and city will share 50/50 in the redevelopment costs for the trail. Other needed structures (bridges, box culverts and retaining walls) will be a 50/50 split between city and County.

Regional funding (Parks and Trails Legacy Funds and or Metropolitan Council CIP dollars) may be used for the County portion of a regional trail based on availability of funds and an approved trail master plan. State and federal funds may also be used for trail projects and the local share split 50/50 between city and County for joint projects.

II) Attached to County road

For new trails, Table 3 outlines cost sharing for land acquisition and construction costs related to trails in this category. Cost sharing arrangements depend on whether land was acquired using official city ordinances and land use controls.

Table 3: Was land acquired by city ordinance or land use controls?

	Cost Share	
	City	County
Yes	100%	0%
No	50%	50%

Note: The County will contribute 50% of costs related to other needed structures like bridges, box culverts and retaining walls for all new trails.

For trail redevelopment projects, the County will contribute 100% of all related costs.

For all projects, Table 4 outlines how outside funding sources will be shared between the County and cities.

Table 4: Sharing Outside Funding Sources

	City	County
Parks & Trails Legacy Funds	0%	100%
Metropolitan Council CIP Funds	0%	100%
State Funds	50%	50%
Federal Funds	50%	50%

City will be responsible for 100% of the land acquisition which can be obtained through official city ordinances and land use controls. City and County will cost share 50/50 in land acquisition/ROW for land that cannot be obtained through ordinances and land use controls. Cities will be responsible for trail construction which can be obtained through city ordinances. County and city will share 50/50 the development costs of trail which cannot be obtained through city ordinances and land use controls. County will contribute 100% in the redevelopment costs for the trail. Other needed structures (bridges, box culverts and retaining walls) will be a 50/50 split for construction and replacement between city and County. Regional funding may be used for the County portion of a regional trail based on availability of funds and an approved trail master plan.
State and federal funds may also be used for trail projects and the local share split 50/50 between city and County for joint projects.

Outside City Limits

III)

The County will contribute 100% of all land acquisition and trail development costs. State, federal, regional funds or other funding sources may be used.

D) Destination Trails

Carver County will contribute 100% of all land acquisition, trail development and trail redevelopment costs. State, federal, regional funds or other funding sources may be used.

VII. TURNEDBACK TRAILS WITHIN DESIGNATED REGIONAL CORRIDORS

Maintenance, repair, overlay, reconstruction, safety, and design standards must be adequately addressed by municipalities managing existing trails located in designated regional trail corridors, prior to the County entering into an agreement to accept the trail/trail segment into the County trail system. The County will participate in necessary improvements as outlined in Appendix A.

Turnedback trails should be in a serviceable condition so as to only require routine maintenance for a four (4) year period following turnback.

The municipality is responsible to ensure turnedback trails meet the following conditions:

1. Bituminous pavements shall be in generally good condition. Bituminous pavement that has not been overlaid within the previous ten years, or seal coated and crack sealed within the previous four years, must be overlaid, or seal coated and crack sealed, prior to the County accepting the trail.

2. Bridges and major drainage structures must be in a good state of repair prior to a trail being turned backed. Good state of repair includes such things as a smooth riding surface, bridges pass inspection, railings are sound, the structure is in good appearance, and any erosion issues corrected.

On a case-by-case basis, Cities may issue funds to the County in lieu of any work the municipality would do to meet the conditions outlined in this section issued funds must reflect the estimated cost of the municipality's work. The turnback agreement between the City and the County will define appropriate use(s) of the funds issued by the City.

VIII. Trail Maintenance

A) Local Trails

Inside City limits Detached from the roadway:
Cities will provide routine maintenance. Cities are responsible for the preservation, repair, replacement and maintenance of the trail surface.

II) Attached to the County Roadway:

B) The County will provide routine maintenance. The County is responsible for the preservation, repair, replacement and maintenance of the trail surface. Linking Regional Trails

Inside City Limits

I) Detached from the roadway:

Cities will provide routine maintenance of snow removal, mowing, sweeping and clearing of trails.

County and City will split costs 50/50 for preservation, repair and replacement of bituminous surface.

II) Attached to roadway:

The County will provide routine maintenance of snow removal, mowing, sweeping and clearing of trails.

County will preserve, repair and replace the trail.

Outside City Limits

I) Detached from roadway:
County will provide routine maintenance of snow removal, mowing, sweeping and clearing of trails

II) County will preserve, repair and replacement of bituminous surface

C) Destination Trails

The County will provide routine maintenance of mowing, sweeping and clearing of trails or as provided by agreement. By agreement the County can permit cities to maintain a higher service level than can be provided by the County such as snow plowing or frequent mowing. The County is responsible for the upkeep, repair and replacement and maintenance of the trail surface.

IX. VARIANCES

Any variance from this policy must be approved by the Carver County Board of Commissioners.

APPENDIX A

CARVER COUNTY TRAIL COST PARTICIPATION MATRIX FOR STANDALONE TRAIL PROJECTS

APPENDIX A

CARVER COUNTY TRAIL COST PARTICIPATION SUMMARY MATRIX FOR STANDALONE TRAIL PROJECTS

		LOCAL TRAILS			LINKING REGIONAL TRAILS				DESTINATION TRAILS	
ITEM		INSIDE CITY LIMITS		OUTSIDE CITY LIMITS AND AREAS OF ORDERLY ANNEXATION	INSIDE CITY LIMITS		OUTSIDE CITY LIMITS AND AREAS OF ORDERLY ANNEXATION	TURNEDBACK TRAILS	REGIONAL TRAILS	TURNEDBACK TRAILS
		DETACHED FROM COUNTY ROAD	ATTACHED TO COUNTY ROAD		DETACHED FROM COUNTY ROAD	ATTACHED TO COUNTY ROAD				
RIGHT OF WAY ALONG COUNTY ROADWAYS		0%	0% NOTE: County may provide right-of-way for local trails to be built within existing County road right-of-way	100%	50% for land that cannot be obtained through land use	50%	100%	NA	NA	NA
ADDITIONAL RIGHT OF WAY OUTSIDE OF COUNTY ROADS		0%	0%	100%	50% for land that cannot be obtained through land use	50%	100%	NA	100% for land that cannot be obtained through land use	NA
TRAIL CONSTRUCTION		0%	0%	100%	50%	50%	100%	50% Reconstruction	100%	100% Reconstruction
Construction: Other Structures	RETAINING WALLS	0%	0%	100%	50%	50%	100%	50 % Reconstrution	100%	100 % Reconstrution
	TRAIL LIGHTING	0%	0%	100%	0%	0%	100%	50% Reconstruction	100%	50% Reconstruction
	SITE AMENITIES	0%	0%	100%	50%	50%	100%	50% Reconstruction	100%	50% Reconstruction
AFTER CONSTRUCTION: BITUMINUS SURFACE MAINTENANCE, REPAIR, AND REPLACEMENT		0%	100%	100%	50%	100%	100%	100% After reconstruct/overlay 100% If up to standard	100% After crack seal and seal coat	100% after reconstruct/overlay
FUNDING SOURCES		Local, Federal, State, Other			Regional, CSAH, Platting, Trail Dedication	Federal, Regional, CSAH, Platting	Federal, Regional, CSAH, Platting, Trail Dedication	Federal, Regional, Local	Federal, Regional	Federal, Regional, local

APPENDIX B

MAP

CARVER COUNTY STANDALONE TRAIL COST PARTICIPATION POLICY

Local Trail Corridors

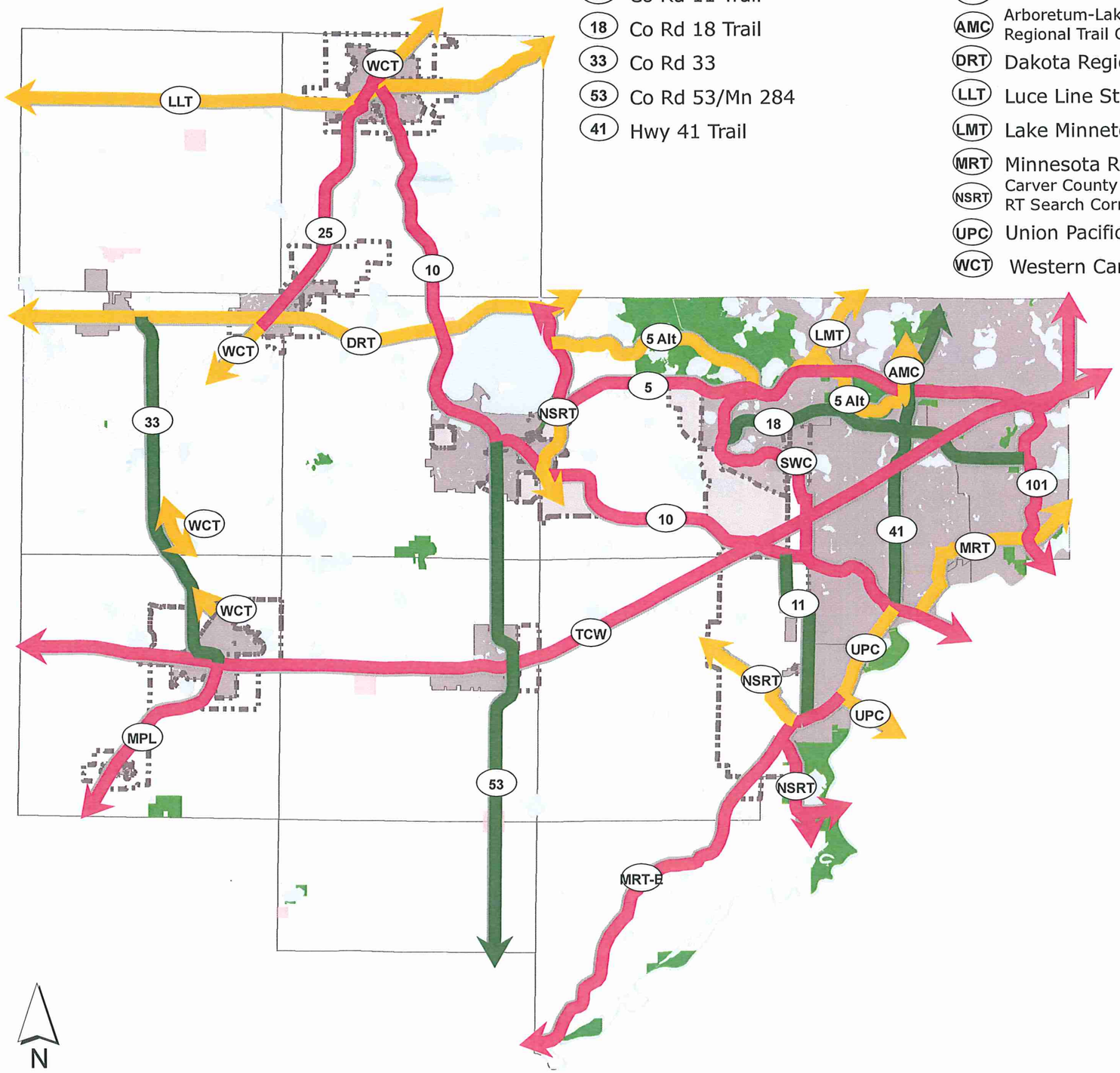
- 11 Co Rd 11 Trail
- 18 Co Rd 18 Trail
- 33 Co Rd 33
- 53 Co Rd 53/Mn 284
- 41 Hwy 41 Trail

Destination Regional Trail Corridors

- 5 ALT Trunk Highway 5 Alternative Trail
- AMC Arboretum-Lake Minnewashta Regional Trail Connection
- DRT Dakota Regional Trail
- LLT Luce Line State Trail
- LMT Lake Minnetonka Regional Trail
- MRT Minnesota River Bluffs Regional Trail
- NSRT Carver County North-South RT Search Corridor
- UPC Union Pacific Railroad Corridor
- WCT Western Carver County Trail (Proposed)

Linking Regional Trail Corridors

- 5 Hwy 5 Trail
- 10 Co Rd 10 Trail
- 25 Hwy 25 Trail (Proposed)
- 101 Hwy 101 Trail
- MPL MN Prairie Line
- MRT-E Minnesota River Bluffs LRT Extension
- NSRT Carver County North-South RT Search Corridor
- SWC Southwest Regional Trail Connection
- TCW Twin Cities & Western Corridor



CARVER COUNTY STANDALONE TRAIL COST PARTICIPATION POLICY

- Local Trails
- Linking Regional Trails
- Destination Regional Trails
- Transition Area
  Based on policy areas as described in the County Land Use Plan.
- 2030 City Boundary
  Based on planned city expansion as indicated in each city's comprehensive plan.
- City
  Incorporated areas determine individual land use policy and activities.
- Existing Parks & Public Recreation Areas
  Note: not all parks and public recreation areas are shown on this map.

This map was created using Carver County's Geographic Information Systems (GIS), it is a compilation of information and data from various City, County, State, and Federal offices. This map is not a surveyed or legally recorded map and is intended to be used as a reference. Carver County is not responsible for any inaccuracies contained herein.

Source: Carver County Planning and Water Management, Carver County Public Works, Carver County GIS