

2006 MUNICIPAL SCREENING BOARD DATA



JUNE 2006



Memo

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Date: May 10, 2006

**To: Municipal Engineers
City Clerks**

**From: R. Marshall Johnston
Manager, Municipal State Aid Needs Unit**

Subject: 2006 Municipal Screening Board Data booklet

Enclosed is a copy of the June 2006 "Municipal Screening Board Data" booklet.

The data included in this report will be used by the Municipal Board at its May 30 and 31, 2006 meeting to establish unit prices for the 2006 Needs Study that is used to compute the 2007 apportionment. The Board will also review other recommendations of the Needs Study Subcommittee and the Unencumbered Construction Funds Subcommittee as outlined in their minutes.

Should you have any suggestions or recommendations regarding the data in this publication, please refer them to your District Screening Board Representative or call me at (651) 296-6677.

This report is distributed to all Municipal Engineers and when the municipality engages a consulting engineer, either a copy is also sent to the municipal clerk or a notice is emailed stating that it is available for either printing or viewing at www.dot.state.mn.us/stateaid .

This report is also available for either printing or viewing on the State Aid web site. Go to www.dot.state.mn.us/stateaid and follow the links to the report.

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.

2006 MUNICIPAL SCREENING BOARD DATA

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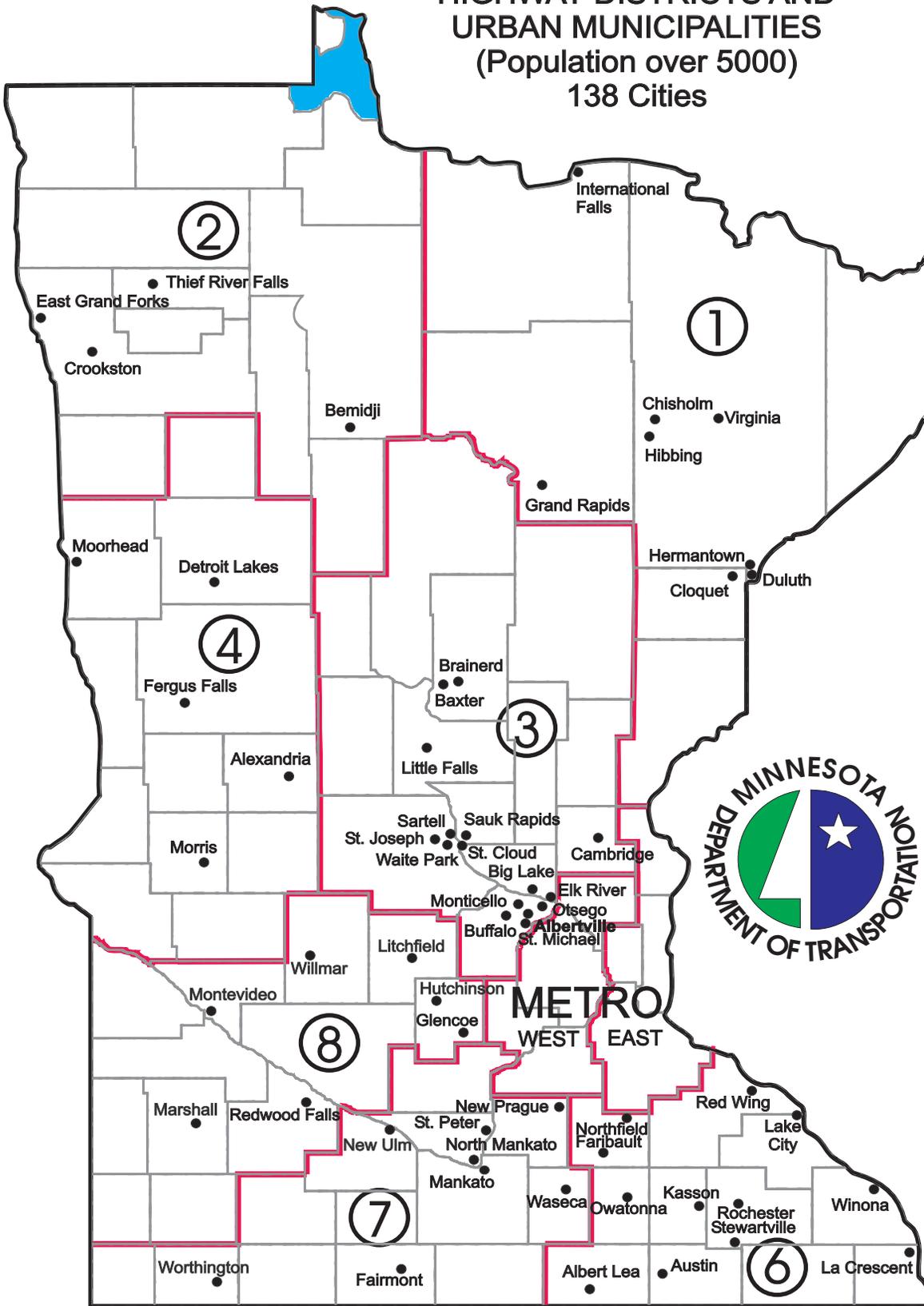
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STATE OF MINNESOTA

HIGHWAY DISTRICTS AND URBAN MUNICIPALITIES (Population over 5000) 138 Cities

METRO MUNICIPALITIES



45 Metro West Cities

- Andover
- Anoka
- Belle Plaine
- Blaine
- Bloomington
- Brooklyn Center
- Brooklyn Park
- Champlin
- Chanhassen
- Chaska
- Columbia Heights
- Coon Rapids
- Corcoran
- Crystal
- East Bethel
- Eden Prairie
- Edina
- Fridley
- Golden Valley
- Ham Lake
- Hopkins
- Lino Lakes
- Maple Grove
- Minneapolis
- Minnetonka
- Minnetrista**
- Mound
- New Hope
- Oak Grove
- Orono
- Plymouth
- Prior Lake
- Ramsey
- Richfield
- Robbinsdale
- Rogers
- St. Anthony
- St. Francis
- St. Louis Park
- Savage
- Shakopee
- Shorewood
- Spring Lake Park
- Victoria
- Waconia

33 Metro East Cities

- Apple Valley
- Arden Hills
- Burnsville
- Cottage Grove
- Eagan
- Falcon Heights
- Farmington
- Forest Lake
- Hastings
- Hugo
- Inver Grove Heights
- Lake Elmo
- Lakeville
- Little Canada
- Mahtomedi
- Maplewood
- Mendota Heights
- Mounds View
- New Brighton
- North Branch
- North St. Paul
- Oakdale
- Rosemount
- Roseville
- St. Paul
- St. Paul Park
- Shoreview
- South St. Paul
- Stillwater
- Vadnais Heights
- West St. Paul
- White Bear Lake
- Woodbury

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June 2006

2006 MUNICIPAL SCREENING BOARD

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03-May-06

OFFICERS			
Chair	Stephen Gaetz	St. Cloud	(320) 255-7241
Vice Chair	Chuck Ahl	Maplewood	(651) 770-4552
Secretary	Mel Odens	Willmar	(320) 235-4202

MEMBERS				
District	Years Served	Representative	City	Phone
1	2005-2007	Tom Pagel	Grand Rapids	(218) 326-7625
2	2006-2008	Brian Freeburg	Bemidji	(218) 759-3576
3	2006-2008	Terry Maurer	Elk River	(651) 644-4389
4	2004-2006	Jeff Kuhn	Morris	(320) 762-8149
Metro-West	2004-2006	Craig Gray	Anoka	(763) 576-2781
6	2004-2006	Jeff Johnson	Owatonna	(507) 444-4350
7	2005-2007	Fred Salsbury	Waseca	(507) 835-9700
8	2006-2008	Glenn Olson	Marshall	(507) 537-6774
Metro-East	2005-2007	Deb Bloom	Roseville	(651) 490-2200
<u>Cities</u>	Permanent	Jim Benning	Duluth	(218) 730-5200
<u>of the</u>	Permanent	Rhonda Rae	Minneapolis	(612) 673-2443
<u>First Class</u>	Permanent	Paul Kurtz	Saint Paul	(651) 266-6203

ALTERNATES				
District	Year Beginning	Representative	City	Phone
1	2008	Jim Prusak	Cloquet	(218) 879-6758
2	2009	Greg Boppre	East Grand Forks	(218) 773-1185
3	2009	Steve Bot	St. Michael	(763) 497-2041
4	2007	Robert Zimmerman	Moorhead	(218) 299-5390
Metro-West	2007	Jon Haukaas	Fridley	(763) 572-3550
6	2007	Heidi Hamilton	Northfield	(507) 645-3009
7	2008	Ken Saffert	Mankato	(507) 387-8631
8	2009	Kent Exner	Hutchinson	(320) 234-4212
Metro-East	2008	Russ Matthys	Eagan	(651) 675-5637

2006 SUBCOMMITTEES

The Screening Board Chair appoints one city Engineer, who has served on the Screening Board, to serve a three year term on the Needs Study Subcommittee.

The past Chair of the Screening Board is appointed to serve a three year term on the Unencumbered Construction Fund Subcommittee.

NEEDS STUDY SUBCOMMITTEE	UNENCUMBERED CONSTRUCTION FUNDS SUBCOMMITTEE
<p>Shelly Pederson, Chair Bloomington (952) 563-4870 Expires after 2006</p> <p>Tim Loose St. Peter (507) 625-4171 Expires after 2007</p> <p>Dave Kildahl Crookston (218) 281-6522 Expires after 2008</p>	<p>Thomas Drake, Chair Faribault (507) 334-2222 Expires after 2006</p> <p>Lee Gustafson Minnetonka (952) 939-8200 Expires after 2007</p> <p>Mike Metso Past Chair (218) 727-3282 Expires after 2008</p>

**2005 MUNICIPAL SCREENING BOARD
Fall Meeting Minutes
Ruttger's Bay Lake Lodge
October 18 & 19, 2005**

I. Opening by Municipal Screening Board Chair Mike Metso

The 2005 Fall Municipal Screening Board Meeting was called to order at 1:05 p.m. on Tuesday, October 18, 2005

A. Chair Metso introduced the Head Table and Subcommittee Chairs:

Himself - Mike Metso, Duluth - Chair, Municipal Screening Board
Stephen Gaetz, St. Cloud - Vice Chair, Municipal Screening Board
Julie Skallman, Mn\DOT - State Aid Engineer
Marshall Johnston, Mn\DOT - Manager, Municipal State Aid Needs Unit
Tom Drake, Fairbault - Past Chair, Municipal Screening Board
Lee Gustafson, Minnetonka - Past Chair, Municipal Screening Board
Chuck Ahl, Maplewood - Secretary, Municipal Screening Board

Chair Metso noted the absence of Melvin Odens, Willmar - Chair, Needs Study Subcommittee, who was unable to attend.

B. Secretary Ahl conducted the roll call with the following members present:

District 1	Tom Pagel, Grand Rapids
District 2	Dave Kildahl, Crookston, Int'l Falls, Thief River Falls
District 3	Terry Maurer, Elk River
District 4	Jeff Kuhn, Morris
Metro West	Craig Gray, Anoka
District 6	Jeff Johnson, Owatonna
District 7	Fred Salsbury, Waseca
District 8	Dave Berryman, Montevideo
Metro East	Debra Bloom, Roseville
Duluth	Mike Metso
Minneapolis	Rhonda Rae, serving for Klara Fabry
St. Paul	Paul Kurtz

C. Secretary Ahl recognized the following Screening Board Alternates, who are scheduled to be joining the Board in 2006:

District 2	Brian Freeburg, Bemidji (absent)
District 8	Glenn Olson, Marshall

D. Secretary Ahl recognized Minnesota Department of Transportation personnel in attendance:

Rick Kjonaas	Deputy State Aid Engineer
Patti Simmons	State Aid Programs Engineer (absent Tuesday)
Diane Gould	Manager, County State Aid Needs Unit
Dan Simon	Assistant Mgr., MSAS Needs Unit
Walter Leu	District 1 State Aid Engineer (joined at 2:00 pm)
Lou Tasa	District 2 State Aid Engineer (absent Wednesday)
Kelvin Howieson	District 3 State Aid Engineer
Bob Kotaska	District 4 State Aid Engineer
Steve Kirsch	District 6 State Aid Engineer
Doug Haeder	District 7 State Aid Engineer
Tom Behm	District 8 State Aid Engineer (absent Tuesday)
Mark Gieseke	Metro State Aid Engineer (absent Tuesday)
Mike Kowski	Assistant Metro State Aid Engineer

E. Secretary Ahl recognized others in attendance:

Larry Veek, Minneapolis
Jim Vanderhoof, St. Paul
Dave Sonnenberg, SEH (absent Tuesday)
Mr. Brett Weiss WSB, former District #3 representative to Board

F. Vice President Gaetz noted that this is the Second Year for President Metso as our Chair and expressed appreciation from Association and remainder of the Board for his leadership.

G. Chair Metso noted that David Jessup, Woodbury is the out-going chair of the Unencumbered Construction Funds Subcommittee and could not attend this session. Tom Drake, who will be taking over as Subcommittee Chair is in attendance as acting Chair. Mel Odens, Willmar, is the outgoing chair of the NSS and will be replaced by Shelly Pederson, Bloomington as chair.

II. Review of the 2005 Municipal State Aid Street Needs Report

Chair Metso suggested that the portions of the report where issues were raised at Pre-Screening Board District meetings be reviewed and discussed Tuesday with any required action to be taken on Wednesday morning. This would give all members a chance to informally discuss the various items Tuesday evening.

Chair Metso announced that the Wednesday morning meeting is scheduled to adjourn by 10:00 A.M. for a joint meeting with the County Engineers Executive Committee at 10:15 a.m.

- A. The Spring 2005 Screening Board minutes were presented for approval (pages 16-30). There was agreement that the minutes did not need to be read aloud.

Motion by Bloom, second by Salsbury to approve minutes as presented.
Motion carried without opposition.

* - Marshall Johnston began his review of the Booklet:

- B. Screening Board Issues (page 9):

Johnston began his report by noting the two new cities added to the MSAS system in 2005. Those cities are Minnetrista and Albertville.

Johnston also noted that the following revisions to the Screening Board Membership (page 12):

- Terry Maurer, Elk River, was formerly the alternate, but has been promoted to the Board due to the change in engineering status in Monticello, where a new City Engineer has been hired. Bret Weiss is no longer serving as the acting City Engineer and cannot serve on the Board.
- Dave Berryman (District 8) and Dave Kildahl (District 2) are serving at their final Screening Board meeting, as their terms expire.
- Greg Boppre (East Grand Forks) has been appointed as alternate for District 2.
- Steve Bot (St. Michael) has been appointed as alternate for District 3.
- Kent Exner (Hutchinson) has been appointed as alternate for District 8.

Johnston reviewed the minutes from the Spring meeting regarding action noted within the minutes on Fridley, the soil factor and that there was no action or change in the Excess Balance Program.

- C. Review of UCFS Recommendations (Page 31-34):

The Unencumbered Construction Funds Subcommittee was referred two issues from the Spring Board regarding Bonding/Advancing and Off-system spending. Tom Drake, acting Chair, and Lee Gustafson were in attendance to report on their recommendation on the bonding issue, which was the only issue that was reviewed by the Committee to-date:

- a. Proposed wording for Bond Account Adjustment Resolution:

Bond Adjustment - Oct. 1961 (Revised 1976, 1979, 1995, 2003, **2005**)

That a separate annual adjustment shall be made in total money Needs of a municipality that has sold and issued bonds pursuant to Minnesota Statutes, Section 162.18, for use on State Aid Projects.

That this adjustment shall be based upon the remaining amount of principal to be paid minus any amount not applied toward Municipal State Aid, County State Aid, or Trunk Highway Projects.

~~That this adjustment, which covers the amortization (payment) period, and which annually reflects the net unamortized bonded debt (remaining principal payments due) shall be accomplished by adding said net unamortized (principal) amount to the computed Construction needs of the municipality.~~

~~That for the purpose of this adjustment, the net unamortized bonded debt (remaining principal) shall be the total unamortized bonded indebtedness (deducted from the amount of projects applied against the bond) less the unexpended bond amount (less the amount of projects not encumbered) as of December 31st of the preceding year. The charges for selling the bond issue shall be deducted from the amount that projects are applied against.~~

~~“Bond account money spent off the Municipal State Aid, CSAH, or Trunk Highway system would not be eligible for Bond Account Adjustment. This action would not be retroactive, but would be in effect for the remaining term of the Bond issue.”~~

~~Effective January 1, 1996~~

~~The Construction Needs shall be annually reduced by 10% of the total bond issue amount. The computation of Needs shall be started in the year that bond principal payments are made to the City.~~

Johnston noted his recommendation on this change, which goes back to the method used for Bond Account Adjustments prior to 1996. The reason for the recommendation was that the current method does not allow for an adjustment to the needs for funds not spent on the system.

Johnston noted that on Page 34, Eagan and Glencoe should have negative adjustments due to not having reported the expenditure for bond proceeds used on the system. This was a clerical error that the Board directed Johnston to correct.

Berryman requested clarification as to whether after these adjustments there would always be this negative adjustment. Salsbury suggested that it is likely that as projects change, portions of bond proceeds may be spent off system that should not receive a positive needs adjustment.

D. Theoretical Population Apportionment (page 35-43)

Johnston explained the use of either the 2000 census or 2004 estimate for this computation, whichever is higher for the calculation. There are 137 cities (with the two new cities of Albertville and Minnetrista) which meet this criteria plus Chisholm, which has a current population of 4,804. Special legislation (page 35) allows for cities with a population of between 4,900 and 5,000 in the 2000 census who previously had populations in excess of 5,000 to remain within the system. Chisholm's population is noted as 5,000. There was discussion on the length of time for the Chisholm extension. There was no agreement, although Julie reported that with the 2010 census, it is likely that MnDOT would address the situation in their proposed legislation. The Board took no action or position on this issue.

The city of Shakopee has a one-time adjustment due to under reporting in past years. The new calculation results in a person providing \$16.24 per person in 2004; while this is reduced to \$15.997 in 2005.

E. Effect of the 2005 Needs Study Update (page 44-47)

Page 45 shows unadjusted needs based upon unit costs established at the Spring Meeting. Traffic and structure update phases were also noted. Baxter and Marshall were noted as the biggest loss due to large construction programs. Biggest gains are Shoreview, Rochester, Inver Grove Heights and Monticello due to reinstate of needs and new mileage.

F. Mileage, Needs, and Apportionment (Pages 48-54):

Johnston noted the increase in needs and mileage and the lack of increase in funds to the MSAS account. The overall impact is the lowest apportionment per \$1000 since 1958. Current estimate is \$16.8117 per \$1000 in needs. This is a decrease of \$1.24 since 2004. A clerical error was noted on page 50 for Fairmont, their mileage should show no increase at 19.70 miles.

Johnston reviewed the cost per mile of needs. Oakdale has the lowest cost per mile at \$463,964 while Crookston had the highest cost of needs per mile at \$1,699,081. The high amount for Crookston was partially due to the number of bridges. The average was \$993,504.

G. Comparison of Needs (page 55)

Johnston noted the impact of the changes on the chart on page 55. Our system now requires over 30 years to bring the system up to state aid standards. It was not long ago that this was 20 years.

H. Tentative 2006 Construction Needs Apportionment (Page 56-62)

Johnston noted that Maple Grove and Woodbury had the largest positive adjustments to construction needs mainly due to right of way. Robbinsdale and Eden Prairie had large negative adjustments due to the impact of the Excess Fund Balance Adjustment. Both Robbinsdale and Eden Prairie have third year adjustment factors applied.

I. Adjustment to the Needs (page 63-85)

Johnston reviewed the various adjustments. The fund balance adjustment shown on Page 65-67. The balance shown on 08-31-05 is an estimate only. The actual balance on 12-31-05 will be used, so many cities have project reports and will reduce their balance.

The excess balance adjustment had 13 cities redistribute funds to 76 cities. Three cities (Eden Prairie, Robbinsdale and Worthington) are in the third year of excess balance adjustments. Johnston reported that while the current spreadsheet shows 14 cities with possible adjustments, that in the past at least half of these will likely expend funds to reduce their balance so that no adjustment occurs. The current estimate of funds to be redistributed is \$49,288,963 in needs.

The Unamortized Bond Account Balance adjustment is the issue determined on page 34 in the booklet. The chart on Page 74 is the recommended method (pre-1996) to be used for this adjustment. If the revision is adopted by the Board, all bond adjustments will use this new (pre-1996) method.

Five new bridges added to the system this year noted on page 76. Right of way acquisition (purchased in 2004) was noted on page 77.

Johnston reported on the Individual Adjustments:

- Andover will receive a one time negative needs adjustment of \$377,400 for a non-existing bridge claim.
- Chanhassen will receive a positive needs adjustment of \$2,241,645 due to a removal of needs for a segment where no Commissioner's Order existed.
- Chanhassen will receive a one time negative needs adjustment of \$2,820,816 due to the City inappropriately receiving needs for a bridge structure.
- Fridley will receive a one time positive needs adjustment of \$1,602,781 due to reinstatement by the Board based upon their soils factor study.

- Inver Grove Heights will receive a one time negative needs adjustment of \$7,680,750 due to the failure to remove a segment from their needs.
- North Mankato will receive a one time negative needs adjustment of \$978,583 due to failure to remove a segment from the needs report.
- Richfield will receive a one time positive needs adjustment of \$1,472,480 due to an inadvertent exclusion of their right of way needs in 2004 and 2005.
- Robbinsdale will receive a needs adjustment of \$1,602,825 due to the combination route which is not allowed on the system per resolution of the Screening Board in 1998.

Johnston reported on Trunk Highway Turnback Maintenance Allowance. This is needed because the miles eligible for turnback maintenance do not receive needs so there is no maintenance dollars available.

J. Construction Needs Recommendation to the Commissioner (page 86-88)

Johnston reported on page 86 that Bret Weiss is shown for District 3, this will be changed to Terry Maurer. The needs shown on page 87 and 88 are the basis for the final calculation, with minor revisions.

K. Theoretical 2006 Total Apportionment, Comparisons and Apportionment Rankings (page 89-98)

Johnston reviewed the comparisons. He noted that 69 cities showed an increase in the estimated apportionment, while 69 cities showed a decrease in estimated apportionment.

L. Other topics:

- a. Certification of MSAS System as Complete (pages 101-102): Johnston reported that four cities (Fridley, Columbia Heights, Falcon Heights, and South St. Paul) have certified their systems as complete and to standards. This allows them to use a portion (population apportionment) on local streets.
- b. Advances (page 103): Johnston reported that four cities received advances in 2004 due to previous commitments.
- c. Administrative Account (page 104): Johnston reported that \$1,711,766, which is 1 ½% of this year's total MSAS funds available is used for expenses. Unused allocations are returned to the state aid fund.
- d. Research Account (page 105): Johnston reported that \$559,118 is proposed to be set aside.

- e. County Highway Turnback Policy (pages 106-107):
Johnston stated that this is a very complicated policy. If cities have questions they should contact their DSAE.
- f. Screening Board Resolutions (pages 108-118):
Johnston stated that this section is for information purposes. Changes have been shown in bold. Specific reference was made to changes on Page 109 which note the revisions to the soil factor policy; Page 110 on the deadline for needs submittals; and Page 113 the new unit costs.

III. State Aid Report:

- A. Julie Skallman reported on an issue with the City of St. Paul requesting a variance to allow up to 45% for their maintenance allocation. Julie reported that Counties can ask for an administrative variance for this; while cities are not allowed to request this and must seek a variance. St. Paul has requested a 3-year period to allow them to receive the 45% maintenance allocation.

The Variance Board did not want to approve this due to the failure to spend funds on the system, which would increase the construction needs. The Variance Board approved the request but decided to send this to the Screening Board, contingent upon the Screening Board's approval. The Board will need to consider this in June 2006 to adjust St. Paul's needs.

Salsbury requested input from the State Aid staff on the impact to the needs. He felt the Board should consider an adjustment but does see that St. Paul has a need. Bloom suggested that this is not just a St. Paul issue but that we should look at this as a permanent solution. Drake suggested referring this to the Needs Study Subcommittee. Maurer agreed with Bloom and suggested that we develop guidelines for other cities to follow. Gray stated that he felt that this was a slippery slope for us to follow as this will result in less money going to the construction of the system.

Kurtz reported that St. Paul understands the issues but that their Finance Board had directed that they explore this. Metso summarized that this issue needs to come back to the Board with a recommendation from the NSS. Kurtz reported that St. Paul knew that they needed a variance for their request, but they did not want to go the legislative route; however, the administration was ready to go that method. They are asking for a 3-year commitment only, and that hopefully the issue will go away at that time.

- B. Mission Study Follow up items:

Skallman reported on the Phase II of the Mission Study. Most of the revisions are on some Construction Design Standards. Most changes are to the rural standards and are being referred to the Counties.

C. Other State Aid topics:

Ahl requested information on why the Total Apportionment to MSAS peaked in 2002, when it seems that more miles are being driven and more fuel purchased within the state. Skallman provided information that in 2003 was the first year of the license tab fee reduction enacted by the legislature. Gas tax is only a portion of the fund. We also see interest income and our fund balance is now down. There is very little growth in the fund. MnDOT finance also does a mid-year estimate and if revenues are down may make an adjustment. That may have also occurred in 2003. Ahl commented that the City Engineers Association is aware of the fact that there is no growth in the fund and that we all need to understand the need for increased financing to transportation and that we are losing ground to this battle. Ahl encouraged members to share this information locally that the impact of failure to raise the gas tax is resulting in less funds locally.

Rick Kjonaas reported on advances and federal funding allocations. In 2005 there was a moratorium on advances, although there were 3 small advances (\$3 - \$4 million) for federal match. At this point, it is estimated that 83% of the fund will be expended in 2005, so the fund balance should grow, allowing advances in 2006. For federal funds, cities should plan for only 90% of their allocation. Kjonaas also reminded cities that if they received HPP funds that the project must be within MnDOT's STP. Also, where MnDOT formerly pooled funds and made HPP funds available, the new procedure will provide 20% each year so cities will need to Advance construct projects. He also reminded everybody that 2006 is already the second year of the federal bill.

D. Other topics:

Metso opened discussion on possible legislative action to modify the Bond repayment provisions. Currently it is required for a 15-year period, why can't it be to a shorter term. Pagel noted that it is difficult to bond for HPP advances for a short term advance of a project. Drake commented that not all needs for advances are for federal projects. Walter Leu noted that change is needed as the law says that cities must use MSA Construction Allotment for HPP\$, why can't we use HPP\$ to pay MSAS Bonds.

Metso reported that the executive boards of the City Engineers and County Engineers will be meeting tomorrow. Some of the legislative issues will be discussed as part of that meeting.

- IV. Chair Metso recessed the meeting until 8:30 a.m. Wednesday at which time formal actions will be taken on items before the Board.

WEDNESDAY MORNING SESSION

The Municipal Screening Board reconvened at 8:35 a.m. on October 19, 2005.

Attendance Note: All members were in attendance.

Chair Metso reminded everyone that a joint meeting with the County Engineers Executive Committee is scheduled for 10:15 a.m.

I. Formal Actions by the 2005 Fall Municipal Screening Board:

A. Needs and Apportionment Data (pages 44-48)

There was no discussion. Chair Metso called for a motion. Motion by Kildahl, second by Pagel and carried without opposition to accept the Needs and Apportionment Data, with minor revisions by State Aid staff. A letter to the Commissioner signifying approval of the apportionment was routed and signed by each member of the Board.

B. Research Account (Page 105)

Motion by Salsbury and seconded by Bloom:

Be it resolved that an amount of \$559,118 (not to exceed ½ of 1% of the 2005 MSAS Apportionment Sum of \$111,823,549) shall be set aside from the 2006 Apportionment Fund and credited to the Research Account.

Motion approved without opposition.

C. Bond Account Adjustment (page 34)

Gray moved and Salsbury seconded to approve the UCFS Recommendation to return the Bond Account Adjustment to the pre-1996 method and to accept the wording to revise the resolution as shown within the booklet (page 32-33) [minutes note: revised resolution shown previously within these minutes].

D. St. Paul Maintenance Allocation

Discussion on this item continued. Salsbury indicated that we should take action to refer this item to committee now because we will need to take action on this in June. Metso commented that he doesn't believe it will open a major issue. Skallman commented that the Board needs to think about what pieces of information of information that is needed for a decision and basis for approval. For example, Counties require notice that the local levy has been increased. Gray commented about his concern, noting that St. Paul has reported over \$237 million in needs, yet is proposing not to expend all available funds toward construction in the next three years, which is not what our program is about.

Skallman noted that the Board does not have the authority to undo a variance. The question for the Board is how to proceed in June: should there be an adjustment to St. Paul's needs?

Salsbury indicated that he is looking for information on the fund as a whole. He can appreciate St. Paul's action, but is concerned with the number of other requests that may follow. He thinks we should reduce the needs to offset the loss of funds from construction to maintenance. Kildahl noted that many cities report different maintenance values and we may need across the board negative adjustments for maintenance above a certain value. Kurtz questioned how the St. Paul action is any different from an off-system expenditure that also spends down a balance but does not reduce system needs. Salsbury stated that while he agreed with Kurtz's point, he believes that this is a question of equity. Salsbury would like us to look at a method to analyze the impacts of the increased maintenance allocation.

Gustafson commented on off-system expenditures are not used to lower a levy, the money is used to improve the system, not the general fund. Metso commented that we have off-system rules and certified system. Metso would support and encourages an open discretion and review by NSS on how a city should be allowed to spend maintenance and construction funds on their State Aid system. Metso stated that there are many new methods that exist that have been defined as "maintenance" of the system. Salsbury reiterated that he believes we will have many of these requests to follow. Drake sees a need for an adjustment of needs. Will the next request be at 100%. He says it is appropriate to refer to NSS. Gaetz does not agree that we will see numerous requests for these type of variances. He believes we should refer this NSS for action in the Spring. We don't want this to go the legislative route. Bloom stated that we need criteria for a variance, for example, a hardship and maybe cap at population apportionment similar to the certified system. Needs should be used for construction. We need to give NSS guidance.

Bloom moved and seconded by Salsbury to refer the impact of the Maintenance Fund Variance Request of the City of St. Paul to the Needs Study Subcommittee for a Spring Report. Further, the MSAS staff will report on the current County options with an analysis of the funding impact on the needs of these type of requests.

Sonnenberg questioned as to whether the analysis should be done with a 45% maintenance request or all maintenance requests. Kurtz indicated that this Board does not decide where money goes. If a city requests a 60% maintenance request then the variance board says no. Bloom pointed out that her motion should be clarified that the analysis is about a process and the impacts and limits. Salsbury commented that the issue is not the variance, it is to look at the maintenance issue and impacts on needs of this action. Skallman pointed out that we are in a rule-making session, and, if the

Board, in the Spring, determines that changes to the 35% maintenance allocation are needed that this could be implemented.

Kurtz requested that the motion include an analysis by NSS of both the maintenance allocation above 35% as well as the off-system expenditure impacts. Bloom stated that the off-system issue was not part of her motion and that she does not accept that issue. Gustafson commented that UCFS is looking at the off-system issue and expenditures.

A vote was called and the Bloom motion carried unanimously.

E. Bond Adjustment

Chair Metso commented on the need for some revisions to the bonding adjustment. The CEAM Executive Board to consider possible action with the League of Minnesota Cities. Salsbury asked why a bond is set at 50% of allotment. Should it be a 10-year or 5-year? Metso indicated that they may have been looking for some consistency. The Board requested that the State Aid staff investigate this issue for historical information and report to the Board at the Spring Meeting.

F. Other issues:

Gaetz reported that the City of St. Cloud is considering using local resources (a local sales tax for transportation) to improve their MSAS system. He noted that this reduces their needs and really shoots themselves in the foot. Counties have after the fact needs for local funds used. He asked that this be a possible Spring Board discussion. Metso agreed that this would be an appropriate discussion item.

Kjonaas commented that we have a 50% increase in funding with advances available shows that we have a huge need. The issue is that money is being diluted and that other options need to be considered. Drake agreed and noted that the UCFS is reviewing this issue similar to the off-system issue.

Metso moved and Salsbury seconded to Refer to UCFS the local dollars expenditure on the MSA system and a possible needs adjustment. This issue shall be included with the off-system study.

Motion carried without opposition.

II. Report from CEAM Legislative Committee – Dave Sonnenberg

Sonnenberg provided a report on various on-going legislative issues. It appears that SAFETEA-LU authorization may be adjusted for Hurricane Katrina relief. There also may be a possible moratorium on gas-tax collections due the current

high fuel prices. Our current CEAM and LMC direction is probably to attempt to protect our current level of funding.

The Street Utility was stripped from the past session's bill. CEAM has determined to put this issue on hold. LMC suggests keeping in front of legislature, just look at method of collecting. A Constitutional Amendment will be on the ballot for November 6, 2006 to dedicate 100% of MVET to transportation. At least 40% must go to Transit and not more than 60% for roadway improvements. Some concern with this language. This could be 100% dedicated to transit. The topic of equitable distribution could cause a Metro versus Out-state debate.

The LMC supports local funding and taxing options. They support cost participation policies that protect cities impacted by Major Transportation projects. They support a prohibition on funding for non-transportation costs from the Trunk Highway Fund. They support cities under 5,000 having access to CSAH and the 5% set-aside funds for collector streets. Finally, MnOPS rules go into affect on January 1, 2006 and will have significant impact on cities due to the addition of service laterals.

Kjonaas commented on the truck weight issue. They are looking to legalize larger trucks to help the Minnesota economy. Groups are moving closer, but the outcome is unlikely to result in a plan that can be adopted. A North Star Workshop is being held to review the Pros and Cons of the proposal. After the final report on November 10th, MnDOT will review the findings and decide what to add to the MnDOT Legislative Agenda. They will also review with Counties. More discussion is needed by the CEAM group.

III. Thanks

Chair Metso thanked:

- Melvin Odens, Chair of the Needs Study Subcommittee and David Jessup, Chair of Unencumbered Construction Funds Subcommittee (both in absentia) for their service as chairs
- Tom Drake and Lee Gustafson, Past Chairs of the Municipal Screening Board and for representing the Unencumbered Construction Funds Subcommittee
- Screening Board members
- District State Aid Engineers and State-Aid staff
- Dave Sonnenberg, the Legislative Committee Chair
- Marshall Johnston, Julie Skallman and Rick Kjonaas
- Dave Berryman, Dave Kildahl and Bret Weiss who are attending their last Screening Board meetings.
- Others in attendance for their participation and interest.

Drake noted that this was Chair Metso's last Screening Board Meeting as Chair after 2 years of service. The Board expressed it's thanks to Mike Metso.

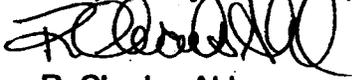
IV. Announcements:

Metso announced that the Spring Screening Board meeting will be Tuesday and Wednesday, May 30th and 31st at Arrowwood Lodge in Alexandria.

V. Adjournment:

A motion was made by Kildahl to adjourn, second by Berryman and adopted without opposition.

Respectfully submitted,



R. Charles Ahl

MSA Screening Board Secretary, City Engineer – Maplewood

UNIT PRICES



AND GRAPHS

UNIT PRICE STUDY

The unit price study was done annually until 1997. In 1996, the Municipal Screening Board made a motion not to conduct the unit price study in 1997. There were no changes in the unit prices in 1997. The Screening Board made a motion not to do the unit price study in 1999 but to apply a construction cost index against the 1998 prices. In order to adjust the prices in 1999 due to increases, the Needs Unit arrived at a cost index based on 9 items used in the needs for the past 10 unit price studies.

The quantities and unit prices used in this unit price study are compiled from the on system MSAS projects that were let and a 'State Aid Payment Request' form that was received by the State Aid Division in 2005. There were a minimum of 139 on system projects and 69 off system projects let in 2005 for which we received a Payment Request. Of the 139 on system projects, 115 of them were included in the Unit Price Study. The state average of the on system prices and quantities are used by the Needs Study Subcommittee and the Municipal Screening Board to determine the prices to be used in the 2006 needs study. These prices will be applied against the quantity tables located in the State Aid Manual Figs. C & D 5-892.820 to compute the 2007 construction (money) needs apportionment.

Both MN/DOT and State Aid bridges are used so that more bridges determine the unit price. In addition to normal bridge materials and construction costs, prorated mobilization, bridge removal and riprap costs are included if these items are included in the contract. Traffic control, field office, and field lab costs are not included.

MN/DOT's hydraulic office furnished a recommendation of costs for storm sewer construction and adjustment based on 2005 construction costs. Special drainage costs are computed for rural roadways by the MN/DOT Estimating Unit and Hydraulics Office based on the length and number of culverts per mile detailed by the Screening Board.

MN/DOT railroad office furnished a letter detailing railroad costs from 2005 construction projects.

Due to lack of data, a study is not done for traffic signals, maintenance, and engineering. Every segment, except those eligible for THTB funding, receives needs for traffic signals, engineering, and maintenance. The unit prices used in the 2005 needs study, are found in the Screening Board resolutions included in this booklet.

ANNUAL MAINTENANCE NEEDS COST

The prices below are used to compute the maintenance needs on each segment. Each street, based on its existing data, receives a maintenance need. This amount is added to the segment's street needs. The total statewide maintenance needs based on these costs in 2005 was \$27,017,647 or 0.83% of the total Needs. For example, An urban road segment with 2 traffic lanes, 2 parking lanes, over 1,000 traffic, storm sewer and one traffic signal would receive \$9870 in maintenance needs per mile.

EXISTING FACILITIES ONLY

	2005 NEEDS PRICES		SUBCOMMITTEE SUGGESTED PRICES		SCREENING BOARD RECOMMENDED PRICES	
	Under 1000 ADT	Over 1000 ADT	Under 1000 ADT	Over 1000 ADT	Under 1000 ADT	Over 1000 ADT
Traffic Lane Per Mile	\$1,650	\$2,735	\$1,725	\$2,850		
Parking Lane Per Mile	1,650	1,650	1,725	1,725		
Median Strip Per Mile	550	1,065	575	1,115		
Storm Sewer Per Mile	550	550	575	575		
Per Traffic Signal	550	550	575	575		
Normal M.S.A.S. Streets Minimum Allowance Per Mile	5,475	5,475	5,720	5,720		

"Parking Lane Per Mile" shall never exceed two lanes, and is obtained from the following formula:

$(\text{Existing surface width minus (the \# of traffic lanes} \times 12)) / 8 = \text{\# of parking lanes.}$

Existing # of Traffic lanes	Existing Surface Width	# of Parking Lanes for Maintenance Computations
2 Lanes	less than 32'	0
	32' - 39'	1
	40' & over	2
4 Lanes	less than 56'	0
	56' - 63'	1
	64' & over	2

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A HISTORY OF THE ANNUAL MAINTENANCE NEEDS COSTS

(COMPUTED ON EXISTING MILEAGE ONLY)

10-May-06

Year	Traffic Lane Per Mile		Parking Lane Per Mile		Median Strip Per Mile		Storm Sewer Per Mile		Per Traffic Signal		Minimum Allowance Per Mile	
	Under 1000 ADT	Over 1000 ADT	Under 1000 ADT	Over 1000 ADT	Under 1000 ADT	Over 1000 ADT	Under 1000 ADT	Over 1000 ADT	Under 1000 ADT	Over 1000 ADT	Under 1000 ADT	Over 1000 ADT
1986	\$300	\$500	\$100	\$100	\$100	\$200	\$100	\$100	\$100	\$100	\$1,000	\$1,000
1987	300	500	100	100	100	200	100	100	100	100	1,000	1,000
1988	600	1,000	200	200	200	400	200	200	400	400	2,000	2,000
1989	1,200	2,000	1,200	1,200	400	800	400	400	400	400	4,000	4,000
1990	1,200	2,000	1,200	1,200	400	800	400	400	400	400	4,000	4,000
1991	1,200	2,000	1,200	1,200	400	800	400	400	400	400	4,000	4,000
1992	1,200	2,000	1,200	1,200	400	800	400	400	400	400	4,000	4,000
1993	1,320	2,200	1,320	1,320	440	880	440	440	440	440	4,400	4,400
1994	1,320	2,200	1,320	1,320	440	880	440	440	440	440	4,400	4,400
1995	1,320	2,200	1,320	1,320	440	880	440	440	440	440	4,400	4,400
1996	1,320	2,200	1,320	1,320	440	880	440	440	440	440	4,400	4,400
1998	1,320	2,200	1,320	1,320	440	880	440	440	440	440	4,400	4,400
1999	1,360	2,260	1,360	1,360	450	900	450	450	450	450	4,500	4,500
2000	1,400	2,300	1,400	1,400	460	910	460	460	460	460	4,600	4,600
2001	1,450	2,400	1,450	1,450	480	950	480	480	480	480	4,800	4,800
2002	1,450	2,400	1,450	1,450	480	950	480	480	480	480	4,800	4,800
2003	1,500	2,500	1,500	1,500	500	980	500	500	500	500	5,000	5,000
2004	1,550	2,575	1,550	1,550	515	1,000	515	515	515	515	5,150	5,150
2005	1,650	2,735	1,650	1,650	550	1,065	550	550	550	550	5,475	5,475
2006	1,725	2,850	1,725	1,725	575	1,115	575	575	575	575	5,720	5,720

THESE MAINTENANCE COSTS ARE USED IN COMPUTING NEEDS .

ALL MAINTENANCE COSTS FOR COMMON BOUNDARY DESIGNATIONS AND APPROVED ONE WAY STREETS ARE COMPUTED USING THE LENGTH REPORTED IN THE NEEDS STUDY.

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**25 YEAR CONSTRUCTION NEEDS
FOR EACH INDIVIDUAL CONSTRUCTION ITEM**

09-May-06

ITEM	2004 APPORTIONMENT NEEDS COST	2005 APPORTIONMENT NEEDS COST	DIFFERENCE	2005 % OF THE TOTAL
Grading	\$196,216,556	\$220,554,292	\$24,337,736	6.74%
Special Drainage	4,820,844	4,529,296	(291,548)	0.14%
Storm Sewer Adjustment	67,138,597	71,559,739	4,421,142	2.19%
Storm Sewer Construction	239,615,954	255,568,746	15,952,792	7.81%
Curb & Gutter Removal	30,815,553	34,992,307	4,176,754	1.07%
Sidewalk Removal	21,778,802	23,140,994	1,362,192	0.71%
Pavement Removal	56,340,146	58,090,966	1,750,820	1.77%
Tree removal	13,687,575	17,619,250	3,931,675	0.54%
SUBTOTAL GRADING	\$630,414,027	\$686,055,590	\$55,641,563	20.96%

Gravel Base #2211	\$351,456,104	\$391,729,602	\$40,273,498	11.97%
Bituminous Base #2350	288,864,774	318,684,660	29,819,886	9.74%
SUBTOTAL BASE	\$640,320,878	\$710,414,262	\$70,093,384	21.71%

Gravel Surface #2118	\$76,902	\$60,039	(\$16,863)	0.00%
Bituminous Surface #2350	271,666,318	297,917,585	26,251,267	9.10%
Surface Widening	1,738,440	2,152,360	413,920	0.07%
SUBTOTAL SURFACE	\$273,481,660	\$300,129,984	\$26,648,324	9.17%

Gravel Shoulders #2221	\$2,719,200	\$2,799,574	\$80,374	0.09%
SUBTOTAL SHOULDERS	\$2,719,200	\$2,799,574	\$80,374	0.09%

Curb and Gutter	\$157,961,717	\$176,732,177	\$18,770,460	5.40%
Sidewalk	208,140,192	234,834,075	26,693,883	7.18%
Traffic Signals	184,102,800	198,727,750	14,624,950	6.07%
Street Lighting	159,520,000	169,256,175	9,736,175	5.17%
Retaining Walls	18,346,517	20,186,165	1,839,648	0.62%
SUBTOTAL MISCELLANEOUS	\$728,071,226	\$799,736,342	\$71,665,116	24.44%

TOTAL ROADWAY	\$2,275,006,991	\$2,499,135,752	\$224,128,761	76.36%
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Bridge	\$135,612,784	\$148,313,334	\$12,700,550	4.53%
Railroad Crossings	57,172,250	57,460,375	288,125	1.76%
Maintenance	24,663,323	27,017,647	2,354,324	0.83%
Engineering	493,558,440	540,981,871	47,423,431	16.53%
SUBTOTAL OTHERS	\$711,006,797	\$773,773,227	\$62,766,430	23.64%

TOTAL	\$2,986,013,788	\$3,272,908,979	\$286,895,191	100.00%
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MSAS UNIT PRICE STUDY EXCAVATION - CUBIC YARD

CITY NAME	No. Of Projects	TOTAL QTY.	TOTAL COST	AVERAGE UNIT PRICE
District 1				
Cloquet	2	16,331	\$79,591	\$4.87
Duluth	2	45,822	311,188	6.79
Grand Rapids	2	56,250	230,626	4.10
District 1 Total	6	118,403	\$621,405	\$5.25

District 2				
Crookston	3	8,351	\$33,404	\$4.00
Thief River Falls	1	2,961	12,436	4.20
District 2 Total	4	11,312	\$45,840	\$4.05

District 3				
Otsego	1	27,000	\$64,260	\$2.38
St. Cloud	1	1,968	20,762	10.55
District 3 Total	2	28,968	\$85,022	\$2.94

District 4				
Fergus Falls	3	10,245	\$54,576	\$5.33
Moorhead	1	8,666	35,341	4.08
Morris	1	9,514	40,910	4.30
District 4 Total	5	28,425	\$130,827	\$4.60

Metro West				
Andover	2	18,322	\$23,625	\$1.29
Anoka	1	7,700	52,360	6.80
Bloomington	1	461	6,915	15.00
Brooklyn Center	2	7,100	77,745	10.95
Brooklyn Park	1	16,753	83,765	5.00
Champlin	1	973	11,530	11.85
Chanhassen	1	2,240	29,600	13.21
Coon Rapids	2	6,930	39,515	5.70
Crystal	3	8,529	74,969	8.79
Ham Lake	3	4,343	36,315	8.36
Minneapolis	3	9,686	142,552	14.72
Minnetonka	2	9,516	66,612	7.00
Robbinsdale	1	1,781	15,655	8.79
St Louis Park	1	2,204	14,676	6.66
Metro West Total	24	96,538	\$675,834	\$7.00

District 6				
Albert Lea	1	3,445	\$22,777	\$6.61
Austin	4	4,595	30,348	6.60
Faribault	2	870	5,092	5.85
Owatonna	2	1,191	3,692	3.10
Rochester	3	23,443	122,537	5.23
Winona	1	51,293	307,245	5.99
District 6 Total	13	84,837	\$491,691	\$5.80

MSAS UNIT PRICE STUDY EXCAVATION - CUBIC YARD

CITY NAME	No. Of Projects	TOTAL QTY.	TOTAL COST	AVERAGE UNIT PRICE
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District 7				
Fairmont	1	700	\$5,950	\$8.50
Worthington	1	13,194	59,373	4.50
District 7 Total	2	13,894	\$65,323	\$4.70

District 8				
Hutchinson	2	45,162	\$144,518	\$3.20
Marshall	1	1,966	10,813	5.50
District 8 Total	3	47,128	\$155,331	\$3.30

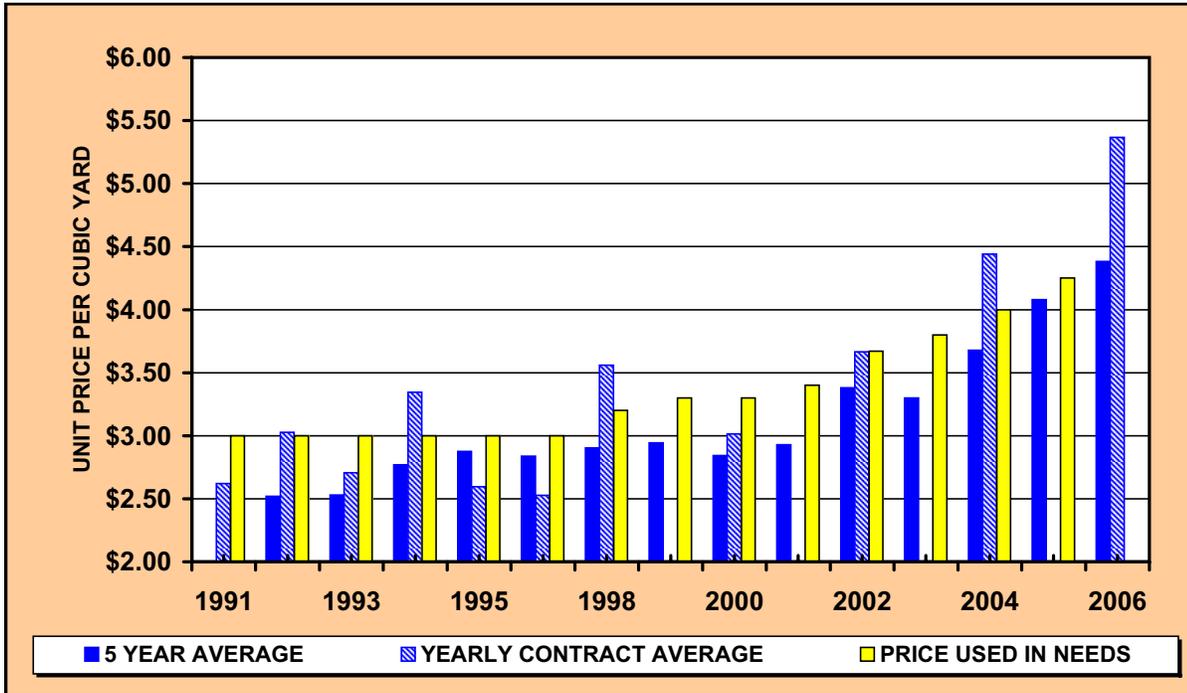
Metro East				
Apple Valley	1	4,200	\$42,000	\$10.00
Burnsville	1	2,964	11,207	3.78
Falcon Heights	1	2,089	25,068	12.00
Hastings	1	4,644	64,715	13.94
Inver Grove Heights	1	4,074	12,426	3.05
Little Canada	1	13,176	92,232	7.00
Oakdale	1	1,775	13,579	7.65
Roseville	2	74	1,803	24.36
Shoreview	1	4,000	16,998	4.25
South St Paul	1	500	5,750	11.50
St. Paul	6	58,540	276,880	4.73
Stillwater	1	11,000	64,900	5.90
White Bear Lake	6	16,446	128,272	7.80
Woodbury	2	34,455	125,736	3.65
Metro East Total	26	157,937	\$881,565	\$5.58

District Totals				
District 1 Total	6	118,403	\$621,405	\$5.25
District 2 Total	4	11,312	45,840	4.05
District 3 Total	2	28,968	85,022	2.94
District 4 Total	5	28,425	130,827	4.60
Metro West Total	24	96,538	675,834	7.00
District 6 Total	13	84,837	491,691	5.80
District 7 Total	2	13,894	65,323	4.70
District 8 Total	3	47,128	155,331	3.30
Metro East Total	26	157,937	881,565	5.58

STATE TOTAL	85	587,442	\$3,152,838	\$5.37
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EXCAVATION



NEEDS YEAR	NO. OF CITIES	QUANTITY	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5 YEAR AVERAGE CONTRACT PRICE
1991	67	1,260,768	\$3,303,493	\$2.62	\$3.00	-
1992	70	1,243,656	3,764,822	3.03	3.00	\$2.52
1993	64	1,105,710	2,994,010	2.71	3.00	2.53
1994	65	1,484,328	4,965,339	3.35	3.00	2.77
1995	59	1,317,807	3,419,869	2.60	3.00	2.88
1996	68	1,691,036	4,272,539	2.53	3.00	2.84
1998	60	919,379	3,273,588	3.56	3.20	2.90
1999					3.30	2.94
2000	56	1,157,353	3,490,120	3.02	3.30	2.84
2001					3.40	2.93
2002	50	893,338	3,275,650	3.67	3.67	3.38
2003					3.80	3.30
2004	56	1,018,912	4,523,089	4.44	4.00	3.68
2005					4.25	4.08
2006	48	587,442	3,152,838	5.37		4.38

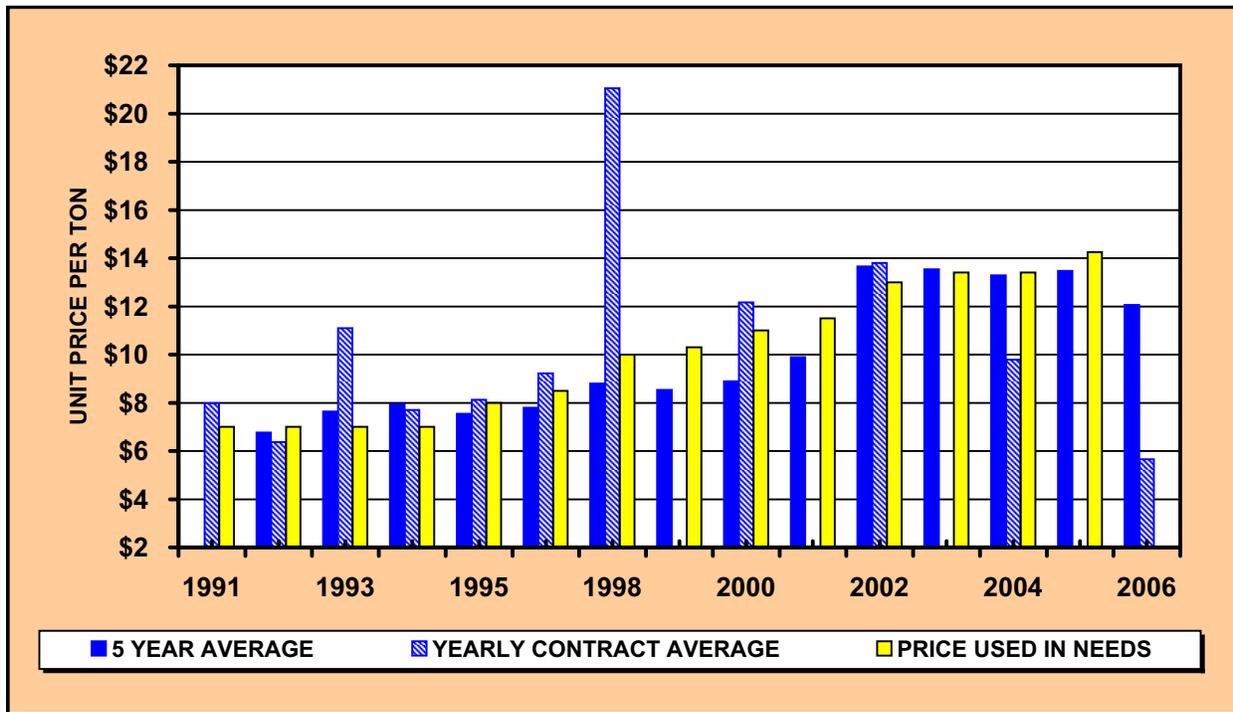
SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2006 NEEDS STUDY IS \$4.75 PER CU. YD.

Note: The Unit Price Study is done every two years. Therefore, we used the total of the past five years costs divided by the total of the past five years quantities for the five year average.

MSAS UNIT PRICE STUDY AGGREGATE SHOULDERS - TON

CITY NAME	No. Of Projects	TOTAL QTY.	TOTAL COST	AVERAGE UNIT PRICE
District 4				
FERGUS FALLS	2	813	\$4,600	\$5.66
District 4 Total	2	813	\$4,600	\$5.66
STATE TOTAL	2	813	\$4,600	\$5.66

AGGREGATE SHOULDERING



NEEDS YEAR	NO. OF CITIES	QUANTITY	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5 YEAR AVERAGE CONTRACT PRICE
1991	3	2334	\$18,624	\$7.98	\$7.00	-
1992	7	6285	39,992	6.36	7.00	\$6.77
1993	7	803	9,423	11.09	7.00	7.64
1994	4	999	7,691	7.70	7.00	7.94
1995	8	4923	40,009	8.13	8.00	7.54
1996	6	3067	28,277	9.22	8.50	7.80
1998	2	60	1,263	21.05	10.00	8.80
1999					10.30	8.54
2000	4	621	7,557	12.17	11.00	8.89
2001					11.50	9.90
2002	7	3365	46,422	13.80	13.00	13.65
2003					13.40	13.54
2004	2	290	2,840	9.79	13.40	13.29
2005					14.25	13.48
2006	1	813	4,600	5.66		12.06

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2006 NEEDS STUDY IS \$14.25 PER TON

Note: The Unit Price Study is done every two years. Therefore, we used the total of the past five years costs divided by the total of the past five years quantities for the five year average.

MSAS UNIT PRICE STUDY

CURB & GUTTER REMOVAL - LINEAR FEET

CITY NAME	No. Of Projects	TOTAL QTY.	TOTAL COST	AVERAGE UNIT PRICE
District 1				
Cloquet	2	1,717	\$2,789	\$1.62
Duluth	2	26,860	81,115	3.02
Grand Rapids	2	9,628	14,442	1.50
District 1 Total	6	38,205	\$98,347	\$2.57

District 2				
Crookston	3	3,749	\$10,310	\$2.75
District 2 Total	3	3,749	\$10,310	\$2.75

District 3				
Buffalo	1	500	\$1,750	\$3.50
Otsego	1	250	500	2.00
St. Cloud	1	510	1,658	3.25
District 3 Total	3	1,260	\$3,908	\$3.10

District 4				
Fergus Falls	2	2,349	\$7,047	\$3.00
Moorhead	3	4,580	14,418	3.15
Morris	1	2,521	4,034	1.60
District 4 Total	6	9,450	\$25,499	\$2.70

Metro West				
Andover	1	37	\$63	\$1.70
Anoka	1	10,500	21,000	2.00
Bloomington	1	1,838	5,414	2.95
Brooklyn Center	2	7,190	27,682	3.85
Brooklyn Park	1	20	60	3.00
Coon Rapids	2	278	1,161	4.18
Crystal	3	8,274	8,274	1.00
Fridley	1	400	1,340	3.35
Ham Lake	2	344	1,284	3.73
Minneapolis	3	8,245	23,346	2.83
Minnetonka	1	110	330	3.00
Robbinsdale	1	685	685	1.00
Spring Lake Park	3	2,566	9,109	3.55
St Louis Park	2	2,327	6,981	3.00
Metro West Total	24	42,814	\$106,729	\$2.49

District 6				
Albert Lea	1	886	\$1,595	\$1.80
Austin	5	4,473	9,785	2.19
Faribault	1	720	1,872	2.60
Owatonna	2	159	636	4.00
Rochester	3	4,909	16,451	3.35
Winona	1	5,078	12,695	2.50
District 6 Total	13	16,225	\$43,034	\$2.65

MSAS UNIT PRICE STUDY

CURB & GUTTER REMOVAL - LINEAR FEET

CITY NAME	No. Of Projects	TOTAL QTY.	TOTAL COST	AVERAGE UNIT PRICE
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District 7				
Fairmont	2	940	\$3,120	\$3.32
Worthington	1	3,740	9,724	2.60
District 7 Total	3	4,680	\$12,844	\$2.74

District 8				
Hutchinson	2	470	\$940	\$2.00
Marshall	1	2,263	6,789	3.00
District 8 Total	3	2,733	\$7,729	\$2.83

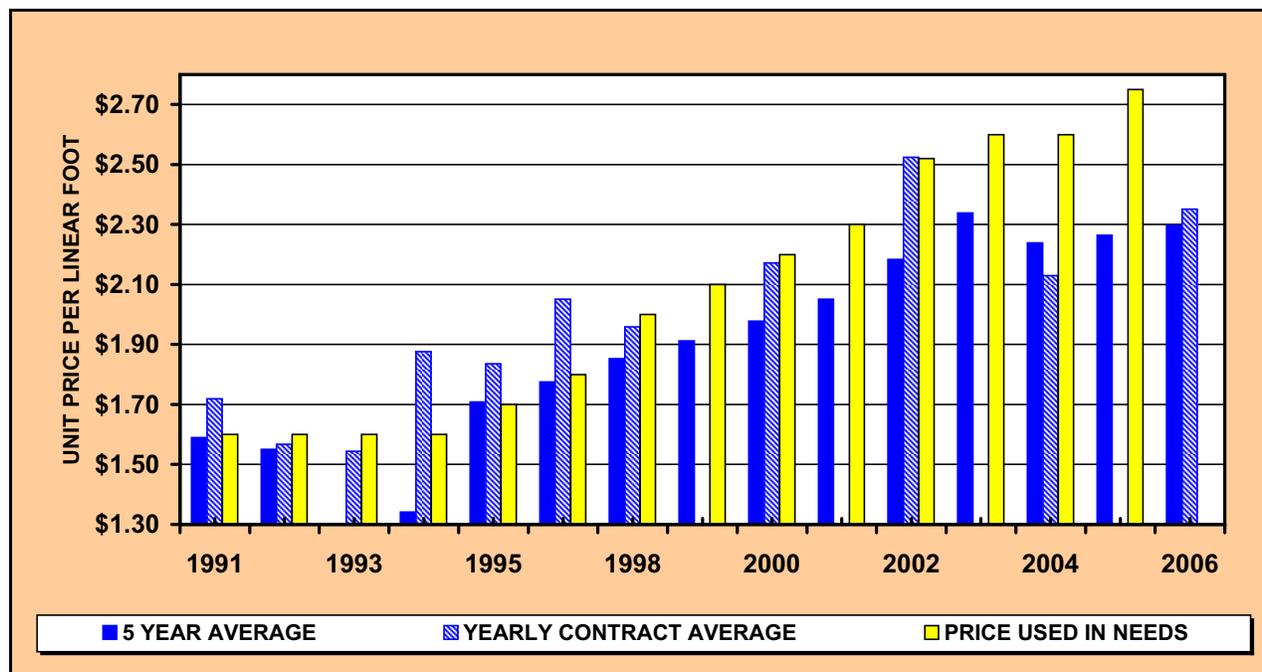
Metro East				
Apple Valley	1	3,900	\$8,775	\$2.25
Burnsville	4	5,809	25,665	4.42
Falcon Heights	1	1,251	2,502	2.00
Hastings	1	479	1,437	3.00
Inver Grove Heights	1	2,165	2,403	1.11
Little Canada	1	1,050	3,150	3.00
Oakdale	1	150	525	3.50
Roseville	3	1,052	7,206	6.85
Shoreview	1	1,400	2,660	1.90
South St.Paul	2	1,155	3,158	2.73
St. Paul	6	16,111	15,922	0.99
Vadnais Heights	1	3,355	7,549	2.25
White Bear Lake	6	14,814	18,518	1.25
Woodbury	2	7,821	14,562	1.86
Metro East Total	31	60,512	\$114,032	\$1.88

District Totals				
District 1 Total	6	38,205	\$98,347	\$2.57
District 2 Total	3	3,749	10,310	2.75
District 3 Total	3	1,260	3,908	3.10
District 4 Total	6	9,450	25,499	2.70
Metro West Total	24	42,814	106,729	2.49
District 6 Total	13	16,225	43,034	2.65
District 7 Total	3	4,680	12,844	2.74
District 8 Total	3	2,733	7,729	2.83
Metro East Total	31	60,512	114,032	1.88

STATE TOTAL	92	179,628	\$422,431	\$2.35
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CURB & GUTTER REMOVAL #2104



NEEDS YEAR	NO. OF CITIES	QUANTITY	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5 YEAR AVERAGE CONTRACT PRICE
1991	59	207,105	\$355,996	\$1.72	\$1.60	\$1.59
1992	58	152,992	239,845	1.57	1.60	1.55
1993	56	118,793	183,378	1.54	1.60	0.97
1994	59	309,891	581,256	1.88	1.60	1.34
1995	51	209,177	384,029	1.84	1.70	1.71
1996	62	142,362	291,935	2.05	1.80	1.77
1998	63	150,083	294,046	1.96	2.00	1.85
1999					2.10	1.91
2000	53	114,421	248,505	2.17	2.20	1.98
2001					2.30	2.05
2002	42	103,074	260,173	2.52	2.52	2.18
2003					2.60	2.34
2004	54	198,097	421,810	2.13	2.60	2.24
2005					2.75	2.26
2006	48	179,628	422,431	2.35		2.30

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2006 NEEDS STUDY IS \$2.75
PER LIN. FT.

Note: The Unit Price Study is done every two years. Therefore, we used the total of the past five years costs divided by the total of the past five years quantities for the five year average.

MSAS UNIT PRICE STUDY

SIDEWALK REMOVAL - SQUARE YARD

CITY NAME	No. Of Projects	TOTAL QTY.	TOTAL COST	AVERAGE UNIT PRICE
District 1				
Cloquet	2	1,735	\$6,244	\$3.60
Duluth	2	10,702	35,789	3.34
Grand Rapids	1	278	1,251	4.50
District 1 Total	5	12,715	\$43,285	\$3.40

District 2				
Crookston	2	900	\$4,050	\$4.50
District 2 Total	2	900	\$4,050	\$4.50

District 3				
	0	0	\$0	\$0.00
District 3 Total	0	0	\$0	\$0.00

District 4				
Fergus Falls	2	825	\$7,592	\$9.20
Moorhead	2	573	3,124	5.45
Morris	1	263	1,343	5.12
District 4 Total	5	1,661	\$12,059	\$7.26

Metro West				
Anoka	1	811	\$2,555	\$3.15
Brooklyn Center	2	982	6,138	6.25
Coon Rapids	2	152	1,424	9.39
Crystal	1	893	1,502	1.68
Minneapolis	3	5,359	39,205	7.32
Minnetonka	1	108	970	9.00
Robbinsdale	1	96	30	0.31
Spring Lake Park	3	547	958	1.75
St. Louis Park	2	252	4,583	18.16
Metro West Total	16	9,199	\$57,363	\$6.24

District 6				
Albert Lea	1	606	\$2,998	\$4.95
Austin	5	1,526	15,185	9.95
Owatonna	2	17	155	8.89
Rochester	2	1,364	10,522	7.72
Winona	1	632	3,160	5.00
District 6 Total	11	4,145	\$32,020	\$7.72

MSAS UNIT PRICE STUDY

SIDEWALK REMOVAL - SQUARE YARD

CITY NAME	No. Of Projects	TOTAL QTY.	TOTAL COST	AVERAGE UNIT PRICE
District 7				
Fairmont	1	127	\$1,016	\$8.00
District 7 Total	1	127	\$1,016	\$8.00

District 8				
Marshall	1	925	\$5,829	\$6.30
District 8 Total	1	925	\$5,829	\$6.30

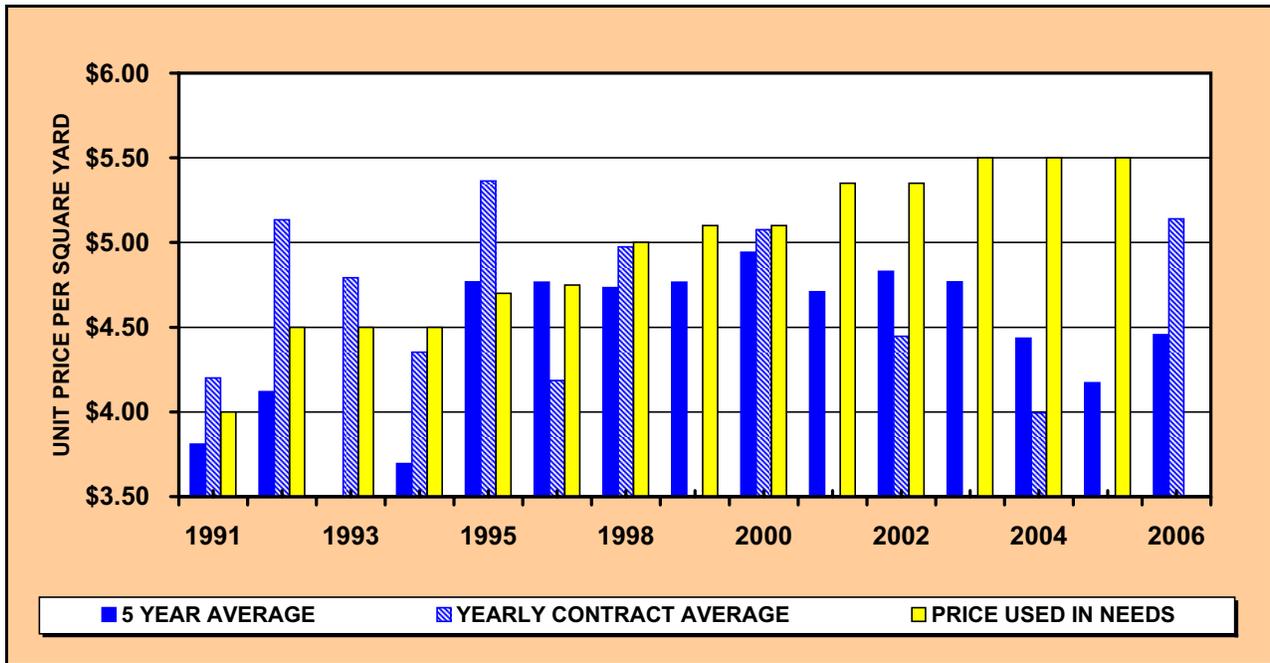
Metro East				
Apple Valley	1	756	\$3,400	\$4.50
Burnsville	4	2,026	9,369	4.62
Falcon Heights	1	384	2,040	5.31
Hastings	1	215	1,397	6.50
Roseville	3	358	1,646	4.59
South St. Paul	2	108	772	7.13
St. Paul	6	3,945	15,003	3.80
Stillwater	1	78	700	9.00
White Bear Lake	6	7,119	39,569	5.56
Metro East Total	25	14,990	\$73,895	\$4.93

District Totals				
District 1 Total	5	12,715	\$43,285	\$3.40
District 2 Total	2	900	4,050	4.50
District 3 Total	0	0	0	0.00
District 4 Total	5	1,661	12,059	7.26
Metro West Total	16	9,199	57,363	6.24
District 6 Total	11	4,145	32,020	7.72
District 7 Total	1	127	1,016	8.00
District 8 Total	1	925	5,829	6.30
Metro East Total	25	14,990	73,895	4.93

STATE TOTAL	66	44,661	\$229,517	\$5.14
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SIDEWALK REMOVAL #2105



NEEDS YEAR	NO. OF CITIES	QUANTITY	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5 YEAR AVERAGE CONTRACT PRICE
1991	43	71,868	\$301,912	\$4.20	\$4.00	\$3.81
1992	45	57,606	295,735	5.13	4.50	4.12
1993	40	43,017	206,147	4.79	4.50	2.83
1994	39	54,206	235,995	4.35	4.50	3.70
1995	34	73,172	392,401	5.36	4.70	4.77
1996	46	49,759	208,305	4.19	4.75	4.77
1998	41	36,967	183,894	4.97	5.00	4.73
1999					5.10	4.77
2000	37	44,143	224,067	5.08	5.10	4.94
2001					5.35	4.71
2002	28	42,436	188,701	4.45	5.35	4.83
2003					5.50	4.77
2004	35	65,062	259,880	3.99	5.50	4.44
2005					5.50	4.17
2006	32	44,661	229,517	5.14		4.46

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2006 NEEDS STUDY IS \$5.50 PER SQ.YD.

Note: The Unit Price Study is done every two years. Therefore, we used the total of the past five years costs divided by the total of the past five years quantities for the five year average.

MSAS UNIT PRICE STUDY CONCRETE PAVEMENT REMOVAL - SQUARE YARD

CITY NAME	No. Of Projects	TOTAL QTY.	TOTAL COST	AVERAGE UNIT PRICE
District 1				
Cloquet	1	13,281	\$59,765	\$4.50
Duluth	2	2,750	11,356	4.13
Grand Rapids	1	58	580	10.00
District 1 Total	4	16,089	\$71,701	\$4.46

District 2				
Crookston	2	228	\$1,027	\$4.50
District 2 Total	2	228	\$1,027	\$4.50

District 3				
St. Cloud	1	11	\$51	\$4.64
District 3 Total	1	11	\$51	\$4.64

District 4				
		0	\$0	\$0.00
District 4 Total	0	0	\$0	\$0.00

Metro West				
Anoka	1	1,356	\$6,710	\$4.95
Bloomington	1	952	3,808	4.00
Chanhassen	1	205	1,025	5.00
Metro West Total	3	2,513	\$11,543	\$4.59

District 6				
Albert Lea	1	4,723	\$20,781	\$4.40
Austin	4	3,913	28,441	7.27
Faribault	1	360	1,800	5.00
Rochester	2	11,809	66,425	5.62
District 6 Total	8	20,805	\$117,447	\$5.65

District 7				
Fairmont	1	595	\$4,760	\$8.00
Worthington	1	1,476	5,906	4.00
District 7 Total	2	2,071	\$10,666	\$5.15

District 8				
Marshall	1	5,173	\$31,038	\$6.00
District 8 Total	1	5,173	\$31,038	\$6.00

MSAS UNIT PRICE STUDY CONCRETE PAVEMENT REMOVAL - SQUARE YARD

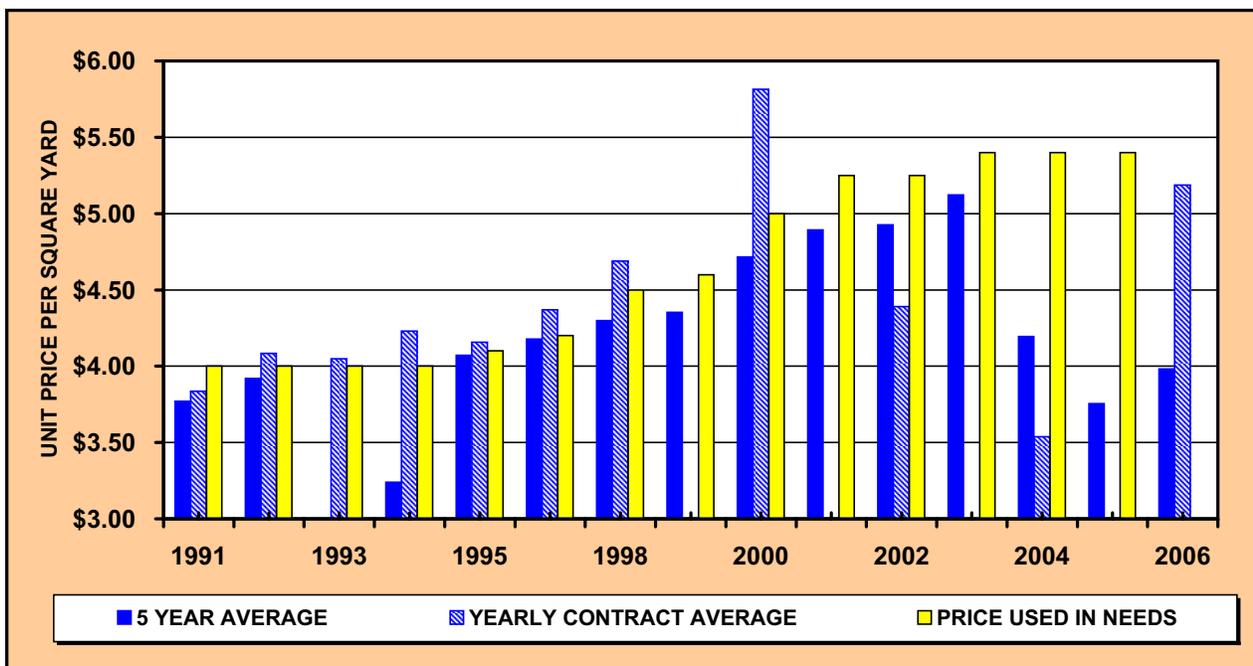
CITY NAME	No. Of Projects	TOTAL QTY.	TOTAL COST	AVERAGE UNIT PRICE
Metro East				
Inver Grove Heights	1	105	\$529	\$5.04
Oakdale	1	100	350	3.50
South St Paul	1	85	510	6.00
Stillwater	1	75	338	4.51
Woodbury	1	448	2,240	5.00
Metro East Total	5	813	\$3,967	\$4.88

District Totals				
District 1 Total	4	16,089	\$71,701	\$4.46
District 2 Total	2	228	1,027	4.50
District 3 Total	1	11	51	4.64
District 4 Total	0	0	0	0.00
Metro West Total	3	2,513	11,543	4.59
District 6 Total	8	20,805	117,447	5.65
District 7 Total	2	2,071	10,666	5.15
District 8 Total	1	5,173	31,038	6.00
Metro East Total	5	813	3,967	4.88

STATE TOTAL	26	47,703	\$247,439	\$5.19
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CONCRETE PAVEMENT REMOVAL #2106



NEEDS YEAR	NO. OF CITIES	QUANTITY	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5 YEAR AVERAGE CONTRACT PRICE
1991	27	108,995	\$418,053	\$3.84	\$4.00	\$3.77
1992	23	98,752	403,278	4.08	4.00	3.92
1993	26	190,259	770,477	4.05	4.00	2.39
1994	26	185,066	782,965	4.23	4.00	3.24
1995	27	81,258	337,753	4.16	4.10	4.07
1996	28	78,122	341,385	4.37	4.20	4.18
1998	24	110,941	520,259	4.69	4.50	4.30
1999					4.60	4.35
2000	15	68,760	399,759	5.81	5.00	4.72
2001					5.25	4.89
2002	17	64,918	284,994	4.39	5.25	4.93
2003					5.40	5.12
2004	23	188,676	667,342	3.54	5.40	4.19
2005					5.40	3.76
2006	20	47,703	247,439	5.19		3.98

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2006 NEEDS STUDY IS \$5.40 PER SQ. YD.

Note: The Unit Price Study is done every two years. Therefore, we used the total of the past five years costs divided by the total of the past five years quantities for the five year average.

MSAS UNIT PRICE STUDY TREE REMOVAL - CLEARING

CITY NAME	NUMBER OF PROJECTS	TOTAL QUANTITY	TOTAL COST	AVERAGE UNIT PRICE
District 1				
Cloquet	1	4	\$400	\$100.00
Duluth	2	36	12,220	339.46
Grand Rapids	1	6	600	100.00
District 1 Total	4	46	\$13,220	\$287.40

District 2				
Crookston	1	1	\$50	\$50.00
District 2 Total	1	1	\$50	\$50.00

District 3				
St. Cloud	1	11	\$1,870	\$170.00
District 3 Total	1	11	\$1,870	\$170.00

District 4				
Fergus Falls	2	7	\$5,700	\$814.29
Morris	1	23	3,450	150.00
District 4 Total	3	30	\$9,150	\$305.00

Metro West				
Anoka	1	40	\$12,000	\$300.00
Champlin	1	4	1,440	360.00
Crystal	3	10	2,000	200.00
Ham Lake	2	37	1,198	32.38
Minnetonka	2	43	5,375	125.00
Robbinsdale	1	4	800	200.00
Metro West Total	10	138	\$22,813	\$165.31

District 6				
Albert Lea	1	1	\$200	\$200.00
Rochester	3	48	5,900	122.92
Winona	1	76	11,400	150.00
District 6 Total	5	125	\$17,500	\$140.00

District 7				
	0	0	\$0	\$0.00
District 7 Total	0	0	0	0.00

District 8				
Hutchinson	1	4	\$800	\$200.00
District 8 Total	1	4	\$800	\$200.00

Metro East				
Burnsville	1	2	\$300	\$150.00
Little Canada	1	29	5,800	200.00
Oakdale	1	6	1,050	175.00
Shoreview	1	20	2,000	100.00
St. Paul	2	9	4,500	500.00
Stillwater	1	30	3,000	100.00
White Bear Lake	3	3	1,800	600.00
Metro East Total	10	99	\$18,450	\$186.36

STATE TOTAL	35	454	\$83,853	\$184.70
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MSAS UNIT PRICE STUDY TREE REMOVAL - GRUBBING

CITY NAME	NUMBER OF PROJECTS	TOTAL QUANTITY	TOTAL COST	AVERAGE UNIT PRICE
District 1				
Cloquet	1	4	\$1,000	\$250.00
Duluth	2	38	4,432	116.62
Grand Rapids	1	6	600	100.00
District 1 Total	4	48	\$6,032	\$125.66
District 2				
Crookston	1	1	\$50	\$50.00
District 2 Total	1	1	\$50	\$50.00
District 3				
St. Cloud	1	11	\$1,430	\$130.00
District 3 Total	1	11	\$1,430	\$130.00
District 4				
Fergus Falls	2	7	\$1,500	\$214.29
Morris	1	24	2,400	100.00
District 4 Total	3	31	\$3,900	\$125.81
Metro West				
Anoka	1	40	\$2,600	\$65.00
Champlin	1	4	800	200.00
Crystal	3	10	1,250	125.00
Ham Lake	2	30	552	18.40
Mnettonka	2	40	5,000	125.00
Robbinsdale	1	4	500	125.00
Metro West Total	10	128	\$10,702	\$83.61
District 6				
Albert Lea	1	4	\$720	\$180.00
Rochester	3	50	4,550	91.00
Winona	1	76	11,400	150.00
District 6 Total	5	130	\$16,670	\$128.23
District 7				
	0	0	\$0	\$0.00
District 7 Total	0	0	\$0	\$0.00
District 8				
Hutchinson	1	4	\$800	\$200.00
District 8 Total	1	4	\$800	\$200.00
Metro East				
Burnsville	1	2	\$300	\$150.00
Little Canada	1	29	2,900	100.00
Oakdale	1	6	1,050	175.00
Shoreview	1	20	1,600	80.00
St. Paul	2	9	1,772	196.89
Stillwater	1	30	2,250	75.00
White Bear Lake	3	3	375	125.00
Metro East Total	10	99	\$10,247	\$103.51
STATE TOTAL	35	452	\$49,831	\$110.24

MSAS UNIT PRICE STUDY TREE REMOVAL - CLEARING

CITY NAME	NUMBER OF PROJECTS	TOTAL QUANTITY	TOTAL COST	AVERAGE UNIT PRICE
District Totals				
District 1 Total	4	46	\$13,220	\$287.40
District 2 Total	1	1	50	50.00
District 3 Total	1	11	1,870	170.00
District 4 Total	3	30	9,150	305.00
Metro West Total	10	138	22,813	165.31
District 6 Total	5	125	17,500	140.00
District 7 Total	0	0	0	0.00
District 8 Total	1	4	800	200.00
Metro East Total	10	99	18,450	186.36
TOTAL CLEARING	35	454	\$83,853	\$184.70

MSAS UNIT PRICE STUDY TREE REMOVAL - GRUBBING

CITY NAME	NUMBER OF PROJECTS	TOTAL QUANTITY	TOTAL COST	AVERAGE UNIT PRICE
District Totals				
District 1 Total	4	48	\$6,032	\$125.66
District 2 Total	1	1	50	50.00
District 3 Total	1	11	1,430	130.00
District 4 Total	3	31	3,900	125.81
Metro West Total	10	128	10,702	83.61
District 6 Total	5	130	16,670	128.23
District 7 Total	0	0	0	0.00
District 8 Total	1	4	800	200.00
Metro East Total	10	99	10,247	103.51
TOTAL GRUBBING	35	452	\$49,831	\$110.24

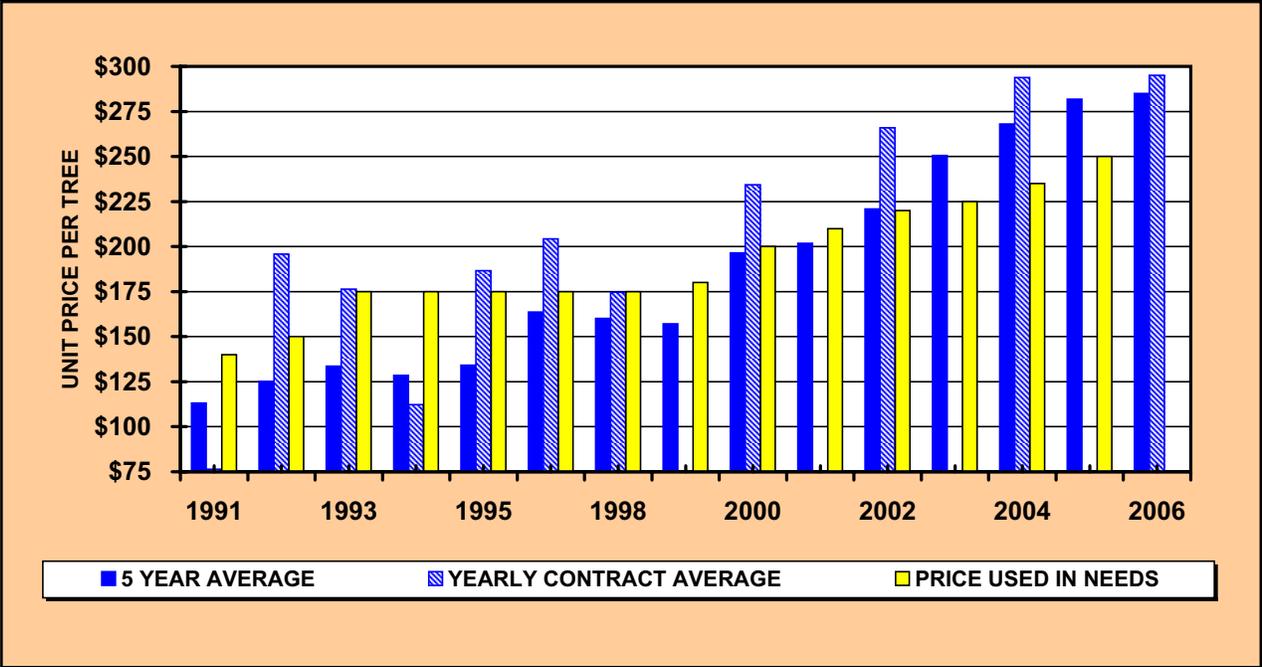
CLEARING AND GRUBBING ARE COMBINED TO COMPUTE TREE REMOVAL

CITY NAME	No. Of Projects	TOTAL QTY.	TOTAL COST	AVERAGE UNIT PRICE
TOTAL CLEARING	35	454	\$83,853	\$184.70
TOTAL GRUBBING	35	452	\$49,831	\$110.24
TOTAL	70	906	\$133,684	\$147.55

906/2=453 TREES AVERAGE COST PER TREE = \$133,684/453 = \$295.11

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TREE REMOVAL #2101



NEEDS YEAR	NO. OF CITIES	QUANTITY	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5 YEAR AVERAGE CONTRACT PRICE
1991	35	1,869	\$142,888	\$76.45	\$140.00	\$113.19
1992	39	867	169,797	195.84	150.00	125.11
1993	34	853	150,442	176.37	175.00	133.66
1994	35	1,876	210,444	112.18	175.00	128.49
1995	41	1,136	211,912	186.54	175.00	134.14
1996	33	783	159,884	204.19	175.00	163.64
1998	28	779	136,044	174.64	175.00	160.07
1999					180.00	157.04
2000	24	593	138,966	234.34	200.00	196.54
2001					210.00	201.81
2002	21	625	166,204	265.93	220.00	220.94
2003					225.00	250.55
2004	31	830	243,734	293.83	235.00	268.08
2005					250.00	281.84
2006	22	453	133,684	295.11		284.99

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2006 NEEDS STUDY IS \$300.00 PER TREE

Note: The Unit Price Study is done every two years. Therefore, we used the total of the past five years costs divided by the total of the past five years quantities for the five year average.

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MSAS UNIT PRICE STUDY AGGREGATE BASE 2211 - TONS

CITY NAME	No. Of Projects	TOTAL QTY.	TOTAL COST	AVERAGE UNIT PRICE
District 1				
Cloquet	2	9,955	\$76,840	\$7.72
Duluth	2	27,736	235,425	8.49
Grand Rapids	2	26,773	155,610	5.81
District 1 Total	6	64,463	\$467,875	\$7.26

District 2				
Crookston	3	11,132	\$67,736	\$6.08
Thief River Falls	1	3,610	15,662	4.34
District 2 Total	4	14,742	\$83,398	\$5.66

District 3				
Otsego	1	10,125	\$121,196	\$11.97
St. Cloud	1	3,204	28,730	8.97
District 3 Total	2	13,329	\$149,926	\$11.25

District 4				
Fergus Falls	2	6,896	\$51,721	\$7.50
Moorhead	2	7,059	74,975	10.62
Morris	1	6,626	40,319	6.08
District 4 Total	5	20,581	\$167,015	\$8.11

Metro West				
Andover	2	16,086	\$155,794	\$9.69
Anoka	1	7,000	77,000	11.00
Bloomington	1	307	4,486	14.61
Champlin	1	805	9,660	12.00
Coon Rapids	1	4,763	65,790	13.81
Crystal	3	8,917	77,132	8.65
Fridley	1	50	625	12.50
Ham Lake	3	3,414	46,527	13.63
Minneapolis	3	5,361	86,919	16.21
Minnnetonka	2	3,119	44,550	14.29
Robinsdale	1	1,573	13,606	8.65
Spring Lake Park	2	4,134	37,826	9.15
St. Louis Park	2	4,120	56,733	13.77
Metro West Total	23	59,649	\$676,648	\$11.34

District 6				
Albert Lea	1	2,948	\$32,760	\$11.11
Austin	5	4,473	47,140	10.54
Faribault	2	3,117	23,065	7.40
Owatonna	2	1,200	13,019	10.85
Rochester	3	10,766	124,344	11.55
Winona	1	15,179	165,920	10.93
District 6 Total	14	37,683	\$406,248	\$10.78

MSAS UNIT PRICE STUDY AGGREGATE BASE 2211 - TONS

CITY NAME	No. Of Projects	TOTAL QTY.	TOTAL COST	AVERAGE UNIT PRICE
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District 7				
Fairmont	1	365	\$4,562	\$12.50
Worthington	1	13,566	129,204	9.52
District 7 Total	2	13,931	\$133,766	\$9.60

District 8				
Hutchinson	2	17,643	\$158,228	\$8.97
Marshall	1	6,139	55,279	9.00
District 8 Total	3	23,782	\$213,507	\$8.98

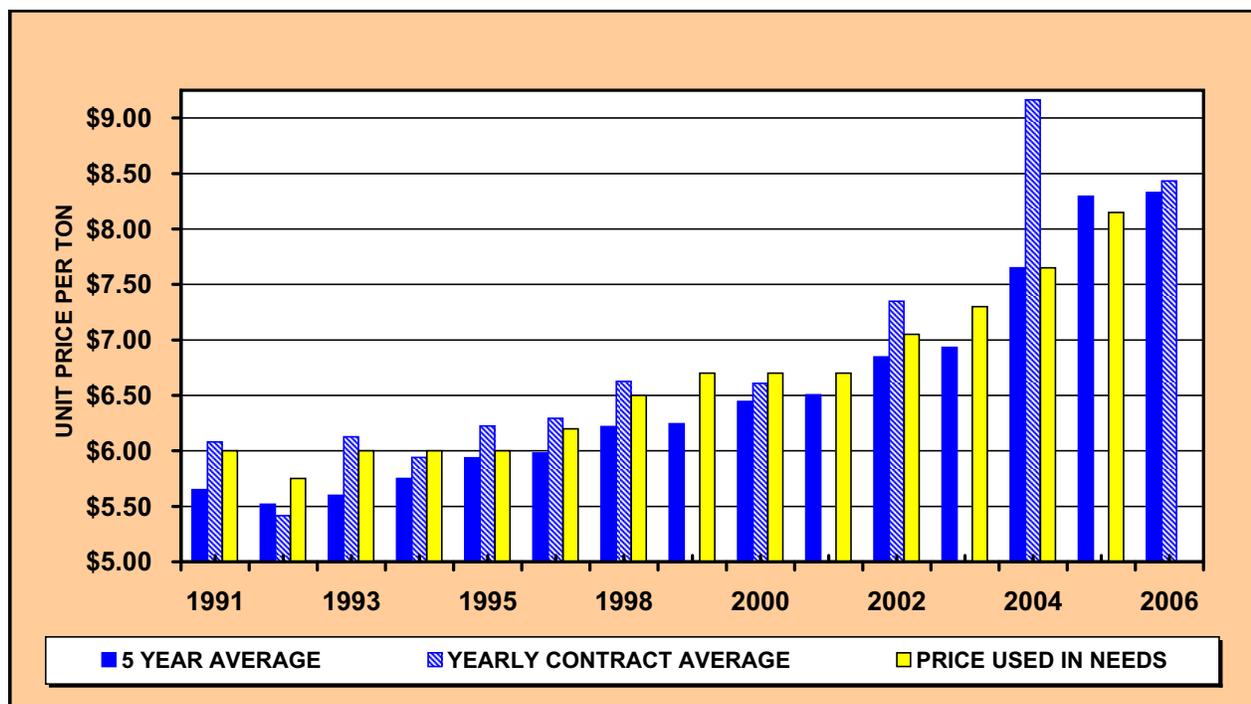
Metro East				
Apple Valley	1	3,000	\$36,000	\$12.00
Burnsville	4	2,640	31,824	12.05
Falcon Heights	1	2,746	29,924	10.90
Hastings	1	25,781	92,137	3.57
Inver Grove Heights	1	3,432	12,421	3.62
Little Canada	1	14,500	126,930	8.75
Oakdale	1	200	1,700	8.50
Roseville	2	50	1,659	33.18
South St. Paul	1	700	6,895	9.85
St. Paul	6	34,084	191,026	5.60
Stillwater	1	4,700	34,780	7.40
Vadnais Heights	1	1,030	12,360	12.00
Woodbury	2	14,842	124,867	8.41
Metro East Total	23	107,706	\$702,523	\$6.52

District Totals				
District 1 Total	6	64,463	\$467,875	\$7.26
District 2 Total	4	14,742	83,398	5.66
District 3 Total	2	13,329	149,926	11.25
District 4 Total	5	20,581	167,015	8.11
Metro West Total	23	59,649	676,648	11.34
District 6 Total	14	37,683	406,248	10.78
District 7 Total	2	13,931	133,766	9.60
District 8 Total	3	23,782	213,507	8.98
Metro East Total	23	107,706	702,523	6.52

STATE TOTAL	82	355,866	\$3,000,906	\$8.43
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AGGREGATE BASE #2211



Includes Class 2, 3, 4, 5 and 6

NEEDS YEAR	NO. OF CITIES	QUANTITY	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5 YEAR AVERAGE CONTRACT PRICE
1991	70	553,874	\$3,368,664	\$6.08	\$6.00	\$5.65
1992	69	650,835	3,525,629	5.42	5.75	5.52
1993	60	621,247	3,807,092	6.13	6.00	5.60
1994	70	660,174	3,921,230	5.94	6.00	5.75
1995	61	491,608	3,060,585	6.23	6.00	5.94
1996	68	593,314	3,733,431	6.29	6.20	5.98
1998	67	470,633	3,118,365	6.63	6.50	6.22
1999					6.70	6.24
2000	58	680,735	4,498,220	6.61	6.70	6.44
2001					6.70	6.51
2002	52	527,592	3,877,688	7.35	7.05	6.85
2003					7.30	6.93
2004	58	573,153	5,252,804	9.16	7.65	7.65
2005					8.15	8.29
2006	46	355,866	3,000,906	8.43		8.33

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2006 NEEDS STUDY IS \$8.40
PER TON

Note: The Unit Price Study is done every two years. Therefore, we used the total of the past five years costs divided by the total of the past five years quantities for the five year average.

MSAS UNIT PRICE STUDY BITUMINOUS

CITY NAME	No. Of Projects	TOTAL QTY.	TOTAL COST	AVERAGE UNIT PRICE
District 1				
Cloquet	2	4,292	\$169,620	\$39.52
Duluth	3	29,293	957,065	32.67
Grand Rapids	2	11,983	499,163	41.66
District 1 Total	7	45,568	\$1,625,848	\$35.68

District 2				
Crookston	3	1,607	\$52,567	\$32.71
Thief River Falls	1	450	14,058	31.24
District 2 Total	4	2,057	\$66,625	\$32.39

District 3				
Buffalo	1	2,750	\$93,130	\$33.87
Otsego	1	6,835	225,141	32.94
St. Cloud	3	4,074	151,362	37.15
District 3 Total	5	13,659	\$469,633	\$34.38

District 4				
Fergus Falls	4	5,853	\$206,659	\$35.31
Moorhead	1	9,050	279,882	30.93
Morris	1	2,060	71,529	34.72
District 4 Total	6	16,963	\$558,070	\$32.90

Metro West				
Andover	3	6,361	\$233,415	\$36.69
Anoka	1	4,250	154,350	36.32
Bloomington	1	4,788	152,877	31.93
Brooklyn Center	2	15,558	631,643	40.60
Brooklyn Park	1	10,467	425,710	40.67
Champlin	1	578	27,970	48.39
Chanhassen	1	3,850	162,311	42.16
Coon Rapids	2	4,460	183,887	41.23
Crystal	3	4,589	133,836	29.16
Fridley	1	1,840	70,252	38.18
Ham Lake	3	4,293	167,041	38.91
Minneapolis	3	14,577	786,186	53.93
Minnetonka	2	2,585	106,222	41.09
Robbinsdale	1	1,128	32,698	28.99
Spring Lake Park	3	10,113	422,665	41.79
St. Louis Park	4	8,339	288,894	34.64
Metro West Total	32	97,776	\$3,979,957	\$40.70

District 6				
Albert Lea	1	446	\$22,466	\$50.37
Austin	1	1,440	54,653	37.95
Faribault	2	1,880	67,954	36.15
Rochester	3	3,695	154,763	41.88
Winona	1	3,245	154,497	47.61
District 6 Total	8	10,706	\$454,333	\$42.44

MSAS UNIT PRICE STUDY BITUMINOUS

CITY NAME	No. Of Projects	TOTAL QTY.	TOTAL COST	AVERAGE UNIT PRICE
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District 7				
Fairmont	1	1,662	\$63,865	\$38.43
Worthington	1	5,672	282,554	49.82
District 7 Total	2	7,334	\$346,419	\$47.23

District 8				
Hutchinson	2	6,240	\$195,019	\$31.25
Marshall	1	1,737	73,586	42.36
District 8 Total	3	7,977	\$268,605	\$33.67

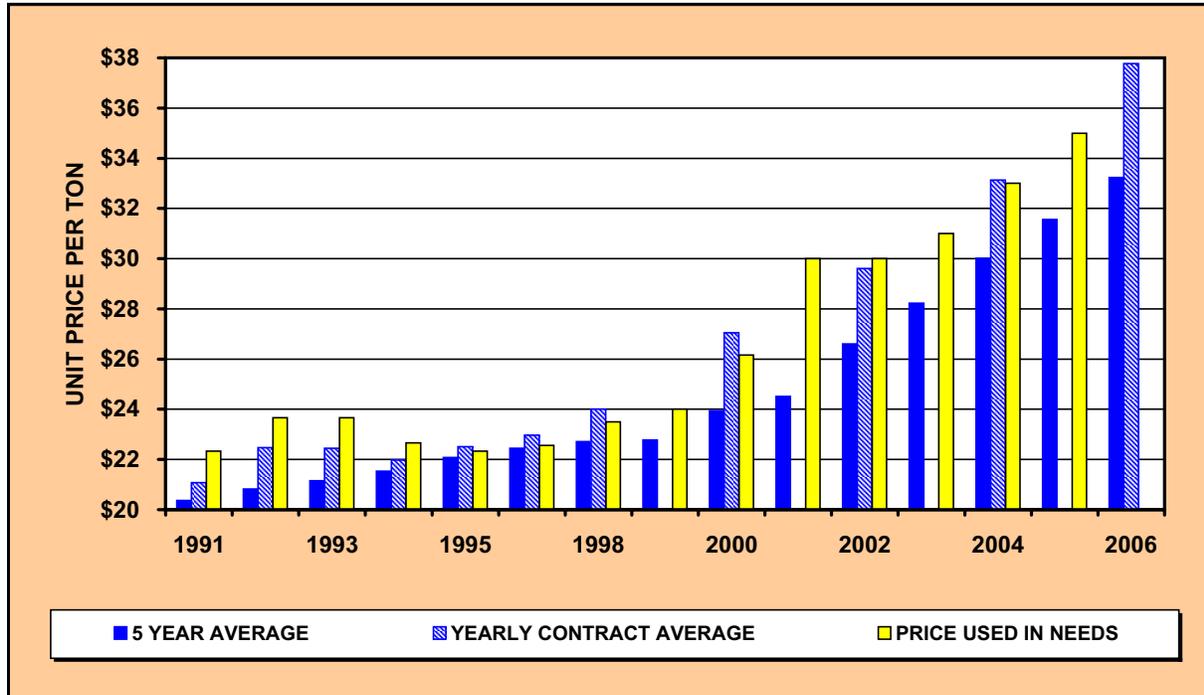
Metro East				
Apple Valley	1	2,225	\$104,555	\$46.99
Burnsville	4	8,134	260,228	31.99
Falcon Heights	2	656	22,098	33.69
Hastings	1	4,563	177,280	38.85
Inver Grove Heights	1	1,045	35,720	34.18
Little Canada	1	5,900	224,862	38.11
Oakdale	1	2,200	70,565	32.08
Roseville	3	5,125	243,890	47.59
Shoreview	3	5,400	191,850	35.53
South St. Paul	2	1,270	42,148	33.19
St. Paul	6	37,134	1,251,999	33.72
Stillwater	1	2,090	76,725	36.71
Vadnais Heights	1	4,873	211,752	43.45
White Bear Lake	6	9,649	346,226	35.88
Woodbury	2	12,770	495,188	38.78
Metro East Total	35	103,033	\$3,755,085	\$36.45

District Totals				
District 1 Total	7	45,568	\$1,625,848	\$35.68
District 2 Total	4	2,057	66,625	32.39
District 3 Total	5	13,659	469,633	34.38
District 4 Total	6	16,963	558,070	32.90
Metro West Total	32	97,776	3,979,957	40.70
District 6 Total	8	10,706	454,333	42.44
District 7 Total	2	7,334	346,419	47.23
District 8 Total	3	7,977	268,605	33.67
Metro East Total	35	103,033	3,755,085	36.45

STATE TOTAL	102	305,073	\$11,524,574	\$37.78
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BITUMINOUS



Includes all roadway bituminous types (2331, 2341, 2350, 2360, etc.)

NEEDS YEAR	NO. OF CITIES	QUANTITY	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5 YEAR AVERAGE CONTRACT PRICE
1991	70	613,163	\$12,925,191	\$21.08	\$22.33	\$20.37
1992	69	519,900	11,685,503	22.48	23.67	20.83
1993	66	598,566	13,434,379	22.44	23.67	21.16
1994	70	692,066	15,208,681	21.98	22.67	21.53
1995	61	601,173	13,535,386	22.51	22.33	22.08
1996	68	540,860	12,419,802	22.96	22.57	22.45
1998	67	505,372	12,132,901	24.01	23.50	22.71
1999					24.00	22.78
2000	51	434,005	11,739,821	27.05	26.17	23.94
2001					30.00	24.52
2002	50	371,198	10,989,206	29.60	30.00	26.60
2003					31.00	28.23
2004	60	459,606	15,229,960	33.14	33.00	30.01
2005					35.00	31.56
2006	51	305,073	11,524,574	37.78		33.23

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2006 NEEDS STUDY IS \$38.00 PER TON

Note: The Unit Price Study is done every two years. Therefore, we used the total of the past five years costs divided by the total of the past five years quantities for the five year average.

MSAS UNIT PRICE STUDY CURB AND GUTTER CONSTRUCTION - LIN. FT.

CITY NAME	No. Of Projects	TOTAL QTY.	TOTAL COST	AVERAGE UNIT PRICE
District 1				
Cloquet	2	8,932	\$77,791	\$8.71
Duluth	3	27,408	337,372	12.31
Grand Rapids	2	17,209	126,457	7.35
District 1 Total	7	53,549	\$541,620	\$10.11

District 2				
Crookston	3	4,520	\$39,640	\$8.77
Thief River Falls	1	792	7,286	9.20
District 2 Total	4	5,312	\$46,926	\$8.83

District 3				
Buffalo	1	500	\$8,500	\$17.00
Otsego	1	8,710	71,019	8.15
St. Cloud	1	2,201	20,799	9.45
District 3 Total	3	11,411	\$100,318	\$8.79

District 4				
Fergus Falls	2	2,435	\$24,837	\$10.20
Moorhead	3	4,510	79,802	17.69
Morris	1	3,803	33,276	8.75
District 4 Total	6	10,748	\$137,915	\$12.83

Metro West				
Andover	2	11,874	\$96,235	\$8.10
Anoka	1	10,500	77,175	7.35
Bloomington	1	1,837	23,271	12.67
Brooklyn Center	2	6,865	72,083	10.50
Brooklyn Park	1	9,246	73,968	8.00
Champlin	1	1,433	13,470	9.40
Chanhassen	1	12,788	105,501	8.25
Coon Rapids	2	3,955	41,897	10.59
Crystal	3	10,294	76,381	7.42
Fridley	1	400	5,800	14.50
Ham Lake	3	2,639	25,174	9.54
Minneapolis	3	8,338	134,723	16.16
Minnetonka	2	3,367	30,967	9.20
Robbinsdale	1	2,198	16,309	7.42
Spring Lake Park	3	2,931	27,845	9.50
St. Louis Park	1	1,982	19,820	10.00
Metro West Total	28	90,647	\$840,618	\$9.27

District 6				
Albert Lea	1	1,195	\$14,623	\$12.24
Austin	3	3,155	47,601	15.09
Faribault	2	2,454	27,614	11.25
Owatonna	2	159	2,186	13.75
Rochester	3	3,984	51,223	12.86
Winona	1	20,284	246,010	12.13
District 6 Total	12	31,231	\$389,257	\$12.46

**MSAS UNIT PRICE STUDY
CURB AND GUTTER CONSTRUCTION - LIN. FT.**

CITY NAME	No. Of Projects	TOTAL QTY.	TOTAL COST	AVERAGE UNIT PRICE
District 7				
Fairmont	2	890	\$14,860	\$16.70
Worthington	1	4,457	50,721	11.38
District 7 Total	3	5,347	\$65,581	\$12.27

District 8				
Hutchinson	2	9,875	\$85,187	\$8.63
Marshall	1	2,203	21,259	9.65
District 8 Total	3	12,078	\$106,446	\$8.81

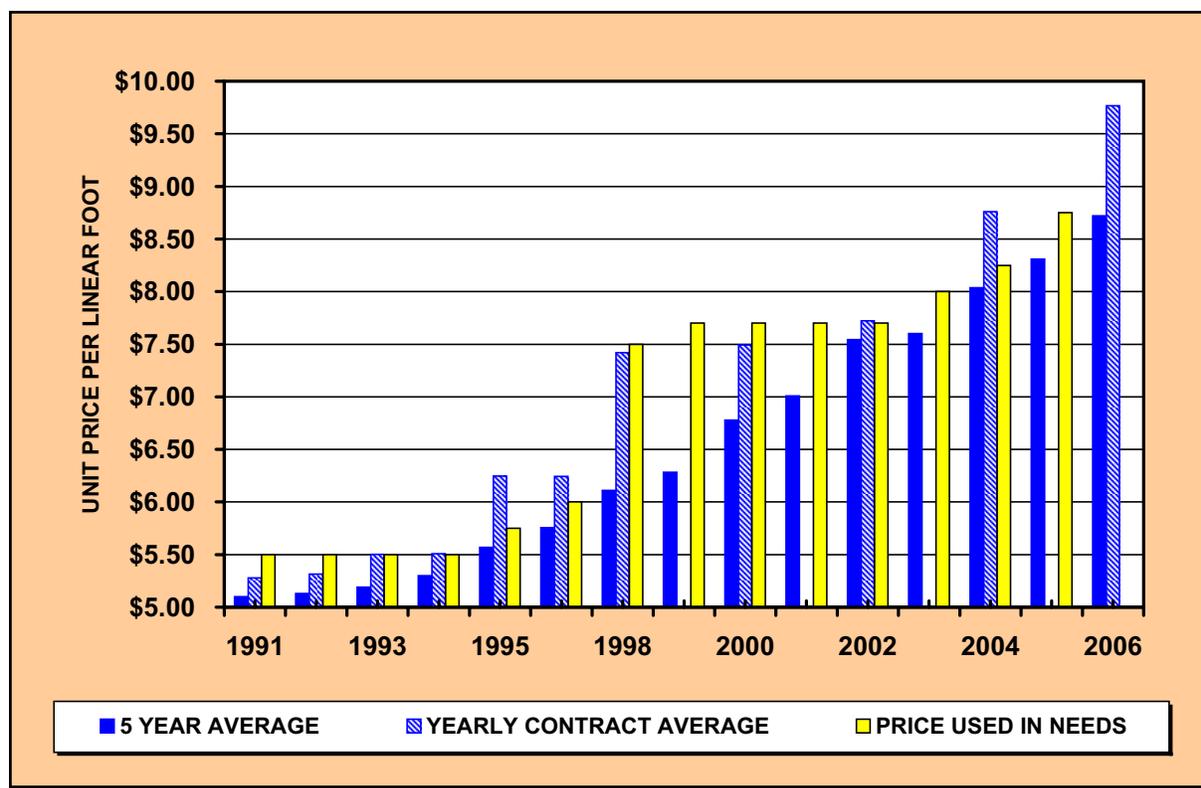
Metro East				
Apple Valley	1	3,400	\$31,110	\$9.15
Burnsville	4	7,038	100,782	14.32
Falcon Heights	1	1,343	12,087	9.00
Hastings	1	459	9,576	20.86
Inver Grove Heights	1	2,081	19,770	9.50
Little Canada	1	8,100	63,990	7.90
Oakdale	1	1,600	14,400	9.00
Roseville	3	957	16,491	17.23
Shoreview	1	5,200	42,380	8.15
South St. Paul	2	1,155	10,808	9.36
St. Paul	6	42,264	363,279	8.60
Stillwater	1	4,500	34,875	7.75
Vadnais Heights	1	950	9,215	9.70
White Bear Lake	6	12,588	107,501	8.54
Woodbury	2	15,213	130,257	8.56
Metro East Total	32	106,848	\$966,521	\$9.05

District Totals				
District 1 Total	7	53,549	\$541,620	\$10.11
District 2 Total	4	5,312	46,926	8.83
District 3 Total	3	11,411	100,318	8.79
District 4 Total	6	10,748	137,915	12.83
Metro West Total	28	90,647	840,618	9.27
District 6 Total	12	31,231	389,257	12.46
District 7 Total	3	5,347	65,581	12.27
District 8 Total	3	12,078	106,446	8.81
Metro East Total	32	106,848	966,521	9.05

STATE TOTAL	98	327,171	\$3,195,201	\$9.77
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CURB AND GUTTER CONSTRUCTION



NEEDS YEAR	NO. OF CITIES	QUANTITY	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5 YEAR AVERAGE CONTRACT PRICE
1991	67	559,342	\$2,952,849	\$5.28	\$5.50	\$5.10
1992	68	523,717	2,783,163	5.31	5.50	5.13
1993	69	515,687	2,836,644	5.50	5.50	5.19
1994	70	460,898	2,538,790	5.51	5.50	5.30
1995	64	528,679	3,303,027	6.25	5.75	5.57
1996	72	453,022	2,828,565	6.24	6.00	5.76
1998	64	347,973	2,581,523	7.42	7.50	6.11
1999					7.70	6.28
2000	55	418,211	3,133,900	7.49	7.70	6.78
2001					7.70	7.01
2002	50	363,497	2,807,345	7.72	7.70	7.54
2003					8.00	7.60
2004	59	469,131	4,110,211	8.76	8.25	8.04
2005					8.75	8.31
2006	52	327,171	3,195,201	9.77		8.72

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2006 NEEDS STUDY IS \$9.75 PER LIN. FT.

Note: The Unit Price Study is done every two years. Therefore, we used the total of the past five years costs divided by the total of the past five years quantities for the five year average.

MSAS UNIT PRICE STUDY SIDEWALK CONSTRUCTION - SQUARE YARD

CITY NAME	No. Of Projects	TOTAL QTY.	TOTAL COST	AVERAGE UNIT PRICE
District 1				
Cloquet	2	4,082	\$90,375	\$22.14
Duluth	2	11,243	322,325	28.67
Grand Rapids	1	2,796	60,396	21.60
District 1 Total	5	18,121	\$473,096	\$26.11

District 2				
Crookston	3	1,751	\$44,121	\$25.20
District 2 Total	3	1,751	\$44,121	\$25.20

District 3				
St. Cloud	2	731	\$19,138	\$26.18
District 3 Total	2	731	\$19,138	\$26.18

District 4				
Fergus Falls	2	443	\$14,549	\$32.85
Moorhead	2	2,632	105,310	40.01
Morris	1	15	472	31.47
District 4 Total	5	3,090	\$120,331	\$38.94

Metro West				
Andover	1	1,500	\$36,450	\$24.30
Anoka	1	822	19,240	23.41
Bloomington	1	667	19,216	28.80
Brooklyn Center	2	981	35,320	36.00
Brooklyn Park	1	1,480	34,632	23.40
Coon Rapids	2	2,268	51,170	22.56
Crystal	1	863	18,260	21.15
Fridley	1	53	2,520	47.25
Ham Lake	1	47	1,579	33.76
Minneapolis	3	5,748	193,435	33.65
Minnetonka	2	597	12,629	21.15
Robinsdale	1	11	223	21.13
Spring Lake Park	3	720	20,884	28.99
St. Louis Park	2	133	5,280	39.60
Metro West Total	22	15,891	\$450,837	\$28.37

District 6				
Albert Lea	1	762	\$28,126	\$36.90
Austin	5	1,409	43,751	31.04
Faribault	2	903	26,496	29.35
Owatonna	2	2,936	76,606	26.09
Rochester	2	206	12,691	61.71
Winona	1	725	24,461	33.75
District 6 Total	13	6,941	\$212,131	\$30.56

MSAS UNIT PRICE STUDY SIDEWALK CONSTRUCTION - SQUARE YARD

CITY NAME	No. Of Projects	TOTAL QTY.	TOTAL COST	AVERAGE UNIT PRICE
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District 7				
Fairmont	1	160	\$4,000	\$25.00
District 7 Total	1	160	\$4,000	\$25.00

District 8				
Hutchinson	2	71	\$5,417	\$76.18
Marshall	1	824	26,867	32.60
District 8 Total	3	895	\$32,284	\$36.06

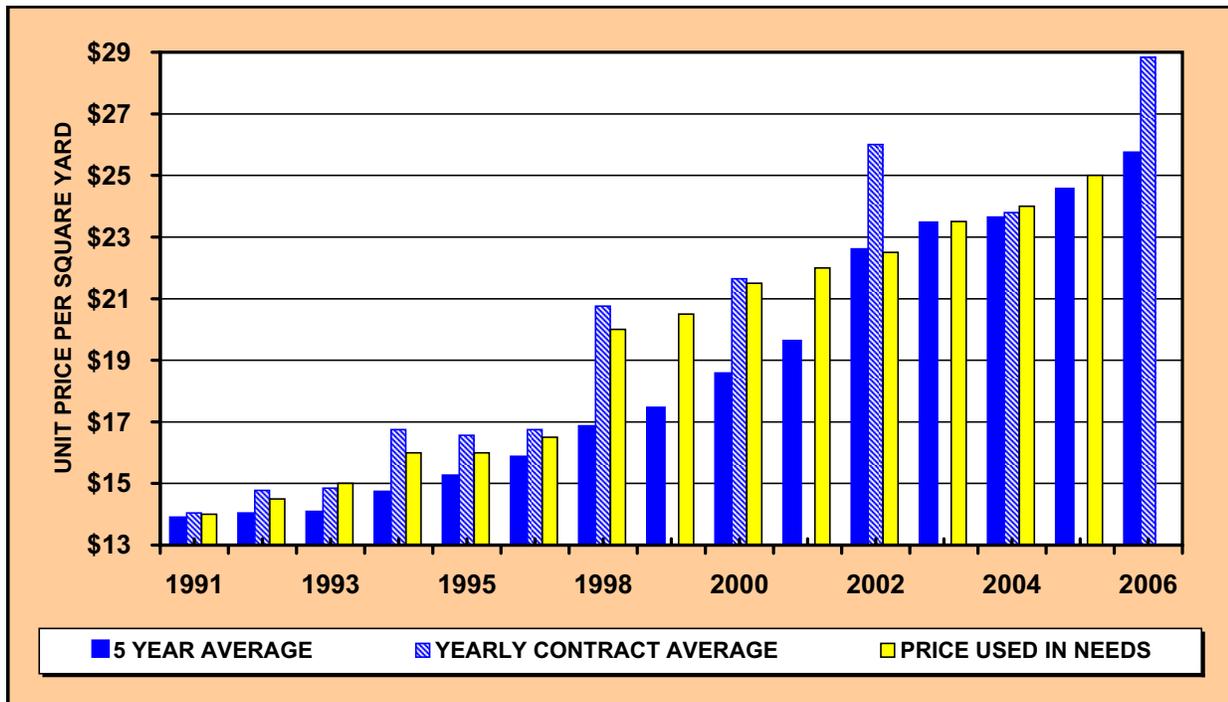
Metro East				
AppleValley	1	756	\$19,380	\$25.65
Burnsville	4	1,621	54,604	33.69
Falcon Heights	1	252	8,569	34.02
Hastings	1	205	7,949	38.86
Little Canada	1	2,400	60,696	25.29
Oakdale	1	344	10,850	31.50
Roseville	3	402	17,035	42.40
South St. Paul	2	23	877	37.59
St. Paul	6	7,183	237,284	33.03
Stillwater	1	78	3,500	45.00
White Bear Lake	6	6,003	163,229	27.19
Woodbury	2	2,654	64,456	24.29
Metro East Total	29	21,920	\$648,429	\$29.58

District Totals				
District 1 Total	5	18,121	\$473,096	\$26.11
District 2 Total	3	1,751	44,121	25.20
District 3 Total	2	731	19,138	26.18
District 4 Total	5	3,090	120,331	38.94
Metro West Total	22	15,891	450,837	28.37
District 6 Total	13	6,941	212,131	30.56
District 7 Total	1	160	4,000	25.00
District 8 Total	3	895	32,284	36.06
Metro East Total	29	21,920	648,429	29.58

STATE TOTAL	83	69,500	\$2,004,367	\$28.84
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SIDEWALK CONSTRUCTION #2521



NEEDS YEAR	NO. OF CITIES	QUANTITY	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5 YEAR AVERAGE CONTRACT PRICE
1991	60	179,115	\$2,514,996	\$14.04	\$14.00	\$13.86
1992	62	141,946	2,097,863	14.78	14.50	13.99
1993	55	119,082	1,767,834	14.85	15.00	14.04
1994	56	89,662	1,501,608	16.75	16.00	14.69
1995	49	134,724	2,230,974	16.56	16.00	15.22
1996	60	94,140	1,577,035	16.75	16.50	15.83
1998	54	71,578	1,486,101	20.76	20.00	16.82
1999					20.50	17.42
2000	45	88,562	1,917,075	21.65	21.50	18.54
2001					22.00	19.59
2002	38	61,390	1,596,409	26.00	22.50	22.57
2003					23.50	23.43
2004	47	123,460	2,937,553	23.79	24.00	23.59
2005					25.00	24.53
2006	43	69,500	2,004,367	28.84		25.71

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2006 NEEDS STUDY IS \$26.00 PER SQ. YD.

Note: The Unit Price Study is done every two years. Therefore, we used the total of the past five years costs divided by the total of the past five years quantities for the five year average.

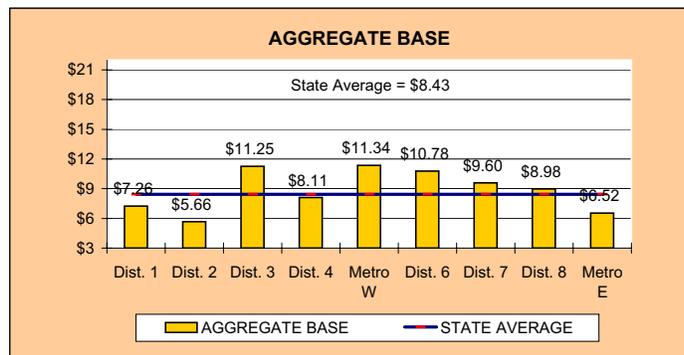
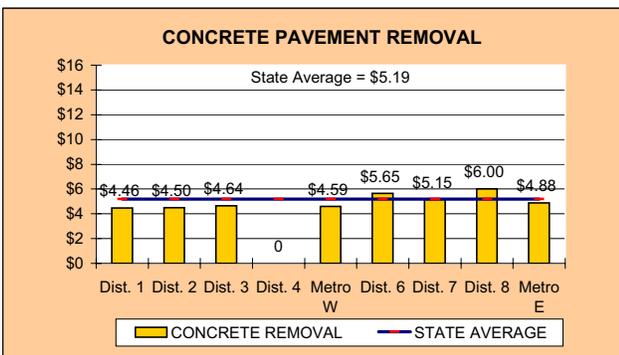
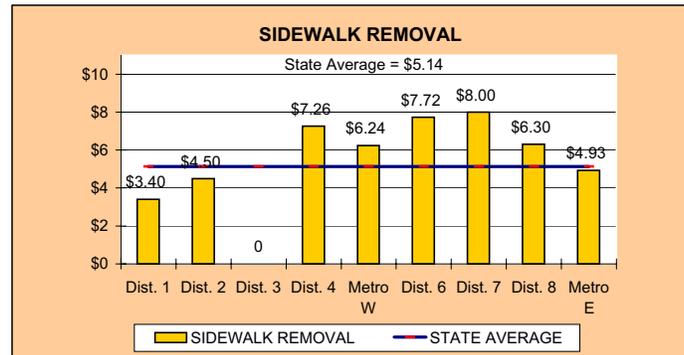
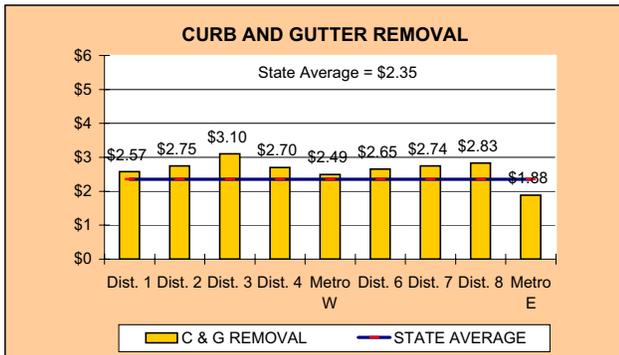
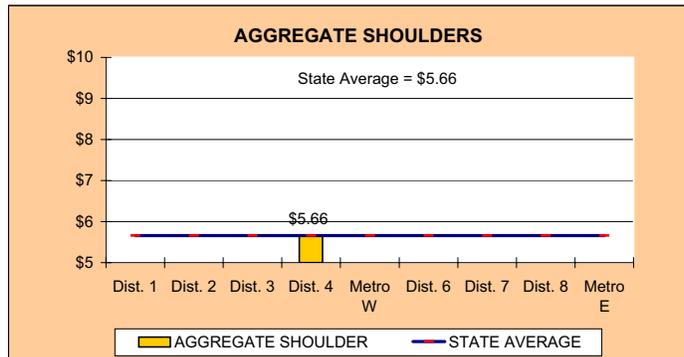
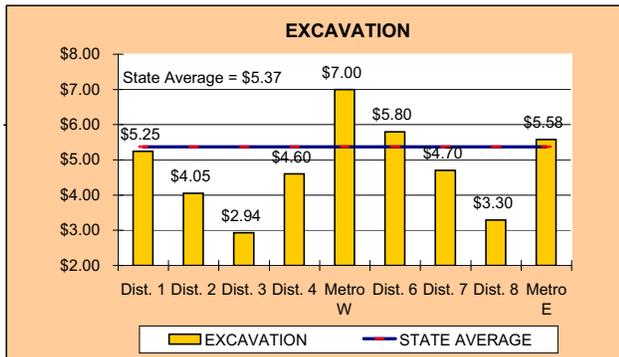
2005 UNIT PRICES BY DISTRICT

For the 2006 Unit Price Study

	Dist. 1	Dist. 2	Dist. 3	Dist. 4	Metro West	Dist. 6	Dist. 7	Dist. 8	Metro East	State Average
Excavation	\$5.25	\$4.05	\$2.94	\$4.60	\$7.00	\$5.80	\$4.70	\$3.30	\$5.58	\$5.37
Aggregate Shoulders	--	--	--	\$5.66	--	--	--	--	--	\$5.66
C & G Removal	\$2.57	\$2.75	\$3.10	\$2.70	\$2.49	\$2.65	\$2.74	\$2.83	<i>\$1.88</i>	\$2.35
Sidewalk Removal	\$3.40	\$4.50	--	\$7.26	\$6.24	\$7.72	\$8.00	\$6.30	\$4.93	\$5.14
Conc. Pave. Removal	\$4.46	\$4.50	\$4.64	--	\$4.59	\$5.65	\$5.15	\$6.00	\$4.88	\$5.19
Tree Removal (Clear)	\$287.40	\$50.00	\$170.00	\$305.00	\$165.31	\$140.00	--	\$200.00	\$186.36	\$184.70
Tree Removal (Grub)	\$125.66	\$50.00	\$130.00	\$125.81	\$83.61	\$128.23	--	\$200.00	\$103.51	\$110.24
Agg. Base - 2211	\$7.26	\$5.66	\$11.25	\$8.11	\$11.34	\$10.78	\$9.60	\$8.98	\$6.52	\$8.43
Bituminous - All	\$35.68	\$32.39	\$34.38	\$32.90	\$40.70	\$42.44	\$47.23	\$33.67	\$36.45	\$37.78
C & G Const.	\$10.11	\$8.83	\$8.79	\$12.83	\$9.27	\$12.46	\$12.27	\$8.81	\$9.05	\$9.77
Sidewalk Const.	\$26.11	\$25.20	\$26.18	\$38.94	\$28.37	\$30.56	<i>\$25.00</i>	\$36.06	\$29.58	\$28.84

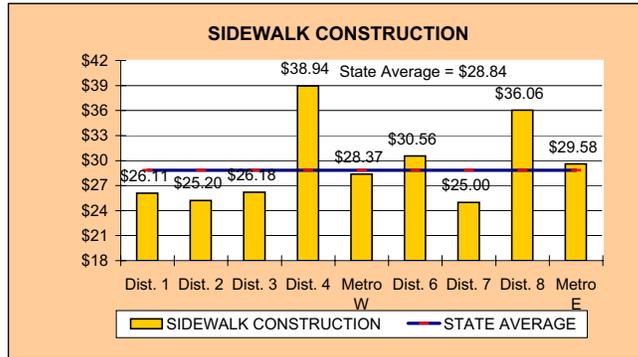
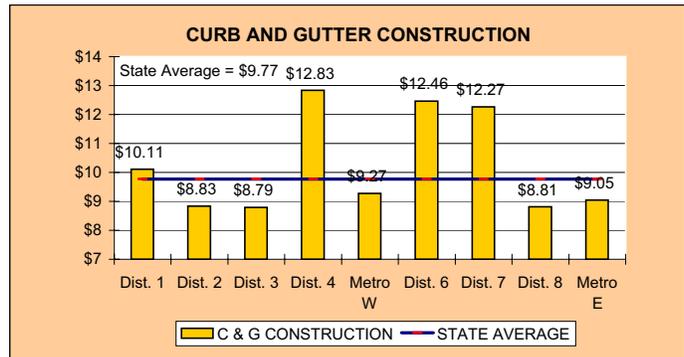
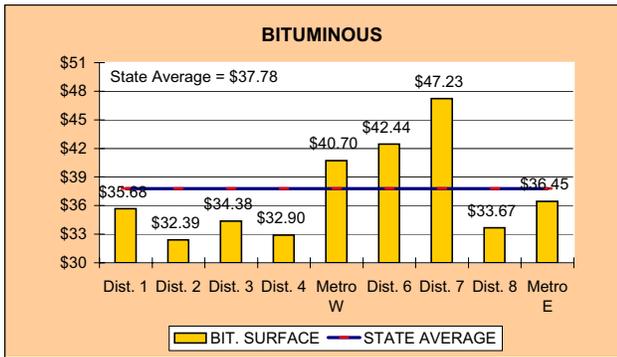
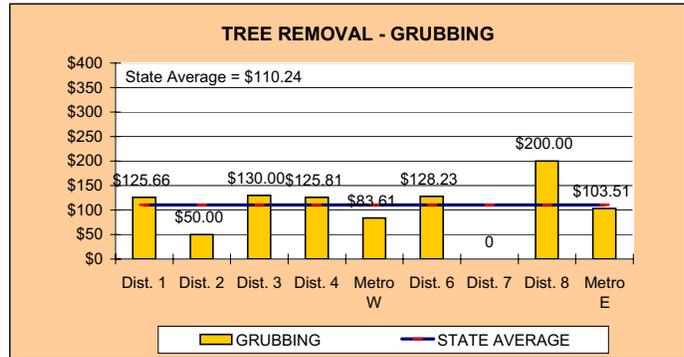
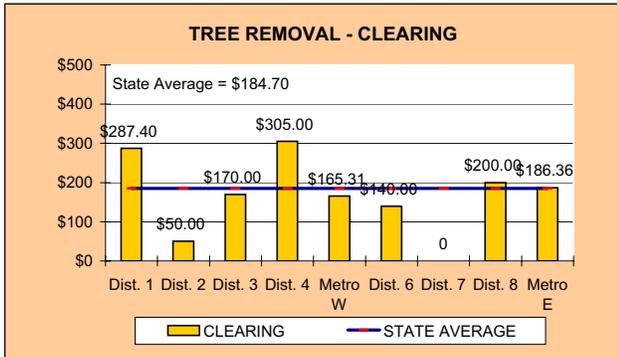
BOLD = Highest District Cost in That Category

ITALIC = Lowest District Cost in That Category



2005 UNIT PRICES BY DISTRICT

For the 2006 Unit Price Study



N:\MSAS\EXCEL\UNIT PRICE\2006\UNIT PRICE BREAK OUT - 2006 FINAL.XLS UP BY DISTRICT (& GRAPHS)

STORM SEWER, LIGHTING AND SIGNAL NEEDS COSTS

NEEDS YEAR	STORM SEWER ADJUSTMENT (Per Mile)	STORM SEWER CONSTRUCTION (Per Mile)	LIGHTING (Per Mile)	SIGNALS (Per Mile)
1987	\$62,000	\$196,000 *	\$2,000	\$12,000
1988	62,000	196,000 *	16,000	15,000
1989	62,000	196,000 *	16,000	15,000-45,000
1990	62,000	196,000	16,000	15,000-45,000
1991	62,000	196,000	16,000	18,750-75,000
1992	62,000	199,500	20,000	20,000-80,000
1993	64,000	206,000	20,000	20,000-80,000
1994	67,100	216,500	20,000	20,000-80,001
1995	69,100	223,000	20,000	20,000-80,002
1996	71,200	229,700	20,000	20,000-80,003
1998	76,000	245,000	20,000	24,990-99,990
1999	79,000	246,000	35,000	24,990-99,991
2000	80,200	248,500	50,000	24,990-99,992
2001	80,400	248,000	78,000 **	30,000-120,000
2002	81,600	254,200	78,000	30,000-120,001
2003	82,700	257,375	80,000	31,000-124,000
2004	83,775	262,780	80,000	31,000-124,000
2005	85,100	265,780	82,500	32,500-130,000
2006				

* Years that "After the Fact Needs" were in effect. 1986 to 1989 price was used only for needs purposes.

** Lighting needs were revised to deficient segment only.

MN\DOT'S HYDRAULIC OFFICE RECOMMENDED PRICES FOR 2006:

	Storm Sewer Adjustment	Storm Sewer Construction
2006	\$86,121	\$268,035

SUBCOMMITTEE'S RECOMMENDED PRICES FOR 2006:

	Storm Sewer Adjustment	Storm Sewer Construction	Lighting	Signals
2006	\$86,100	\$268,035	\$100,000	\$130,000

RAILROAD CROSSINGS NEEDS COSTS

NEEDS YEAR	SIGNS (Per Unit)	PAVEMENT MARKING	SIGNALS (Low Speed) (Per Unit)	SIGNALS & GATES (High Speed) (Per Unit)	CONCRETE CROSSING MATERIAL (Per foot)
1987	\$300		\$65,000	\$95,000	
1988	300		65,000	95,000	\$700
1989	300		70,000	99,000	700
1990	400		75,000	110,000	750
1991	500		80,000	110,000	850
1992	600	\$750	80,000	110,000	900
1993	600	750	80,000	110,000	900
1994	800	750	80,000	110,000	750
1995	800	750	80,000	110,000	750
1996	800	750	80,000	110,000	750
1998	1,000	750	80,000	130,000	750
1999	1,000	750	85,000	135,000	850
2000	1,000	750	110,000	150,000	900
2001	1,000	750	120,000	160,000	900
2002	1,000	750	120,000	160,000	1,000
2003	1,000	750	120,000	160,000	1,000
2004	1,000	750	150,000	187,500	1,000
2005	1,000	750	150,000	187,500	1,000
2006					

MN\DOT'S RAILROAD OFFICE RECOMMENDED PRICES FOR 2006:

	Signs	Pavement Marking	Signals	Sig. & Gates	Concrete X-ing Surf.
2006	\$1,000	\$750	\$150,000	\$175-\$225,000	\$1,000

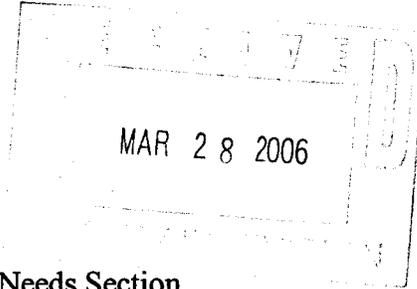
SUBCOMMITTEE'S RECOMMENDED PRICES FOR 2006:

2006	\$1,000	\$750	\$150,000	\$200,000	\$1,000
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Memo

Bridge Office
3485 Hadley Avenue North
Oakdale, MN 55128-3307



Date: March 24, 2006

To: Marshall Johnston
Manager, Municipal State Aid Street Needs Section

From: Mike Leuer *ML*
State Aid Hydraulic Specialist

Phone: (651) 747-2167

Subject: State Aid Storm Sewer
Construction Costs for 2005

We have completed our analysis of storm sewer construction costs incurred for 2005 and the following assumptions can be utilized for planning purposes per roadway mile:

- Approximately \$268,035 for new construction, and
- Approximately \$86,121 for adjustment of existing systems

The preceding amounts are based on the average cost per mile of State Aid storm sewer using unit prices from approximately 93 plans for 2005.

CC: Andrea Hendrickson (file)



Memo

Office of Freight & Commercial Vehicle Operations

Railroad Administration Section
Mail Stop 420
1110 Centre Pointe Curve
Mendota Heights, MN 55120-4798

Office Tel: 651/406-4798
Fax: 651/406-4811

May 9, 2006

To: Marshall Johnson
Needs Unit – State Aid

From: Susan H. Aylesworth
Director, Rail Administration Section

Subject: Projected Railroad Grade Crossing
Improvements – Cost for 2006

We have projected 2006 costs for railroad/highway improvements at grade crossings. For planning purposes, we recommend using the following figures:

Signals (single track, low speed, average price)*	\$150,000.00
Signals & Gates (multiple track, high/low speed, average price)*	\$175,000 - \$225,000.00
Signs (advance warning signs and crossbucks)	\$1,000 per crossing
Pavement Markings (tape)	\$5,500 per crossing
Pavement Markings (paint)	\$ 750 per crossing
Crossing Surface (concrete, complete reconstruction)	\$1,000 per track ft.

*Signal costs include sensors to predict the motion of train or predictors which can also gauge the speed of the approaching train and adjust the timing of the activation of signals.

Our recommendation is that roadway projects be designed to carry any improvements through the crossing area – thereby avoiding the crossing acting as a transition zone between two different roadway sections or widths. We also recommend a review of all passive warning devices including advance warning signs and pavement markings – to ensure compliance with the MUTCD and OFCVO procedures.

Special Drainage Costs for Rural Segments
2006

On April 19, 1996, the Needs Study Subcommittee requested background information on how this unit price is determined. The following minutes are taken from the Needs Study Subcommittee meeting of March 19, 1990:

Rural section drainage needs: some cities have a certain amount of rural section streets or roads which are unlikely to ever require curb and gutter section and storm sewers, that is, urban section needs. It would seem that they should draw some needs however for ditching, driveway culverts, centerline culverts, rip-rap, etc. There are two ways to handle this inequity, come up with an average cost per mile, or have cities submit special drainage needs. After considerable discussion it was decided to recommend cost of \$25,000 per mile - based on an average of 25 driveways per mile and four centerline pipes per mile. If cities feel this does not represent their needs or if they have out of the ordinary drainage needs they have the option of submitting special drainage needs. These would be subject to approval by the District State Aid Engineer.

At the April 19, 1994 meeting of the Needs Study Subcommittee, the unit price for special drainage was changed to \$26,000 per mile. There is no indication in the minutes as to why this change was made.

After consulting with the MN/DOT estimating unit and the MN/DOT hydraulics unit, the following determinations have been made:

For Entrance Culverts:

- 1) The recommended residential driveway width onto a state aid roadway is 16 feet. (State Aid Manual Fig. D(2) 5-892.210).
- 2) The minimum pipe diameter of Side Culverts shall be 15 inches. The minimum cover shall be 1.25 feet to the top of rigid pavement and 1.75 feet to the top of flexible pavement. (Drainage Manual 5.2.4).
- 3) The MN/DOT hydraulics unit recommends using a 15 -inch Corrugated Steel Pipe and two GS aprons as the standard for an entrance culvert to a rural segment on the Municipal State Aid Street system.
- 4) For construction needs purposes the MN/DOT estimating unit recommends using \$20.00 per foot as a cost for 15" CSP and \$135.00 per apron.
- 5) Using a 3:1 inslope for the driveway with a 4' deep ditch (the culvert would have 2.5 feet of cover), the length of the pipe would be 31 feet plus two aprons.
- 6) Therefore, the estimated construction needs cost per entrance would be \$890.00.

Using the 1990 Needs Study Subcommittee recommended number of 25 entrances per mile, the cost of Side Culverts per mile would be \$22,250.

For 18" Culverts:

- 1) The minimum pipe diameter of 18" culverts shall be 18 inches. The minimum cover shall be 1.25 feet to the top of rigid pavement and 1.75 feet to the top of flexible pavement. (Drainage Manual 5.2.4).
- 2) The MN/DOT hydraulics unit recommends using a 18 -inch Reinforced Concrete Pipe and two aprons as the standard for a centerline culvert on a rural segment of the Municipal State Aid Street system.
- 3) For construction needs purposes the MN/DOT estimating unit recommends using \$32.00 per foot as a cost for 18" RCP and \$525 per apron.
- 4) Using a 40' roadbed width, a 4:1 inslope and a 4' ditch depth (the culvert would have 1.5 feet of cover), the length of the culvert would be 52' plus two aprons.
- 5) Therefore, the estimated construction needs cost per 18" culvert would be \$2,714.

Using the 1990 Needs Study Subcommittee recommended number of four 18" culverts per mile, the cost of centerline culverts per mile would be \$10,856.

By adding the cost of the 25 Side Culverts and the 4 18" culverts, the estimated construction needs cost per mile for Special Drainage would be **\$33,106** per mile.

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2006 NEEDS STUDY IS \$40,000 PER MILE.

The 2005 Cost per Mile was \$40,000

The 2004 Cost per Mile was \$40,000

The 2003 Cost per Mile was \$37,400

The 2002 Cost per Mile was \$37,400

CSAH Roadway Unit Price Report

JUNE, 2006

Construction Item	2005 CSAH Needs Study Average	2001-2005 CSAH 5-Year Const. Average	2005 CSAH Const. Average	2006 MSAS NSS Recommended Price
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Rural & Urban Design

Gravel Base CI 5 & 6/Ton	\$6.04	\$6.07	\$7.03	
Outstate(Gravel Base CI 5 & 6/Ton)	5.96	5.86	6.69	
Metro (Gravel Base CI 5 & 6/Ton)	6.43	7.65	10.02	

Rural Design

Outstate(Bituminous)/Ton	\$24.34	\$23.79	\$25.72	
Gravel Surf. 2118/Ton	5.97	5.92	7.09	7.10
Gravel Shldr. 2221/Ton	6.76	6.69	8.36	

Urban Design

Outstate(Bituminous)/Ton	\$31.85	\$30.91	\$37.39	
Rural & Urban Design				
Metro (Bituminous)/Ton	\$38.44	\$33.58	\$37.41	

2006 MSAS SCREENING BOARD DATA

JUNE, 2006

2005 Bridge Construction Projects

After compiling the information received from the Mn/DOT Bridge Office and the State Aid Bridge Office at Oakdale, these are the average costs arrived at for 2005. In addition to the normal bridge materials and construction costs, prorated mobilization, bridge removal and riprap costs are included if these items are included in the contract. Traffic control, field office and field lab costs are not included.

From minutes of June 6, 2001 Screening Board Meeting:

Motion by David Sonnenberg and seconded by Mike Metso to combine the three bridge unit costs into one. Motion carried without opposition.

BRIDGES LET IN CALENDAR YEAR 2005

BRIDGE LENGTH 0-149 FEET

NEW BRIDGE					COST PER	
NUMBER	PROJECT NUMBER	LENGTH	DECK AREA	BRIDGE COST	SQ. FT.	
94112	SAP	034-604-017	40.00	1,360	\$168,613	\$124
4523	SAP	004-599-046	62.29	1,984	258,381	130
58548	SAP	058-654-004	66.00	2,580	208,304	81
84527	SP	084-602-006	66.00	2,332	268,411	115
32563	SAP	032-629-036	68.30	2,652	247,327	93
40523	SAP	040-603-023	69.25	2,691	265,600	99
78517	SAP	078-598-027	70.00	2,193	166,825	76
59533	SAP	059-609-003	73.25	3,760	316,609	84
66541	SAP	066-631-005	73.50	3,478	305,845	88
66542	SAP	066-631-003	73.50	3,478	255,786	74
27638	SAP	027-623-003	73.86	5,045	869,275	172
67551	SP	097-597-004	74.50	2,856	209,718	73
29527	SAP	029-599-006	74.67	2,240	249,475	111
67552	SAP	067-620-011	75.42	2,966	227,030	77
19556	SAP	019-599-029	77.50	2,730	257,740	94
43549	SAP	043-599-028	80.25	2,480	254,572	103
28531	SP	028-598-008	81.67	3,212	209,142	65
64574	SAP	064-607-037	85.58	4,051	256,985	63
27A94	SP	141-155-015	86.00	5,848	568,270	97
85550	SAP	085-599-048	90.77	3,185	306,193	96
22600	SAP	022-606-015	92.25	6,624	1,263,070	191
40520	SAP	040-615-013	92.40	3,588	306,861	86
24542	SAP	101-111-009	93.67	5,473	573,059	105
60554	SAP	060-599-218	93.75	2,937	327,854	112
7583	SAP	007-648-002	94.00	4,888	513,224	105
64575	SAP	064-641-002	94.58	3,720	270,196	73
45567	SP	045-634-007	95.50	3,840	300,761	78
55578	SAP	055-599-080	100.50	3,551	302,527	85
55577	SP	055-598-054	105.75	3,736	318,158	85
14543	SAP	014-599-021	107.54	3,370	298,904	89
31554	SAP	031-599-012	107.92	3,382	386,999	114
60555	SAP	060-599-217	111.92	3,506	365,516	104
28534	SP	028-604-025	112.54	4,427	357,080	81
76539	SAP	076-599-043	112.80	3,984	278,159	70
55580	SAP	055-599-084	113.00	3,955	306,520	78
44511	SP	044-610-014	116.00	5,027	322,092	64
28535	SP	028-624-003	119.90	4,718	416,235	88
7580	SAP	007-633-011	120.92	5,240	759,772	145
69633	SAP	069-598-029	121.59	4,296	333,062	78
7582	SAP	007-599-039	132.50	4,620	310,980	67
85548	SAP	085-599-051	134.08	4,154	565,681	136
56535	SP	056-599-053	142.75	6,019	451,734	75
State Aid Projects			156,176	\$15,198,545	\$97	
TOTALS		42	156,176	\$15,198,545	\$97	

BRIDGES LET IN CALENDAR YEAR 2005

BRIDGE LENGTH 150 TO 499 FEET

NEW BRIDGE NUMBER	PROJECT NUMBER	LENGTH	DECK AREA	BRIDGE COST	COST PER SQ. FT.
45569	SP 045-619-003	153.04	4,795	\$589,658	\$123
85555	SP 176-125-006	159.48	14,406	1,846,846	128
31552	SP 031-663-017	162.04	11,073	1,055,754	95
38530	SP 092-090-021	175.00	2,100	255,050	121
43546	SP 043-615-010	279.00	18,601	1,153,064	62
2570	SAP 114-127-003	292.00	22,407	2,189,459	98
8548	SP 008-610-024	351.38	15,235	1,381,574	91
27B23	SP 027-701-010	380.00	27,740	5,032,018	181
14539	SP 014-622-006	954.70	62,928	6,231,518	99
State Aid Projects			179,285	\$19,734,941	\$110
Trunk Hwy Projects					
TOTALS			179,285	\$19,734,941	\$110

BRIDGES LET IN CALENDAR YEAR 2005

BRIDGE LENGTH 500 FEET & OVER

NEW BRIDGE NUMBER	PROJECT NUMBER	LENGTH	DECK AREA	BRIDGE COST	COST PER SQ. FT.
27641	SP 027-716-003	1,070.00	75,970	\$4,374,806	\$58
5534	SP 191-115-002	1298.21	122,440	16,691,310	136
State Aid Projects			198,410	\$21,066,116	\$106
Trunk Hwy Projects					
TOTALS			198,410	\$21,066,116	\$106

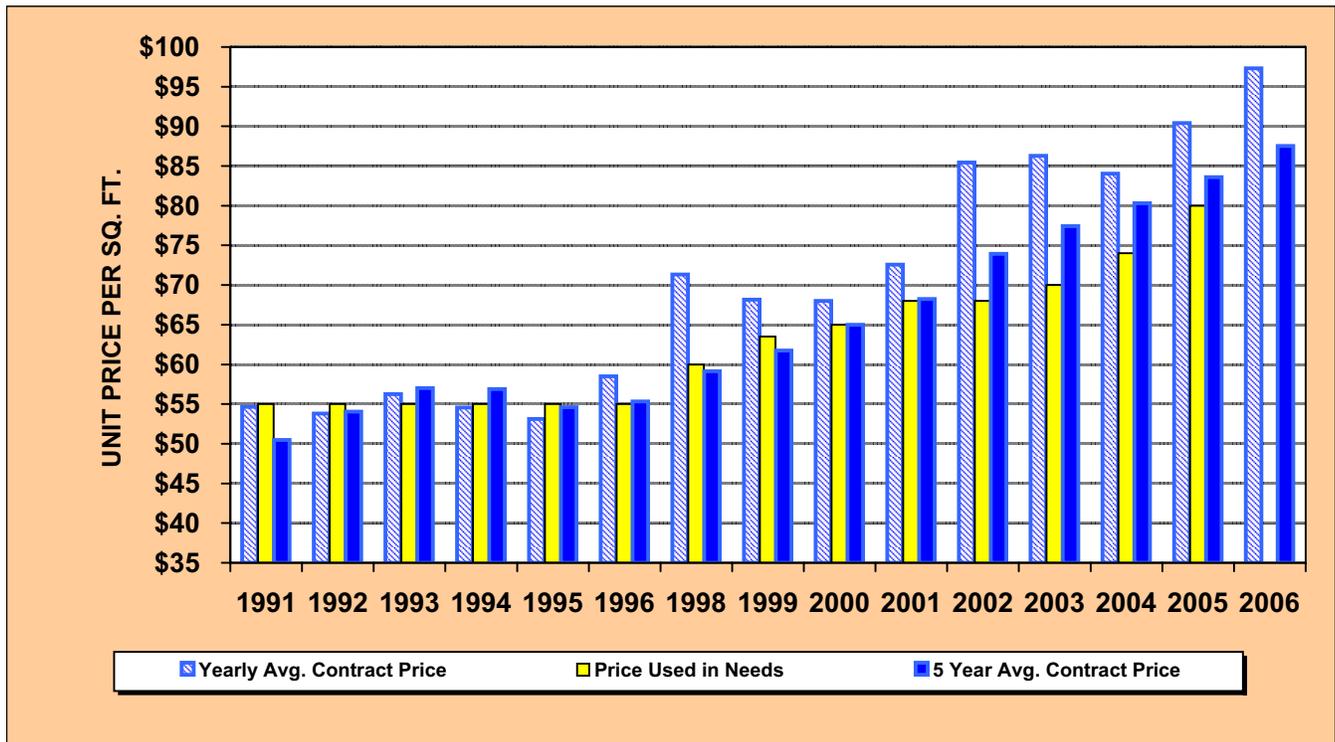
BRIDGES LET IN CALENDAR YEAR 2005

Railroad Bridges

NEW BRIDGE NUMBER	PROJECT NUMBER	Number of Tracks	Bridge Cost	Cost Per Lin. Ft.	Bridge Length
TOTALS					
			\$0	\$0	0

BRIDGE COST

O-149 FEET



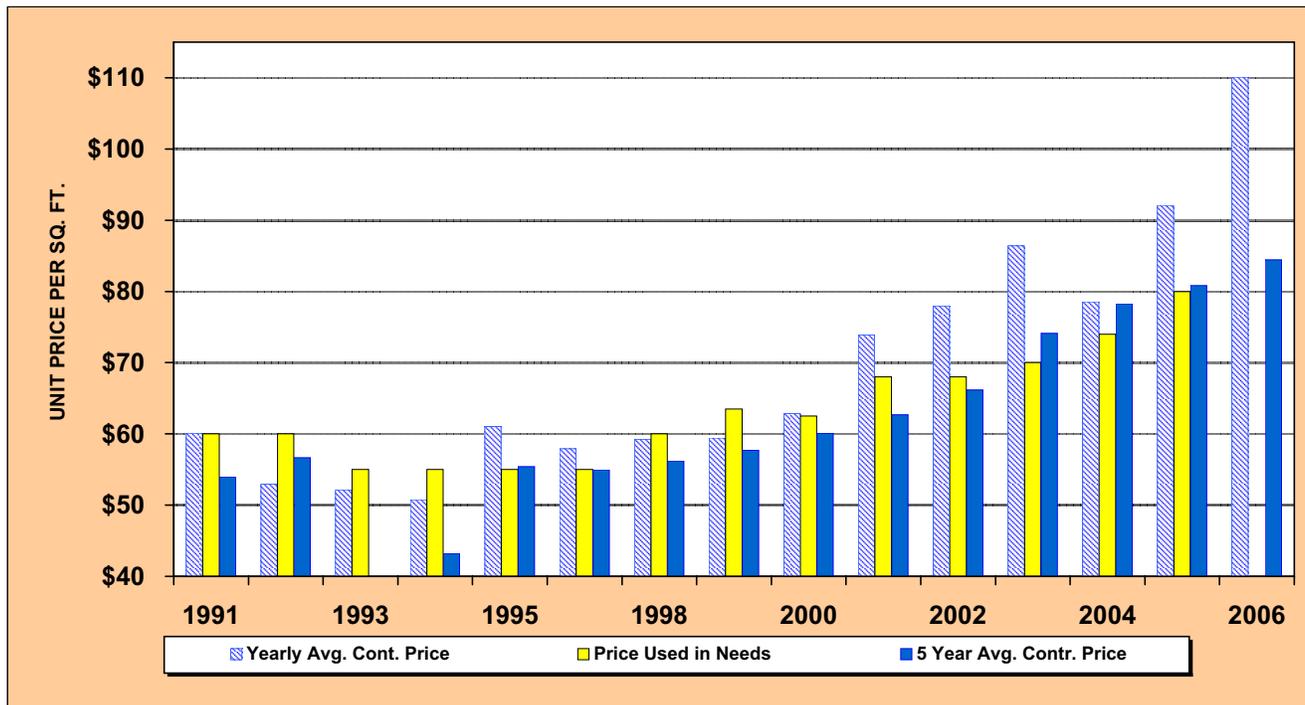
NEEDS YEAR	NUMBER OF PROJECTS	DECK AREA	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5-YEAR AVERAGE CONTRACT PRICE
1991	37	136,770	\$7,472,265	\$54.63	\$55.00	\$50.46
1992	39	147,313	7,929,250	53.83	55.00	54.05
1993	38	190,400	10,709,785	56.25	55.00	57.00
1994	49	208,289	11,362,703	54.55	55.00	56.91
1995	32	124,726	6,627,018	53.13	55.00	54.61
1996	35	152,105	8,900,177	58.51	55.00	55.33
1998	52	191,385	13,651,209	71.33	60.00	59.12
1999	53	193,950	13,219,596	68.16	63.50	61.76
2000	54	210,895	14,341,592	68.00	65.00	64.99
2001	62	221,590	16,085,383	72.59	68.00	68.25
2002	62	274,232	23,435,194	85.46	68.00	73.93
2003	64	299,132	25,806,454	86.27	70.00	77.42
2004	85	293,925	24,704,150	84.05	74.00	80.30
2005	35	145,663	13,168,890	90.41	80.00	83.59
2006	42	156,176	15,198,545	97.32		87.51

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2006 NEEDS STUDY IS _____

PER SQ. FT.

BRIDGE COST

150-499 FEET

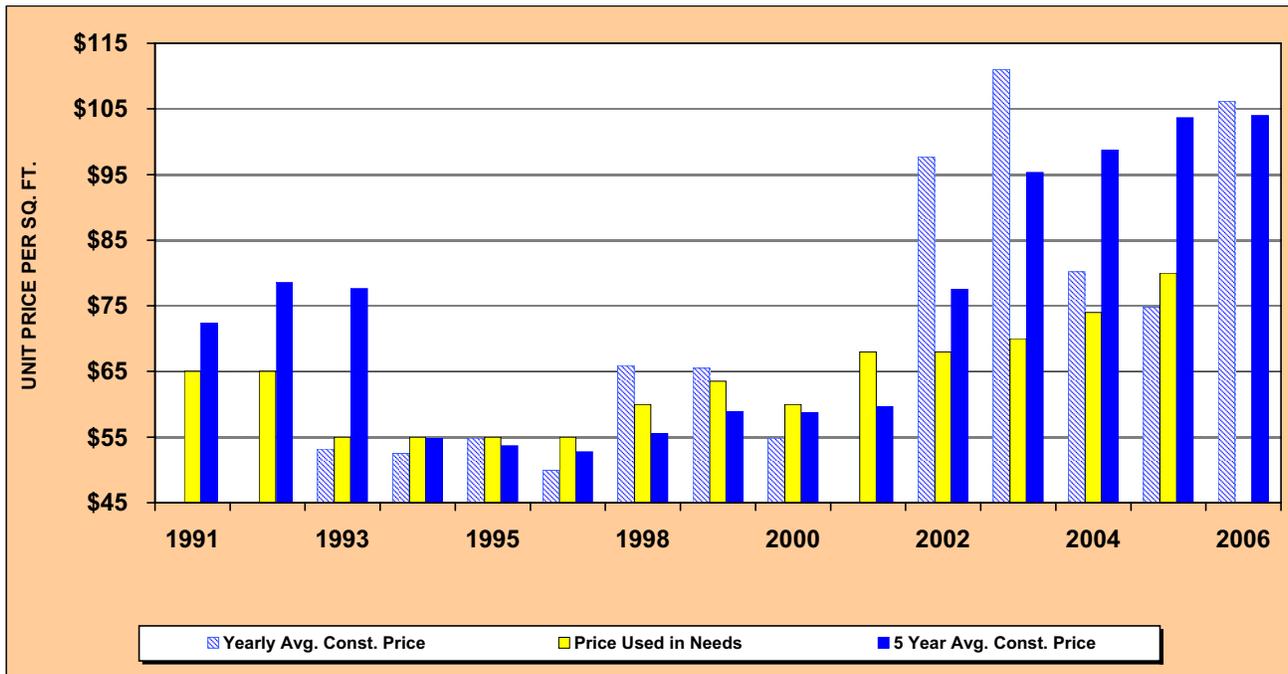


NEEDS YEAR	NUMBER OF PROJECTS	DECK AREA	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5-YEAR AVERAGE CONTRACT PRICE
1991	27	368,709	\$22,167,571	\$60.12	\$60.00	\$54.00
1992	24	331,976	17,582,542	52.96	60.00	56.66
1993	31	421,583	21,987,208	52.15	55.00	33.05
1994	29	307,611	15,619,506	50.78	55.00	43.20
1995	28	381,968	23,310,410	61.03	55.00	55.41
1996	27	385,230	22,302,967	57.90	55.00	54.96
1998	30	483,315	28,642,031	59.26	60.00	56.22
1999	29	455,964	27,104,753	59.44	63.50	57.68
2000	22	275,074	17,296,406	62.88	62.50	60.10
2001	21	272,162	20,110,670	73.89	68.00	62.67
2002	37	443,458	34,577,147	77.97	68.00	66.18
2003	40	667,548	57,671,538	86.39	70.00	74.15
2004	38	601,026	47,213,777	78.56	74.00	78.29
2005	8	68,194	6,278,305	92.07	80.00	80.81
2006	9	179,285	19,734,941	110.08		84.45

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2006 NEEDS STUDY IS

_____ PER SQ. FT.

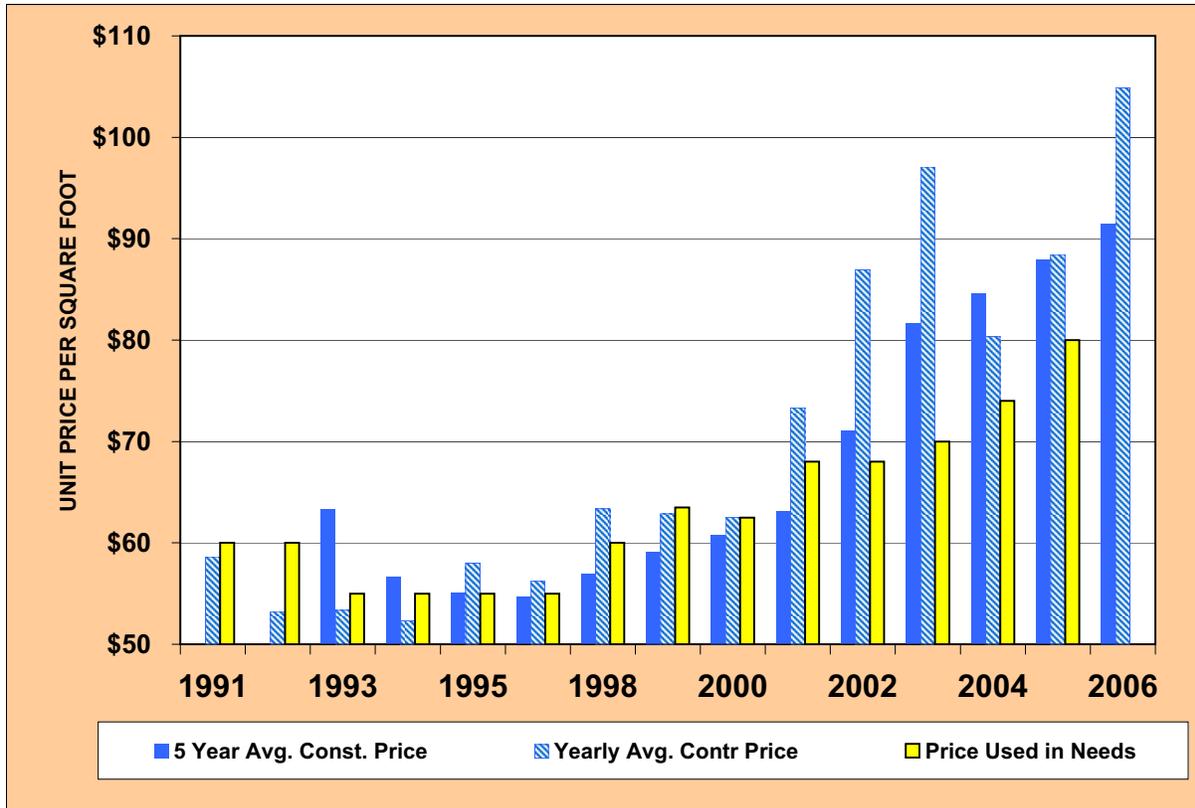
BRIDGE COST 500 & OVER



NEEDS YEAR	NUMBER OF PROJECTS	DECK AREA	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5-YEAR AVERAGE CONTRACT PRICE
1991	0	0	\$0	\$0	\$65.00	\$72.44
1992	0	0	0	0	65.00	78.55
1993	6	245,572	13,068,106	53.21	55.00	77.61
1994	3	75,425	3,959,504	52.50	55.00	54.79
1995	2	174,991	9,595,341	54.83	55.00	53.68
1996	4	157,751	7,875,932	49.93	55.00	52.77
1998	3	182,129	12,002,782	65.90	60.00	55.63
1999	6	201,931	13,228,740	65.51	63.50	58.90
2000	2	162,652	8,922,542	54.86	60.00	58.70
2001	0	0	0	0.00	68.00	59.66
2002	6	409,395	39,986,160	97.67	68.00	77.54
2003	10	741,892	82,381,125	111.04	70.00	95.34
2004	3	82,449	6,610,213	80.17	74.00	98.75
2005	1	38,856	2,904,290	74.74	80.00	103.63
2006	2	198,410	21,066,116	106.17	80.00	103.98

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2006 NEEDS STUDY IS _____ PER SQ. FT.

ALL BRIDGES COMBINED



NEEDS YEAR	NO. OF PROJECTS	DECK AREA	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5 YEAR AVERAGE CONTRACT PRICE
1991	64	505,479	\$29,639,836	\$58.64	\$60.00	
1992	63	479,289	25,511,792	53.23	60.00	
1993	75	857,555	45,765,099	53.37	55.00	\$63.31
1994	81	591,325	30,941,713	52.33	55.00	56.65
1995	62	681,685	39,532,769	57.99	55.00	55.02
1996	66	695,086	39,079,076	56.22	55.00	54.72
1998	85	856,829	54,296,022	63.37	60.00	56.92
1999	88	851,845	53,553,089	62.87	63.50	59.13
2000	78	648,621	40,560,540	62.53	62.50	60.80
2001	83	493,752	36,196,053	73.31	68.00	63.08
2002	105	1,127,085	97,998,501	86.95	68.00	71.04
2003	114	1,708,572	165,859,117	97.07	70.00	81.61
2004	126	977,400	78,528,140	80.34	74.00	84.58
2005	44	252,713	22,351,485	88.45	80.00	87.93
2006	53	533,871	55,999,602	104.89		91.47

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2006 NEEDS STUDY IS \$95.00
PER SQ. FT.

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RAILROAD BRIDGES OVER HIGHWAYS

09-May-06

Needs Year	Number Of Projects	Number of Tracks	Bridge Length	Bridge Cost per Lin. Ft. (Actual)	Cost per Lin. Ft. of 1st Track (Unit Price Study)	Cost per Lin. Ft. of Additional Tracks (Unit Price Study)
1986	0	0			\$2,250	\$1,750
1987	0	0			2,250	1,750
1988	1	3	103.71	\$13,988	2,250	1,750
1989	2	1	161.51	8,499	2,250	1,750
		1	317.19	5,423	2,250	1,750
1990	1	2	433.38	8,536	4,000	3,000
1991	0	0			4,000	3,000
1992	1	1	114.19	7,619	4,000	3,000
1993	1	1	181.83	7,307	5,000	4,000
1994	0	0			5,000	4,000
1995	0	0			5,000	4,000
1996	1	1	80.83	12,966	5,000	4,000
1998	1	1	261.02	8,698	8,000	6,500
1999	1	1	150.30	8,139	8,200	6,700
2000	2	1	108.58	12,112		
		1	130.08	10,569	9,000	7,500
2001	1	1	163.00	14,182	9,000	7,500
2002	0	0			9,000	7,500
2003	0	0			9,000	7,500
2004	0	0			9,300	7,750
2005	0	0			9,600	8,000
2006	0	0			10,200	8,500

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2006 NEEDS STUDY IS \$10,200
PER LINEAL FOOT FOR THE FIRST TRACK

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2006 NEEDS STUDY IS \$8,500
PER LIN. FT. FOR ADDITIONAL TRACKS

All Structures on the MSAS System

No. of Existing Structures	No. of Proposed Structures	Structure Type
391	123	1 - Bridge
22	8	3 - Structural Plate Arch
29	0	4 - Other
55	23	5 - Box Culvert Single
21	9	6 - Box Culvert Double
6	0	7 - Box Culvert Triple
0	0	8 - Box Culvert Quad
29	390	Adequate, or not eligible
553	553	TOTAL

There are a total of 250 adequate structures on the MSAS system.
 There are a total of 303 deficient structures on the MSAS system
 There are 140 structures on the MSAS system that don't qualify for Needs

Structures on the MSAS System That Qualify for Needs

No. of Existing Structures	No. of Proposed Structures	Structure Type
293	123	1 - Bridge
21	8	3 - Structural Plate Arch
21	0	4 - Other
52	23	5 - Box Culvert Single
20	9	6 - Box Culvert Double
6	0	7 - Box Culvert Triple
0	0	8 - Box Culvert Quad
0	250	Blank - None Indicated (Not Eligible for Needs)
413	413	TOTAL

There are a total of 163 adequate structures on the MSAS system that qualify for Needs
 There are a total of 250 deficient structures on the MSAS system that qualify for Needs

Subcommittee



Issues

Minutes
of the
Municipal State Aid Screening Board
Needs Study Subcommittee
May 4, 2006

The Needs Study Subcommittee met at 10:30 a.m. on May 4, 2006 in the office of the Crookston City Engineer. Members present were Shelly Pederson, Chair – Bloomington, Tim Loose – St. Peter and Dave Kildahl – Crookston. Also present were Julie Skallman, State Aid Engineer, Marshall Johnston and Dan Simon of Mn/DOT State Aid.

1. Marshall reviewed the Annual Maintenance Needs Cost. Marshall also said there is no current study or information that would help the committee set the needs cost per mile. The NSS discussed whether to raise the cost per mile and, if so, how could we justify it. The committee feels the amount should be raised from the present \$5,475 per mile due to regular inflation and the higher costs for fuel. It was decided the amount should be raised in accordance with the Engineering News Record national average cost index of 4.55%. Therefore, the NSS recommends the following Maintenance Needs Costs:

	< 1000ADT	>1000 ADT
Traffic Lane per Mile:	\$1,725	\$2,850
Parking Lane per Mile	\$1,725	\$1,725
Median Strip per Mile	\$ 575	\$1,115
Storm Sewer per Mile	\$ 575	\$ 575
Per Traffic Signal	\$ 575	\$ 575
Minimum per Mile	\$5,720	\$5,720

2. Unit Price Study:
 - a. Excavation: NSS anticipates substantially higher prices this year due to fuel increases and recommends \$4.75 per cubic yard. This is a compromise between the 5-year average and the \$5.37 calculated from the study.
 - b. Aggregate Shouldering: NSS recommends \$14.25 per ton again for 2006, no increase. The reported \$5.66 represents only two projects last year. The NSS discussed whether or not to simply use the CSAH unit price for 2006: (\$8.36). The NSS believes that the higher MSAS unit price is more accurate for MSA projects with smaller quantities than a rural CSAH project. However, the NSS recommends that both CSAS and MSAS unit prices be studied in future years.
 - c. Curb and Gutter Removal: No increase. Recommend \$2.75 per LF.
 - d. Sidewalk Removal: No increase. \$5.50 per SY
 - e. Concrete Pavement Removal: No increase. \$5.40 per SY
 - f. Tree removal: NSS recommends increase to \$300 per tree, inline with the two past studies.
 - g. Aggregate Base 2211: Recommend \$8.40 per ton based on 2006 study. Motion by Shelly Pederson, second by Tim Loose that Class 7 be included in the next unit price study in 2008. Motion carried.

- h. Bituminous: Recommend \$38.00 per ton, based on study and anticipation of much higher prices this year due to oil increases.
 - i. Curb and Gutter Construction: Recommend \$9.75 per LF based on study price of \$9.77 per LF.
 - j. Sidewalk Construction: Recommend \$26.00 per SY based on the 5-year average and the belief that the study price of \$28.84 is a temporary spike.
 - k. Storm Sewer: Follow Hydraulics Unit recommendation and recommend \$86,100 per mile for adjustments and \$268,035 per mile for new construction. Lighting: Recommend \$100,000 per mile, based on bids received in Crookston in 2005. Signals: No change from 2005.
 - l. Railroad Crossing Needs: Recommend we use the recommendation from the MnDOT RR Office and use \$200,000 for Signals and Gates.
 - m. Special Drainage Costs for Rural Segments: Mn/DOT Hydraulics has recommended \$33,106 per mile based on minimum culvert sizes recommended in the Drainage Manual. The NSS discussed whether to use minimum sizes or the average sizes actually installed for establishing a needs cost. Motion by Dave Kildahl, second by Tim Loose to recommend that the municipal Screening Board take the following action: Request the Mn/DOT staff to study and determine the average culvert sizes used for centerline and side culverts and report the cost per mile based on average culvert sizes rather than minimum sizes required by the Drainage Manual. Motion carried.
 - n. Railroad Bridges over Highways: No basis for changing the unit price, so NSS recommends staying with the same prices as in 2005.
3. Effects of Increase in Maintenance Allocation: The NSS reviewed the discussion and recommendation of the UCFS. The NSS discussed, in general, the use of maintenance vs. construction funds and the effect it has on the overall construction needs. The NSS agreed that maintenance is essential to keeping the transportation system functioning, but does nothing to reduce the 25-year construction needs. Maintenance only postpones the need for reconstruction or major rehab projects. It is too late now to recommend a negative needs adjustment for all maintenance allocations, or for any maintenance allocation up to the presently allowed 35 per cent of the total. However, the NSS believes that not less than 65% of the total annual allocation should be used on construction projects that reduce the 25-year construction needs. Therefore, the NSS approved the following motion by Dave Kildahl, seconded by Tim Loose:
- A city that requests and receives more than 35% of its total annual allocation for maintenance shall receive an “after-the-fact” negative needs adjustment in an amount equal to the portion of its maintenance allocation greater than 35% for a period of 25 years. Each subsequent annual “excess maintenance allocation” shall receive its respective adjustment which shall run concurrently with and be in addition to any unexpired previous similar adjustments, until the expiration of its 25-year period.**

4. Maintenance Allocation Requests: Marshall reviewed the many options for requesting maintenance allocations, summarizing that it is very difficult keeping up with all the different requests. After much discussion, the NSS concluded that this issue is outside the mission of the NSS and has nothing to do with how the needs are actually determined. The NSS reviewed the UCFS recommendation that the staff strictly follow the language of the Rule regarding urban maintenance allocation, and believe that more discussion with the entire Municipal Screening Board is necessary.
5. Dave Kildahl discussed the current screening board resolution that grants a positive needs adjustment every year for a city with a negative unencumbered construction fund balance. These cities are already rewarded by receiving their prorated share of the “excess balance” negative needs adjustment from the cities that have an UCFB over 3 times their annual construction allocation. The only purpose of this additional positive adjustment was to give an incentive to cities that wanted to advance fund their projects and draw down the municipal account when it was getting “too high”. Those days are over. The NSS makes no recommendation on this issue, but recommends it be discussed at the full Municipal Screening Board Meeting.
6. Adjournment: Motion by Tim loose, second by Dave Kildahl to adjourn at 2:20 p.m. Motion carried.



David B. Kildahl, Secretary
Needs Study Subcommittee

2006 UNIT PRICE RECOMMENDATIONS

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09-May-06

Needs Item		2005 Need Prices	Subcommittee Suggested Prices for 2006	Screening Board Recommended Prices For 2006
Grading (Excavation)	Cu. Yd.	\$4.25	\$4.75	
Aggregate Shoulders #2221	Ton	14.25	14.25	
Curb and Gutter Removal	Lin.Ft.	2.75	2.75	
Sidewalk Removal	Sq. Yd.	5.50	5.50	
Concrete Pavement Removal	Sq. Yd.	5.40	5.40	
Tree Removal	Unit	250.00	300.00	
Class 5 Base #2211	Ton	8.15	8.40	
Bituminous Base #2350	Ton	35.00	38.00	
Gravel Surface #2118	Ton	5.70	7.10	
Bituminous Surface #2350	Ton	35.00	38.00	
Curb and Gutter Construction	Lin.Ft.	8.75	9.75	
Sidewalk Construction	Sq. Yd.	25.00	26.00	
Storm Sewer Adjustment	Mile	85,100	86,100	
Storm Sewer	Mile	265,780	268,035	
Special Drainage - Rural	Mile	40,000	40,000	
Street Lighting	Mile	82,500	100,000	
Traffic Signals	Per Sig	130,000	130,000	
Signal Needs Based On Projected Traffic				
Projected Traffic	Percentage	X Unit Price =	Needs Per Mile	
0 - 4,999	.25	\$130,000 =	\$32,500	\$32,500
5,000 - 9,999	.50	130,000 =	65,000	65,000
10,000 & Over	1.00	130,000 =	130,000	130,000
Right of Way (Needs Only)	Acre	98,850	98,850	
Engineering	Percent	20	22	
Railroad Grade Crossing				
Signs	Unit	1,000	1,000	
Pavement Marking	Unit	750	750	
Signals (Single Track-Low Speed)	Unit	150,000	150,000	
Signals & Gate (Multiple Track - High & Low Speed)	Unit	187,500	200,000	
Concrete Xing Material(Per Track)	Lin.Ft.	1,000	1,000	
Bridges				
0 to 149 Ft.	Sq. Ft.	80.00	95.00	
150 to 499 Ft.	Sq. Ft.	80.00	95.00	
500 Ft. and over	Sq. Ft.	80.00	95.00	
Railroad Bridges over Highways				
Number of Tracks - 1	Lin.Ft.	10,200	10,200	
Additional Track (each)	Lin.Ft.	8,500	8,500	

CLASS 7 AGGREGATE BASE

Report for the NSS

For a recommendation to the Municipal Screening Board

June 2006

Currently, aggregate classes of 2, 3, 4, 5, and 6 are included in the Unit Price study. These are all virgin aggregates and do not include any recycled materials.

Class 7 aggregate can meet the specs for any of the other classes, it just used approved recycled materials.

Over the last few years, we have been noticing more projects that use Class 7 aggregate base and/or surface.

Because of the small number of projects using aggregate surfacing on the MSAS system, we use the CSAH computed costs for aggregate surfacing. CSAH includes Class 7 in their computation of the aggregate surfacing.

Should we include Class 7 in our computations to compute the average Unit Price of Aggregate Base?

See the attached Excel spreadsheets for the effects of including Class 7.

MSAS UNIT PRICE STUDY AGGREGATE BASE - Class 7 - TONS

CITY NAME	No. Of Projects	TOTAL QTY.	TOTAL COST	AVERAGE UNIT PRICE
District 1				
District 1 Total	0	0	\$0	
District 2				
District 2 Total	0	0	\$0	
District 3				
District 3 Total	0	0	\$0	
District 4				
District 4 Total	0	0	\$0	
Metro West				
Brooklyn Center	2	16,349	\$71,795	\$4.39
Metro West Total	2	16,349	\$71,795	\$4.39
District 6				
District 6 Total	0	0	\$0	
District 7				
District 7 Total	0	0	\$0	
District 8				
District 8 Total	0	0	\$0	
Metro East				
St. Paul	1	9,934	\$37,318	\$3.76
Shoreview	1	5,005	42,042	8.40
White Bear Lake	6	14,140	138,574	9.80
Metro East Total	8	29,079	\$217,934	\$7.49
District Totals				
District 1 Total	0	0	\$0	\$0.00
District 2 Total	0	0	0	0.00
District 3 Total	0	0	0	0.00
District 4 Total	0	0	0	0.00
Metro West Total	2	16,349	71,795	4.39
District 6 Total	0	0	0	0.00
District 7 Total	0	0	0	0.00
District 8 Total	0	0	0	0.00
Metro East Total	8	29,079	217,934	7.49
STATE TOTAL	10	45,428	\$289,729	\$6.38

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2006 Unit Price Study
Class 7 Option by District

CITY NO.	CITY NAME	SAP/SP	PROJECT NUMBER	DIST NO.	SEG. LENGTH	CO. NO.	Class 7 - Base		Unit Price
							QTY.	AMOUNT	
109	BROOKLYN CENTER	SAP	109-109-029	5	0.508	27	10,622	\$46,646	\$4.39
109	BROOKLYN CENTER	SAP	109-128-001	5	0.448	27	5,727	25,149	4.39
METRO WEST TOTALS							16,349	71,795	\$4.39
164	ST PAUL	SP	164-288-005	9	1.405	62	9,934	37,318	3.76
167	SHOREVIEW	SAP	167-254-002	9	0.400	62	5,005	42,042	8.40
174	WHITE BEAR LAKE	SAP	174-106-007	9	0.113	82.62	1,807	17,705	9.80
174	WHITE BEAR LAKE	SAP	174-106-008	9	0.113	82.62	1,807	17,705	9.80
174	WHITE BEAR LAKE	SAP	174-115-004	9	0.204	82.62	3,943	38,641	9.80
174	WHITE BEAR LAKE	SAP	174-116-004	9	0.144	82.62	1,838	18,012	9.80
174	WHITE BEAR LAKE	SAP	174-119-002	9	0.123	82.62	2,190	21,462	9.80
174	WHITE BEAR LAKE	SAP	174-121-001	9	0.211	82.62	2,556	25,049	9.80
METRO EAST TOTALS							29,079	217,934	\$7.49
STATE TOTAL							45,428	\$289,729.34	\$6.38

If Class 7 was included in the Unit Price Study, then the average Unit Price for Aggregate Base would be lowered from \$8.43 to \$8.20 per ton.

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2006 Unit Price Study
CLASS 7

CITY NO.	CITY NAME	SAP/SP	PROJECT NUMBER	DIST NO.	SEG. LENGTH	CO. NO.	Class 7 - Base		Unit Price
							QTY.	AMOUNT	
109	BROOKLYN CENTER	SAP	109-109-029	5	0.508	27	10,622	\$46,646	\$4.39
109	BROOKLYN CENTER	SAP	109-128-001	5	0.448	27	5,727	25,149	4.39
164	ST PAUL	SP	164-288-005	9	1.405	62	9,934	37,318	3.76
167	SHOREVIEW	SAP	167-254-002	9	0.400	62	5,005	42,042	8.40
174	WHITE BEAR LAKE	SAP	174-106-007	9	0.113	82, 62	1,807	17,705	9.80
174	WHITE BEAR LAKE	SAP	174-106-008	9	0.113	82, 62	1,807	17,705	9.80
174	WHITE BEAR LAKE	SAP	174-115-004	9	0.204	82, 62	3,943	38,641	9.80
174	WHITE BEAR LAKE	SAP	174-116-004	9	0.144	82, 62	1,838	18,012	9.80
174	WHITE BEAR LAKE	SAP	174-119-002	9	0.123	82, 62	2,190	21,462	9.80
174	WHITE BEAR LAKE	SAP	174-121-001	9	0.211	82, 62	2,556	25,049	9.80
TOTAL					3.669		45,428	\$289,729.34	\$6.38

Per Mn/DOT Spec. No. 3138.2:
Salvaged/recycled aggregate materials may be used or blended with a combination of virgin and salvaged/recycled aggregates or 100% salvaged/recycled aggregate materials as permitted in accordance with the following requirements. These composite mixtures/blends shall be designated as Class 7.

GRAVEL SHOULDERS

Report for the NSS

For a recommendation to the Municipal Screening Board

June 2006

Gravel Shoulders make up 0.09% of the total needs this year.

The MSAS Unit Price study included 2 projects in one city that used Gravel Shoulders. The average Unit Price is \$5.66 which is based on 813 tons costing \$4,600.

The CSAH Unit Price study included 188 projects that used Gravel Shoulders. The average Unit Price is \$8.36 which is based on 801,530 tons costing \$6,699,094.

Should we use the CSAH Unit Price, or continue to conduct a Unit Price study on the MSAS projects?

Special Drainage Costs for Rural Segments
2006

The Mn/DOT Hydraulics Unit, along with Mn/DOT Estimating Unit, was asked to review the Special Drainage Unit Costs this year.

Below are the recommended revisions from the Hydraulics Unit.

The most current average bid prices, provided by Mn/DOT Estimating Unit, were then applied to these materials.

Based upon these smaller sized pipes, the estimated construction needs cost per mile for Special Drainage has dropped from \$42,470 last year to \$33,106.

CHANGES RECOMMENDED TO THE SPECIAL DRAINAGE DOCUMENT

Provided by the Mn/DOT Hydraulics Unit

- Page 1, item 2: minimum side culvert to be 15” diameter. Minimum cover to be 1.25 feet for rigid pavement and 1.75 feet for flexible pavement. Refer to drainage manual 5.2.4.
- Page 1, item 3, replace 18” with 15” for minimum side culvert, and change Galvanized Steel to Corrugated Steel, and refer to GS aprons.
- Page 1, item 4, replace 18” GSP with 15” CSP.
- Page 2, item 1, replace 24” with 18”. Refer to drainage manual 5.2.4
- Page 2, item 2, change 30” to 18”.
- We list HDPE pipe as an alternate for storm sewer on all State Aid projects **unless the County or City does not want it.**

EXAMPLE OF 'EXCESS MAINTENANCE ACCOUNT ADJUSTMENT'

Proposed by the NSS

If St. Paul had requested to increase their Maintenance from 35% to 45% in December 2005, it would have increased their January 2006 Maintenance allocation by 10% or \$881,707.

It would have decreased their Construction Allocation by a like amount.

Because the city would have decreased its Construction Account, it would not have as many dollars to spend on construction projects, so would not reduce its Needs as quickly.

The negative Needs adjustment proposed by the NSS for this would be:

The NSS is recommending an 'after the fact' negative Needs adjustment in an amount equal to the portion of its maintenance allocation greater than 35% for a period 25 years.

From the January 2007 until the January 2031 allocation, St. Paul would receive an annual negative Needs Adjustment of \$881,707.

St. Paul's Needs in 2006 were \$237,712,046.

Based on 2006 dollars, in 2007 approximately \$14,610 in actual dollars ($\$881,707 * \$16.57/1000$) would have been taken from St. Paul and redistributed between the other cities.

Over a period of 25 years, it would have cost St. Paul \$22,042,675 in Needs to increase its maintenance allocation 10%.

Based on this 2006 Needs value, it would have cost St. Paul a total of \$365,250 in actual dollars (or 41% of the amount its Maintenance Account was increased) over the 25 years to increase its Maintenance Account by \$881,707 for one year.

Municipal State Aid Screening Board
Unencumbered Construction Funds Subcommittee
Meeting Minutes
April 24, 2006

The Unencumbered Construction Funds Subcommittee (UCFS) held a meeting at 10:00 a.m. on April 24, 2006 at the central office of Mn/DOT in St. Paul. Members present were Chairman Tom Drake-Faribault, Lee Gustafson-Minnertonka and Mike Metso-Krech Ojard & Associates. Also attending for all or parts of the meeting were Marshall Johnston, Julie Skallman, Rick Kjonaas, Dan Simon and Julie Puffer of Mn/DOT State Aid. The primary purpose of the meeting was to review items referred to the UCFS from the 2005 Fall Screening Board, and to discuss other items brought forward by the State Aid office.

I. Effects of an Increase in the Maintenance Allocation

Marshall Johnston began the discussion of this agenda item by presenting the background for it – noting that various issues and concerns associated with it were raised following the MSA Variance Committee’s approval of a 2005 request from the City of St. Paul to deposit 45% of its total MSAS allocation into its Maintenance Account for a period of 3 years. At the Fall 2005 Municipal Screening Board meeting, the Board moved to refer various issues involving the Maintenance Fund variance request /approval to the Needs Study Subcommittee for a report at the Spring 2006 Screening Board meeting. After further consideration of this action, State Aid staff determined that this matter should also be reviewed by the Unencumbered Construction Funds Subcommittee given its nature and potential impacts.

Marshall went on to note that there were currently several methods and/or options for computing a city’s Maintenance Allocation, including:

- \$1500 per improved mile.
- \$1500 per improved mile plus bond interest (not to exceed 35%).
- 25% of Total Apportionment
- 25% of Total Apportionment plus bond interest (not to exceed 35%).
- Requested lump sum or specified percentage (not to exceed 25%).
- Requested lump sum or specified percentage greater than 25% and less than 35% (Maintenance expenditure report required).
- 35% of Total Apportionment (Maintenance expenditure report required).

Marshall also noted that cities could request to pay bond interest with local funds rather than with Maintenance Allocation funds.

Marshall presented the following discussion items as developed by State Aid staff:

- Review CSAH Maintenance Account processes.
- Is 35% a reasonable amount for the maximum Maintenance Allocation?
- Is \$1500 per mile a reasonable amount for the minimum Maintenance Allocation?
- Should there be a Needs adjustment for maintenance allocations over a certain percentage?
- Should the number of different methods of computing the Maintenance Allocation be simplified or reduced?

Marshall also noted that 2006 was a State Aid “rule-making” year, and therefore it would be an appropriate time to consider rule revisions in this area if necessary or desired.

Marshall then went on to briefly review the CSAH Maintenance Account processes – noting that current State Aid rules set the counties’ maintenance allotment at 40%, and also presented general examples of possible impacts/outcomes if a select number of cities increased their maintenance allotments to 45% and some type of a negative “Excess Maintenance Account Needs Adjustment” was established. He went on to present possible revisions to the current methods and/or options for computing a city’s Maintenance Allocation.

UCFS members then discussed the issues and concerns involving a negative Needs adjustment relative to Maintenance Account allocations – noting various “pros & cons” to establishing (another) new Needs adjustment including possible tracking issues for State Aid. The UCFS also discussed issues and concerns with attempting to reduce the methods/options for computing Maintenance Allocations given the large number of variations currently used by cities. Finally, the Subcommittee again discussed the events leading up to this point in time, and the future potential of similar requests coming from other cities.

Upon completion of these discussions, Lee Gustafson moved / Tom Drake seconded a motion recommending that the Municipal Screening Board pass the following resolution:

Any city that requests an annual Maintenance Allocation of more than 35% of their Total Allocation, is granted a variance by the Variance Committee, and subsequently receives the increased Maintenance Allocation shall receive a negative Needs adjustment equal to the amount of money over and above the 35% amount transferred from the city’s Construction Account to its Maintenance Account. The Needs adjustment will be calculated for an accumulative period of ten (10) years, and will be applied as a single one-year (one-time) deduction.

The motion carried without opposition.

The UCFS then continued with discussions regarding possible reductions in the number of current methods and/or options of computing Maintenance Allocations – including a review of the current language found in State Aid Operations Rules 8820.1400 Subp. 3 which in part states:

Urban maintenance apportionment account.

Twenty-five percent of the total allocation, if requested by the urban municipality before December 16 preceding the annual allocation, or \$1,500 per mile of improved municipal state-aid streets, is the minimum allotment for the general maintenance of the approved state-aid system. The commissioner may modify any allotments to the urban maintenance to finance the amount needed to pay the interest due on municipal state aid bonds and to accommodate the screening board resolutions pertaining to trunk highway turnback maintenance allowances.

Those municipalities desiring to receive an amount greater than the established minimum, not to exceed 35% of the total allocation, shall file a request with the commissioner before December 16 preceding the annual allocation...

In reviewing this language, State Aid staff and UCFS members both noted that current practices involving methods/options for computing Maintenance Allocations appear to both conflict with and exceed this Rule – as the Rule states the base minimum allotment is \$1,500 per mile, but could be “increased” to 25% of the total allocation if requested by the municipality. It does not appear to provide for other amounts (either lump sum or specified percentage) less than 25% of the total allocation – although State Aid staff acknowledged that this practice has been in place for an undeterminable period of time. Further discussions occurred regarding the benefits and impacts of enforcing this Rule as written, and the opportunities for simplification and improved efficiencies within State Aid should this occur.

Upon completion of these discussions, Lee Gustafson moved / Mike Metso seconded the following motion:

The Unencumbered Construction Funds Subcommittee recommends that State Aid Operations Rules 8820.1400 Subp. 3 be enforced as currently stated effective with the 2007 annual allocation.

The motion carried without opposition.

The UCFS members also requested that this recommendation be highlighted and discussed at all upcoming Spring District Screening Board meetings in preparation for anticipated further discussions at the full Screening Board meeting.

II. Credit for Local Effort

Marshall Johnston began the discussion of this agenda item by presenting the background for it – noting that at the Fall 2005 Screening Board meeting Steve Gaetz reported that the City of St. Cloud was considering using local resources (a local sales tax for transportation) to improve their MSA system, which would then result in a reduction in their Needs and therefore have a negative impact on the city’s MSA allotment. The Screening Board subsequently moved to refer this issue involving expenditures of local funds on the MSA system and related possible Needs adjustments to the Unencumbered Construction Funds Subcommittee for a report at a future Screening Board meeting.

Marshall then went on to briefly review the current CSAH Screening Board resolution on “Needs Credit for Local Effort”, along with various applicable aspects of the CSAH ‘Credit for Local Effort Users Guide’ – both of which relate to a positive 20-year Needs adjustment available to counties “...for local effort for construction items which reduce State Aid needs...”. This then led to discussions involving concerns in the ability to track this type of Needs adjustment on the municipal system – as it was noted that the MSA system can be some what more “dynamic” than the CSAH system with regard to MSA route designations, and as a result it may be difficult to address changes in Needs associated with the future designation/revocation of MSA routes – and especially if the designation is revoked on a route that previously had received a positive Needs adjustment because of the use of local funds.

It was also noted that the use of local funds on the MSA system had some relationship to the use of MSA funds for “off-system” expenditures, and therefore the two topics may need to be discussed from some type of combined perspective.

The UCFS subsequently identified the need and potential benefit of attempting to quantify the extent of use and related impacts of the expenditure of local funds on the MSA system as well as the use of MSA funds “off-system” before any full discussions could occur with regard to either. State Aid staff noted that project-related documentation relative to the expenditure of MSA funds “off-system” would very likely be available through their office, but project-related documentation relative to the expenditure of local funds on the MSA system would not likely be available through their office as cities may or may not currently be reporting this on a consistent basis – even though it is a “requirement” of the State Aid program.

As a result, the UCFS recommended that this matter be discussed further at the both the upcoming District Pre-Screening Board meetings and the full Spring Screening Board meeting. Pending the outcome of these discussions, the UCFS further suggested that subsequent to the Screening Board’s discussion a letter from Chair Steve Gaetz be sent to all MSA cities (a) outlining the background, issues and concerns relating to the Screening Board’s current review of both local fund expenditures on the MSA system and MSA fund expenditures “off-system”; and (b) requesting information (actual available or best estimates) on the level of local expenditures (for MSA-eligible expenses) on MSA route construction or reconstruction projects incurred annually over the past 3-5 years. (It was believed that a request from the Screening Board Chair – rather than State Aid staff – may be better received and understood by cities.) Once information can be compiled regarding both of these issues – the UCFS would then meet to review the information and make further recommendations as appropriate and/or necessary.

III. Off-System Expenditures

(See “Credit for Local Effort” above.)

IV. Other Topics

(None)

The meeting was adjourned at 1:15 p.m.

Respectfully submitted,



Mike Metso – Secretary
Unencumbered Construction Funds Subcommittee

EXAMPLE OF 'EXCESS MAINTENANCE ACCOUNT ADJUSTMENT'

Proposed by the UCFS

If St. Paul had requested to increase their Maintenance from 35% to 45% in December 2005, it would have increased their January 2006 Maintenance allocation by 10% or \$881,707.

It would have decreased their Construction Allocation by a like amount.

Because the city would have decreased its Construction Account, it would not have as many dollars to spend on construction projects, so would not reduce its Needs as quickly.

The negative Needs adjustment for this would be:

The UCFS is recommending a one time Needs adjustment of 10 times the amount the city reduces its Construction Allocation.

In the January 2007 allocation, St. Paul would receive a one time negative Needs Adjustment of \$8,817,072 ($\$881,707 * 10$). This means its Total 2006 Allocation of \$8,817,072 would be subtracted from its Needs in January 2007.

St. Paul's Needs in 2006 were \$237,712,046.

Based on 2006 dollars, in 2007 approximately \$146,099 in actual dollars ($\$8,817,072 * \$16.57/1000$) would have been taken from St. Paul and redistributed between the other cities.

It would have cost St. Paul \$146,099 to increase its Maintenance Account by \$881,707.

EFFECTS OF INCREASE IN MAINTENANCE ALLOCATION

*Report for the Needs Study Subcommittee
For a recommendation to the Municipal Screening Board
Spring, 2006*

Background Information

In 2005, the Variance Committee approved a variance for St. Paul to deposit 45% of its total MSAS allocation into its Maintenance Account. The city could deposit this percentage in its Maintenance Account for 3 years.

This issue precipitated the following discussion at the Fall 2005 Municipal Screening Board meeting.

The Fall, 2005 Municipal Screening Board Meeting minutes state, in part:

...Skallman noted that the Board does not have the authority to undo a variance. The question for the Board is how to proceed in June: Should there be an adjustment...

Bloom moved and seconded by Salsbury to refer the impact of the Maintenance Fund Variance Request of the city of St. Paul to the Needs Study Subcommittee for a Spring report. Further, the MSAS staff will report on the current County options with an analysis of the funding impact on the needs of these type of requests...

...Bloom pointed out that her motion should be clarified that the analysis is about a process and the impacts and limits. Salsbury commented that the issue is not the variance, it is to look at the maintenance issue and impacts on needs of this action. Skallman pointed out that we are in a rule-making session, and, if the Board, in the Spring, determines that changes to the 35% maintenance allocation are needed that this could be implemented...

...A vote was called and the Bloom motion carried unanimously.

State Statute 162.14 Subd. 3 states:

Maintenance. The proportion of each such city's annual apportionment to be used for maintenance on its respective municipal state-aid street system shall be a joint determination of the commissioner and the governing body of each city. In the event that agreement cannot be reached, the determination of the commissioner shall be final.

State Aid Operations Rules 8820.1400 Subp. 3 state:

Urban maintenance apportionment account.

Twenty-five percent of the total allocation, if requested by the urban municipality before December 16 preceding the annual allocation, or \$1,500 per mile of improved municipal state-aid streets, is the minimum allotment for the general maintenance of the approved state-aid system. The commissioner may modify any allotments to the urban maintenance account to finance the amount needed to pay the interest due on municipal state aid bonds and to accommodate the screening board resolutions pertaining to trunk highway turnback maintenance allowances. Those municipalities desiring to receive an amount greater than the established minimum, not to exceed 35% of the total allocation, shall file a request with the commissioner before December 16 preceding the annual allocation...

Currently, there are several options for computing Maintenance Allocation

\$1500 per improved mile

\$1500 per improved mile plus bond interest (not to exceed 35%)

25% of Total Apportionment

25% of Total Apportionment plus bond interest (not to exceed 35%)

Lump sum or certain percent requested (not to exceed 25%)

Lump sum or certain requested of more than 25% and less than 35% (Maintenance expenditure report required)

35% of Total Apportionment (Maintenance expenditure report required)

Requested that Bond Interest be paid with local funds

Discussion Items:

Review CSAH Maintenance Account processes.

Is 35% a reasonable amount for the maximum maintenance allocation?

Is \$1500 per improved mile a reasonable amount for the minimum maintenance allocation?

Should there be a Needs adjustment for maintenance allocations over a certain percentage?

Should the 8 different methods of computing the maintenance allotment be simplified?

EFFECTS OF INCREASE IN MAINTENANCE ALLOCATION

*Report for the Needs Study Subcommittee
For a recommendation to the Municipal Screening Board
Spring, 2006*

County Maintenance Requirements

State Aid Operations Rules 8820.1400 state in part:

...the commissioner shall apportion and set aside the following amounts:

...40 percent of the regular county state-aid allotment for the general maintenance of county state-aid highways;

...40 percent of the county-municipal account allotment for maintaining the county state-aid highways within municipalities of less than 5,000 population.

Revisions of county maintenance apportionments.

The commissioner may, upon recommendation of the screening board or upon receipt of a resolution from a county board and for good cause shown, increase or decrease the proportion to be used for maintenance...

REVISIONS TO COUNTY MAINTENANCE ALLOTMENT

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County	Alloc Year	Orig Maint Alloc	Current Maint Alloc	Formula Change (from 40%)	Reason
Cook	2005	\$837,960.00	\$1,047,450.50	50.00%	Shortfall in Maint allocation
Cook	2004	\$817,913.00	\$920,152.00	45.00%	Shortfall in Maint allocation
Benton	2003	\$822,194.00	\$1,008,960.50	50.00%	Justification kept in District file
None	2002				

ALL COUNTIES ARE REQUIRED TO SUBMIT A MAINTENANCE EXPENDITURE REPORT

EFFECTS OF INCREASE IN MAINTENANCE ALLOCATION

*Report for the Needs Study Subcommittee
For a recommendation to the Municipal Screening Board
Spring, 2006*

Excess Maintenance Account Needs Adjustment

Examples of 'Excess Maintenance Account Needs Adjustment'

If 21 cities had increased their Maintenance Allotment to 45%, the attached spreadsheets show the effects on the 2006 apportionment using two examples.

Example 1

The difference between the maximum maintenance (35%) and 45%.

Each of the 21 cities Needs adjustment is the amount their construction allotment is reduced because of the increase in maintenance allotment from 35 to 45%.

These 21 cities Needs are reduced by \$4,019,815. Because they have less Needs (and the Needs are valued less), they receive a decrease in their allotment.

This decreases the Needs, so it increases the value of the Needs, so each of the other cities receive a slight increase in their allotment.

The 21 cities receive a total of \$66,608 less actual dollars, so the other 117 cities have \$66,608 to proportionately distribute between them.

Example 2

The difference between the city's most recent maintenance request and 45%.

Each of the 21 cities Needs adjustment is the amount their construction allotment is reduced because of the increase in maintenance allotment from the most recent request to 45%.

These 21 cities Needs are reduced by \$6,338,663. Because they have less Needs (and the Needs are valued less), they receive a decrease in their allotment.

This decreases the Needs, so it increases the value of the Needs, so each of the other cities receive a slight increase in their allotment.

The 21 cities receive a total of \$105,665 less actual dollars, so the other 117 cities have \$105,665 to proportionately distribute between them.

2006 CONSTRUCTION AND MAINTENANCE ALLOTMENTS

A negative Needs adjustment for an Excess Maintenance Allotment

IF THESE 21 CITIES HAD REQUESTED THEIR MAINTENANCE ALLOTMENT TO BE A PERCENTAGE OVER 35%, THIS SHOWS WHAT THEIR ADJUSTMENT IN 2006 WOULD HAVE BEEN. THIS ADJUSTMENT TO THEIR NEEDS EQUALS THE DIFFERENCE IN CONSTRUCTION ALLOCATION WHEN MAINTENANCE IS REVISED.

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MUNICIPALITY	TOTAL APPORTIONMENT	ACTUAL MAINTENANCE PERCENTAGE	GENERAL MAINTENANCE ALLOTMENT	TOTAL MAINTENANCE ALLOTMENT	TOTAL MAINTENANCE ALLOTMENT IF 35%	TOTAL MAINTENANCE ALLOTMENT IF 45%	CONSTRUCTION ALLOTMENT	CONSTRUCTION MAINTENANCE IF 35%	CONSTRUCTION MAINTENANCE	CONSTRUCTION ALLOTMENT IF 45%	CONSTRUCTION MAINTENANCE	ADJUSTMENT TO NEEDS IF ADJUSTMENT IS BETWEEN 35 AND 45%	ADJUSTMENT TO NEEDS IF ADJUSTMENT IS BETWEEN CURRENT
Andover	\$1,025,931	30%	\$213,481	\$307,779	\$359,076	\$461,669	\$718,152	\$666,855	\$564,262	\$121,955	\$102,593	(39,992)	(153,890)
Bemidji	399,918	25	99,980	99,980	139,971	179,963	299,938	259,947	219,955	1,721,443	1,721,443	(312,989)	(79,983)
Bloomington	3,129,896	35	1,095,464	1,095,464	1,095,464	1,408,453	2,034,432	2,034,432	1,721,443	2,034,432	2,034,432	(312,989)	(312,989)
Brainerd	421,600	\$1500/Mile	23,625	26,289	149,292	191,185	395,311	272,308	230,415	293,381	248,245	(41,893)	(164,896)
Crookston	451,355	25	112,839	112,839	157,974	203,110	338,516	293,381	248,245	293,381	248,245	(45,136)	(90,271)
Duluth	3,628,003	30	1,088,248	1,135,424	1,313,465	1,669,548	2,492,579	2,314,538	1,958,455	2,314,538	1,958,455	(356,083)	(534,124)
Fergus Falls	632,980	25	151,207	179,359	239,842	300,325	453,621	393,138	332,655	393,138	332,655	(60,483)	(120,966)
Hibbing	1,013,149	25	253,287	253,287	354,602	455,917	759,862	658,547	557,232	759,862	557,232	(101,315)	(202,630)
La Crescent	202,295	\$1500/Mile	8,460	8,460	70,803	91,033	193,835	131,492	111,262	131,492	111,262	(20,230)	(82,573)
Mankato	1,078,512	25	269,628	269,628	377,479	485,330	808,884	701,033	593,182	701,033	593,182	(107,851)	(215,702)
Marshall	457,525	\$1500/Mile	22,725	22,725	160,134	205,886	434,800	297,391	251,639	297,391	251,639	(45,752)	(183,161)
Minneapolis	11,393,108	35	3,987,588	3,987,588	3,987,588	5,126,899	7,405,520	7,405,520	6,266,209	7,405,520	6,266,209	(1,139,311)	(1,139,311)
Moorhead	1,260,724	14	176,501	176,501	441,253	567,326	1,084,223	819,471	693,398	1,084,223	819,471	(126,073)	(390,825)
Morris	166,220	25	41,555	41,555	58,177	74,799	124,665	108,043	91,421	108,043	91,421	(16,622)	(33,244)
New Prague	163,909	25	40,977	40,977	57,368	73,759	122,932	106,541	90,150	106,541	90,150	(16,391)	(32,782)
North Branch	372,767	25	16,582	93,192	130,468	167,745	279,575	242,299	205,022	242,299	205,022	(37,277)	(74,553)
Rochester	2,807,324	10	280,732	280,732	982,563	1,263,296	2,526,592	1,824,761	1,544,028	2,526,592	1,544,028	(280,733)	(982,564)
St. Cloud	1,912,294	25	476,832	481,800	672,532	863,265	1,430,494	1,239,762	1,049,029	1,239,762	1,049,029	(190,733)	(381,465)
St Michael	527,766	25	131,942	131,942	184,718	237,495	395,824	343,048	290,271	343,048	290,271	(52,777)	(105,553)
St. Paul	8,817,072	35	3,085,975	3,085,975	3,085,975	3,967,682	5,731,097	5,731,097	4,849,390	5,731,097	4,849,390	(881,707)	(881,707)
St. Peter	438,742	\$1500/Mile	21,960	21,960	153,560	197,434	416,782	285,182	241,308	416,782	285,182	(43,874)	(175,474)
TOTAL	\$40,301,090		\$11,579,588	\$11,853,456	\$14,172,304	\$18,192,119	\$28,447,634	\$26,128,786	\$22,108,971	\$28,447,634	\$26,128,786	(\$4,019,815)	(\$6,338,663)

COMPARISON OF THE 2006 APPORTIONMENT

with two possible Excess Maintenance Account Adjustments

If 21 cities had received a variance to increase their Maintenance Allocation to 45% in 2005, this is how it would have affected the total apportionment in 2006

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Municipality	2006 Total Apportionment	Adjustment equals difference between 35% and 45% for 21 cities		Adjustment equals difference between current maintenance amount and 45% for 21 cities	
		2006 Total Apportionment 21 cities 45%	Increase (Decrease) Amount	2006 Total Apportionment 21 cities 45%	Increase (Decrease) Amount
Albert Lea	\$715,165	\$715,672	\$507	\$715,964	\$799
Albertville	228,405	228,576	171	228,675	270
Alexandria	491,646	492,036	390	492,262	616
Andover	1,025,931	1,024,900	(1,031)	1,024,434	(1,497)
Anoka	496,159	496,407	248	496,551	392
Apple Valley	1,328,193	1,328,851	658	1,329,232	1,039
Arden Hills	266,773	266,908	135	266,986	213
Austin	948,994	949,678	684	950,073	1,079
Baxter	226,070	226,209	139	226,289	219
Belle Plaine	197,197	197,332	135	197,410	213
Bemidji	399,918	399,486	(432)	398,955	(963)
Big Lake	227,224	227,338	114	227,404	180
Blaine	1,270,801	1,271,349	548	1,271,667	866
Bloomington	3,129,896	3,126,823	(3,073)	3,128,044	(1,852)
Brainerd	421,600	421,144	(456)	419,239	(2,361)
Brooklyn Center	769,342	769,707	365	769,918	576
Brooklyn Park	1,565,546	1,566,104	558	1,566,426	880
Buffalo	497,107	497,459	352	497,663	556
Burnsville	1,797,392	1,798,372	980	1,798,939	1,547
Cambridge	234,098	234,239	141	234,320	222
Champlin	534,094	534,282	188	534,390	296
Chanassen	501,701	501,882	181	501,986	285
Chaska	547,772	548,015	243	548,156	384
Chisholm	204,343	204,492	149	204,578	235
Cloquet	542,180	542,610	430	542,858	678
Columbia Heights	560,884	561,201	317	561,384	500
Coon Rapids	1,605,623	1,606,358	735	1,606,783	1,160
Corcoran	223,474	223,629	155	223,719	245
Cottage Grove	1,036,357	1,036,992	635	1,037,359	1,002
Crookston	451,355	450,991	(364)	450,463	(892)
Crystal	663,937	664,297	360	664,505	568
Detroit Lakes	319,801	320,033	232	320,167	366
Duluth	3,628,003	3,624,714	(3,289)	3,623,268	(4,735)
Eagan	1,554,502	1,555,109	607	1,555,459	957
East Bethel	548,205	548,644	439	548,898	693
East Grand Forks	368,003	368,296	293	368,465	462
Eden Prairie	1,690,679	1,691,551	872	1,692,054	1,375
Edina	1,366,932	1,367,652	720	1,368,068	1,136
Elk River	765,305	765,836	531	766,143	838
Fairmont	601,165	601,678	513	601,974	809
Falcon Heights	129,885	129,934	49	129,963	78
Faribault	828,607	829,176	569	829,504	897
Farmington	544,926	545,258	332	545,449	523
Fergus Falls	632,980	632,438	(542)	631,700	(1,280)
Forest Lake	635,377	635,818	441	636,072	695
Fridley	833,736	834,211	475	834,485	749
Glencoe	207,617	207,757	140	207,839	222

Municipality	2006 Total Apportionment	Adjustment equals difference between 35% and 45% for 21 cities		Adjustment equals difference between current maintenance amount and 45% for 21 cities	
		2006 Total Apportionment 21 cities 45%	Increase (Decrease) Amount	2006 Total Apportionment 21 cities 45%	Increase (Decrease) Amount
Golden Valley	\$639,475	\$639,846	\$371	\$640,061	\$586
Grand Rapids	413,757	414,091	334	414,284	527
Ham Lake	658,970	\$659,483	513	659,779	809
Hastings	548,859	549,124	265	549,278	419
Hermantown	389,544	389,846	302	390,021	477
Hibbing	1,013,149	1,012,356	(793)	1,011,186	(1,963)
Hopkins	445,790	445,986	196	446,100	310
Hugo	361,074	361,339	265	361,493	419
Hutchinson	500,183	500,522	339	500,718	535
International Falls	243,270	243,433	163	243,528	258
Inver Grove Heights	1,046,232	1,046,871	639	1,047,241	1,009
Kasson	180,980	181,097	117	181,164	184
La Crescent	202,295	202,104	(191)	201,152	(1,143)
Lake City	183,695	183,815	120	183,884	189
Lake Elmo	237,792	237,928	136	238,007	215
Lakeville	1,797,878	1,799,095	1,217	1,799,798	1,920
Lino Lakes	583,247	583,586	339	583,782	535
Litchfield	257,691	257,870	179	257,974	283
Little Canada	354,107	354,343	236	354,479	372
Little Falls	426,837	427,190	353	427,394	557
Mahtomedi	211,366	211,465	99	211,522	156
Mankato	1,078,512	1,077,354	(1,158)	1,075,927	(2,585)
Maple Grove	2,078,292	2,079,698	1,406	2,080,511	2,219
Maplewood	1,224,626	1,225,408	782	1,225,860	1,234
Marshall	457,525	457,069	(456)	454,962	(2,563)
Mendota Heights	378,881	379,111	230	379,244	363
Minneapolis	11,393,108	11,380,550	(12,558)	11,384,204	(8,904)
Minnetonka	1,626,165	1,627,130	965	1,627,688	1,523
Minnetrista	298,203	298,460	257	298,609	406
Montevideo	190,514	190,638	124	190,710	196
Monticello	309,796	309,972	176	310,074	278
Moorhead	1,260,724	1,259,503	(1,221)	1,255,610	(5,114)
Morris	166,220	166,045	(175)	165,827	(393)
Mound	351,681	351,917	236	352,053	372
Mounds View	375,834	376,039	205	376,157	323
New Brighton	536,840	537,057	217	537,182	342
New Hope	581,237	581,535	298	581,707	470
New Prague	163,909	163,718	(191)	163,493	(416)
New Ulm	441,471	441,734	263	441,886	415
North Branch	372,767	372,405	(362)	371,934	(833)
North Mankato	410,910	411,163	253	411,310	400
North St. Paul	396,289	396,530	241	396,669	380
Northfield	475,863	476,078	215	476,203	340
Oak Grove	473,276	473,701	425	473,947	671
Oakdale	625,161	625,382	221	625,509	348
Orono	309,386	309,609	223	309,738	352
Otsego	456,199	456,556	357	456,763	564
Owatonna	829,668	830,206	538	830,518	850
Plymouth	2,080,112	2,081,255	1,143	2,081,915	1,803
Prior Lake	661,792	662,180	388	662,404	612
Ramsey	749,910	750,426	516	750,724	814
Red Wing	736,977	737,549	572	737,880	903
Redwood Falls	229,321	229,492	171	229,591	270
Richfield	1,095,316	1,095,970	654	1,096,347	1,031
Robbinsdale	261,873	261,916	43	261,942	69

Municipality	2006 Total Apportionment	Adjustment equals difference between 35% and 45% for 21 cities		Adjustment equals difference between current maintenance amount and 45% for 21 cities	
		2006 Total Apportionment 21 cities 45%	Increase (Decrease) Amount	2006 Total Apportionment 21 cities 45%	Increase (Decrease) Amount
Rochester	\$2,807,324	\$2,804,219	(\$3,105)	\$2,793,460	(\$13,864)
Rogers	155,566	155,642	76	155,686	120
Rosemount	679,764	680,240	476	680,515	751
Roseville	935,786	936,256	470	936,528	742
St. Anthony	233,276	233,401	125	233,473	197
St. Cloud	1,912,294	1,910,197	(2,097)	1,907,645	(4,649)
St. Francis	321,169	321,430	261	321,580	411
St. Joseph	147,013	147,086	73	147,128	115
St. Louis Park	1,256,792	1,257,448	656	1,257,827	1,035
St. Michael	527,766	527,269	(497)	526,611	(1,155)
St. Paul	8,817,072	8,807,520	(9,552)	8,810,444	(6,628)
St. Paul Park	178,634	178,752	118	178,819	185
St. Peter	438,742	438,341	(401)	436,345	(2,397)
Sartell	469,977	470,299	322	470,485	508
Sauk Rapids	443,382	443,680	298	443,852	470
Savage	673,310	673,659	349	673,860	550
Shakopee	871,229	871,713	484	871,992	763
Shoreview	758,339	758,744	405	758,978	639
Shorewood	233,803	233,938	135	234,015	212
South St. Paul	555,482	555,761	279	555,923	441
Spring Lake Park	158,306	158,366	60	158,401	95
Stewartville	160,273	160,356	83	160,404	131
Stillwater	479,129	479,374	245	479,516	387
Thief River Falls	450,552	450,931	379	451,150	598
Vadnais Heights	326,114	326,252	138	326,331	217
Victoria	191,067	191,191	124	191,263	196
Virginia	399,726	400,030	304	400,206	480
Waconia	232,546	232,659	113	232,725	179
Waite Park	180,325	180,412	87	180,462	137
Waseca	278,193	278,342	149	278,427	234
West St. Paul	423,008	423,142	134	423,220	212
White Bear Lake	658,043	658,356	313	658,536	493
Willmar	656,476	656,906	430	657,155	679
Winona	788,364	788,788	424	789,034	670
Woodbury	1,837,592	1,838,837	1,245	1,839,558	1,966
Worthington	311,247	311,403	156	311,493	246
TOTAL	\$111,487,130	\$111,487,130	0	\$111,487,130	0

EFFECTS OF INCREASE IN MAINTENANCE ALLOCATION

*Report for the Needs Study Subcommittee
For a recommendation to the Municipal Screening Board
Spring, 2006*

Revision to amount deposited in Maintenance Account May require a Rules revision

Currently, there are several options for computing Maintenance Allocation

- \$1500 per improved mile including bond interest, if any
- \$1500 per improved mile plus bond interest (not to exceed 35%)
- 25% of Total Apportionment including bond interest, if any
- 25% of Total Apportionment plus bond interest (not to exceed 35%)
- Lump sum or certain percent requested includes bond interest, if any (not to exceed 25%)
- Lump sum or certain requested of more than 25% and less than 35% includes bond interest, if any (Maintenance expenditure report required)
- 35% of Total Apportionment includes bond interest (Maintenance expenditure report required)
- Requested that Bond Interest be paid with local funds

State Statute 162.14 Subd. 3 states:

Maintenance. The proportion of each such city's annual apportionment to be used for maintenance on its respective municipal state-aid street system shall be a joint determination of the commissioner and the governing body of each city. In the event that agreement cannot be reached, the determination of the commissioner shall be final.

State Aid Operations Rules 8820.1400 Subp. 3 state:

Urban maintenance apportionment account.

Twenty-five percent of the total allocation, if requested by the urban municipality before December 16 preceding the annual allocation, or \$1,500 per mile of improved municipal state-aid streets, is the minimum allotment for the general maintenance of the approved state-aid system. The commissioner may modify any allotments to the urban maintenance account to finance the amount needed to pay the interest due on municipal state aid bonds and to accommodate the screening board resolutions pertaining to trunk highway turnback maintenance allowances.

Those municipalities desiring to receive an amount greater than the established minimum, not to exceed 35% of the total allocation, shall file a request with the commissioner before December 16 preceding the annual allocation...

Should the several different methods of computing the maintenance allocation be simplified?

One option would be:

\$1,500 per improved mile plus bond interest, if any (not to exceed 35%)

25% of Total Apportionment, plus bond interest, if any (not to exceed 35%)

25% of Total Apportionment, including bond interest, if any (maintenance allocation without bond interest cannot be less than \$1,500 per improved mile)

35% of Total Apportionment, including bond interest, if any (Maintenance expenditure report required)

Requests that bond interest be paid with local funds

COMPARISON OF THE 2006 CONSTRUCTION ALLOTMENTS

*with various possible Maintenance Account Percentages
CSAH system allocates 40% of the total allocation to maintenance*

Municipality	Actual Total Construction Allotment	2006 Construction		2006		2006		2006		2006	
		Allotment with \$1500 per improved mile Maintenance	Increase (Decrease) Amount	Construction Allotment with 25% Maintenance	Increase (Decrease) Amount	Construction Allotment with 35% Maintenance	Increase (Decrease) Amount	Construction Allotment with 40% Maintenance	Increase (Decrease) Amount	Construction Allotment with 45% Maintenance	Increase (Decrease) Amount
Albert Lea	\$536,374	\$682,555	\$146,181	\$536,374	\$0	\$464,857	(\$71,517)	\$429,099	(\$107,275)	\$393,341	(\$143,033)
Albertville	220,035	220,035	0	171,304	(48,731)	148,463	(71,572)	137,043	(82,992)	125,623	(94,412)
Alexandria	368,734	465,726	96,992	368,734	0	319,570	(49,164)	294,988	(73,746)	270,405	(98,329)
Anderson	718,152	984,426	266,274	769,448	51,296	666,855	(51,297)	615,569	(102,593)	564,262	(153,890)
Anoka	372,119	477,199	105,080	372,119	0	322,503	(49,616)	297,695	(74,424)	272,887	(99,232)
Apple Valley	1,205,621	1,281,123	75,502	920,643	(284,978)	787,823	(417,798)	721,414	(484,207)	665,004	(550,617)
Ardennes Hills	200,080	256,948	56,868	200,080	0	173,402	(26,678)	160,064	(40,016)	146,725	(53,355)
Austin	856,064	906,064	50,000	711,745	(144,319)	616,846	(239,218)	569,396	(286,668)	521,947	(334,117)
Baxter	205,160	205,160	0	169,552	(35,608)	146,945	(68,215)	135,642	(69,518)	124,338	(80,822)
Belle Plaine	188,047	188,047	0	147,898	(40,149)	128,178	(59,869)	118,318	(69,729)	108,458	(79,589)
Bemidji	299,938	374,928	74,990	299,938	0	259,947	(39,991)	239,951	(59,987)	219,955	(79,983)
Big Lake	170,418	215,254	44,836	170,418	0	147,696	(22,722)	136,334	(34,084)	124,973	(45,445)
Blaine	953,101	1,222,006	268,905	953,101	0	826,021	(127,080)	762,481	(190,620)	698,941	(254,160)
Bloomington	2,034,432	3,018,341	983,909	2,347,422	312,990	2,034,432	(312,990)	1,877,938	(156,494)	1,721,443	(312,989)
Brainerd	395,311	397,975	2,664	314,202	(81,109)	272,308	(123,003)	251,362	(143,949)	230,415	(164,896)
Brooklyn Center	673,442	737,242	63,800	571,106	(102,336)	494,172	(179,270)	455,705	(217,737)	417,238	(256,204)
Brooklyn Park	1,174,159	1,499,051	324,892	1,174,159	0	1,017,605	(156,554)	939,328	(234,831)	861,050	(313,109)
Buffalo	324,657	479,062	154,405	324,657	0	274,947	(49,710)	250,091	(74,566)	225,236	(99,421)
Burnsville	1,348,044	1,730,942	382,898	1,348,044	0	1,168,505	(179,739)	1,078,435	(269,609)	988,566	(359,478)
Cambridge	186,406	217,463	31,057	155,581	(30,825)	133,252	(53,154)	122,087	(64,319)	110,922	(75,484)
Champlin	400,570	508,444	107,874	400,570	0	347,161	(63,409)	320,456	(80,114)	275,936	(106,818)
Chanassen	401,701	472,301	70,600	376,276	(25,425)	326,106	(75,595)	301,021	(100,680)	275,936	(125,765)
Chaska	410,829	524,207	113,378	410,829	0	356,052	(54,777)	328,663	(82,166)	301,275	(109,554)
Chisholm	192,357	192,358	39,101	153,257	0	132,823	(20,434)	122,606	(30,651)	112,389	(40,868)
Cloquet	352,417	509,855	157,438	406,635	54,218	352,417	0	325,308	(27,109)	298,199	(54,218)
Columbia Heights	420,663	541,969	121,306	420,663	0	364,575	(56,088)	336,530	(84,133)	308,486	(112,177)
Coon Rapids	1,438,038	1,543,808	105,770	1,098,447	(339,591)	937,885	(500,153)	857,604	(680,434)	777,323	(660,715)
Corcoran	145,258	201,274	56,016	167,605	22,347	145,258	0	134,084	(11,174)	122,911	(22,347)
Cottage Grove	996,802	996,802	0	777,268	(219,534)	673,632	(323,170)	621,814	(374,988)	569,996	(426,806)
Crookston	338,516	433,880	95,364	338,516	0	293,381	(45,135)	270,813	(67,703)	248,245	(90,271)
Cryстал	431,559	637,267	205,708	431,559	0	431,559	0	398,362	(33,197)	365,165	(66,394)
Detroit Lakes	239,851	297,136	57,285	239,851	0	207,871	(31,980)	191,881	(47,970)	175,891	(63,960)
Duluth	2,482,579	3,473,653	981,074	2,670,620	178,041	2,314,538	(178,041)	2,136,496	(356,083)	1,968,455	(534,124)
Eagan	1,486,087	1,486,087	0	1,165,876	(320,211)	1,010,426	(475,661)	932,701	(553,386)	854,976	(631,111)
East Bethel	411,154	516,045	104,891	411,154	0	356,333	(54,821)	328,923	(82,231)	301,513	(109,641)
East Grand Forks	276,002	345,113	69,111	276,002	0	239,202	(36,800)	220,807	(55,200)	202,402	(73,600)
Eden Prairie	1,626,224	1,626,224	0	1,268,009	(358,215)	1,098,941	(527,283)	1,014,407	(611,817)	929,873	(696,351)
Edina	1,025,199	1,306,527	281,328	1,025,199	0	888,506	(136,693)	820,159	(205,040)	751,813	(273,386)
Elk River	728,930	728,930	0	573,979	(154,951)	497,448	(231,482)	459,183	(269,747)	420,918	(308,012)
Fairmont	572,080	572,080	0	450,874	(121,206)	390,757	(181,323)	360,699	(211,381)	330,641	(241,439)
Falcon Heights	84,425	124,950	40,525	97,414	12,989	84,425	0	77,931	(6,494)	71,437	(12,988)
Faribault	621,455	794,962	173,507	621,455	0	538,595	(82,860)	497,164	(124,291)	455,734	(165,721)
Farmington	408,694	529,311	120,617	408,694	0	354,202	(54,492)	326,956	(81,738)	299,709	(108,985)
Fergus Falls	453,621	602,815	149,194	453,621	0	393,138	(60,483)	362,897	(90,724)	332,655	(120,966)
Forest Lake	476,533	604,822	128,289	476,533	0	412,995	(63,538)	381,226	(95,307)	349,457	(127,076)
Fridley	625,302	799,431	174,129	625,302	0	541,928	(83,374)	500,242	(125,060)	458,555	(166,747)
Glencoe	134,951	197,012	62,061	134,951	0	114,951	(20,000)	124,570	(10,381)	114,189	(20,762)
Golden Valley	479,606	604,930	125,324	479,606	0	415,659	(63,947)	383,685	(95,921)	351,711	(127,895)
Grand Rapids	289,944	395,217	105,273	289,944	0	228,568	(41,376)	207,880	(62,064)	187,192	(82,752)
Ham Lake	622,415	622,415	0	494,227	(128,188)	428,330	(194,085)	395,382	(227,033)	362,433	(259,982)
Hastings	411,644	516,714	105,070	411,644	0	356,758	(54,886)	329,315	(82,329)	301,872	(109,772)
Hermantown	324,544	368,424	43,880	292,158	(32,386)	253,204	(71,340)	233,726	(90,818)	214,249	(110,295)

Municipality	2006 Construction			2006			2006			2006			2006		
	Actual Total Construction Allotment	Allotment with \$1500 per improved mile Maintenance	Increase (Decrease) Amount	Construction Allotment with 25% Maintenance	Increase (Decrease) Amount	Increase (Decrease) Amount	Construction Allotment with 35% Maintenance	Increase (Decrease) Amount	Increase (Decrease) Amount	Construction Allotment with 40% Maintenance	Increase (Decrease) Amount	Increase (Decrease) Amount	Construction Allotment with 45% Maintenance	Increase (Decrease) Amount	
Hibbing	\$759,862	\$939,499	\$179,637	\$759,862	\$0	\$658,547	\$607,889	(\$151,973)	\$607,889	\$557,232	(\$202,630)	\$557,232	(\$202,630)		
Hopkins	334,342	431,885	97,543	334,342	0	289,763	267,474	(44,579)	267,474	245,184	(89,158)	245,184	(89,158)		
Hutchinson	270,805	333,984	63,179	270,805	0	234,698	216,644	(36,107)	216,644	198,591	(72,214)	198,591	(72,214)		
International Falls	231,180	231,180	0	182,452	(48,728)	158,125	145,962	(73,055)	145,962	133,798	(97,382)	133,798	(97,382)		
Inver Grove Heights	784,674	1,003,987	218,913	784,674	0	680,051	627,739	(104,823)	627,739	575,428	(209,246)	575,428	(209,246)		
Kasson	173,960	173,960	0	135,735	(38,225)	117,637	108,588	(56,323)	108,588	99,539	(74,421)	99,539	(74,421)		
La Crescent	193,835	193,835	0	151,721	(42,114)	131,492	121,377	(62,343)	121,377	111,262	(82,573)	111,262	(82,573)		
Lake City	137,771	174,170	36,399	137,771	0	119,402	110,217	(18,369)	110,217	101,032	(36,739)	101,032	(36,739)		
Lake Elmo	186,267	219,087	32,820	145,524	(40,743)	121,745	109,855	(64,522)	109,855	97,966	(88,301)	97,966	(88,301)		
Lakeville	1,495,307	1,716,908	221,601	1,126,807	(368,500)	947,020	857,126	(548,287)	857,126	767,232	(728,075)	767,232	(728,075)		
Lino Lakes	435,923	564,857	128,934	435,923	0	377,800	348,739	(58,123)	348,739	319,677	(116,246)	319,677	(116,246)		
Litchfield	167,489	244,536	77,037	193,268	25,769	167,499	154,615	0	154,615	141,730	(25,769)	141,730	(25,769)		
Little Canada	265,580	338,297	72,717	265,580	0	230,170	212,464	(35,410)	212,464	194,759	(70,821)	194,759	(70,821)		
Little Falls	404,952	404,952	0	320,128	(84,824)	277,444	256,102	(127,508)	256,102	234,760	(170,192)	234,760	(170,192)		
Maintonedi	198,601	198,601	0	158,524	(40,077)	137,388	126,820	(61,213)	126,820	116,251	(82,350)	116,251	(82,350)		
Mankato	808,884	1,030,857	221,973	808,884	0	701,033	647,107	(107,851)	647,107	593,182	(215,702)	593,182	(215,702)		
Maple Grove	1,558,719	2,021,037	462,318	1,558,719	0	1,350,890	1,246,975	(207,829)	1,246,975	1,143,061	(415,658)	1,143,061	(415,658)		
Maplewood	851,594	1,174,691	323,097	719,357	(132,237)	596,895	535,664	(254,699)	535,664	474,432	(377,162)	474,432	(377,162)		
Marshall	434,800	434,800	0	343,144	(91,656)	297,391	274,515	(137,400)	274,515	251,639	(183,161)	251,639	(183,161)		
Mendota Heights	284,161	359,256	74,095	284,161	0	246,273	227,329	(37,888)	227,329	208,385	(75,776)	208,385	(75,776)		
Minneapolis	7,405,520	11,085,788	3,680,268	8,544,831	1,139,311	7,405,520	6,835,865	(69,655)	6,835,865	6,262,209	(1,139,311)	6,262,209	(1,139,311)		
Minnnetonka	1,556,400	1,556,400	0	1,219,624	(336,776)	1,057,007	975,699	(499,393)	975,699	894,391	(662,009)	894,391	(662,009)		
Minnnetrista	281,268	281,268	0	223,652	(57,616)	193,832	178,922	(87,436)	178,922	164,012	(117,256)	164,012	(117,256)		
Montevideo	177,689	177,689	0	142,885	(34,804)	123,834	114,308	(53,855)	114,308	104,783	(72,906)	104,783	(72,906)		
Monticello	232,347	295,756	63,409	232,347	0	201,367	185,878	(30,980)	185,878	170,388	(61,959)	170,388	(61,959)		
Moorhead	1,084,223	1,207,789	123,566	945,543	(138,680)	819,471	756,434	(264,752)	756,434	693,398	(390,825)	693,398	(390,825)		
Morris	124,665	154,265	29,600	124,665	0	108,043	99,732	(16,622)	99,732	91,421	(33,244)	91,421	(33,244)		
Mound	263,761	340,116	76,355	263,761	0	228,593	211,009	(35,168)	211,009	193,425	(70,336)	193,425	(70,336)		
Mounds View	281,875	357,189	75,314	281,875	0	244,292	225,500	(37,583)	225,500	206,709	(75,166)	206,709	(75,166)		
New Brighton	402,630	518,045	115,415	402,630	0	348,946	322,104	(53,684)	322,104	295,262	(107,368)	295,262	(107,368)		
New Hope	435,928	562,277	126,349	435,928	0	377,804	348,742	(58,124)	348,742	319,680	(116,248)	319,680	(116,248)		
New Prague	122,932	157,729	34,797	122,932	0	106,541	98,345	(16,391)	98,345	90,150	(32,782)	90,150	(32,782)		
New Ulm	420,576	420,576	0	331,103	(89,473)	286,956	264,883	(133,620)	264,883	242,809	(177,767)	242,809	(177,767)		
North Branch	279,575	339,587	60,012	279,575	0	242,299	223,660	(37,276)	223,660	205,022	(74,553)	205,022	(74,553)		
North Mankato	321,755	390,330	68,575	257,027	(64,728)	215,936	195,391	(105,819)	195,391	174,845	(146,910)	174,845	(146,910)		
North St. Paul	287,217	381,064	93,847	297,217	0	257,588	237,773	(99,629)	237,773	217,959	(79,258)	217,959	(79,258)		
Northfield	356,897	456,048	99,151	356,897	0	309,311	285,518	(47,586)	285,518	261,725	(95,172)	261,725	(95,172)		
Oak Grove	354,957	444,851	89,894	354,957	0	307,629	283,966	(47,328)	283,966	260,302	(94,655)	260,302	(94,655)		
Oakdale	468,871	596,061	127,190	468,871	0	406,355	375,097	(62,516)	375,097	343,839	(125,032)	343,839	(125,032)		
Orono	232,039	290,741	58,702	232,039	0	201,101	185,632	(30,938)	185,632	170,162	(61,877)	170,162	(61,877)		
Osteo	342,149	441,829	99,680	342,149	0	296,529	273,719	(45,620)	273,719	250,909	(91,240)	250,909	(91,240)		
Owatonna	791,883	791,883	0	622,251	(169,632)	539,284	497,801	(252,599)	497,801	456,317	(335,566)	456,317	(335,566)		
Plymouth	1,560,084	2,004,377	444,293	1,560,084	0	1,352,073	1,248,067	(208,011)	1,248,067	1,144,062	(416,022)	1,144,062	(416,022)		
Prior Lake	486,344	642,862	146,518	496,344	0	430,165	397,075	(66,179)	397,075	363,986	(132,358)	363,986	(132,358)		
Ramsey	487,441	713,700	226,259	562,432	74,991	487,441	449,946	0	449,946	412,450	(74,991)	412,450	(74,991)		
Red Wing	479,035	707,502	228,467	552,733	73,698	479,035	442,186	0	442,186	405,337	(73,698)	405,337	(73,698)		
Redwood Falls	171,981	218,911	46,920	171,981	0	149,059	137,593	(22,932)	137,593	126,127	(45,864)	126,127	(45,864)		
Richfield	821,487	1,058,446	236,959	821,487	0	711,955	657,190	(109,532)	657,190	602,424	(219,063)	602,424	(219,063)		
Robbinsdale	246,768	246,768	0	196,405	(50,363)	170,217	157,124	(76,551)	157,124	144,030	(102,738)	144,030	(102,738)		
Rochester	2,526,592	2,705,489	178,897	2,105,493	(421,099)	1,824,761	1,684,394	(701,831)	1,684,394	1,544,028	(982,564)	1,544,028	(982,564)		
Rogers	116,674	145,666	28,992	116,674	0	101,118	93,340	(15,556)	93,340	85,561	(31,113)	85,561	(31,113)		
Rosemount	652,854	652,854	0	509,823	(143,031)	441,847	407,858	(211,007)	407,858	373,870	(278,984)	373,870	(278,984)		
Roseville	701,839	894,791	192,952	701,839	0	608,261	561,472	(93,578)	561,472	514,682	(187,157)	514,682	(187,157)		
St. Anthony	174,957	224,831	49,874	174,957	0	151,629	139,966	(23,328)	139,966	128,302	(46,655)	128,302	(46,655)		
St. Cloud	1,430,494	1,831,579	401,085	1,430,494	0	1,239,762	1,144,396	(190,732)	1,144,396	1,049,029	(381,465)	1,049,029	(381,465)		
St. Francis	240,877	311,599	70,722	240,877	0	208,760	192,701	(32,117)	192,701	176,643	(64,234)	176,643	(64,234)		
St. Joseph	141,943	141,943	0	110,260	(31,683)	95,558	88,208	(46,386)	88,208	80,857	(61,086)	80,857	(61,086)		
St. Louis Park	181,915	1,210,847	393,932	942,594	125,679	181,915	754,075	(62,840)	754,075	691,236	(125,679)	691,236	(125,679)		
St. Michael	395,824	504,906	109,082	395,824	0	343,048	316,660	(52,776)	316,660	290,271	(105,553)	290,271	(105,553)		

Municipality	Actual Total Construction Allotment	2006 Construction Allotment with \$1500 per improved mile		2006 Construction Allotment with 25% Maintenance		2006 Construction Allotment with 35% Maintenance		2006 Construction Allotment with 40% Maintenance		2006 Construction Allotment with 45% Maintenance	
		Construction per improved mile	Maintenance	Construction Allotment with 25% Maintenance	Increase (Decrease) Amount	Construction Allotment with 35% Maintenance	Increase (Decrease) Amount	Construction Allotment with 40% Maintenance	Increase (Decrease) Amount	Construction Allotment with 45% Maintenance	Increase (Decrease) Amount
St. Paul	\$5,731,097	\$8,574,942	\$2,843,845	\$6,612,804	\$881,707	\$6,731,097	\$0	\$5,290,243	(\$440,854)	\$4,849,390	(\$881,707)
St. Paul Park	133,975	171,254	37,279	133,975	0	116,112	(17,863)	107,180	(26,795)	98,249	(35,726)
St. Peter	416,782	416,782	0	329,056	(87,726)	285,182	(131,600)	263,245	(153,537)	241,308	(175,474)
Sartell	386,012	448,167	62,155	290,328	(95,684)	243,330	(142,682)	219,831	(166,181)	196,332	(189,680)
Sauk Rapids	425,577	425,577	0	332,536	(93,041)	288,198	(137,379)	266,029	(159,548)	243,860	(181,717)
Savage	564,371	639,455	75,084	429,898	(134,473)	362,567	(201,804)	328,902	(235,469)	295,236	(269,135)
Shakopee	648,454	832,874	184,420	648,454	0	561,993	(86,461)	518,763	(129,691)	475,533	(172,921)
Shoreview	731,144	731,144	0	568,754	(162,390)	492,920	(238,224)	455,003	(276,141)	417,086	(314,058)
Shorewood	175,352	221,413	46,061	175,352	0	151,972	(23,380)	140,282	(35,070)	128,592	(46,760)
South St. Paul	416,611	530,252	113,641	416,611	0	361,063	(55,548)	333,289	(83,322)	305,515	(111,096)
Spring Lake Park	118,729	149,576	30,847	118,729	0	102,899	(15,830)	94,984	(23,745)	87,068	(31,661)
Stewartville	120,205	154,288	34,083	120,205	0	104,177	(16,028)	96,164	(24,041)	88,150	(32,055)
Stillwater	359,347	456,524	97,177	359,347	0	311,434	(47,913)	287,477	(71,870)	263,521	(95,826)
Thief River Falls	337,914	428,652	90,738	337,914	0	292,859	(45,055)	270,331	(67,583)	247,804	(90,110)
Vadnais Heights	244,585	314,294	69,709	244,585	0	211,974	(32,611)	195,668	(48,917)	179,363	(65,222)
Victoria	143,300	183,387	40,087	143,300	0	124,194	(19,106)	114,640	(28,660)	105,087	(38,213)
Virginia	299,794	376,251	76,457	299,794	0	259,822	(39,972)	239,836	(59,958)	219,849	(79,945)
Waconia	221,566	221,566	0	174,409	(47,157)	151,155	(70,411)	139,528	(82,038)	127,900	(93,666)
Waite Park	172,240	172,240	0	135,244	(36,996)	117,211	(55,029)	108,195	(64,045)	99,179	(73,061)
Waseca	184,688	269,403	84,715	184,688	0	156,868	(27,820)	142,959	(41,729)	129,049	(55,639)
West St. Paul	317,256	402,698	85,442	317,256	0	274,955	(42,301)	253,805	(63,451)	232,654	(84,602)
White Bear Lake	493,532	628,268	134,736	493,532	0	427,728	(65,804)	394,826	(98,706)	361,924	(131,608)
Willmar	492,357	620,611	128,254	492,357	0	426,709	(65,648)	393,886	(98,471)	361,062	(131,295)
Winona	591,273	755,679	164,406	591,273	0	512,437	(78,836)	473,018	(118,255)	433,600	(157,673)
Woodbury	1,276,180	1,769,177	492,997	1,276,180	0	1,092,421	(183,759)	1,000,541	(275,639)	908,662	(367,518)
Worthington	251,247	294,162	42,915	233,435	(17,812)	202,311	(48,936)	186,748	(64,499)	171,186	(80,061)
TOTAL	\$85,076,802	\$106,950,755	\$21,873,953	\$82,449,823	(\$2,626,979)	\$71,313,363	(\$13,763,439)	\$65,745,129	(\$19,331,673)	\$60,176,893	(\$24,899,909)

CREDIT FOR LOCAL EFFORT

Report for the UCFS

For a recommendation to the Municipal Screening Board

June 2006

The Fall, 2005 Screening Board Meeting minutes state, in part:

Gaetz reported that the City of St. Cloud is considering using local resources (a local sales tax for transportation) to improve their MSAS system...this reduces their needs...Counties have after the fact needs for local funds used. He asked that this be a possible Spring Board discussion...

Metso moved and Salsbury seconded to refer to UCFS the local dollars expenditure on the MSA system and a possible needs adjustment...

Motion carried without opposition.

The following is taken from the **County State Aid Highway ‘Credit For Local Effort Users Guide’**. Minor revisions have been made to reflect the differences between CSAH and MSAS business processes.

CSAH Screening Board resolution on Needs Credit for Local Effort states:

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.

Reporting Credit-For-Local-Effort

Local investments “for construction items which reduce State Aid needs” are eligible to be reported and to receive credit for local effort. Construction items are any state-aid eligible items that are required for the construction of a state-aid project. Reduction of needs refers to normal needs. After-the-fact-needs also recognize local effort, but credit for those investments are calculated separately under the respective after-the-fact needs adjustment.

Eligible Expenses

In order to be eligible, expenses must occur on road segments that are deficient in the Needs. The following are examples of expenses that are eligible for credit for local effort.

- Any items represented in the normal Needs calculation. Credit is earned for ?? years.
 - All grading items
 - Clearing/grubbing
 - Common excavation
 - Removals
 - Bituminous paving (no overlays)
 - Curb and gutter
 - Storm sewer
- Any items eligible to be considered for after-the-fact needs are included in the Needs study as after-the-fact-needs whether they are paid with state-aid funds or local funds.
 - Right-of-way (15 years)
 - Non existing bridges (15 years)

The following investments are NOT eligible for credit for local effort.

- Locally funded expenses on segments that are not deficient in the needs
- Maintenance costs
- Bond interest payments
- Wages
- Overhead
- Buildings
- Engineering costs
- Adjustment of utilities
- Overlays
- Miscellaneous construction – driveway pavement, fencing, etc.
 - ❖ Turn lanes or auxiliary lanes
 - ❖ Traffic control, traffic staging, detours
 - ❖ Paved medians
 - ❖ Storm sewer ponds
 - ❖ Agricultural tile relocation/restoration
 - ❖ Rumble strips
 - ❖ Striping

Local Funds

An investment is considered local effort when the funds are provided from a local revenue source. Examples of local revenue sources are:

- Property taxes
- Special assessments
- Utility revenues
- Private contributions
- Wheelage taxes

Highway Users Tax funds from state or federal sources and other state general funds or bonds are NOT local effort. Examples of revenue sources that are NOT local effort are:

- State-aid funds (county or municipal)
- Trunk Highway funds
- Federal-aid funds
- Local Road Improvement Program funds
- Local Bridge Replacement Program funds (Bridge bonds)
- Funds from other state agencies such as DNR or DEED

Process

1. The County submits a state-aid plan to the District for approval. Even if no state-aid funds are used, an approved plan is required to claim credit. The District will process the plan as usual.
2. After receiving plan approval, the County submits a request for credit for local effort and supporting documentation to the District State Aid Engineer. Required documentation includes any or all of the following:
 - a. An abstract of bids
 - b. A funding breakdown detailing which items reduce the needs (required for most projects unless the splits are clearly evident on the bid abstract).
 - c. A copy of the segment summary from the Needs database.
 - d. Force account agreements and invoices.

NOTE: Filling in the Credit-for-Local-Effort line on the State Aid Payment Request form does not report credit for local effort for Needs purposes. A separate submittal package is required. There is no standard form.

3. Requests for credit for local effort must be approved by the District and submitted to the CSAH Needs Unit by July 1st to be included in the following years apportionment.
4. The CSAH Needs Unit will verify that the items requested are eligible for credit for local effort. If approved, CSAH Needs will enter the costs into the Needs Study.
5. After-the-fact needs are reported and calculated in the Needs study separately. However, all the after-the-fact items may be claimed whether they are paid with state-aid funds or local effort funds.

EXAMPLES OF VARIOUS CREDIT FOR LOCAL EFFORT ADJUSTMENTS

*Report for the UCFS
For a recommendation to the Municipal Screening Board
June 2006*

Dollars generated from Positive Adjustment

Amount of Positive Needs Adjustment		Needs adjustment for 15 years for Local Dollars Spent	Needs adjustment for 20 years for Local Dollars Spent	Needs adjustment for 15 years for Local Dollars Spent X 2	Needs adjustment for 20 years for Local Dollars Spent X 2	Actual dollar amount of Local Dollars Spent per year at \$16.57/\$1000	Actual Positive amount for 15 years for Local Dollars Spent	Actual Positive amount for 20 years for Local Dollars Spent	Actual Positive amount for 15 years for Local Dollars Spent X 2	Actual Positive amount for 20 years for Local Dollars Spent X 2
Local Dollars Spent	Local Dollars spent times 2	\$750,000	\$1,000,000	\$1,500,000	\$2,000,000	\$829	\$12,428	\$16,570	\$24,855	\$33,140
\$50,000	\$100,000	\$750,000	\$1,000,000	\$1,500,000	\$2,000,000	\$829	\$12,428	\$16,570	\$24,855	\$33,140
100,000	200,000	1,500,000	2,000,000	3,000,000	4,000,000	1,657	24,855	33,140	49,710	66,280
200,000	400,000	3,000,000	4,000,000	6,000,000	8,000,000	3,314	49,710	66,280	99,420	132,560
300,000	600,000	4,500,000	6,000,000	9,000,000	12,000,000	4,971	74,565	99,420	149,130	198,840
400,000	800,000	6,000,000	8,000,000	12,000,000	16,000,000	6,628	99,420	132,560	198,840	265,120
500,000	1,000,000	7,500,000	10,000,000	15,000,000	20,000,000	8,285	124,275	165,700	248,550	331,400
1,000,000	2,000,000	15,000,000	20,000,000	30,000,000	40,000,000	16,570	248,550	331,400	497,100	662,800
1,500,000	3,000,000	22,500,000	30,000,000	45,000,000	60,000,000	24,855	372,825	497,100	745,650	994,200
2,000,000	4,000,000	30,000,000	40,000,000	60,000,000	80,000,000	33,140	497,100	662,800	994,200	1,325,600

The 'Amount of Positive Needs Adjustment' is the amount of Needs that would be added to the cities Needs.

The last 4 columns are based on a Needs value of \$16.57 per thousand dollars of Needs.

OTHER



TOPICS

RELATIONSHIP OF CONSTRUCTION BALANCE TO CONSTRUCTION ALLOTMENT

The amount spent on construction projects is computed by the difference between the previous year's and current years unencumbered construction balances plus the current years construction apportionment.

JUNE 2006 BOOK/RELATIONSHIP OF CONSTRUCTION BALANCE TO ALLOTMENT.XLS

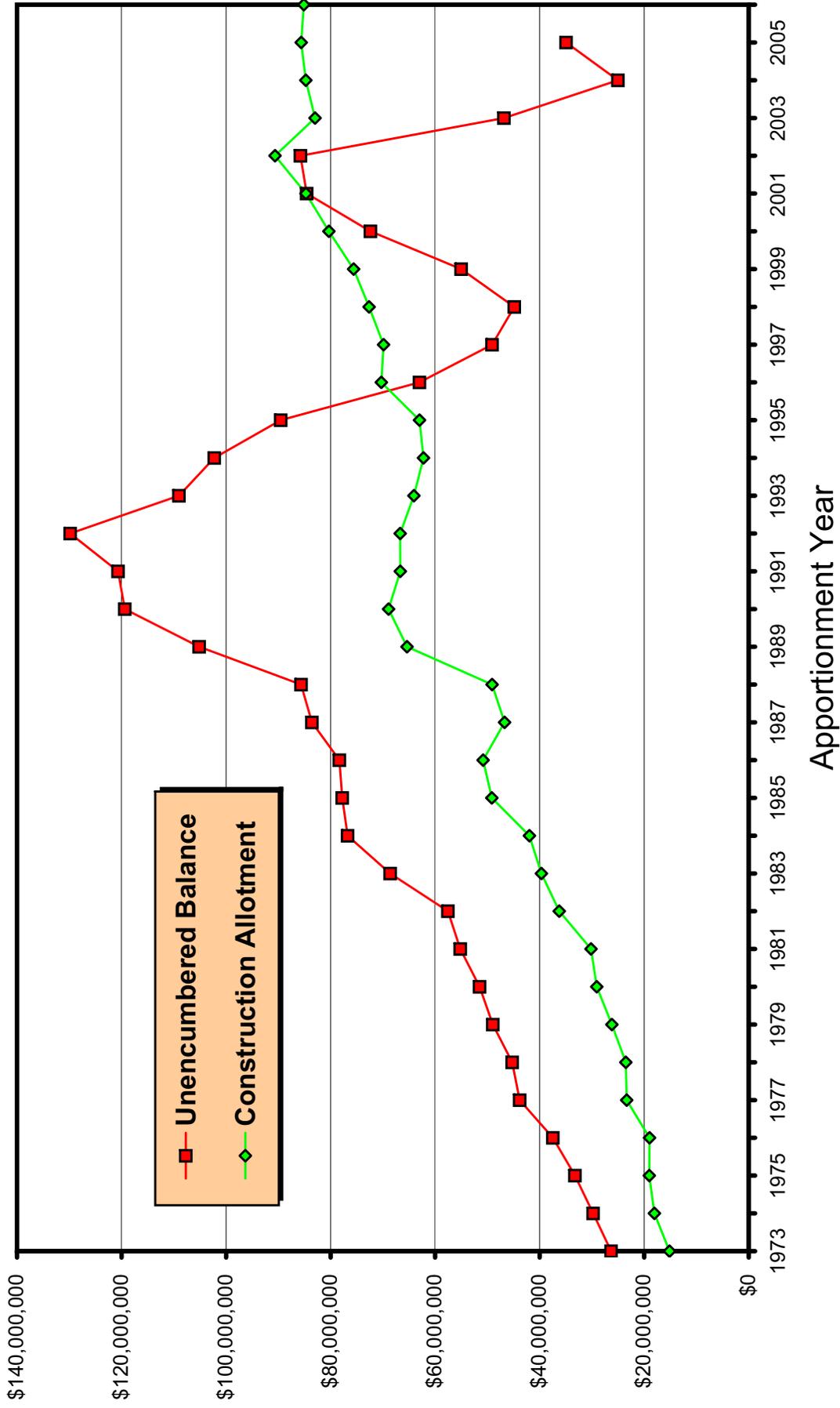
09-May-06

App. Year	No. of Cities	Needs Mileage	January Construction Allotment	31-Dec Unencumbered Construction Balance	Amount Spent on Construction Projects	Ratio of Construction Balance to Construction Allotment	Ratio of Amount spent to Amount Received
1973	94	1,580.45	\$15,164,273	\$26,333,918	\$12,855,250	1.7366	0.8477
1974	95	1608.06	18,052,386	29,760,552	14,625,752	1.6486	0.8102
1975	99	1629.30	19,014,171	33,239,840	15,534,883	1.7482	0.8170
1976	101	1718.92	18,971,282	37,478,614	14,732,508	1.9755	0.7766
1977	101	1748.55	23,350,429	43,817,240	17,011,803	1.8765	0.7285
1978	104	1807.94	23,517,393	45,254,560	22,080,073	1.9243	0.9389
1979	106	1853.71	26,196,935	48,960,135	22,491,360	1.8689	0.8585
1980	106	1889.03	29,082,865	51,499,922	26,543,078	1.7708	0.9127
1981	106	1933.64	30,160,696	55,191,785	26,468,833	1.8299	0.8776
1982	105	1976.17	36,255,443	57,550,334	33,896,894	1.5874	0.9349
1983	106	2022.37	39,660,963	68,596,586	28,614,711	1.7296	0.7215
1984	106	2047.23	41,962,145	76,739,685	33,819,046	1.8288	0.8059
1985	107	2110.52	49,151,218	77,761,378	48,129,525	1.5821	0.9792
1986	107	2139.42	50,809,002	78,311,767	50,258,613	1.5413	0.9892
1987	*	2148.07	46,716,190	83,574,312	41,453,645	1.7890	0.8874
1988		2171.89	49,093,724	85,635,991	47,032,045	1.7443	0.9580
1989		2205.05	65,374,509	105,147,959	45,862,541	1.6084	0.7015
1990		2265.64	68,906,409	119,384,013	54,670,355	1.7326	0.7934
1991		2330.30	66,677,426	120,663,647	65,397,792	1.8097	0.9808
1992		2376.79	66,694,378	129,836,670	57,521,355	1.9467	0.8625
1993		2410.53	64,077,980	109,010,201	84,904,449	1.7012	1.3250
1994		2471.04	62,220,930	102,263,355	68,967,776	1.6436	1.1084
1995		2526.39	62,994,481	89,545,533	75,712,303	1.4215	1.2019
1996		2614.71	70,289,831	62,993,508	96,841,856	0.8962	1.3778
1997	**	2740.46	69,856,915	49,110,546	83,739,877	0.7030	1.1987
1998		2815.99	72,626,164	44,845,521	76,891,189	0.6175	1.0587
1999		2859.05	75,595,243	55,028,453	65,412,311	0.7279	0.8653
2000		2910.87	80,334,284	72,385,813	62,976,924	0.9011	0.7839
2001		2972.16	84,711,549	84,583,631	72,513,731	0.9985	0.8560
2002		3020.39	90,646,885	85,771,900	89,458,616	0.9462	0.9869
2003		3080.67	82,974,496	46,835,689	121,910,707	0.5645	1.4693
2004		3116.44	84,740,941	25,009,033	106,567,597	0.2951	1.2576
2005		3190.82	85,619,350	34,947,345	75,681,038	0.4082	0.8839
2006		3291.64	85,116,889				

* The date for the unencumbered balance deduction was changed from June 30 to September 1. Effective September 1, 1986.

** The date for the unencumbered balance deduction was changed from September 1 to December 31. Effective December 31, 1996.

Relationship of Balance to Allotment



2006 APPORTIONMENT RANKINGS

Rankings are from highest apportionment per Needs mile to lowest. Bridges in some cities increases the costs.

MSAS/Boehl/2006 June 2006 Book 2006 Apportionment Rankings.xls

POPULATION APPORTIONMENT				MONEY NEEDS APPORTIONMENT				TOTAL APPORTIONMENT			
Rank	Municipality	2005 Total Needs Mileage	2006 Population Apportionment Per Need Mile	Rank	Municipality	2005 Total Needs Mileage	2006 Money Needs Apportionment Per Need Mile	Rank	Municipality	2005 Total Needs Mileage	2006 Total Apportionment Per Need Mile
1	Hopkins	9.34	\$30,178	1	Crookston	11.65	\$27,529	1	Minneapolis	207.97	\$54,782
2	Minneapolis	207.97	29,339	2	St. Paul	164.81	25,689	2	St. Paul	164.81	53,498
3	St. Paul	164.81	27,810	3	Minneapolis	207.97	25,443	3	Hopkins	9.34	47,729
4	Falcon Heights	3.29	27,008	4	Mound	8.17	24,034	4	New Hope	12.70	45,767
5	New Hope	12.70	26,210	5	Bloomington	75.18	23,508	5	Columbia Heights	12.61	44,479
6	Vadnais Heights	8.45	25,043	6	Maple Grove	51.26	22,888	6	Richfield	25.09	43,655
7	New Brighton	14.92	23,870	7	Richfield	25.09	21,730	7	Mound	8.17	43,045
8	Coon Rapids	41.85	23,718	8	Fairmont	19.70	21,701	8	Bloomington	75.18	41,632
9	Columbia Heights	12.61	23,522	9	La Crescent	5.64	21,385	9	Waseca	6.71	41,459
10	Waseca	6.71	23,032	10	Columbia Heights	12.61	20,957	10	St. Anthony	5.63	41,434
11	St. Anthony	5.63	22,949	11	Sauk Rapids	11.87	20,932	11	Maple Grove	51.26	40,544
12	West St. Paul	13.54	22,944	12	Thief River Falls	15.23	20,745	12	St. Louis Park	31.09	40,424
13	Anoka	12.64	22,899	13	Woodbury	51.07	20,353	13	Stewartville	3.99	40,169
14	St. Louis Park	31.09	22,831	14	Faribault	23.60	20,083	14	Burnsville	44.76	40,156
15	Stewartville	3.99	22,793	15	Farmington	13.85	19,972	15	Falcon Heights	3.29	39,479
16	Oakdale	19.40	22,734	16	Austin	28.62	19,925	16	Farmington	13.85	39,345
17	Robbinsdale	10.11	22,277	17	St. Paul Park	4.92	19,874	17	Anoka	12.64	39,253
18	Eagan	47.12	22,257	18	Red Wing	24.06	19,844	18	Shoreview	19.52	38,849
19	Richfield	25.09	21,925	19	St. Francis	11.02	19,738	19	Crookston	11.65	38,743
20	Burnsville	44.76	21,884	20	Albertville	7.26	19,670	20	Vadnais Heights	8.45	38,593
21	Apple Valley	35.67	21,851	21	Duluth	114.50	19,663	21	Rochester	72.91	38,504
22	Brooklyn Park	50.39	21,834	22	Grand Rapids	14.18	19,644	22	Coon Rapids	41.85	38,366
23	Brooklyn Center	21.40	21,739	23	New Hope	12.70	19,557	23	Plymouth	55.57	37,432
24	Northfield	13.74	21,569	24	Albert Lea	21.74	19,424	24	Sauk Rapids	11.87	37,353
25	Shoreview	19.52	21,552	25	Maplewood	33.60	19,412	25	Apple Valley	35.67	37,236
26	Chaska	16.22	21,273	26	Moorhead	38.06	19,095	26	Eden Prairie	45.41	37,231
27	Eden Prairie	45.41	21,232	27	Kasson	5.12	19,046	27	Crystal	17.88	37,133
28	Rochester	72.91	20,743	28	Minnetrissa	11.41	18,798	28	Fridley	22.87	36,455
29	Arden Hills	7.55	20,387	29	Little Canada	10.54	18,633	29	Maplewood	33.60	36,447
30	Crystal	17.88	20,363	30	Alexandria	17.58	18,513	30	St. Paul Park	4.92	36,308
31	Plymouth	55.57	20,284	31	St. Anthony	5.63	18,485	31	Woodbury	51.07	35,982
32	Blaine	40.52	20,072	32	Waseca	6.71	18,428	32	New Brighton	14.92	35,981
33	White Bear Lake	20.35	19,530	33	Burnsville	44.76	18,272	33	Brooklyn Center	21.40	35,951
34	Winona	22.29	19,478	34	Inver Grove Heights	29.68	17,953	34	La Crescent	5.64	35,868
35	Farmington	13.85	19,372	35	Hermantown	14.08	17,927	35	Winona	5.12	35,369
36	South St. Paul	16.82	19,198	36	St. Peter	15.26	17,882	36	Kasson	7.55	35,348
37	Fridley	22.87	19,140	37	Owatonna	25.24	17,807	37	Arden Hills	5.12	35,334
38	Champlin	19.81	19,045	38	Buffalo	16.53	17,777	38	Inver Grove Heights	29.68	35,250
39	Edina	40.27	19,028	39	Lakeville	57.12	17,768	39	Faribault	23.60	35,110
40	Mound	8.17	19,012	40	Rochester	72.91	17,761	40	North St. Paul	11.40	34,762
41	Roseville	29.12	18,663	41	Little Falls	16.73	17,598	41	Northfield	13.74	34,633

POPULATION APPORTIONMENT				MONEY NEEDS APPORTIONMENT				TOTAL APPORTIONMENT			
Rank	Municipality	2005 Total Needs Mileage	2006 Population Apportionment Per Need Mile	Rank	Municipality	2005 Total Needs Mileage	2006 Money Needs Apportionment Per Need Mile	Rank	Municipality	2005 Total Needs Mileage	2006 Total Apportionment Per Need Mile
42	Spring Lake Park	5.82	\$18,646	42	North St. Paul	11.40	\$17,594	42	Edina	40.27	\$33,944
43	Waconia	7.41	18,566	43	St. Louis Park	31.09	17,593	43	Chaska	16.22	33,771
44	New Prague	5.31	18,184	44	Hopkins	9.34	17,551	44	Little Canada	10.54	33,596
45	St. Joseph	4.78	18,142	45	Stewartville	3.99	17,375	45	Prior Lake	19.87	33,306
46	Bloomington	75.18	18,124	46	Redwood Falls	8.20	17,350	46	Austin	28.62	33,158
47	Maple Grove	51.26	17,656	47	Fridley	22.87	17,315	47	Moorhead	38.06	33,125
48	Stillwater	15.59	17,609	48	Shoreview	19.52	17,297	48	South St. Paul	16.82	33,025
49	Waite Park	6.12	17,607	49	Plymouth	55.57	17,148	49	Eagan	47.12	32,990
50	Inver Grove Heights	29.68	17,297	50	Litchfield	8.77	17,017	50	Albert Lea	21.74	32,896
51	North St. Paul	11.40	17,168	51	International Falls	8.06	16,912	51	Owatonna	25.24	32,871
52	Maplewood	33.60	17,035	52	Crystal	17.88	16,770	52	Minnetonka	49.89	32,595
53	Prior Lake	19.87	17,003	53	Fergus Falls	24.67	16,745	53	Mankato	33.30	32,388
54	St. Cloud	60.01	16,951	54	Sartell	16.14	16,631	54	White Bear Lake	20.35	32,336
55	Chanhassen	20.78	16,916	55	Cloquet	21.67	16,522	55	Oakdale	19.40	32,225
56	Mankato	33.30	16,578	56	Anoka	12.64	16,354	56	Roseville	29.12	32,136
57	Mounds View	12.43	16,505	57	Prior Lake	19.87	16,303	57	St. Cloud	60.01	31,866
58	Minnetonka	49.89	16,455	58	Minnetonka	49.89	16,140	58	Duluth	114.50	31,686
59	St. Paul Park	4.92	16,433	59	Marshall	15.64	16,127	59	Lakeville	57.12	31,475
60	Sauk Rapids	11.87	16,421	60	Victoria	6.44	16,099	60	Albertville	7.26	31,461
61	Kasson	5.12	16,302	61	Eden Prairie	45.41	15,999	61	Waconia	7.41	31,383
62	Worthington	11.39	15,831	62	Forest Lake	23.05	15,942	62	Blaine	40.52	31,362
63	Monticello	10.37	15,703	63	Virginia	15.93	15,926	63	West St. Paul	13.54	31,241
64	Woodbury	51.07	15,629	64	Winona	22.29	15,891	64	Brooklyn Park	50.39	31,069
65	Hastings	21.43	15,289	65	Cottage Grove	33.39	15,863	65	Cottage Grove	33.39	31,038
66	Big Lake	8.71	15,222	66	Mankato	33.30	15,810	66	New Prague	5.31	30,868
67	Cottage Grove	33.39	15,175	67	East Grand Forks	15.51	15,739	67	St. Joseph	4.78	30,756
68	Owatonna	25.24	15,064	68	Hutchinson	18.11	15,629	68	Stillwater	15.59	30,733
69	Faribault	23.60	15,027	69	Chisholm	7.99	15,595	69	Red Wing	24.06	30,631
70	Mahtomedi	8.62	14,994	70	North Mankato	13.72	15,430	70	Fairmont	19.70	30,516
71	Little Canada	10.54	14,964	71	Apple Valley	35.67	15,385	71	Mounds View	12.43	30,236
72	Savage	8.26	14,721	72	St. Michael	20.63	15,308	72	International Falls	8.06	30,182
73	Shorewood	26.04	14,709	73	Oak Grove	23.24	15,249	73	Buffalo	16.53	30,073
74	Shakopee	31.72	14,536	74	Willmar	23.91	15,011	74	North Mankato	13.72	29,950
75	North Mankato	13.72	14,520	75	Orono	12.43	14,976	75	Monticello	10.37	29,874
76	La Crescent	5.64	14,482	76	Arden Hills	7.55	14,947	76	Victoria	6.44	29,669
77	Lino Lakes	20.76	14,384	77	Osago	19.99	14,929	77	Thief River Falls	15.23	29,583
78	Moorhead	38.06	14,030	78	Edina	40.27	14,916	78	Waite Park	6.12	29,465
79	Golden Valley	23.57	13,988	79	St. Cloud	60.01	14,915	79	Litchfield	8.77	29,383
80	New Ulm	16.11	13,795	80	Glencoe	7.88	14,873	80	Marshall	15.64	29,254
81	Lakeville	57.12	13,707	81	Belle Plaine	7.60	14,826	81	Grand Rapids	14.18	29,179
82	Brainerd	16.12	13,651	82	Coon Rapids	41.85	14,648	82	St. Francis	11.02	29,144
83	Victoria	6.44	13,570	83	Andover	38.29	14,607	83	Sartell	16.14	29,119
84	Albert Lea	21.74	13,472	84	Rosemount	27.26	14,558	84	St. Peter	15.26	28,751
85	International Falls	8.06	13,270	85	Hibbing	51.22	14,465	85	Shorewood	8.26	28,305
86	Austin	28.62	13,233	86	Lake City	6.91	14,389	86	Lino Lakes	20.76	28,095
87	Marshall	15.64	13,127	87	Brooklyn Center	21.40	14,212	87	Alexandria	17.58	27,966
88	Mendota Heights	14.39	12,988	88	Monticello	10.37	14,172	88	Redwood Falls	8.20	27,966
89	Sartell	16.14	12,488	89	Ham Lake	30.49	14,025	89	Hermantown	14.08	27,666
90	Willmar	23.91	12,445	90	South St. Paul	16.82	13,827	90	Hutchinson	18.11	27,619

POPULATION APPORTIONMENT			
Rank	Municipality	2005 Total Needs Mileage	2006 Population Apportionment Per Need Mile
91	Bemidji	16.66	\$12,407
92	Litchfield	8.77	12,367
93	Buffalo	16.53	12,296
94	Lake City	6.91	12,195
95	Andover	38.29	12,187
96	Duluth	114.50	12,022
97	Rogers	7.66	11,992
98	Hutchinson	18.11	11,990
99	Albertville	7.26	11,791
100	Forest Lake	23.05	11,623
101	Glencoe	7.88	11,475
102	Crookston	11.65	11,214
103	Belle Plaine	7.60	11,121
104	St. Peter	15.26	10,869
105	Red Wing	24.06	10,786
106	Redwood Falls	8.20	10,616
107	Rosemount	27.26	10,378
108	St. Michael	20.63	10,275
109	Morris	8.11	10,172
110	Montevideo	8.55	10,158
111	Chisholm	7.99	9,979
112	Lake Elmo	12.47	9,962
113	Orono	12.43	9,915
114	Ramsey	32.27	9,903
115	Elk River	32.80	9,840
116	Hermantown	14.08	9,739
117	Grand Rapids	14.18	9,534
118	Alexandria	17.58	9,453
119	St. Francis	11.02	9,406
120	Virginia	15.93	9,167
121	Fergus Falls	24.67	8,913
122	Thief River Falls	15.23	8,838
123	Fairmont	19.70	8,815
124	Cloquet	21.67	8,498
125	Detroit Lakes	15.11	8,374
126	Cambridge	13.08	8,105
127	East Grand Forks	15.51	7,988
128	Little Falls	16.73	7,915
129	Otsego	19.99	7,892
130	Baxter	13.94	7,879
131	Ham Lake	30.49	7,588
132	Minnetrista	11.41	7,338
133	Hugo	19.15	7,295
134	North Branch	22.53	7,063
135	East Bethel	28.37	6,411
136	Corcoran	14.80	6,330
137	Hibbing	51.22	5,315
138	Oak Grove	23.24	5,116
AVERAGE			\$15,440

MONEY NEEDS APPORTIONMENT			
Rank	Municipality	2005 Total Needs Mileage	2006 Money Needs Apportionment Per Need Mile
91	Mounds View	12.43	\$13,731
92	Lino Lakes	20.76	13,711
93	New Ulm	16.11	13,609
94	Shorewood	8.26	13,584
95	Vadnais Heights	8.45	13,550
96	Elk River	32.80	13,492
97	Roseville	29.12	13,472
98	Mendota Heights	14.39	13,341
99	Ramsey	32.27	13,335
100	Golden Valley	23.57	13,143
101	Stillwater	15.59	13,124
102	Northfield	13.74	13,064
103	Shakopee	31.72	12,930
104	East Bethel	28.37	12,913
105	Waconia	7.41	12,817
106	White Bear Lake	20.35	12,806
107	Detroit Lakes	15.11	12,791
108	New Prague	5.31	12,684
109	St. Joseph	4.78	12,614
110	Brainerd	16.12	12,503
111	Chaska	16.22	12,499
112	Falcon Heights	3.29	12,471
113	Montevideo	8.55	12,125
114	New Brighton	14.92	12,111
115	Waite Park	6.12	11,858
116	Bemidji	16.66	11,597
117	Hugo	19.15	11,560
118	Worthington	11.39	11,496
119	Blaine	40.52	11,290
120	Savage	26.04	11,148
121	Big Lake	8.71	10,866
122	Eagan	47.12	10,733
123	Morris	8.11	10,324
124	Hastings	21.43	10,322
125	Cambridge	13.08	9,792
126	Mahtomedi	8.62	9,526
127	Oakdale	19.40	9,490
128	North Branch	22.53	9,483
129	Brooklyn Park	50.39	9,235
130	Lake Elmo	12.47	9,107
131	Corcoran	14.80	8,769
132	Spring Lake Park	5.82	8,554
133	Baxter	13.94	8,339
134	Rogers	7.66	8,317
135	West St. Paul	13.54	8,297
136	Champlin	19.81	7,915
137	Chanhassen	20.78	7,228
138	Robbinsdale	10.11	3,625
AVERAGE			\$15,505

TOTAL APPORTIONMENT			
Rank	Municipality	2005 Total Needs Mileage	2006 Total Apportionment Per Need Mile
91	Forest Lake	23.05	\$27,565
92	Shakopee	31.72	27,466
93	Willmar	23.91	27,456
94	New Ulm	16.11	27,404
95	Worthington	11.39	27,326
96	Spring Lake Park	5.82	27,200
97	Golden Valley	23.57	27,131
98	Champlin	19.81	26,961
99	Andover	38.29	26,794
100	Lake City	6.91	26,584
101	Glencoe	7.88	26,347
102	Mendota Heights	14.39	26,329
103	Brainerd	16.12	26,154
104	Minnetrista	11.41	26,135
105	Big Lake	8.71	26,088
106	Belle Plaine	7.60	25,947
107	Robbinsdale	10.11	25,902
108	Savage	26.04	25,857
109	Fergus Falls	24.67	25,658
110	Hastings	21.43	25,612
111	St. Michael	20.63	25,582
112	Chisholm	7.99	25,575
113	Little Falls	16.73	25,513
114	Virginia	15.93	25,093
115	Cloquet	21.67	25,020
116	Rosemount	27.26	24,936
117	Orono	12.43	24,890
118	Mahtomedi	8.62	24,520
119	Chanhassen	20.78	24,143
120	Bemidji	16.66	24,005
121	East Grand Forks	15.51	23,727
122	Elk River	32.80	23,332
123	Ramsey	32.27	23,239
124	Otsego	19.99	22,821
125	Montevideo	8.55	22,282
126	Ham Lake	30.49	21,613
127	Detroit Lakes	15.11	21,165
128	Morris	8.11	20,496
129	Oak Grove	23.24	20,365
130	Rogers	7.66	20,309
131	Hibbing	51.22	19,780
132	East Bethel	28.37	19,323
133	Lake Elmo	12.47	19,069
134	Hugo	19.15	18,855
135	Cambridge	13.08	17,897
136	North Branch	22.53	16,545
137	Baxter	13.94	16,217
138	Corcoran	14.80	15,100
AVERAGE			\$30,945

2006 Local Road Research Board Program

INV	TITLE	PROJECT TOTAL	2005 Spent	2006	2007	2008
645	Implementation of Research Findings	Ongoing	\$200,000	\$200,000	200,000	200,000
668*	Technology Transfer Center, U of M - Base	Ongoing	185,000	185,000	185,000	185,000
	Technology Transfer Center, U of M - Cont. Projects:					
	Circuit Training & Assist. Program (CTAP), Instructor-\$74,500, T ² Center-\$84,000	Ongoing	127,500	158,500	158,500	158,500
	Minnesota Maintenance Research Expos	Ongoing	26,000	26,000	26,000	26,000
	Transportation Student Development	Ongoing	5,500	5,500	5,500	5,500
676	MN Road Research: Facility Sprt-\$500,000, Staff Sprt-\$60,000	Ongoing	560,000	560,000	560,000	560,000
745	Library Services for Local Governments	Ongoing	60,000	60,000	60,000	60,000
753	Duration of Spring Road Restrictions on Gravel Roads	51,000		45,158		
768	Geosynthetics in Roadway Design thru CY10	30,000	6,000	3,000	3,000	
771	Use of GPR to Review Cross Section Road	75,000		31,987		
773*	Shredded Tires Used for Road Bases	150,000	25,000	36,424		
784	Guidelines for using Rumble Strips	149,659		149,659		
787	Risk Asses Tool for Selection of Erosion Control Practicies	100,000		40,000		
791	Safety & Operational Characteristics 2-Way Left Turns	51,456	7,718	43,738		
792*	Pavement Research Institute funded thru CY2007	800,000	60,000	60,000	60,000	
797*	Urbanization of MN's Countryside: 2000-2005 - Future Geographics & Trans. Impacts	138,277	3,000	13,000		
801	Adaptation of Mechanistic 2003 Guide for Design of MN-Low Volume PCC	89,900	7,277	68,069		
804	Determ of Low Temp Fracture Properties on 3 Mn/Road Asphalt Mixtures	60,914		60,914		
805	Safety Impacts of Street Lighting at Isolated Rural Intersections - Phase II	51,180	17,060	10,072		
808*	Pavement Rehabilitation Selection	102,000		30,600	20,400	
809	Research Tracking for Local Roads funded thru CY08	60,000		20,000	20,000	20,000
810*	Coal Ash Utilization in Gravel Roads	212,995		149,280		
812	Resilient Modulus & Strength of Base Course with Recycled Asphalt Pavements	94,000		33,000	61,000	
813	Human-Centered Interventions Twrd Zero Deaths in Rural MN	188,804		188,804		
815*	Calibration of the 2002 AASHTO Pavement Design Guide for Minnesota Portland Cement Concrete Pavements and Hot Mix Asphalt Pavements	292,383		126,600		
817*	Determination of Optimum Time for the Application of Surface Treatments to Asphalt Concrete Pavements	226,000		93,000		
822	Crack Sealing & Filling Performance	72,802		72,802		
823	The Road to a Thoughtful Street Tree Master Plan	30,450		15,225	15,225	
824	Dev of Improved Proof Rolling Methods for Roadway Embankment Construction thru CY07	110,000		44,825	50,000	15,175
825*	Perf Monitoring of Olmsted CR 177/104 & Aggregate Base Material Update CY09 \$40K	100,000				
826	Appropriate Use of RAP	30,789	5770	9,624	15,395	
827	Investigation of Winter Pavement Tenting	25,126		25,126		
828	Local Road Material Properties and Calibration of MnPAVE	56,000		56,000		
829	Validation of DCP/LWD Moisture Specs for Granular Material	32,700		32,700		
830	Evaluating Roadway Subsurface Drainage Practices	186,734		127,302	50,082	9,350
831*	Investigation of Stripping in MN Class 7 (Rap) & Full Depth Reclamation Base Material	81,656		40,828		
832*	Volume Warrants for Right Turn Lanes	55,000		15,000		
833*	Design Tool for Controlling Runoff & Sediment from Highway Construction	89,000		10,000	34,500	
834	Assessment of Storm Water Management Practices on the Water Quality of Runoff	138,000		87,728	50,272	
835	Best Use of Cone Penetration Testing	55,000		22,000	33,000	
836	Design Procedures for Bituminous Stabilized Road Surfaces for low Volume Roads	60,080		32,137	27,943	
837	Mn/Road Low Volume Road Reconstruction Assistance	55,000	24,980	30,020		
838*	Petroleum Glass Spun Glass Paving Fabric	30,000		10,000		
839	Warrants for Roundabouts	39,988		19,994	19,994	
840	Performance of PG 52-34 Oil thru CY 08	76,200		40,000	20,000	16,200
841	Long-Term Maintenace Effect on Hot Mix Asphalts	43,257		14,419	28,838	
842	Best Practices for Dust Control on Agg Surf Road	75,000		18,750	37,500	18,750
843	Predicting Bumps in Overlays	64,540		19,680	25,320	19,540

2006 Local Road Research Board Program

INV	TITLE	PROJECT TOTAL	2005 Spent	2006	2007	2008
844	Update Vehicle Classification for CR Pavement Dsgn	54,094		37,094	17,000	
845	Documentation of Crash Characteristics & Safety Strategies at horizontal curves on Rural Highways	70,373		46,000	24,373	
846	Hydraulic, Mechanical, and Leaching Characteristics of Recycled Materials	135,000		33,750	67,500	33,750
847	Use of Fly Ash for Reconstruction of Bitum Roads	170,056		42,514	85,028	42,514
848	Warning Efficacy of Active Passive Warnings for Unsignalized Intersection & Mid-Block Pedestrian Sidewalks	119,000		50,000	69,000	
849	Environmental Effects of De-Icing Salt on Water Quality	94,000		68,000	26,000	
850	Mechanistic Modeling of DCP Test	105,000		62,200	42,800	
851	Allowable Axle Loads on Pavements	110,000		30,000	55,000	25,000
852	Subsurface Drainage Manual for Pavements in MN	71,638		23,879	47,759	
853	Development of Flexural Vibration Equipment PhsII	52,980		47,682	5,298	
854*	Pavement Performance/Failure under Overweight Farm Loads-Pooled Fund Project	475,000		35,000	35,000	35,000
855*	A Property-Based Spec for Coarse Aggregate in Pavement Apps	65,550		21,850	10,925	
856*	Investigation of In-Place Asphalt Film Thickness and Performance of MN Hot Mix Asphalt Mixtures	78,000		26,000	13,000	
857*	Report & Analysis of Effects of Seasonal and Climatic Changes on Ride Quality as Observed in MnROAD Low & High Volume Roads	79,500		39,750		
858*	Crack & Concrete Deck Sealant Performance-Pooled Fnd Prjct	75,000		37,500		
859	Toward Next Generation of Traffic Counting & Prediction Methods	55,000		18,000	37,000	
860	Compaction Specifications for Unbound Materials	105,000		52,500	52,500	
861	Best Mgmt Practices for Pavement Preservation of Hot mix Asphalt	71,050		35,525	35,525	
862*	Real Time Arterial Performance - co-fund W/ITS	140,000		10,000	60,000	
863*	Optimal Timing of Preventive Maintenance for Addressing Environmental Aging in HMA Pavements- Pooled Fund Prjct	335,000		75,000		
864*	Recycled Asphalt Pavements-Pooled Fund Prjct	350,000		75,000		
865*	Low Temp Cracking in Asphalt Phase II-Pooled Fund Prjct	400,000		100,000		
866*	Recycled Unbound Pavement Materials-Pooled Fund Prjct	525,000		75,000		
997	TERRA Board Support	Ongoing		30,000		12,500
998	Operational Research Program	Ongoing	33,000	70,000	70,000.00	70,000
999	Program Administration	Ongoing	331,400	250,000	250,000.00	250,000
	TOTALS		\$1,685,205	\$4,534,709	2,771,177.00	1,762,779.00

Footnotes from Page 1 & 2:

*Projects co-funded from other sources

Funding Approval Notes:

INV 822 -836 approved 12/2004 for 2005 Program

INV 837 - Apprvd 3/05 and increase approved of \$15K 3/16/06

INV 838 - Apprvd 6/05

INV 839 -858 approved 12/2005 for 2006 Program

INV 859 -866 & 997 Approved 3/16/06 for 2006 Program

INV 999 - Increase approved of \$30K 3/16/06

2006 SUMMARY:

Funds Allotted for 2006 (rcv July 07)	\$ 2,352,127	\$556,984	City
		1,795,143	County

TOTAL AVAILABLE	\$ 2,352,127
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Funded Projects in 06 (includes new & old)	4,534,709
Projects Under Contract & Encumbered	-2,358,097
TOTAL NEED	2,176,612

2006 Funds Available for Programming	\$175,515
(Total Available - Total Need)	

COUNTY HIGHWAY TURNBACK POLICY

Definitions:

County Highway – Either a County State Aid Highway or a County Road

County Highway Turnback- A CSAH or a County Road which has been released by the county and designated as an MSAS roadway. A designation request must be approved and a Commissioner’s Order written. A County Highway Turnback may be either County Road (CR) Turnback or a County State Aid (CSAH) Turnback. (See Minnesota Statute 162.09 Subdivision 1). A County Highway Turnback designation has to stay with the County Highway turned back and is not transferable to any other roadways.

Basic Mileage- Total improved mileage of local streets, county roads and county road turnbacks. Frontage roads which are not designated trunk highway, trunk highway turnback or on the County State Aid Highway System shall be considered in the computation of the basic street mileage. A city is allowed to designate 20% of this mileage as MSAS. (See Screening Board Resolutions in the back of the most current booklet).

MILEAGE CONSIDERATIONS

County State Aid Highway Turnbacks

A CSAH Turnback **is not** included in a city’s basic mileage, which means it **is not** included in the computation for a city’s 20% allowable mileage. However, a city may draw Construction Needs and generate allocation on 100% of the length of the CSAH Turnback

County Road Turnbacks

A County Road Turnback **is** included in a city’s basic mileage, so it **is** included in the computation for a city’s 20% allowable mileage. A city may also draw Construction Needs and generate allocation on 100% of the length of the County Road Turnback.

Jurisdictional Exchanges

County Road for MSAS

Only the **extra** mileage a city receives in an exchange between a County Road and an MSAS route **will be** considered as a County Road Turnback.

If the mileage of a jurisdictional exchange is **even**, the County Road **will not be** considered as a County Road Turnback.

If a city receives **less** mileage in a jurisdictional exchange, the County Road **will not be** considered as a County Road Turnback.

CSAH for MSAS

Only the **extra** mileage a city receives in an exchange between a CSAH and an MSAS route **will be** considered as a CSAH Turnback.

If the mileage of a jurisdictional exchange is **even**, the CSAH **will not be** considered as a CSAH Turnback.

If a city receives **less** mileage in a jurisdictional exchange, the CSAH **will not be** considered as a CSAH Turnback

NOTE:

When a city receives **less** mileage in a CSAH exchange it will have less mileage to designate within its 20% mileage limitation and may have to revoke mileage the following year when it computes its allowable mileage.

Explanation: After this exchange is completed, a city will have more CSAH mileage and less MSAS mileage than before the exchange. The new CSAH mileage was included in the city's basic mileage when it was MSAS (before the exchange) but is not included when it is CSAH (after the exchange). So, after the jurisdictional exchange the city will have less basic mileage and 20% of that mileage will be a smaller number.

If a city has more mileage designated than the new, lower 20% allowable mileage, the city will be over designated and be required to revoke some mileage. **If a revocation is necessary, it will not have to be done until the following year after a city computes its new allowable mileage.**

MSAS designation on a County Road

County Roads can be designated as MSAS. If a County Road which is designated as MSAS is turned back to the city, it will not be considered as County Road Turnback.

MISCELLANEOUS

A CSAH which was previously designated as Trunk Highway turnback on the CSAH system and is turned back to the city will lose all status as a TH turnback and only be considered as CSAH Turnback.

A city that had previously been over 5,000 population, lost its eligibility for an MSAS system and regained it shall revoke all streets designated as CSAH at the time of eligibility loss and consider them for MSAS designation. These roads will not be eligible for consideration as CSAH turnback designation.

In a city that becomes eligible for MSAS designation for the first time all CSAH routes which serve only a municipal function and have both termini within or at the municipal boundary, should be revoked as CSAH and considered for MSAS designation. These roads will not be eligible for consideration as CSAH turnbacks.

STATUS OF MUNICIPAL TRAFFIC COUNTING

The current Municipal State Aid Traffic Counting resolution reads:

That future traffic data for State Aid Needs Studies be developed as follows:

1. The municipalities in the metropolitan area cooperate with the State by agreeing to participate in counting traffic every two or four years at the discretion of the city.
2. The cities in the outstate area may have their traffic counted and maps prepared by State forces every four years, or may elect to continue the present procedure of taking their own counts and have state forces prepare the maps.
3. Any city may count traffic with their own forces every two years at their discretion and expense, unless the municipality has made arrangements with the Mn/DOT district to do the count.

In 1998, cities were given the option of counting on a 2 or 4 year cycle. The following traffic counting schedules are in effect:

Metro District

Two year traffic counting schedule -counted in 2005 and updated in the needs in 2006

Andover	Farmington	Plymouth
Apple Valley	Forest Lake	Prior Lake
Belle Plaine	Ham Lake	Ramsey
Blaine	Hastings	Rogers
Bloomington	Hugo	Rosemount
Brooklyn Center	Inver Grove Heights	St. Anthony
Brooklyn Park	Lake Elmo	St. Francis
Burnsville	Lakeville	St. Paul Park
Champlin	Lino Lakes	Savage
Chanhassen	Little Canada	Shakopee
Chaska	Maple Grove	Shoreview
Coon Rapids	Mendota Heights	Vadnais Heights
Corcoran	Minneapolis	Victoria
Cottage Grove	Minnetonka	Waconia
Eagan	Mounds View	Woodbury
East Bethel	New Prague	
Eden Prairie	Oakdale	

Metro District

Four year traffic counting schedule - to be counted in 2005 and updated in the needs in 2006

Anoka	Maplewood	Roseville
Arden Hills	Mound	Shorewood
Columbia Heights	New Brighton	South Saint Paul
Crystal	New Hope	Spring Lake Park
Edina	North Branch	Stillwater
Falcon Heights	North St. Paul	St. Louis Park
Fridley	Oak Grove	St. Paul
Golden Valley	Orono	West St. Paul
Hopkins	Richfield	White Bear Lake
Mahtomedi	Robbinsdale	

Outstate

Two year traffic counting schedule - to be counted in 2005 and updated in the needs in 2006

Northfield	Sartell
St. Cloud	

Outstate

Two year traffic counting schedule - to be counted in 2006 and updated in the needs in 2007

Rochester

Outstate

Two year traffic counting schedule - to be counted in 2005 and updated in the needs in 2006

Brainerd

Outstate

Four year traffic counting schedule - to be counted in 2007 and updated in the needs in 2008

Bemidji	Hibbing	Saint Joseph
Big Lake	Hutchinson	Saint Peter
Cambridge	La Crescent	Sauk Rapids
Chisholm	Lake City	Thief River Falls
Duluth	Litchfield	Virginia
Elk River	North Mankato	Waite Park
Fergus Falls	Owatonna	Waseca
Glencoe	Red Wing	Winona
Hermantown	Redwood Falls	

Outstate

Four year traffic counting schedule - to be counted in 2008 and updated in the needs in 2009

Austin	International Falls	Otsego
Buffalo	Montevideo	Saint Michael
Detroit Lakes	Monticello	

Outstate

Four year traffic counting schedule - to be counted in 2005 and updated in the needs in 2006

Albert Lea	Faribault	Marshall
Baxter	Grand Rapids	Moorhead
Crookston	Kasson	Morris
East Grand Forks	Little Falls	New Ulm
Fairmont	Mankato	

Outstate

Four year traffic counting schedule - to be counted in 2006 and be updated in the needs in 2007

Alexandria	Stewartville	Worthington
Cloquet	Willmar	

Duluth counts 1/4 of the city each year.

**CURRENT RESOLUTIONS
OF THE
MUNICIPAL SCREENING BOARD**

June 2006

Bolded wording (except headings) are the most recent revisions made by the Municipal Screening Board

BE IT RESOLVED:

ADMINISTRATION

Appointments to Screening Board - Oct. 1961 (Revised June 1981)

That annually the Commissioner of Mn/DOT will be requested to appoint three (3) new members, upon recommendation of the City Engineers Association of Minnesota, to serve three (3) year terms as voting members of the Municipal Screening Board. These appointees are selected from the Nine Construction Districts together with one representative from each of the three (3) major cities of the first class.

Screening Board Chair, Vice Chair and Secretary- June 1987 (Revised June, 2002)

That the Chair Vice Chair, and Secretary, nominated annually at the annual meeting of the City Engineers association of Minnesota and subsequently appointed by the Commissioner of the Minnesota Department of Transportation shall not have a vote in matters before the Screening Board unless they are also the duly appointed Screening Board Representative of a construction District or of a City of the first class.

Appointment to the Needs Study Subcommittee - June 1987 (Revised June 1993)

That the Screening Board Chair shall annually appoint one city engineer, who has served on the Screening Board, to serve a three year term on the Needs Study Subcommittee. The appointment shall be made at the annual winter meeting of the City's Engineers Association. The appointed subcommittee person shall serve as chair of the subcommittee in the third year of the appointment.

Appointment to Unencumbered Construction Funds Subcommittee - Revised June 1979

That the Screening Board past Chair be appointed to serve a three-year term on the Unencumbered Construction Fund Subcommittee. This will continue to maintain an experienced group to follow a program of accomplishments.

Appearance Screening Board - Oct. 1962 (Revised Oct. 1982)

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 State Aid Engineer. The State Aid Engineer with concurrence of the Chair of the Screening Board 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 before the Board for discussion purposes.

Screening Board Meeting Dates and Locations - June 1996

That the Screening Board Chair, with the assistance of the State Aid Engineer, determine the dates and locations for that year's Screening Board meetings.

Research Account - Oct. 1961

That an annual resolution be considered for setting aside a reasonable amount of money for the Research Account to continue municipal street research activity.

That an amount of **\$559,118** (not to exceed 1/2 of 1% of the **2005** MSAS Apportionment sum of **\$111,823,549**) shall be set aside from the 2004 Apportionment fund and be credited to the research account.

Soil Type - Oct. 1961 (Revised June, 2005)

That the soil type classification as approved by the 1961 Municipal Screening Board, for all municipalities under Municipal State Aid be adopted for the 1962 Needs Study and 1963 apportionment on all streets in the respective municipalities. Said classifications are to be continued in use until subsequently amended or revised by using the following steps:

- a) The DSAE shall have the authority to review and approve requests for Soils Factor revisions on independent segments (if less than 10% of the MSAS system). Appropriate written documentation is required with the request and the DSAE should consult with the Mn/DOT Materials Office prior to approval.
- b) If greater than 10% of the municipality's MSAS system mileage is proposed for Soil Factor revisions, the following shall occur:
 - Step 1. The DSAE (in consultation with the Mn/DOT Materials Office) and Needs Study Subcommittee will review the request with appropriate written documentation and make a recommendation to the Screening Board.
 - Step 2. The Screening Board shall review and make the final determination of the request for Soils Factor revisions.

That when a new municipality becomes eligible to participate in the MSAS allocation, the soil type to be used for Needs purposes shall be based upon the Mn/DOT Soils Classification Map for Needs purposes. Any requests for changes must follow the above process.

Improper Needs Report - Oct. 1961

That the State Aid Engineer and the District State Aid Engineer are requested to recommend an adjustment of the Needs reporting whenever there is a 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 municipality involved, or its engineer.

New Cities Needs - Oct. 1983 (Revised June, 2005)

That any new city having determined its eligible mileage, but has not submitted its Needs to the DSAE by December 1, will have its money Needs determined at the cost per mile of the lowest other city.

Construction Cut Off Date - Oct. 1962 (Revised 1967)

That for the purpose of measuring the Needs of the Municipal State Aid Street System, the annual cut off date for recording construction accomplishments shall be based upon the project award date and shall be December 31st of the preceding year.

Construction Accomplishments - Oct. 1988 (Revised June 1993, October 2001, October 2003)

That when a Municipal State Aid Street is constructed to State Aid Standards, said street shall be considered adequate for a period of 20 years from the date of project letting or encumbrance of force account funds.

That in the event sidewalk or curb and gutter is constructed for the total length of the segment, those items shall be removed from the Needs for a period of 20 years.

All segments considered deficient for Needs purposes and receiving complete Needs shall receive street lighting Needs at the current unit cost per mile.

That if the construction of a Municipal State Aid Street is accomplished, only the Construction Needs necessary to bring the segment up to State Aid Standards will be permitted in subsequent Needs after 10 years from the date of the letting or encumbrance of force account funds. For the purposes of the Needs Study, these shall be called Widening Needs. Widening Needs shall continue until reinstatement for complete Construction Needs shall be initiated by the Municipality.

That Needs for resurfacing, and traffic signals shall be allowed on all Municipal State Aid Streets at all times.

That any bridge construction project shall cause the Needs of 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 Municipal Engineer.

That the adjustments 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 Municipal Engineer and justified to the satisfaction of the State Aid Engineer (e.g., a deficiency due to changing standards, projected traffic, or other verifiable causes).

That in the event that an M.S.A.S. route earning "After the Fact" Needs is removed from the M.S.A.S. system, then, the "After the Fact" Needs shall be removed from the Needs Study, except if transferred to another state system. No adjustment will be required on Needs earned prior to the revocation.

Population Apportionment - October 1994, 1996

That beginning with calendar year 1996, the MSAS population apportionment shall be determined using the latest available federal census or population estimates of the State Demographer and/or the Metropolitan Council. However, no population shall be decreased below that of the latest available federal census, and no city dropped from the MSAS eligible list based on population estimates.

DESIGN

Design Limitation on Non-Existing Streets - Oct. 1965

That non-existing streets shall not have their Needs computed on the basis of urban design unless justified to the satisfaction of the State Aid Engineer.

Less Than Minimum Width - Oct. 1961 (Revised 1986)

That if a Municipal State Aid Street is constructed with State Aid funds to a width less than the design width in the quantity tables for Needs purposes, the total Needs shall be taken off such constructed street other than Additional Surfacing Needs.

Additional surfacing and other future Needs shall be limited to the constructed width as reported in the Needs Study, unless exception is justified to the satisfaction of the State Aid Engineer.

Greater Than Minimum Width (Revised June 1993)

That if a Municipal State Aid Street is constructed to a width wider than required, Resurfacing Needs will be allowed on the constructed width.

Miscellaneous Limitations - Oct. 1961

That miscellaneous items such as fence removal, bituminous surface removal, manhole adjustment, and relocation of street lights are not permitted in the Municipal State Aid Street Needs Study. The item of retaining walls, however, shall be included in the Needs Study.

MILEAGE - Feb. 1959 (Revised Oct. 1994. 1998)

That the maximum mileage for Municipal State Aid Street designation shall be 20 percent of the municipality's basic mileage - which is comprised of the total improved mileage of local streets, county roads and county road turnbacks.

Nov. 1965 – (Revised 1969, October 1993, October 1994, June 1996, October 1998)

However, the maximum mileage for State Aid designation may be exceeded to designate trunk highway turnbacks after July 1, 1965 and county highway turnbacks after May 11, 1994 subject to State Aid Operations Rules.

Nov. 1965 (Revised 1972, Oct. 1993, 1995, 1998)

That the maximum mileage for Municipal State Aid Street designation shall be based on the Annual Certification of Mileage current as of December 31st of the preceding year. Submittal of a

supplementary certification during the year shall not be permitted. Frontage roads not designated Trunk Highway, Trunk Highway Turnback or County State Aid Highways shall be considered in the computation of the basic street mileage. The total mileage of local streets, county roads and county road turnbacks on corporate limits shall be included in the municipality's basic street mileage. Any State Aid Street that is on the boundary of two adjoining urban municipalities shall be considered as one-half mileage for each municipality.

That all mileage on the MSAS system shall accrue Needs in accordance with current rules and resolutions.

Oct. 1961 (Revised May 1980, Oct. 1982, Oct. 1983, June 1993, June 2003)

That all requests for revisions to the Municipal State Aid System must be received by the District State Aid Engineer by March first to be included in that years Needs Study. If a system revision has been requested, a City Council resolution approving the system revisions and the Needs Study reporting data must be received by May first, to be included in the current year's Needs Study. If no system revisions are requested, the District State Aid Engineer must receive the Normal Needs Updates by March 31st to be included in that years' Needs Study.

One Way Street Mileage - June 1983 (Revised Oct. 1984, Oct. 1993, June 1994, Oct. 1997)

That any one-way streets added to the Municipal State Aid Street system must be reviewed by the Needs Study Sub-Committee, and approved by the Screening Board before any one-way street can be treated as one-half mileage in the Needs Study.

That all approved one-way streets be treated as one-half of the mileage and allow one-half complete Needs. When Trunk Highway or County Highway Turnback is used as part of a one-way pair, mileage for certification shall only be included as Trunk Highway or County Turnback mileage and not as approved one-way mileage.

NEEDS COSTS

That the Needs Study Subcommittee shall annually review the Unit Prices used in the Needs Study. The Subcommittee shall make its recommendation the Municipal Screening Board at its annual spring meeting.

Roadway Item Unit Prices (Reviewed Annually)			
Right of Way (Needs Only)			\$98,850 per Acre
Grading (Excavation)			\$4.25 per Cu. Yd.
Base:			
	Class 5 Gravel	Spec. #2211	\$8.15 per Ton
	Bituminous	Spec. #2350	\$35.00 per Ton

Surface:			
	Gravel	Spec. #2118	\$5.70 per Ton
	Bituminous	Spec. #2350	\$35.00 per Ton
Shoulders:			
	Gravel	Spec. #2221	\$14.25 per Ton
Miscellaneous:			
	Storm Sewer Construction		\$265,780 per Mile
	Storm Sewer Adjustment		\$85,100 per Mile
	Special Drainage (rural segments only)		\$40,000 per Mile
	Street Lighting		\$82,500 per Mile
	Curb & Gutter Construction		\$8.75 per Lineal Foot
	Sidewalk Construction		\$25.00 per Sq. Yd.
	Project Development		20%
Removal Items:			
	Curb & Gutter		\$2.75 per Lineal Foot
	Sidewalk		\$5.50 per Sq. Yd.
	Concrete Pavement		\$5.40 per Sq. Yd.
	Tree Removal		\$250.00 per Unit

Traffic Signal Needs Based On Projected Traffic (every segment)

Projected Traffic	Percentage X	Unit Price =	Needs Per Mile
0 - 4,999	25%	\$130,000	\$32,500 per Mile
5,000 - 9,999	50%	\$130,000	\$65,000 per Mile
10,000 and Over	100%	\$130,000	\$130,000 per Mile

Bridge Width & Costs - (Reviewed Annually)

That after conferring with the Bridge Section of Mn/DOT and using the criteria as set forth by this Department as to the standard design for railroad structures, that the following costs based on number of tracks be used for the Needs Study:

Bridge Unit Costs	
Bridges 0 to 149 Feet long	\$80.00 per Sq. Ft.

Bridges 150 to 499 Feet long	\$80.00 per Sq. Ft.
Bridges 500 Feet and Over	\$80.00 per Sq. Ft.

Railroad Over Highway	
One Track	\$10,200 per Linear Foot
Each Additional Track	\$8,500 per Linear Foot

"Non-existing" bridge costs - Revised October 1997

That the Construction Needs for all "non-existing" bridges and grade separations be removed from the Needs Study until such time that a construction project is awarded. At that time a Construction Needs adjustment shall be made by annually adding the total amount of the structure cost, project development cost and construction engineering that is eligible for State Aid reimbursement for a 15-year period excluding all Federal or State grants. Project Development costs, at the current percentage, shall be included with all Non Existing Bridge Needs.

RAILROAD CROSSINGS

Railroad Crossing Costs - (Reviewed Annually)

That for the study of Needs on the Municipal State Aid Street System, the following costs shall be used in computing the Needs of the proposed Railroad Protection Devices:

Railroad Grade Crossings	
Signals - (Single track - low speed)	\$150,000 per Unit
Signals and Gates (Multiple Track – high speed)	\$187,500 per Unit
Signs Only (low speed)	\$1,000 per Unit
Concrete Crossing Material Railroad Crossings (Per Track)	\$1,000 per Linear Foot
Pavement Marking	\$750 per Unit

Maintenance Needs Costs - June 1992 (Revised 1993)

That for the study of Needs on the Municipal State Aid Street System, the following costs shall be used in determining the Maintenance Apportionment Needs cost for existing segments only.

Maintenance Needs Costs	Cost For Under 1000 Vehicles Per Day	Cost For Over 1000 Vehicles Per Day
Traffic Lanes Segment length times number of Traffic lanes times cost per mile	\$1,650 per Mile	\$2,735 per Mile

Parking Lanes: Segment length times number of parking lanes times cost per mile	\$1,650 per Mile	\$1,650 per Mile
Median Strip: Segment length times cost per mile	\$550 per Mile	\$1,065 per Mile
Storm Sewer: Segment length times cost per mile	\$550 per Mile	\$550 per Mile
Traffic Signals: Number of traffic signals times cost per signal	\$550 per Unit	\$550 per Unit
Minimum allowance per mile is determined by segment length times cost per mile.	\$5,475 per Mile	\$5,475 per Mile

NEEDS ADJUSTMENTS

Bond Adjustment - Oct. 1961 (Revised 1976, 1979, 1995, 2003, Oct. 2005)

That a separate annual adjustment shall be made in total money Needs of a municipality that has sold and issued bonds pursuant to Minnesota Statutes, Section 162.18, for use on State Aid projects.

That this adjustment shall be based upon the remaining amount of principal to be paid minus any amount not applied toward Municipal State Aid, County State Aid or Trunk Highway projects.

Unencumbered Construction Fund Balance Adjustment - Oct. 1961 (Revised October 1991, 1996, October, 1999, 2003)

That for the determination of Apportionment Needs, a city with a positive unencumbered construction fund balance as of December 31st of the current year shall have that amount deducted from its 25-year total Needs. A municipality with a negative unencumbered construction fund balance as of December 31st of the current year shall have that amount added to its 25 year total Needs.

That funding Requests received before December 1st by the District State Aid Engineer for payment shall be considered as being encumbered and the construction balances shall be so adjusted.

Excess Unencumbered Construction Fund Balance Adjustment – Oct. 2002

That the December 31 construction fund balance will be compared to the annual construction allotment from January of the same year.

If the December 31 construction fund balance exceeds 3 times the January construction allotment and \$1,000,000, the first year adjustment to the Needs will be 1 times the December 31 construction fund balance. In each consecutive year the December 31 construction fund balance exceeds 3 times the January construction allotment and \$1,000,000, the adjustment to the Needs will be increased to 2, 3, 4, etc. times the December 31 construction fund balance until such time the Construction Needs are adjusted to zero.

If the December 31 construction fund balance drops below 3 times the January construction

allotment and subsequently increases to over 3 times, the multipliers shall start over with one. This adjustment will be in addition to the unencumbered construction fund balance adjustment and takes effect for the 2004 apportionment.

Low Balance Incentive – Oct. 2003

That the amount of the Excess Unencumbered Construction Fund Balance Adjustment shall be redistributed to the Construction Needs of all municipalities whose December 31st construction fund balance is less than 1 times their January construction allotment of the same year. This redistribution will be based on a city's prorated share of its Unadjusted Construction Needs to the total Unadjusted Construction Needs of all participating cities times the total Excess Balance Adjustment.

Right of Way - Oct. 1965 (Revised June 1986, 2000)

That Right of Way Needs shall be included in the Total Needs based on the unit price per acre until such time that the right of way is acquired and the actual cost established. At that time a Construction Needs adjustment shall be made by annually adding the local cost (which is the total cost less county or trunk highway participation) for a 15-year period. Only right of way acquisition costs that are eligible for State-Aid reimbursement shall be included in the right-of-way Construction Needs adjustment. This Directive to exclude all Federal or State grants. The State Aid Engineer shall compile right-of-way projects that are funded with State Aid funds.

When "After the Fact" Needs are requested for right-of-way projects that have been funded with local funds, but qualify for State Aid reimbursement, documentation (copies of warrants and description of acquisition) must be submitted to the State Aid Engineer.

Trunk Highway Turnback - Oct. 1967 (Revised June 1989)

That any trunk highway turnback which reverts directly to the municipality and becomes part of the State Aid Street system shall not have its Construction Needs considered in the Construction Needs apportionment determination as long as the former trunk highway is fully eligible for 100 percent construction payment from the Municipal Turnback Account. During this time of eligibility, financial aid for the additional maintenance obligation, of the municipality imposed by the turnback shall be computed on the basis of the current year's apportionment data and shall be accomplished in the following manner.

That the initial turnback adjustment when for less than 12 full months shall provide partial maintenance cost reimbursement by adding said initial adjustment to the Construction Needs which will produce approximately 1/12 of \$7,200 per mile in apportionment funds for each month or part of a month that the municipality had maintenance responsibility during the initial year.

That to provide an advance payment for the coming year's additional maintenance obligation, a Needs adjustment per mile shall be added to the annual Construction Needs. This Needs adjustment per mile shall produce sufficient apportionment funds so that at least \$7,200 in apportionment shall be earned for each mile of trunk highway turnback on Municipal State Aid Street System.

That Trunk Highway Turnback adjustments shall terminate at the end of the calendar year during which a construction contract has been awarded that fulfills the Municipal Turnback Account Payment provisions; and the Resurfacing Needs for the awarded project shall be included in the Needs Study for the next apportionment.

TRAFFIC - June 1971

Traffic Limitation on Non-Existing Streets - Oct. 1965

That non-existing street shall not have their Needs computed on a traffic count of more than 4,999 vehicles per day unless justified to the satisfaction of the Commissioner.

That for the 1965 and all future Municipal State Aid Street Needs Studies, the Needs Study procedure shall utilize traffic data developed according to the Traffic Estimating section of the State Aid Manual (section 700). This manual shall be prepared and kept current under the direction of the Screening Board regarding methods of counting traffic and computing average daily traffic. The manner and scope of reporting is detailed in the above mentioned manual.

Traffic Counting - Sept. 1973 (Revised June 1987, 1997, 1999)

That future traffic data for State Aid Needs Studies be developed as follows:

1. The municipalities in the metropolitan area cooperate with the State by agreeing to participate in counting traffic every two or four years at the discretion of the city.
2. The cities in the outstate area may have their traffic counted and maps prepared by State forces every four years, or may elect to continue the present procedure of taking their own counts and have state forces prepare the maps.
3. Any city may count traffic with their own forces every two years at their discretion and expense, unless the municipality has made arrangements with the Mn/DOT district to do the count.

