2009
MUNICIPAL SCREENING BOARD DATA

2008 CEAM Project of the Year
City of Edina

MINNESOTA DEPARTMENT OF TRANSPORTATION

JUNE 2009

2008 CEAM Project of the Year – City of Edina

The primary objective of the West 70th Street project, from France Avenue to York Avenue, was to improve safety for both vehicles and pedestrians in the corridor, while ensuring effective traffic operations now and in the future. WSB was called upon to prepare a corridor plan which reduced crashes, provided for pedestrian flow in the corridor, maintained access to businesses, and maintained vehicle operation, all in an aesthetically pleasing environment. Several alternatives were analyzed for traffic operations, potential crash reductions, pedestrian flow, and aesthetic opportunities. The alternative that was chosen called for three full-movement roundabouts accessing the businesses between France Avenue and York Avenue, with no other access provided. The project was successfully completed in November 2007.

Thank you to WSB & Associates, Inc. and the City of Edina for providing this photo for our cover.

Minnesota Department of Transportation

Memo

State Aid for Local Transportation
395 John Ireland Boulevard
Mail Stop 500
St. Paul, MN 55155-1899

Office Tel.: 651 366-3815
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Date: **May 4, 2009**

To: **Municipal Engineers**
City Clerks

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

Subject: 2009 Municipal Screening Board Data booklet

Enclosed is a copy of the June 2009 "Municipal Screening Board Data" booklet.

The data included in this report will be used by the Municipal Board at its May 26 and May 27, 2009 meeting to establish unit prices for the 2009 Needs Study that is used to compute the 2010 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) 366-3815.

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 .

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.

2009 MUNICIPAL SCREENING BOARD DATA

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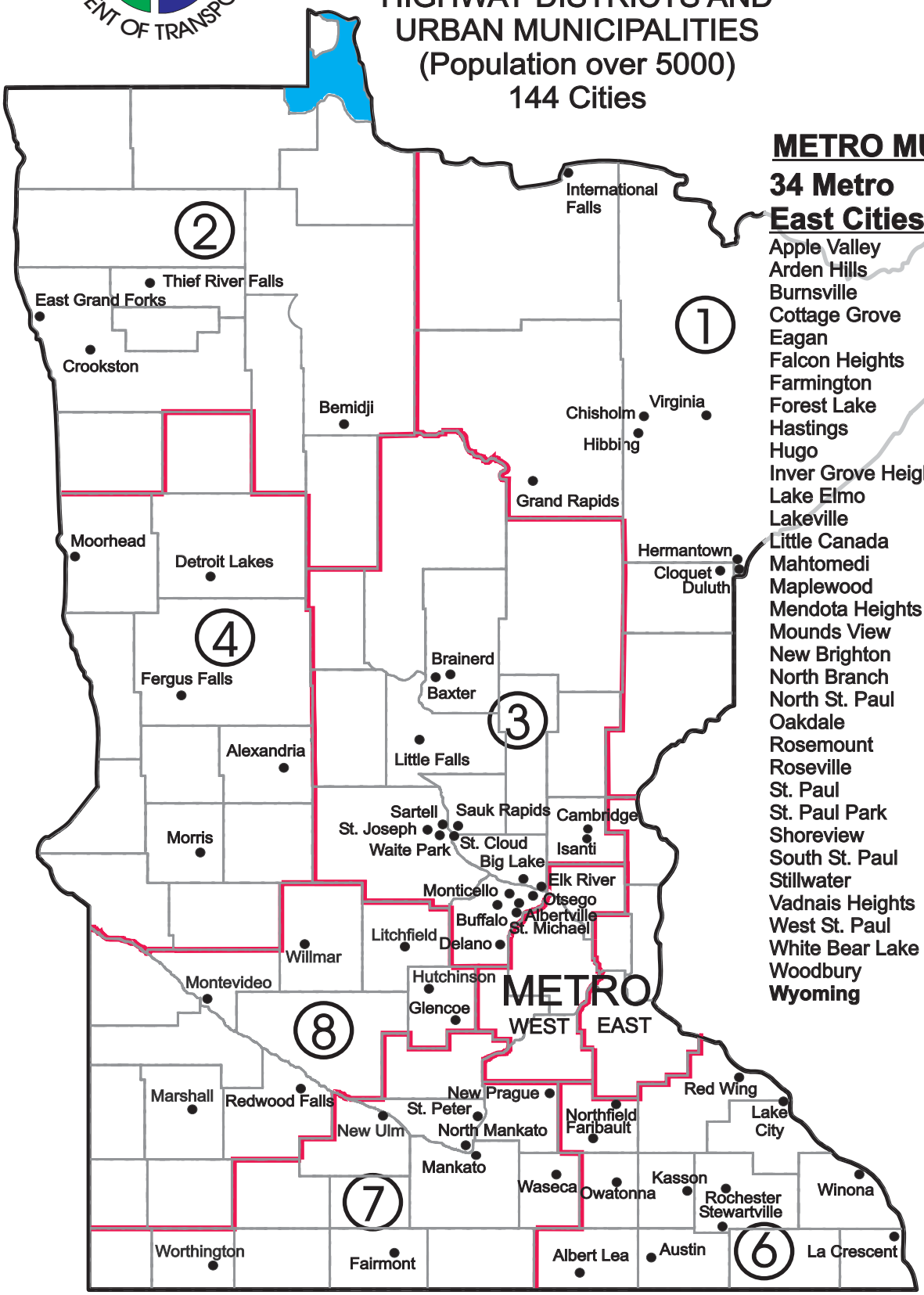
STATE OF MINNESOTA

HIGHWAY DISTRICTS AND URBAN MUNICIPALITIES (Population over 5000) 144 Cities



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METRO MUNICIPALITIES

34 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
Wyoming

48 Metro West Cities

Andover
Anoka
Belle Plaine
Blaine
Bloomington
Brooklyn Center
Brooklyn Park
Champlin
Chanhassen
Chaska
Circle Pines
Columbia Heights
Coon Rapids
Corcoran
Crystal
Dayton
East Bethel
Eden Prairie
Edina
Fridley
Golden Valley
Ham Lake
Hopkins
Jordan
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

June 2009

2009 MUNICIPAL SCREENING BOARD

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OFFICERS

Chair	Shelly Pederson	Bloomington	(952) 563-4870
Vice Chair	Jeff Hulsether	Brainerd	(218) 828-2309
Secretary	Jean Keely	Blaine	(763) 784-6700

MEMBERS

District	Years Served	Representative	City	Phone
1	2008-2010	Jim Prusak	Cloquet	(218) 879-6758
2	2009-2011	Greg Boppre	East Grand Forks	(218) 773-1185
3	2009-2011	Steve Bot	St. Michael	(763) 497-2041
4	2007-2009	Bob Zimmerman	Moorhead	(218) 299-5390
Metro-West	2007-2009	Jean Keely	Blaine	(763) 784-6700
6	2007-2009	Katy Gehler-Hess	Northfield	(507) 645-3006
7	2008-2010	Ken Saffert	Mankato	(507) 387-8631
8	2009-2011	Kent Exner	Hutchinson	(320) 234-4212
Metro-East	2008-2010	Russ Matthys	Eagan	(651) 675-5637
Cities	Permanent	Cindy Voigt	Duluth	(218) 730-5200
of the	Permanent	Don Elwood	Minneapolis	(612) 673-3622
First Class	Permanent	Paul Kurtz	Saint Paul	(651) 266-6203

ALTERNATES

District	Year Beginning		City	Phone
1	2011	Vacant		
2	2012	Dave Kildahl	Thief River Falls	(218) 281-6522
3	2012	Brad DeWolf	Buffalo	(320) 231-3956
4	2010	Gary Nansen	Detroit Lakes	(218) 299-5390
Metro-West	2010	Tom Mathisen	Crystal	(763) 531-1160
6	2010	David Strauss	Stewartville	(507) 288-6464
7	2011	Jon Rippke	North Mankato	(507) 625-4171
8	2012	John Rodeberg	Glencoe	(952) 912-2600
Metro-East	2011	Mark Graham	Vadnais Heights	(651) 204-6050

06-Apr-09

2009 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
Craig Gray, Chair Bemidji (218) 759-3581 Expires after 2009	Mike Metso, Chair Past Chair (218) 727-3282 Expires after 2009
Deb Bloom Roseville (651) 792-7000 Expires after 2010	Chuck Ahl Maplewood (651) 770-4552 Expires after 2010
Terry Maurer Elk River (763) 635-1051 Expires after 2011	Mel Odens Willmar (320) 235-4202 Expires after 2011

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2008 MUNICIPAL SCREENING BOARD
Fall Meeting Minutes
October 21 & 22, 2008

Tuesday, October 21

I. **Opening by Municipal Screening Board Chair Mel Odens**

The 2008 Fall Municipal Screening Board Meeting was called to order at 1:09 p.m. on Tuesday, October 21, 2008

A. Chair Odens introduced the Head Table and Subcommittee members

Mel Odens, Willmar - Chair, Municipal Screening Board
Shelly Pederson, Bloomington - Vice Chair, Municipal Screening Board
Julie Skallman, Mn\DOT – State Aid Engineer
Marshall Johnston, Mn\DOT - Manager, Municipal State Aid Needs Unit
Dave Kildahl, Crookston - Chair, Needs Study Subcommittee
Lee Gustafson, Minnetonka - Chair, Unencumbered Construction Funds Subcommittee
Mike Metso, - Past Chair, Municipal Screening Board
Chuck Ahl, Maplewood - Past Chair, Municipal Screening Board
Jeff Hulsether, Brainerd - Secretary, Municipal Screening Board

B. Secretary Hulsether conducted the roll call of the members present:

District 1	Jim Prusak, Cloquet
District 2	Craig Gray, Bemidji
District 3	Terry Maurer, Elk River
District 4	Bob Zimmerman, Moorhead
Metro West	Jean Keely, Blaine
District 6	Katy Gehler-Hess, Northfield
District 7	Ken Saffert, Mankato
District 8	Glenn Olson, Marshall
Metro East	Russ Matthys, Eagan
Duluth	Cindy Voigt
Minneapolis	Don Elwood
St. Paul	Paul Kurtz

C. Recognized Screening Board Alternates:

District 3	Steve Bot, St. Michael
District 8	Kent Exner, Hutchinson

D. Recognize Department of Transportation personnel:

Rick Kjonaas	Deputy State Aid Engineer
Walter Leu	District 1 State Aid Engineer
Lou Tasa	District 2 State Aid Engineer
Kelvin Howeison	District 3 State Aid Engineer
Bob Kotaska	Asst. 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
Greg Coughlin	Metro State Aid Engineer
Mike Kowski	Assistant Metro State Aid Engineer
Stu Peterson	Asst. District 8 State Aid Engineer
Paul Stien	State Aid Operations Engineer
Julee Puffer	State aid

E. Recognize others in Attendance:

Larry Veek	Minneapolis
Jim Vanderhoof	St. Paul
Greg Schroeder	Minneapolis
Bill Wells	Orono City Administrator
Tom Kellogg	Orono City Engineer
Dave Sonnenberg	Chair, CEAM Legislative Committee

II. Review of the '2008 Municipal State Aid Street Needs Report' booklet

A. The June 2008 Screening Board minutes were presented for approval (Pages 20-37)

Motion by Matthys, Seconded by Gehler –Hess, to approve the minutes. Motion carried unanimously.

Johnston began the review of the Municipal State Aid Needs Report and commented that he will review Pages 39-57, Issues and Minutes of the NSS and UCFS Combined Subcommittee Meeting last.

B. Tentative 2009 Population Apportionment. Pages 58-66

Johnston started on page 58 and stated that 50% of allocation is based on population. There might be up to two additional cities sharing in the 2009 allocation. Wyoming and Chisago City annexed Wyoming Township. An Administrative Law Judge has established the city boundaries and they are waiting for the State Demographer to estimate the population. If the populations are received by the end of the year and a city's population is greater than 5,000, the city will be included. The cities are included in the Needs Report but may or may not be included in the final computation. It appears that Wyoming will exceed 5,000 and Chisago City is less certain.

Page 59 shows how the population is determined and what the allocations are based on. The population used is either the most recent census or the most recent State Demographer's estimate, whichever is greater.

Page 63 shows the estimated 2009 allocations based on last year's revenues. Total population increased by almost 46,000 people, which reduced the per capita allocation to $15.70 (page 66).

C. Effects of the 2008 Needs Study Update. Pages 67-69

The spreadsheet shows how the unadjusted construction needs for this year are calculated. It starts with last year's unadjusted construction needs and applies the affects of the normal needs update, such as system revisions and revocations or designations that occurred in 2008; traffic count updates affects; roadway unit costs (approved at the Spring Screening Board Meeting); structure and railroad affects; and the addition of the grading factor, which took away 7 of the removal items. The spreadsheet does not show the reduction associated with the removal of the 7 items, only the addition of the grading factor. The actual net increase is less than shown.

The 3 cities that decreased the most were Bloomington, which lost 2.8 miles after they GPS'd their mileage; Ham Lake which dropped the most, about 5 million in needs, due to elimination of tree removal from the needs, they had over 16,000 trees as part of their needs; and St. Paul Park and Victoria which completed large projects compared to the size of their systems.

The cities that Increased the most included Rochester, which added over 6 miles to their system; and Northfield, which added a little over 2 miles to their system.

D. Mileage, Needs and Apportionment. Pages 70-72

Page 71 provides some historical information on construction needs and apportionment. This year's estimated allocation will provide $13.16 per $1,000 of construction needs, which is a decrease of about $1.00 per 1,000 compared to last year. This is down from a high of about $65/1000 in 1989.

Page 72 shows the mileage increases from last year. Total mileage increased by about 40 miles, which does not include the 2 new cities. Last year the increase was about 65 miles.

E. Itemized Tabulation of Needs. Pages 73-77

Johnston reviewed the tabulation spreadsheets, which shows the construction needs for the various items and totals. The tabulation also

shows the needs cost per mile. Delano has the highest needs per mile of almost $2 million/mile. The average needs cost per mile is about $1.1 million and Oakdale has the lowest needs cost per mile at about $500,000 /mile. If needs and allocations remain constant, it will take 38.39 years of allocations to equal the needs.

F. Tentative 2009 Construction Needs Apportionment. Pages 78-84

The Screening Board's mandated adjustments are applied to the unadjusted construction needs to determine this year's adjusted construction needs, which are $4.4 billion, a $370 million increase over last year. This spreadsheet includes an estimate for the 2 new cities. The spreadsheet on page 82 shows the estimated allocation for the construction needs, which is 50% of the apportionment.

G. Adjustments to the Needs. Pages 87-102

Johnston reviewed each of the adjustments shown on page 80 individually.

The Unencumbered Construction Fund Balance Adjustment (pages 87 – 89) provides for a negative adjustment for positive balances or a positive adjustment for negative balances. The final adjustment to this year's needs will be based on construction fund balances on December 31st.

The Excess Balance Adjustment (page 91) is redistributed as a low balance incentive. The adjustment is made for fund balances that exceed 3 times a city's annual allocation and over $1million. There is also a multiple year adjustment which multiplies the adjustment by the number of years the excess balance has occurred. The total of the negative adjustments is $24 million to 8 cities which was redistributed to 78 cities that have a fund balance that is less than one year's annual allocation.

The Bond Account Adjustment (page 96) is either a positive or negative adjustment based on the remaining principal on the bond (a positive adjustment) and subtracting the amount that has not been applied towards State Aid projects.

The After the Fact Non Existing Bridge Adjustment (page 97) provides for a 15 year positive adjustment for any new bridges built on the State Aid System. There were no new bridges this year and no bridges ending their 15 year adjustment.

The Right of Way Acquisition Adjustment (page 99) provides for a 15 year after the fact adjustment based on the actual cost of the right of way.

The After the Fact Retaining Wall Adjustment (page 102) - this is the 2nd year that this adjustment has been if effect. Again this is a 15 year adjustment.

Johnston asked for any questions or comments – there were none.

H. Recommendation to the Commissioner. Pages 103-105

Johnston stated that by State Statute the Screening Board must recommend to the Commissioner of Transportation annually by November 1st, the money needs that the 2009 allocation will be based on. This is an action item for tomorrow's meeting. Following approval, the recommendation must be signed and it will be delivered to the Commissioner by November 1st.

Johnston stated that there will be modifications to the needs as follows: St. Cloud will drop about $1.2million due to some 6 lane needs requiring additional documentation; and Hutchinson which has a Trunk Highway Turnback that has been incorrectly coded since 2001.

Gray asked if Hutchinson's correction goes back to 2001. Johnson stated yes.

Ahl asked about 6 lane needs and what the criteria is for a 6-lane divided roadway.

Johnston responded that the design charts show a minimum of a 68 foot width for a 6-lane. Any projected ADT over 15,000 can be 4 or 6 lane. 6 lanes if approved by District State Aid Engineer. The maximum width allowed for needs is 68 feet regardless of the number of lanes. Any road over 10,000 projected ADT qualifies for 4 lanes plus parking lanes which also equals 68 feet.

Johnston continued with the known modifications which include Sartell which will have after the fact needs adjustment for retaining walls; the City of Willmar had a system revision which submitted in time but did not make it into the report; Orono may have an adjustment based on action that the Screening Board will be taking tomorrow; and the final modification is associated with any new cities as previously discussed.

Olson asked if there was a list of modifications and the associated value of the adjustments. Johnston stated that a new computer run will be necessary to determine the values when all of the adjustments are made. He will provide a copy of his notes to the Board related to the modifications.

I. Trunk Highway Turnback Maintenance Allowance. Page 106

Johnston stated that there will be one adjustment for the 0.21 miles of turnback to Hutchinson.

K. Tentative 2009 Total Apportionment, Comparisons and Apportionment Rankings. Pages 107-116

Johnston stated that these spreadsheets show the estimated apportionment, both population and needs, using last year's dollars.

Page 110 shows a comparison between last year's and this year's estimated allocations. Ham Lake's apportionment is decreasing by over 25% and Mahtomedi and Corcoran are decreasing by about 9%. The largest percent of increases are in Waite park, Shakopee, Mendota Heights, Morris, and St. Michael all of which increased by over 10%.

Page 113 shows the allocation per mile for each city ranked from greatest to least.

L. Other Topics

a. Certification of MSAS System as Complete Pages 119-121

Johnston stated that 4 cities have certified their systems as complete, which allows them to spend the population portion of their allocation on the remaining 80 % of their system. This is allowed by State Statue when a city certifies that their system is completely adequate for needs purposes or is completely built to State Aid Standards.

b. History of the Administrative Account Page 122

The past history of the Administrative Account is shown on page 122, which has been 1 ½ percent of total funds available each year to administer State Aid and pay other approved expenses.

c. Research Account Motion Pages 123-124

Johnston stated that the Board will be making a motion on this item tomorrow. State Statutes state that up to ½ of 1% of the total funds can be used for research. The Screening Board has always authorized ½ of 1%. One half of one percent of last year's allocation amounted to $571,991.00.

d. Transportation Revolving Loan Fund Pages 125-126

Kjonaas explained the Revolving Loan Fund, which was established by Statute in 1997 and empowered the Screening board to take some of any new MSA money and create a revolving loan fund. This is the first year since the law has been in effect in which there is new money and we now have the option to set up a fund. The law created the option for 3 funds, a general fund, a county fund, and a city fund. The general fund was initially funded with 3 or 4 million in federal money and has now grown to about 50 million. There is no incentive at the current time to set up a fund. Margaret Donohoe will be at the business meeting tomorrow to discuss the re-authorization and will be monitoring the potential for any incentive money. At this time it is not clear how the fund would be administered and there does not appear to be any interest advantage versus bonding.

Johnston stated that the Board will be taking action on this tomorrow and that this will be an annual agenda item for decision on whether or not to

take some money off of the top of our allocation to put into this account. Johnston reported that there was not a lot of support for this at the District meetings.

Skallman commented that her interpretation of the law was that there is no limit to the amount needed to start the fund. The Screening Board could take $100 million off of the top if they elected to. Kjonaas concurred that the Statue could be interpreted that way. The Statute is on page 126 of the Needs Report.

Sonnenberg stated that we received new money this year and asked if the fund is not set up this year, do we have to wait for the next new money. Is this year's new money next year's old money?

Skallman stated that it could not be enacted until new money had passed and the new money is always considered new money.

e. County Highway Turnback Policy Pages 127-128

Johnston informed the Board that if anyone has any county turnbacks they should contact their DSAE or him to discuss getting the turnbacks designated.

f. Current Resolutions of the Municipal Screening Board Pages 129-138

Johnston reported that there were no new revisions since the last meeting.

M. Review Combined Subcommittee minutes and recommendations. Pages 41-57

Gustafson lead the discussion of the review of the Combined Subcommittee recommendations.

a. Recommendation of adjustment for Orono for using private roads in their MSAS computations.

Gustafson stated that the subcommittee meeting occurred through a conference call. The history of the Orono issue is located on page 44 and the letter Greg Coughlin sent to Orono is on page 46. Orono submitted a recertification of mileage prior to September 1st, as required by the Screening Board, that removed all of the private local roads, which was a little less than 14 miles. This gave them an excess of 2.94 designated miles. They submitted some system revisions, which have been given preliminary approval and they revoked 2.98 miles which gives them an excess of 0.04 miles currently.

Adjustment options that were reviewed are located on Page 53 along with the history of adjustments on pages 54 – 56. Greg Coughlin, Metro DSAE, who was requested by the Screening Board to prepare a

recommendation, reviewed his recommendation which is located on page 57.

Coughlin discussed his rational and reasoning behind his recommendation, which is based on the history of past adjustments. The recommendation was based on the following 3 items:

1. Most, if not all adjustments have been forward by the DSAE or SALT office or recognized by the needs system. This is a unique case where the City of Orono brought the matter to the attention of the DSAE in April of 2007.
2. The recommendation on page 54 related to the City of Ramsey and speed humps on State Aid routes. The City removed the speed humps to comply with State Aid requirements and there was no adjustment.
3. The adjustment to the City of Arden Hills had some similarities and differences compared to the Orono matter, the similarities being the private road issue. The State Aid office had to force action which resulted in a $2.4 million adjustment over a 3-year period.

Coughlin explained that he attempted to find a reasonable, or best fit adjustment, compared to historical adjustments and wanted to encourage and support an environment where cities could bring these issues forward so they can be corrected. His recommendation provides for a 1 ¾ year adjustment, to the date when the city brought the matter forward, which is still a $6.7 million needs adjustment, which equates to a $97,000 cash adjustment.

Gustafson reviewed the discussion by the joint subcommittee on Coughlin's recommendation. A motion to support the recommendation failed for the lack of a second. The Committee discussed adjustments, not penalties, the adjustments being for dollars previously given to Orono.

Dave Kildahl commented that the system we have is based on fairness and the equitable distribution of the funds available. The Joint Subcommittee appreciates and recognizes the fact that Orono brought this matter forward. The Subcommittee believed that this was a bigger issue than a speed bump and that an adjustment is necessary to some extent. When Johnston reported that his research went back 11 years and the designations went back further, the Committee felt that a 5-year adjustment was lenient and a good compromise. The Committee wanted to be fair to all of the cities. About $50,000 per year for at least 11 years has been going to Orono from everyone else. In fairness to all of the other cities, the 5-year adjustment was necessary.

Gustafson stated that there was concern about how the 5-year adjustment would be repaid. As a result there was an amendment to the motion to allow the DSAE to work with the City of Orono to have a

payback period of 3 to 5 years. The motion, which carried unanimously, is shown on the bottom of page 43.

Odens asked Tom Kellogg, Orono City Engineer for any comments.

Kellogg thanked everyone for allowing city representatives to address the Screening Board. He explained that he has served as city engineer (Bonestroo) for 12 years. In 2006, a pavement management system plan was commissioned and in January, 2007 he was asked to certify mileage for the first time. He observed a discrepancy in PMS mileage and certified mileage and told the city that a clarification was necessary to make sure they are certifying the mileage correctly. He reviewed the fall 2007 Screening board actions and the City's response; and the Spring 2008 Screening Board motions and City responses, which included compliance of the Screening Board directives by August 11th. The city reacted to the MSB requests in timely manner. He reiterated that the Fall 2007 Screening Board motion #2 stated that if they complied by December 31, 2007, that there would be no needs adjustment.

Bill Wells, Orono City Administrator stated that he has been on the job for only 3 weeks. On behalf of Council and Mayor, the City would like to be involved in the discussions and work with the Screening Board to resolve the situation.

Odens stated that the final step in this process was to bring the issue to the combined subcommittee to recommend a fair adjustment, if any. He reiterated that the discussion should be related to an adjustment and not a penalty and pointed out that we are a self governing board with an emphasis on fairness. There will be action on this item tomorrow but would like to have discussion on the issue today while the Orono representatives are here.

Olson expressed appreciation to the Orono representatives for being here today and asked for a clarification on the present status of private roads, public versus private, and the transfer of the authority.

Kellogg said that no transfer of roads from private to public has occurred because it would have been too time consuming to get the paperwork completed prior to the Screening Board's September 1 deadline. Their intent was to recertify the system and resolve the over designation by the deadline and add the mileage back onto the system as private roads become public.

Olson stated that he had hoped that Orono would acknowledge that they have overstated their needs and have benefitted from other cities money for at least 10 years and that they would have suggested a ½ the time, or 5-year, adjustment .We are not here to penalize but to encourage bringing mistakes forward. His District thought that a 5 year adjustment was reasonable.

Kellogg state that he could not say for sure how long the mileage has been incorrectly certified, he has only certified the mileage the past 2 years. He believed that the individuals previously certifying the mileage simply took the previous year's certification and added new mileage as appropriate.

Gray asked who certified the mileage prior to Tom.

Kellogg responded that it was a city employee who was the Public Services Director and was a P.E.

Gray suggested that Orono should have representatives at the District Pre-Screening Board meetings where many of these issues are discussed.

Kellogg stated that Hoglund, a colleague, attended the 2007 meeting and that he had attended this year.

Zimmerman asked Johnston if Orono minimized the impact on their allocation and/or adjustment by selecting certain roadways.

Johnston stated that Orono submitted 2 requests, the first of which would require a payback. The DSAE suggested other routes that would not involve paybacks. The adjustments shown on page 53 reflect the actual needs generated by the segments the city has requested to revoke during those years.

Zimmerman asked if unit price needs were based on the individual years or if everything was based on last year's unit prices.

Johnston responded that everything is calculated based on last year's needs unit prices.

Odens pointed out that on the bottom of page 53 the differences in dollar adjustments between the options are identified. The subcommittee's recommended adjustment is a little less than 2 times Orono's annual allocation.

Kellogg reiterated his appreciation for everyone's consideration.

Skallman stated that this is a significant adjustment no matter how it turns out and that the Screening Board's recommendation goes to her. When the matter is discussed tomorrow, she is not looking for just a motion and a vote, she stated everyone should be prepared to explain themselves so that she knows the reasons why an adjustment is being recommended.

N. Other Discussion Items

a. State Aid report

Kjonaas reported that advancements to 2009 allocations are available and can be paid short. Requests for 2009 advancements should go to your DSAE soon.

O. Legislative Update

Sonnenberg reported that a copy of last session's summary report is available if someone needs one. This year's focus will be the local street funding authority. The Street Improvement District authority is modeled after sidewalk districts. Last year there was confusion at the hearings with some of the testimony being related to new construction issues versus maintenance and replacement issues. Going forward, the committee would be proposing a modified Street Improvement District that would be good for everything up to and including a mill and overlay. This would not include street reconstruction. They will also be seeking an amendment to Chapter 429 related to the benefit test requirements. The proposed amendment is to create a threshold under which a benefit test is not required. The threshold could be a percentage of market value, such as 5%. There will be discussions tonight and tomorrow related to the legislative agenda. The legislative Committee would like direction on whether or not you think we are going the right direction.

Odens commented that the next business meeting will be in January, so there will not be another opportunity to discuss the legislative platform. Tomorrow we should give Dave direction or consensus on the legislative issues.

P. Ask for other topics

Gustafson reported that in 2 or 3 weeks the new website will be rolled out. One of the first items members should look for is the survey on legislative items, which Mark Maloney has been working on. He also reported this upcoming winter conference will be the 50th anniversary of the first Association Conference.

Odens reported that there will be a joint CEAM and MCEA meeting tomorrow at 10:00 a.m.

Q. Entertain a motion to adjourn until 8:30 Wednesday morning

Motion by Gray, Seconded by Prusak, to adjourn until tomorrow morning at 8:30. The motion carried unanimously.

2008 MUNICIPAL SCREENING BOARD
Fall Meeting Minutes
October 21 & 22, 2008

WEDNESDAY MORNING SESSION
October 22, 2008

Chairmen Odens called the session to order at 8:35 a.m.

I Review Tuesday's subjects and take action on specific items

A. Needs and Apportionment Data. Pages 67-105

Johnston stated that we need a motion approving the adjusted construction needs with the list of amendments that were distributed this morning and any addition adjustments needed by the end of the year.

Motion by Gray, Seconded by Maurer, to approve the adjusted construction needs. Motion carried unanimously.

The original of the letter on page 103 was then signed by the members of the Screening Board.

B. Research Account Pages 123-124

Odens explained that this is the transfer of ½ of 1 percent of our apportionment into the Research Account, which needs to be approved each year. The history of the account is located on page 124.

Motion by Zimmerman, Seconded by Keely , to approve the transfer of ½ of 1 percent to the Research Account. Motion carried unanimously.

C. Transportation Revolving Loan Fund Pages 125-126

Odens commented that Kjonaas gave an update on this item yesterday, this is the first year that it can be funded. Odens called for discussion and any motions.

Matthys stated that there may be interest from the east metro cities but no action at this time. They may want to consider it in the future.

Kjonaas stated that there was no support at any of the district meetings.

Odens called for any action. No motion was offered.

D. Combined Subcommittee Issues Pages 41-57

a. Recommendation on an adjustment for Orono for using private roads in their compuations. Page 43

Odens reviewed the joint subcommittee recommendation for a 5 year adjustment with the repayment schedule worked out between the City and the DSAE on a 3 to 5 year timeframe. He reminded the Board that Skallman had requested that specific rational and reasons for the actions taken be part of the record.

Motion by Olson, Seconded by Matthys, to approve the recommendation of the combined subcommittee.

Olson suggested that the recommendation be in the form of a resolution with the whereas' and there fore's, acknowledging that Orono brought this matter forward; describing the process to date; that Orono made an honest mistake; that their needs were in error and have been for several years; that the Screening Board finds that the needs should be adjusted for 5 years, which is adequate for the Board but does not reimburse other cities for the additional years; and that the Board appreciated them coming forward; and that the 5-year adjustment is generous.

Matthys stated that the perspective from East Metro was that the excess money distributed to Orono should have been distributed to other cities. Once a city becomes State Aid eligible they need to accept responsibility to manage or follow the state aid requirements.

Sonnenberg questioned whether Orono understands that they are not being penalized but are being asked to reimburse a portion of the allocation they received but were not entitled to. Part of the action should state that this retroactive adjustment is simply a partial reimbursement of the funds they received, to which they were not entitled over the years. Orono may think they are being fined when this is really only a partial reimbursement.

Odens commented that at the Screening Board meeting last spring and last fall the discussion has always been in terms of an adjustment, not a penalty. He agreed that Orono might view it as a penalty.

Sonnenberg stated that he didn't think an adjustment means the same thing as a reimbursement. For clarification purposes this should be described as a reimbursement.

Olson stated that he would like to have Sonnenberg's comment inserted in the minutes.

Gustafson stated that Orono will get a letter from the DSAE, which will go to their Council. The letter should explain that while it is an adjustment, it is really a reimbursement for a portion of the money that they were overpaid over the years.

Ahl asked if anyone could take this motion and explain it to their City Council and get a vote in favor. Orono has received money from other cities, $50,000 per year for at least the past 11 years and the recommendation is that they pay back a portion of the money over 3 to 5 years. Since the money received

by Orono belongs to other cities could anyone get their council to approve an adjustment of only 5 years.

Skallman stated that she needs a clarification of the previous action of the Screening Board in the fall of 2007 which stated that there would be no penalty at all if Orono removed private roads from their system. The Board has gone from no requirement for reimbursement if they took action by the end of last year to settling for a 5-year reimbursement.

Gustafson stated that the intent of the Fall 2007 Screening Board motion was that if they were able to get all of the private roads on their public system by December 31st, there would not be a penalty. The private roads were not on the public system by that date.

Skallman asked why it was alright to not have a penalty if they complied within the first 3 month window and now the Board is saying you want a reimbursement, what has changed. This will likely become a formal Commissioners order so the question needs to be answered.

Gustafson stated that the intent of the Board was that if Orono could prove to the Board that every private road was, and has been, a public road by that date, there would be no penalty.

Skallman rephrased Gustafson's comments stating that when the Board made the action, it wasn't that Orono would convert private roads to public but that they were proving that the roads had always been public.

Gustafson stated that was correct and that Orono has not proven that even one private road was a public road.

Ahl reiterated that point and stated that Orono has spent the past 1 ½ years trying to convince the board that the private streets were public, including requesting that the Board provide a definition of a public road. The discussion at the fall 2007 meeting was that If Orono could prove through documentation that these are public streets, there will be no adjustments. The Board also determined that it was not appropriate at the time to discuss adjustments.

Olson suggested that any correspondence with the City of Orono specifically not include the word penalty. There has never been any discussion by the Board of a penalty.

Keely stated that the West Metro engineers did not feel that the 5-year adjustment was arbitrary because the overstatement of mileage goes back at least 11 years. This is an accountability issue of 11 plus years and is not a penalty but an overpayment adjustment.

Saffert stated that in District 7 there was discussion of the North Mankato adjustment, which was very clear. This one is different, we know it is at least

11 years and there is not an ability for an accurate accounting. Due to the difficulty of an accurate calculation, the subcommittee settled on 5-years.

Olson asked how far back the North Mankato adjustment went.

Saffert responded 7 years.

Prusak stated that the recommendation is consistent with previous actions taken by the Board when a needs calculation error is made that goes beyond 5 years but cannot be determined exactly, a 5 year adjustment has been used.

Odens stated that at their pre-screening board meeting there was discussion related to considering a maximum number of years in calculating adjustments because it takes a lot of State Aid time and discussion. North Mankato was easier because it was well documented and easy to calculate.

Gray stated that District 2 discussed the issue and felt the subcommittee was lenient. They also felt that if Orono made a big issue out of this that everyone would like the same deal from the Commissioner where they could take an additional $40,000 a year for 10 years and pay back $50,000 a year for 5 years. This is a pretty good deal. In the spirit of cooperation they agreed to support the motion for the 5-year adjustment.

Elwood stated that the needs is a formula and available funds are distributed based on that formula. The public trust requires that this be done in a reasonable, professional and responsible manner. The subcommittee has done a thorough job of reviewing this matter, overpayment has been made and the subcommittee's recommendation is to correct that overpayment. He stated his support for the subcommittee recommendation.

Maurer stated that the District 3 also discussed the issue and that while members would have preferred that that there was an ability to accurately calculate the adjustment back to when the error began. It appeared that there is a precedent for a 5 year adjustment when a needs error exceeds 5 years and cannot be quantified. They recommended support of the subcommittee recommendation.

Zimmerman reported that the District 4 city engineers were also supportive of the subcommittee recommendation.

Gehler-Hess state that the District 6 City Engineers supported the subcommittee recommendation and felt that it was a lenient adjustment for the 11 plus years.

Voigt stated that District 1 also supported the recommendation and that it was a gracious resolution to the problem. They would have preferred longer but would accept the 5 year adjustment.

Odens asked Skallman if she received the specifics she was looking for.

Skallman stated yes.

Gustafson commented that members of the Screening Board would be available to sit down with the City of Orono to discuss this issue.

Motion by Olson, Seconded by Matthys, to approve the recommendation of the combined subcommittee for a 5-year retroactive needs adjustment with the payback over a 3 to 5 year period as determined by the City of Orono and the DSAE. Motion carried unanimously.

II. If necessary

A. Continuation of State Aid report

Odens asked for any additional State Aid Discussion.

Kjonaas talked about the construction inspection software purchased by the counties called One Office by RT Vision. The software has experienced some glitches but after 3 years it is starting to work well and the state is moving towards conducting more electronic business with the counties. At least 6 cities have started using the software, which is now being marketed to cities. Cities have indicated that they would like to use the software for more than just their State Aid work and would like to use it on other local projects. At the joint CEAM/MCEA meeting later this morning, the RT Vision representative will be asking to have a city representative on the county's software steering committee.

Pederson stated that Bloomington is using the One Office software. Their user group has worked some of the bugs out of the program. They have been using it on State Aid projects and are starting to use it on non-state Aid projects. They have been using it for about 1 year and are now requiring consultants to use RT vision on city projects.

Odens asked for any volunteers to serve on the county's steering committee.

Voigt volunteered.

Ahl asked if there were any new changes that can be shared with the Board resulting from there being a new Commissioner, either in State Aid or organizational wide changes. There seems to be a number of new people in new positions.

Skallman commented that most everyone is aware of the massive changes that were made by creating a new division under Bernie Arsoneu dealing with risk assessment and innovation. Things have been slow in progressing because the Commissioner has a lot of ideas, all of which he would like to

move on immediately. A new Legislative Director announcement should be coming out soon. Betsy Parker has a new General Council role which is a reflection of all of the legal issues being raised. The Department is going to have to be more formal about everything because everything is being questioned and being thrown into the court system. The new Commissioner is going out of his way to participate with partners and wants to get to know everyone.

B. Continuation of Legislative Update

Odens commented that one thing discussed briefly yesterday was a platform guidance on the direction the Legislative Committee should go.

Sonnenberg asked for any thoughts, questions, or comments on the direction the Legislative Committee is going. He will be meeting with representatives of the league over the next few months to sort through the policies they have adopted to make sure there is consistency. He also wants to be consistent with wishes of the Screening Board and the City Engineers Association.

Odens asked Sonnenberg to discuss the Chapter 429 amendments being considered.

Sonnenberg said they will suggest to the Legislature a bill to allow cities to create Street Improvement Districts that could be used for the maintenance of existing city streets up to and including mill and overlays. They are also proposing to amend Chapter 429 to eliminate the benefit test on assessments below a threshold, so that if an assessment does not exceed a percentage of market value (3 –5 %) the assumption would be that the benefit is there. If the proposed assessment is above that threshold, the benefit test would apply.

Voigt commented that she would prefer no threshold at all. If a threshold is set arbitrarily there will be legal challenges to how the threshold was set, and there would still be significant paperwork to determine if the threshold is being exceeded.

Sonnenberg commented that if the Street Improvement District Authority is passed, cities would not need to use special assessments to fund mill and overlay projects, they could use the District and there would be no benefit test for that. The cost of the improvement would be spread over the district. There is a concern that as soon as you establish a threshold, if an assessment exceeds the threshold it sets the stage for an automatic challenge.

Olson stated that they have never had a problem proving benefit. The problem has been the market value increase. If the market value increase were eliminated and replaced with benefit, that may solve the problem. Market value increases are tough to prove, particularly with the downturn in the economy and associated reduction in market values.

III. Any other Discussion Topics

Odens reported that he attended the AASHTO Conference last week in Hartford, Connecticut. It was good to get exposed to what is being discussed on the national level. Three of the highlights of the Conference were as follows:

1. Program Funding Flexibility – the policy discussion on the reauthorization bill included providing flexibility to the state to allow them to administer their program in a manner that is best for the state. The current general rule is the worst-first, which does not include preservation. They are encouraging flexibility for funding to include all transportation modes because states know their needs

2. Transportation policy as it addresses global climate change. This was referred to by some as the "polar bear question". There is legislation being developed that would require a carbon footprint evaluation of transportation projects, mile by mile, to determine the net effect of your project on greenhouse gases. Since there are some projects where emissions simply cannot be minimized this might end up being similar to wetland mitigation program where the entire program is evaluated and reductions made elsewhere. Currently, 13 states started action to implement an evaluation policy; 15 are thinking about it; and 22 states are taking no action.

3. Using targeted marketing to gain credibility and public support. They are trying to encourage people to focus on the benefit not the cost. Effective marketing is not telling people what they want to know, it's telling them what they need to know.

Skallman added that AASHTO is lobbying arm for the states DOT's. The 50 state DOT's try to affect congress by telling congress what is needed. All of the coming technologies effecting climate change will be expensive and seriously impact our funding. One of the policy recommendations is a 3 year mileage based user fee test, that will evaluate how this can be implemented nationwide. She also reported that each year AASHTO announces the top 10 projects of the year and that this year St. Paul's Phalen Corridor project made the top 10.

Odens commented that there was much discussion related to vehicle miles traveled, alternative fuels, the future of environmentally friendly fuel efficient vehicles and how that might affect gas tax revenues and public transit.

Odens asked if there were any other items for discussion.

Matthys asked for a clarification related to a discussion at their pre-screening board meeting related to the increase in the Administrative Account from 1 ½ to 2 %, and if any action is needed.

Ahl stated that the Administrative Account issue was addressed at the summer meeting at which time the increase was approved.

Gray asked if this matter should have been on the Screening Board agenda?

Skallman stated that this is not a needs related item.

Matthys commented on his second item related to the Orono issue and asked if we should have other minimum qualifications for "public streets" such as right of way width, street width, etc. This is not intended for discussion today but perhaps for future meetings.

Odens commented that cities have their local planning/zoning requirements and was not sure how uniform those requirements are.

Johnston commented that the current standard by Resolution is that the 20% of your mileage eligible for designation is 20% of your "improved" mileage.

Chair Odens asked if there any other comments.

IV. Chair Odens thanked the following persons.
   A. Dave Kildahl, Chair of the Needs Study Subcommittee
   B. Lee Gustafson, Chair of the Unencumbered Construction Funds Subcommittee
   C. Mike Metso and Chuck Ahl Past Chairs of the Municipal Screening Board
   D. Screening Board members
   E. State Aid staff and DSAE's
V. Spring 2009 Screening Board has not been scheduled yet.
VI. Entertain motion for adjournment

Motion by Olson, Seconded by Voigt, to adjourn at 9:49a.m. Motion carried unanimously.

Respectfully submitted,

Jeffrey M. Hulsether
MSA Screening Board Secretary
Brainerd City Engineer

MUNICIPAL STATE AID SCREENING BOARD
NEEDS STUDY SUBCOMMITTEE
APRIL 17, 2009

The Needs Study Subcommittee meeting was held on April 17, 2009 at the Transportation Building Conference Room 461 at 9:30 a.m. NSS members present were: Craig Gray – Bemidji (Chair), Debra Bloom – Roseville, Terry Maurer – Elk River. Also present were: Mike Metso – Chair of the Unencumbered Construction Funds Subcommittee, Marshall Johnston, Julee Puffer and Rick Kjonaas of Mn/DOT State Aid.

The meeting was called together by Chairman Gray at 9:30 a.m. and turned over to Johnston to review the information contained in the **2009 Needs Study Subcommittee Data (April 2009) Booklet.**

Johnston indicated that in 2009 a full unit price study was completed. He indicated there were 113 projects. Johnston provided sheets detailing the major items of all projects, and then further breaking them down by District. The prepared booklet also provided detailed information on each item.

Chair Gray began discussion on each individual item as follows:

A. Maintenance Needs

The maintenance needs per traffic lane mile, parking lane mile, median strip per mile, storm sewer per mile, traffic signal and the minimum maintenance allowance per mile were discussed. Past history has indicated a modest increase on an annual basis.

MOVED BY BLOOM, SECONDED BY MAURER, TO INCREASE ALL MAINTENANCE NEEDS BY $50 EACH. MOTION PASSED UNANIMOUSLY.

B. Right of Way and Engineering

Johnston explained that the right of way cost is an "after the fact" need, currently estimated at $98,850 per acre. Engineering cost is an automatic cost added to each segment at 22 percent of the needs. Discussion followed that since the right of way cost is an "after the fact" need and engineering is an automatic cost added to each segment, there really was no need seen to increase either of these. It was the consensus of the group to take no action on either of these, leaving them at their same rates.

C. Excavation

Johnston pointed out that according to Screening Board resolution, this would be the first year that the grading factor will be used. The grading factor will apply a multiplier to the excavation price to account for tree removal, pavement removal, curb and gutter removal, and sidewalk removal from urban sections. On rural sections the grading factor will be a multiple of excavation that will account for tree removal, pavement removal, special drainage, gravel surface and gravel shoulders. Johnston indicated that there were 80 projects in 47 cities that had excavation on them. The average cost across the 80 projects was $4.53 per cubic yard. Discussion followed that the last unit cost study completed in 2006 had an average excavation

cost of $5.37. The Screening Board set the cost that year at $4.75. Since 2006, it has been increased by the Engineering News Record (ENR) and in 2008, it was $5.10. There was general consensus that the cost of excavation should be reduced based on actual cost.

MOTION BY MAURER, SECONDED BY BLOOM, TO SET THE EXCAVATION UNIT PRICE AT $4.75 PER CUBIC YARD. MOTION PASSED UNANIMOUSLY.

D. Aggregate Base 2211

Johnston indicated that there were 77 projects in 45 cities that had aggregate base on them. The average cost across those projects was $9.81 per ton. Discussion followed that the last time the unit price study had been completed in 2006, the cost was $8.43. It was set that year by the Screening Board at $8.40. It has been updated the past 2 years by the ENR and in 2008, it was $9.00 per ton.

MOTION BY BLOOM, SECONDED BY MAURER, TO SET THE UNIT PRICE FOR AGGREGATE BASE 2211 AT $9.81 PER TON. MOTION PASSED UNANIMOUSLY.

E. Bituminous

Johnston indicated there were 87 projects in 44 cities that had bituminous on them. The average cost was $56.68 per ton. Discussion followed that in 2006, the unit cost study indicated the average cost was $37.78 per ton and the Screening Board set the price at $38.00 per ton. It has been updated by the ENR the last two years and in 2008, $45.00 per ton was the unit cost. It was pointed out that the spreadsheet shows some large differences between the high and low costs across the 87 projects.

MOTION BY BLOOM, SECONDED BY MAURER, TO SET THE UNIT PRICE OF BITUMINOUS AT $55.00 PER TON. MOTION PASSED UNANIMOUSLY.

F. Sidewalk

Johnston indicated there were 74 projects in 38 cities that contained sidewalk. The average cost across those 74 projects was $25.95 per cubic yard. Discussion followed that in 2006, the last unit price study indicated the average cost was $28.84 per cubic yard. That year, the Screening Board set the price at $26.00. Since then it has been raised by the ENR and in 2008, was $29.00 per cubic yard. General discussion was that there should be a modest decrease in this price to reflect the actual price that has been indicated in the unit price study.

MOTION BY BLOOM, SECONDED BY MAURER, TO SET THE SIDEWALK UNIT PRICE AT $27.00 PER CUBIC YARD. MOTION PASSED UNANIMOUSLY.

G. Curb and Gutter

Johnston indicated that there were 77 projects in 43 cities that had curb and gutter on them. The average price across those projects was $10.72 per lineal foot. Discussion followed that in 2006, the last unit price study, the average price was $9.77 per lineal foot. That year, the Screening

Board set the price at $9.75. Since then, the ENR has been used to increase the price, and in 2008, it was set at $10.45. General consensus was a modest increase needs to be put in place to reflect the increased cost.

MOTION BY BLOOM, SECONDED BY MAURER, TO SET THE UNIT PRICE FOR CURB AND GUTTER AT $10.70 PER LINEAL FOOT. MOTION PASSED UNANIMOUSLY.

H. Storm Sewer

Johnston indicated that on page 30, there is a memo from Mike Leuer, State Aid Hydraulic Specialist, suggesting that the appropriate price would be $289,290 for new storm sewer construction per mile, and $92,772 per mile for adjustment of existing storm sewer. General discussion was that these recommendations should be followed; however, the number should be rounded.

MOTION BY MAURER, SECONDED BY BLOOM, TO SET THE STORM SEWER PRICES FOR ADJUSTMENTS AT $92,800 PER MILE AND NEW CONSTRUCTION AT $289,300 PER MILE. MOTION PASSED UNANIMOUSLY.

I. Street Lighting

Johnston indicated that this is a cost that every city on the State Aid system receives. It is currently set at $100,000 per mile. General discussion followed that it has not been raised in three years; that many communities do not do lighting of their projects, or get them lit by an electrical utility.

MOTION BY BLOOM, SECONDED BY MAURER, TO LEAVE THE STREET LIGHTING PRICE UNCHANGED AT $100,000 PER MILE. MOTION PASSED UNANIMOUSLY.

J. Signals

Johnston indicated that this is also a unit cost that is applied to each segment. The cost for signals is a per mile cost. General discussion followed that the cost has not been raised significantly in the last four years. There was consensus that there was no apparent need to raise it at this time, either.

MOTION BY BLOOM, SECONDED BY MAURER, TO LEAVE THE PRICE FOR SIGNALS AT $130,000 PER MILE. MOTION PASSED UNANIMOUSLY.

K. Railroad Crossings

Johnston indicated that there is a memo from Susan Aylesworth, Manager, Rail Administration Section, suggesting costs for railroad crossings for signs, pavement markings, low speed signals, high speed signals and gates, and concrete crossing material. General discussion followed that there is no reason not to follow these recommendations. The recommendations for the high

speed multiple track signals and gates gave a range of $225,000 - $300,000. In 2008, it was set at $200,000. The consensus was that an increase to $250,000 would be appropriate.

MOTION BY MAURER, SECONDED BY BLOOM, TO SET THE 2009 PRICES FOR RAILROAD CROSSING SIGNS AT $2,000, PAVEMENT MARKINGS AT $1,500, SIGNALS FOR LOW SPEED AT $225,000, SIGNALS AND GATES FOR HIGH SPEED AT $250,000, AND CONCRETE CROSSING SURFACE AT $1,300 PER FOOT OF TRACK. MOTION PASSED UNANIMOUSLY

L. Bridges

Johnston indicated that bridges on the Municipal State Aid System are one unit cost regardless of length. He also indicated that the cost per bridge is typically set slightly lower than the numbers received from the Bridge Section of Mn/DOT because the MSAS route and needs for street construction go across the bridge, so there is other funding available beyond the bridge itself. He indicated that the Bridge Section of Mn/DOT provided information indicating that for bridges under 149 feet, the cost per square foot was $118.00 and for bridges over 150 feet, the cost per square foot was $137.00. Johnston indicated the average of these two numbers is $128.54. General discussion followed that in 2008, the unit price amount was $110 per square foot, when the average from the Mn/DOT bridge section was just over $116.00.

MOTION BY MAURER, SECONDED BY BLOOM, TO SET THE UNIT PRICE FOR BRIDGES AT $115.00 PER SQUARE FOOT. THE MOTION PASSED UNANIMOUSLY.

M. Railroad Bridges Over Highways

Johnston indicated that there are very few of these in the MSAS system. General discussion was that this number has been unchanged over the last four years. There was no apparent reason to increase it.

MOTION BY BLOOM, SECONDED BY MAURER, TO LEAVE THE RAILROAD BRIDGES OVER HIGHWAYS AT $10,200 FOR THE FIRST TRACK PER LINEAL FOOT, AND AT $8,500 PER LINEAL FOOT FOR ANY ADDITIONAL TRACKS. MOTION PASSED UNANIMOUSLY.

There being no more business for the Needs Study Subcommittee, Chair Gray adjourned the meeting at 10:25 a.m.

Minutes prepared by:

Terry J. Maurer, Secretary
Needs Study Subcommittee

UNIT PRICES

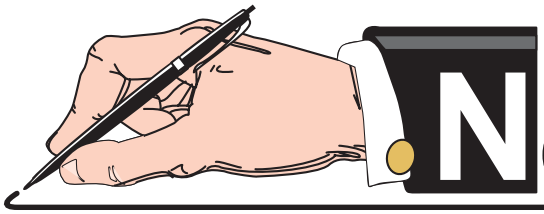
EXCAVATION

NEEDS YEAR	NO. OF CITIES	QUANTITY	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5 YEAR AVERAGE CONTRACT PRICE
1989	70	1,406,108	$3,024,233	$2.15	$3.00	-
1990	65	1,263,652	2,733,063	2.16	3.00	-
1991	67	1,260,768	3,303,493	2.62	3.00	-
1992	70	1,243,656	3,764,622	3.03	3.00	-
1993	64	1,105,710	2,994,010	2.71	3.00	-
1994	65	1,484,328	4,965,339	3.35	3.00	-
1995	59	1,317,807	3,419,869	2.60	3.00	$2.52
1996	68	1,691,036	4,272,539	2.53	3.00	2.53
1998	60	919,379	3,273,588	3.56	3.00	2.77
1999					3.20	2.86
2000	56	1,157,353	3,490,120	3.02	3.30	2.84
2001					3.30	2.95
2002	50	893,338	3,275,650	3.67	3.40	2.99
2003					3.67	
2004	56	1,018,912	4,523,089	4.44	3.80	3.41
2005					4.00	3.34
						3.68
						4.08

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2005 NEEDS STUDY IS $4.25 PER CU. YD.

Note: There was no Unit Price Study in years 1997,1999, 2001, 2003 and 2005. Therefore, we used the total of the past five year's costs divided by the total of the past five year's quantities for the 5-Year Average.

AND GRAPHS



NOTES and COMMENTS

UNIT PRICE STUDY

The unit price study was done annually until 1997. In 1996, the Municipal Screening Board made a motion to conduct the Unit Price study every two years, with the ability to adjust significant unit price changes on a yearly basis. There were no changes in the unit prices in 1997. In 1999 and 2001, a construction cost index was applied to the 1998 and 2000 contract prices. In 2003, the Screening Board directed the Needs Study Subcommittee to use the percent of increase in the annual National Engineering News Record Construction Cost Index to recommend Unit Costs to the Screening Board.
In 2007, the Municipal Screening Board made a motion to conduct the Unit Price study every three years with the option to request a Unit Price study on individual items in "off years".

These prices will be applied against the quantities in the Needs Study computation program to compute the 2009 construction (money) needs apportionment.

State Aid bridges are used to 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 2008 construction costs.

MN/DOT railroad office furnished a letter detailing railroad costs from 2008 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. All deficient segments receive street lighting needs. The unit prices used in the 2008 needs study are found in the Screening Board resolutions included in this booklet.

2008 MSAS PROJECTS

This list is based on projects awarded in 2008
Some award dates have not yet been input in our data base
This is the most accurate count available as of April 7, 2009

113 On System Projects
Construction, Reconstruction, signals, overlays, R/W, etc.
94 of these projects had items that were included in the Unit Price study

24 Off System CSAH Projects
These are projects on CSAH's that the city participated in with MSAS funding.

11 Off System TH Projects
These are projects on TH's that the city participated in with MSAS funding

20 Other, Miscellaneous Projects
These projects include Safe Routes to School, Enhancement projects, projects on multiple MSAS routes. They may or may not have had MSAS funds expended on the projects.

TOTAL OF 168 PROJECTS

In 2006, the year of the last Unit Price Study, there were a total of 208 projects awarded in 2005. 139 on system and 69 off system.

2009 UNIT PRICE RECOMMENDATIONS

Needs Item		2008 Need Prices	Subcommittee Recommended Prices for 2009	Screening Board Approved Prices For 2009
Grading (Excavation)	Cu. Yd.	$5.10	**$4.75**	
A grading factor of 1.78 will be applied to all existing deficient Urban segments				
A grading factor of 1.56 will be applied to all existing deficient Rural segments.				
Class 5 Base #2211	Ton	9.00	**9.81**	
All Bituminous	Ton	45.00	**55.00**	
Sidewalk Construction	Sq. Yd.	29.00	**27.00**	
Curb and Gutter Construction	Lin.Ft.	10.45	**10.70**	
Storm Sewer Adjustment	Mile	89,700	**92,800**	
Storm Sewer	Mile	278,000	**289,300**	
Street Lighting	Mile	100,000	**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	22	**22**	
Railroad Grade Crossing				
Signs	Unit	1,500	**2,000**	
Pavement Marking	Unit	1,100	**1,500**	
Signals (Single Track-Low Speed)	Unit	175,000	**225,000**	
Signals & Gate (Multiple Track - High & Low Speed)	Unit	200,000	**250,000**	
Concrete Xing Material(Per Track)	Lin.Ft.	1,000	**1,300**	
Bridges				
0 to 149 Ft.	Sq. Ft.	110.00	**115.00**	
150 to 499 Ft.	Sq. Ft.	110.00	**115.00**	
500 Ft. and over	Sq. Ft.	110.00	**115.00**	
Railroad Bridges over Highways				
Number of Tracks - 1	Lin.Ft.	10,200	**10,200**	
Additional Track (each)	Lin.Ft.	8,500	**8,500**	

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 2008 was $31,784,488 or 0.74% 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 $11,040 in maintenance needs per mile.

EXISTING FACILITIES ONLY

	2008 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	$1,850	$3,050	**$1,900**	**$3,100**		
Parking Lane Per Mile	1,850	1,850	**1,900**	**1,900**		
Median Strip Per Mile	620	1,210	**670**	**1,260**		
Storm Sewer Per Mile	620	620	**670**	**670**		
Per Traffic Signal	620	620	**670**	**670**		
Normal M.S.A.S. Streets Minimum Allowance Per Mile	6,130	6,130	**6,180**	**6,180**		

"Parking Lane Per Mile" shall never exceed two lanes, and is obtained from the following formula:
(Existing surface width minus (the # of traffic lanes x 12)) / 8 = # 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

This item was 0.74% of the total needs last year

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A HISTORY OF THE ANNUAL MAINTENANCE NEEDS COSTS

(COMPUTED ON EXISTING MILEAGE ONLY)

21-Apr-09

Year	Traffic Lane Per Mile		Parking Lane Per Mile		Median Strip Per Mile		Storm Sewer Per Mile		Per Traffic Signal		Minimum Maintenance 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	1,125	575	575	575	575	5,720	5,720
2007	1,800	2,970	1,800	1,800	600	1,180	600	600	600	600	5,960	5,960
2008	1,850	3,050	1,850	1,850	620	1,210	620	620	620	620	6,130	6,130
2009												

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

21-Apr-09

ITEM	2007 APPORTIONMENT NEEDS COST	2008 APPORTIONMENT NEEDS COST	DIFFERENCE	2008 % OF THE TOTAL
Grading/Excavation	$273,754,017	503,865,155	$230,111,138	11.78%
Special Drainage	4,111,672	108,000	($4,003,672)	0.00%
Storm Sewer Adjustment	80,801,796	86,802,690	$6,000,894	2.03%
Storm Sewer Construction	279,135,312	297,621,240	$18,485,928	6.96%
Curb & Gutter Removal	39,854,469	0	($39,854,469)	0.00%
Sidewalk Removal	25,082,980	0	($25,082,980)	0.00%
Concrete Pavement Removal	16,891,024	0	($16,891,024)	0.00%
Tree removal	24,709,790	0	($24,709,790)	0.00%
SUBTOTAL GRADING	**$744,341,060**	**$888,397,085**	**$144,056,025**	**20.77%**
Aggregate Base	$451,876,900	$482,383,800	$30,506,900	11.28%
Bituminous Base	413,436,534	457,504,380	44,067,846	10.70%
SUBTOTAL BASE	**$865,313,434**	**$939,888,180**	**$74,574,746**	**21.97%**
Gravel Surface #2118	$89,674	$0	($89,674)	0.00%
Bituminous Surface	377,198,472	410,443,095	33,244,623	9.60%
Surface Widening	3,071,964	3,297,285	225,321	0.08%
SUBTOTAL SURFACE	**$380,360,110**	**$413,740,380**	**$33,380,270**	**9.67%**
Gravel Shoulders #2221	$2,569,932	$0	($2,569,932)	0.00%
SUBTOTAL SHOULDERS	**$2,569,932**	**$0**	**($2,569,932)**	**0.00%**
Curb and Gutter	$222,481,559	$238,973,093	$16,491,534	5.59%
Sidewalk	288,146,824	313,184,978	25,038,154	7.32%
Traffic Signals	208,087,750	209,263,600	1,175,850	4.89%
Street Lighting	220,694,000	229,117,000	8,423,000	5.36%
SUBTOTAL MISCELLANEOUS	**$939,410,133**	**$990,538,671**	**$51,128,538**	**23.16%**
TOTAL ROADWAY	**$2,931,994,669**	**$3,232,564,316**	**$300,569,647**	**75.57%**
Structures	$173,274,149	$186,151,319	$12,877,170	4.35%
Railroad Crossings	63,553,125	61,260,450	(2,292,675)	1.43%
Maintenance	30,626,495	31,784,488	1,157,993	0.74%
Engineering	697,140,950	765,594,944	68,453,994	17.90%
SUBTOTAL OTHERS	**$964,594,719**	**$1,044,791,201**	**$80,196,482**	**24.43%**
TOTAL	**$3,896,589,388**	**$4,277,355,517**	**$380,766,129**	**100.00%**

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MSAS UNIT PRICE STUDY
EXCAVATION - CUBIC YARD

CITY NAME	NO. OF PROJECTS	TOTAL QUANTITY	TOTAL COST	AVERAGE UNIT PRICE
District 1				
Chisholm	1	5,698	$28,490	$5.00
Cloquet	1	5,692	27,037	4.75
Duluth	4	12,705	47,466	3.74
Hermantown	3	1,523	12,466	8.19
Hibbing	1	14,500	68,950	4.76
Virginia	1	11,700	58,500	5.00
District 1 Total	**11**	**51,818**	**$242,909**	**$4.69**
District 2				
Crookston	2	6,466	$29,808	$4.61
District 2 Total	**2**	**6,466**	**$29,808**	**$4.61**
District 3				
Cambridge	1	44,100	$164,250	$3.72
Elk River	1	36,674	220,044	6.00
St. Cloud	3	76,358	413,742	5.42
Waite Park	1	27,225	128,362	4.71
District 3 Total	**6**	**184,357**	**$926,398**	**$5.03**
District 4				
Alexandria	1	5,108	$20,432	$4.00
Moorhead	1	195,215	548,282	2.81
District 4 Total	**2**	**200,323**	**$568,714**	**$2.84**
District 6				
Austin	1	2,600	$21,500	$8.27
Faribault	1	3,052	22,825	7.48
Kasson	1	12,339	74,034	6.00
Rochester	1	4,703	56,436	12.00
District 6 Total	**4**	**22,694**	**$174,795**	**$7.70**
District 7				
Fairmont	1	5,835	$44,005	$7.54
Mankato	1	6,880	33,368	4.85
New Ulm	2	12,860	60,442	4.70
District 7 Total	**4**	**25,575**	**$137,815**	**$5.39**
District 8				
Marshall	1	33,645	$90,833	$2.70
District 8 Total	**1**	**33,645**	**$90,833**	**$2.70**

MSAS UNIT PRICE STUDY
EXCAVATION - CUBIC YARD

CITY NAME	NO. OF PROJECTS	TOTAL QUANTITY	TOTAL COST	AVERAGE UNIT PRICE
Metro East				
Eagan	4	19,153	$59,047	$3.08
Farmington	1	257,397	970,387	3.77
Inver Grove Heights	1	3,972	31,776	8.00
Maplewood	3	27,495	172,691	6.28
New Brighton	1	50	625	12.50
North Branch	2	9,650	38,600	4.00
North St. Paul	1	2,264	17,500	7.73
South St. Paul	1	134	1,420	10.58
St. Paul	3	31,141	274,546	8.82
Metro East Total	**17**	**351,257**	**$1,566,591**	**$4.46**
Metro West				
Bloomington	4	1,044	$18,792	$18.00
Bloomington/Richfield	2	187,526	1,143,908	6.10
Brooklyn Center	1	475	3,800	8.00
Circle Pines	1	5,135	13,400	2.61
Coon Rapids	3	6,275	16,375	2.61
Crystal	4	3,787	71,291	18.83
East Bethel	1	8,130	30,244	3.72
Edina	2	110	2,750	25.00
Fridley	2	1,155	18,750	16.23
Golden Valley	1	3,450	34,498	10.00
Ham Lake	3	20,638	49,687	2.41
Hopkins	1	6,528	59,906	9.18
Minneapolis	2	3,012	50,979	16.93
New Hope	1	5,400	66,150	12.25
Oak Grove	2	17,449	70,707	4.05
Richfield	1	188,022	658,077	3.50
Robbinsdale	1	208	3,956	19.02
Waconia	1	290	870	3.00
Metro West Total	**33**	**458,634**	**$2,314,140**	**$5.05**
District Totals				
District 1 Total	11	51,818	$242,909	$4.69
District 2 Total	2	6,466	29,808	4.61
District 3 Total	6	184,357	926,398	5.03
District 4 Total	2	200,323	568,714	2.84
District 6 Total	4	22,694	174,795	7.70
District 7 Total	4	25,575	137,815	5.39
District 8 Total	1	33,645	90,833	2.70
Metro East Total	17	351,257	1,566,591	4.46
Metro West Total	33	458,634	2,314,140	5.05
STATE TOTAL	**80**	**1,334,769**	**$6,052,005**	**$4.53**

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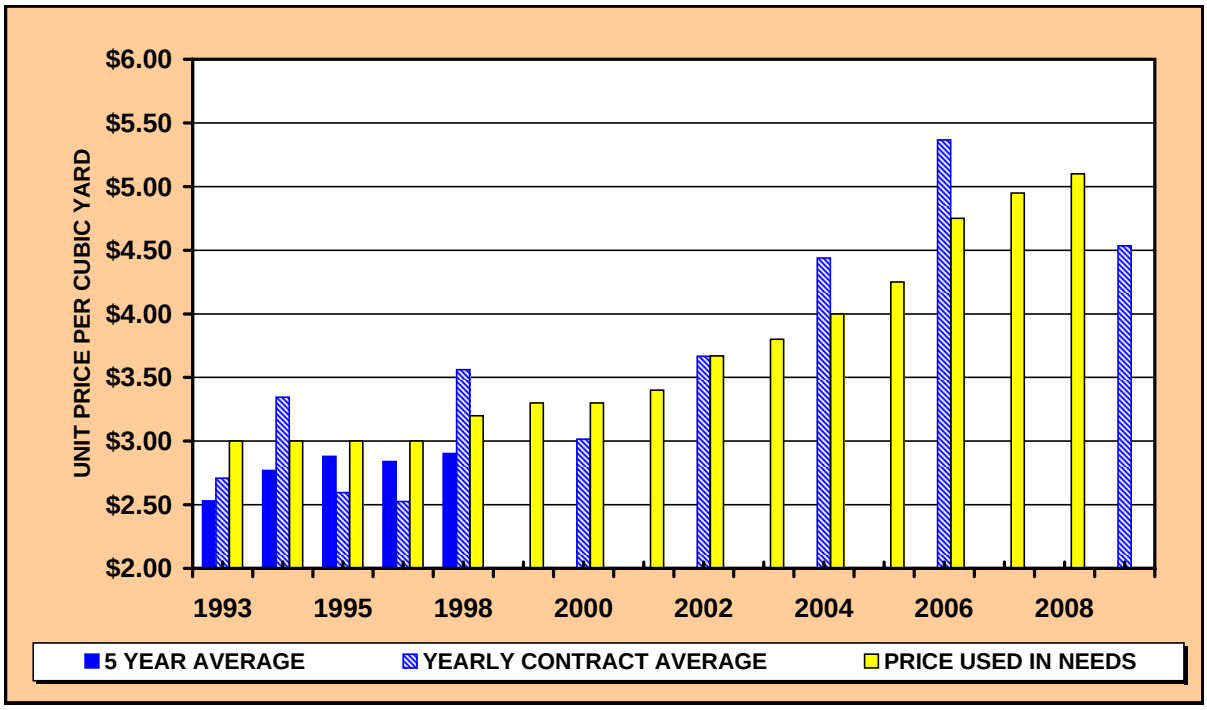
EXCAVATION



NEEDS YEAR	NO. OF CITIES	QUANTITY	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5 YEAR AVERAGE CONTRACT PRICE
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				ENR	3.30	
2000	56	1,157,353	3,490,120	3.02	3.30	
2001				ENR	3.40	
2002	50	893,338	3,275,650	3.67	3.67	
2003				ENR	3.80	
2004	56	1,018,912	4,523,089	4.44	4.00	
2005				ENR	4.25	
2006	48	587,442	3,152,838	5.37	4.75	
2007				ENR	4.95	
2008				ENR	5.10	
2009	47	1,334,769	6,052,005	**4.53**		

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2009 NEEDS STUDY IS $4.75 PER CU. YD.

This item was 11.78% of the Needs last year
This year there were 80 projects in 47 cities

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MSAS UNIT PRICE STUDY
AGGREGATE BASE 2211 - TONS

CITY NAME	NO. OF PROJECTS	TOTAL QUANTITY	TOTAL COST	AVERAGE UNIT PRICE
District 1				
Chisholm	1	4,768	$35,322	$7.41
Cloquet	1	4,683	34,692	7.41
Duluth	4	3,626	34,909	9.63
Hermantown	3	1,255	14,575	11.62
Hibbing	1	7,300	102,200	14.00
Virginia	1	14,305	101,809	7.12
District 1 Total	**11**	**35,938**	**$323,507**	**$9.00**
District 2				
Crookston	2	4,283	$69,984	$16.34
District 2 Total	**2**	**4,283**	**$69,984**	**$16.34**
District 3				
Cambridge	1	29,957	$279,700	$9.34
Elk River	1	15,000	150,000	10.00
St. Cloud	3	26,475	295,382	11.16
Waite Park	1	3,729	63,393	17.00
District 3 Total	**6**	**75,160**	**$788,475**	**$10.49**
District 4				
Alexandria	1	4,295	$53,331	$12.42
Moorhead	1	32,111	219,765	6.84
District 4 Total	**2**	**36,406**	**$273,096**	**$7.50**
District 6				
Austin	1	4,035	$43,050	$10.67
Faribault	1	1,613	31,776	19.70
Kasson	1	16,946	181,591	10.72
Rochester	1	3,219	35,927	11.16
District 6 Total	**4**	**25,813**	**$292,344**	**$11.33**
District 7				
Fairmont	1	2,360	$32,733	$13.87
Mankato	1	9,252	90,759	9.81
New Ulm	2	24,350	168,015	6.90
District 7 Total	**4**	**35,962**	**$291,507**	**$8.11**
District 8				
Marshall	1	12,958	$105,582	$8.15
District 8 Total	**1**	**12,958**	**$105,582**	**$8.15**

MSAS UNIT PRICE STUDY
AGGREGATE BASE 2211 - TONS

CITY NAME	NO. OF PROJECTS	TOTAL QUANTITY	TOTAL COST	AVERAGE UNIT PRICE
Metro East				
Burnsville	2	250	$1,383	$5.53
Eagan	5	10,294	105,046	10.20
Farmington	1	13,025	154,008	11.82
Inver Grove Heights	1	375	5,125	13.67
Maplewood	2	23,000	204,625	8.90
North Branch	2	8,800	95,040	10.80
North St. Paul	1	4,500	40,500	9.00
South St. Paul	1	14	360	25.71
St. Paul	2	6,770	120,907	17.86
Metro East Total	**17**	**67,028**	**$726,992**	**$10.85**
Metro West				
Bloomington	4	2,465	$36,210	14.69
Bloomington/Richfield	2	22,986	241,537	10.51
Circle Pines	1	10,050	115,575	11.50
Coon Rapids	3	2,171	35,096	16.17
Crystal	4	24,903	70,939	2.85
East Bethel	1	2,561	34,397	13.43
Edina	2	100	1,100	11.00
Fridley	1	140	3,472	24.80
Ham Lake	3	7,548	86,211	11.42
Hopkins	1	7,443	82,934	11.14
Minneapolis	2	1,767	27,779	15.72
New Hope	1	25	750	30.00
Oak Grove	2	21,304	210,070	9.86
Richfield	1	22,986	279,726	12.17
Robbinsdale	1	2,500	6,254	2.50
Waconia	1	14,304	180,636	12.63
Metro West Total	**30**	**143,253**	**$1,412,686**	**$9.86**
District Totals				
District 1 Total	11	35,938	$323,507	$9.00
District 2 Total	2	4,283	69,984	16.34
District 3 Total	6	75,160	788,475	10.49
District 4 Total	2	36,406	273,096	7.50
District 6 Total	4	25,813	292,344	11.33
District 7 Total	4	35,962	291,507	8.11
District 8 Total	1	12,958	105,582	8.15
Metro East Total	17	67,028	726,992	10.85
Metro West Total	30	143,253	1,412,686	9.86
STATE TOTAL	**77**	**436,802**	**$4,284,174**	**$9.81**

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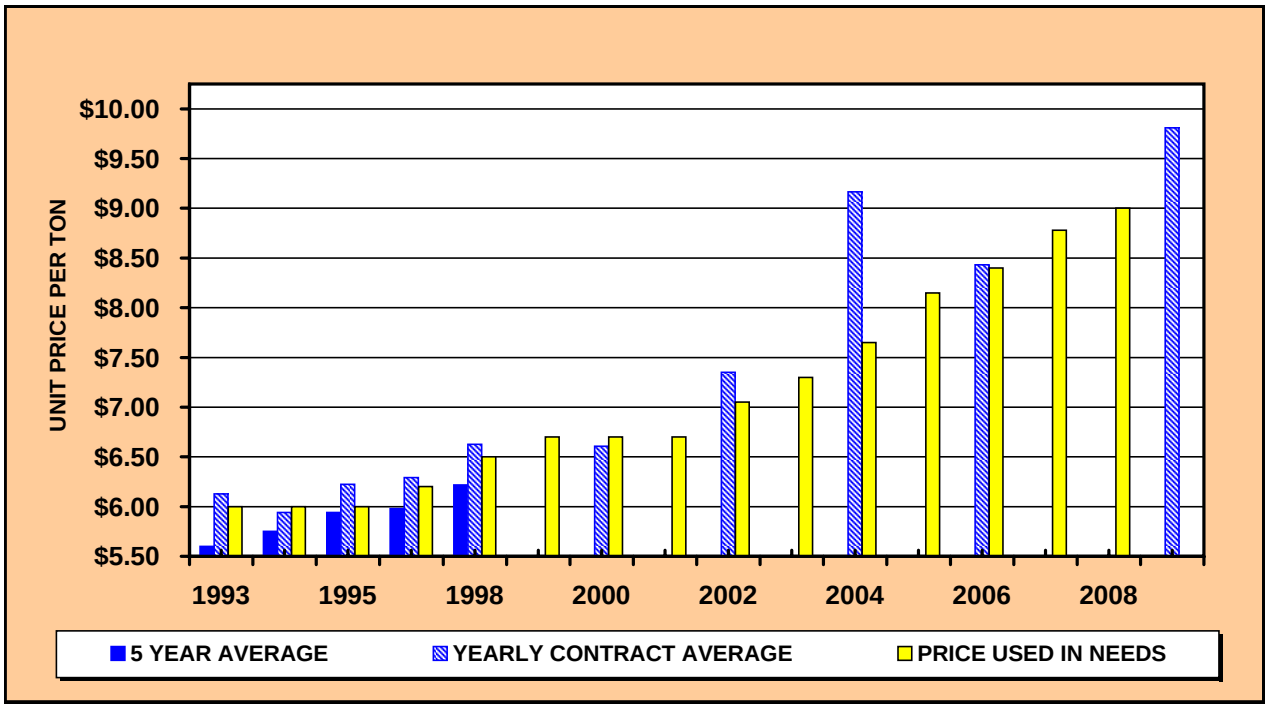
22-Apr-09

AGGREGATE BASE #2211



NEEDS YEAR	NO. OF CITIES	QUANTITY	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5 YEAR AVERAGE CONTRACT PRICE
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				ENR	6.70	
2000	58	680,735	4,498,220	6.61	6.70	
2001				ENR	6.70	
2002	52	527,592	3,877,688	7.35	7.05	
2003				ENR	7.30	
2004	58	573,153	5,252,804	9.16	7.65	
2005				ENR	8.15	
2006	46	355,866	3,000,906	8.43	8.40	
2007				ENR	8.78	
2008				ENR	9.00	
2009	45	436,802	4,284,174	**9.81**		

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2009 NEEDS STUDY IS $9.81 PER TON

This item was 11.28% of the Needs last year
This year there were 77 projects in 45 cities

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MSAS UNIT PRICE STUDY
BITUMINOUS

CITY NAME	NO. OF PROJECTS	TOTAL QUANTITY	TOTAL COST	AVERAGE UNIT PRICE
District 1				
Chisholm	1	1,635	$119,678	$73.20
Cloquet	1	1,220	89,318	73.21
Duluth	4	3,443	164,769	47.86
Hermantown	3	1,257	72,347	57.56
Hibbing	1	4,550	267,806	58.86
Virginia	1	4,323	250,734	58.00
District 1 Total	**11**	**16,428**	**$964,652**	**$58.72**
District 2				
Crookston	2	2,412	$116,319	$48.23
District 2 Total	**2**	**2,412**	**$116,319**	**$48.23**
District 3				
Cambridge	1	13,050	$639,620	$49.01
Elk River	1	6,978	457,989	65.63
St. Cloud	3	17,105	1,147,671	67.10
Waite Park	1	4,638	328,936	70.92
District 3 Total	**6**	**41,771**	**$2,574,215**	**$61.63**
District 4				
Alexandria	2	1,977	$116,526	$58.94
District 4 Total	**2**	**1,977**	**$116,526**	**$58.94**
District 6				
Austin	1	1,250	$66,370	$53.10
Faribault	1	2,280	147,407	64.65
Kasson	1	3,462	159,559	46.09
Rochester	1	145	13,775	95.00
District 6 Total	**4**	**7,137**	**$387,112**	**$54.24**
District 7				
Mankato	1	2,728	$150,410	$55.14
New Ulm	1	6,115	323,487	52.90
District 7 Total	**2**	**8,843**	**$473,897**	**$53.59**
District 8				
Marshall	1	4,320	$344,424	$79.73
District 8 Total	**1**	**4,320**	**$344,424**	**$79.73**

MSAS UNIT PRICE STUDY
BITUMINOUS

CITY NAME	NO. OF PROJECTS	TOTAL QUANTITY	TOTAL COST	AVERAGE UNIT PRICE
Metro East				
Burnsville	2	6,971	$320,796	$46.02
Eagan	4	9,750	458,120	46.99
Farmington	1	15,000	785,425	52.36
Inver Grove Heights	4	3,365	161,180	47.90
Maplewood	3	17,375	939,476	54.07
New Brighton	1	1,220	64,415	52.80
North St. Paul	1	1,625	88,752	54.62
South St. Paul	1	1,617	81,890	50.64
St. Paul	3	9,119	547,796	60.07
Metro East Total	**20**	**66,042**	**$3,447,849**	**$52.21**
Metro West				
Bloomington	6	14,150	$693,028	$48.98
Bloomington/Richfield	2	18,231	1,334,363	73.19
Brooklyn Center	2	8,305	372,724	44.88
Circle Pines	1	4,310	269,620	62.56
Coon Rapids	3	1,422	111,713	78.56
Crystal	4	2,547	111,518	43.78
East Bethel	1	3,045	205,548	67.50
Edina	2	1,465	87,494	59.72
Fridley	2	2,590	165,381	63.85
Ham Lake	3	6,961	495,439	71.17
Hopkins	1	4,148	232,241	55.99
Minneapolis	6	10,524	847,793	80.56
New Hope	1	31	5,425	175.00
Oak Grove	2	27,505	698,594	25.40
Richfield	1	18,231	1,397,363	76.65
Robbinsdale	1	220	10,035	45.61
Waconia	1	5,182	281,629	54.34
Metro West Total	**39**	**128,867**	**$7,319,907**	**$56.80**
District Totals				
District 1 Total	11	16,428	$964,652	$58.72
District 2 Total	2	2,412	116,319	48.23
District 3 Total	6	41,771	2,574,215	61.63
District 4 Total	2	1,977	116,526	58.94
District 6 Total	4	7,137	387,112	54.24
District 7 Total	2	8,843	473,897	53.59
District 8 Total	1	4,320	344,424	79.73
Metro East Total	20	66,042	3,447,849	52.21
Metro West Total	39	128,867	7,319,907	56.80
STATE TOTAL	**87**	**277,797**	**$15,744,901**	**$56.68**

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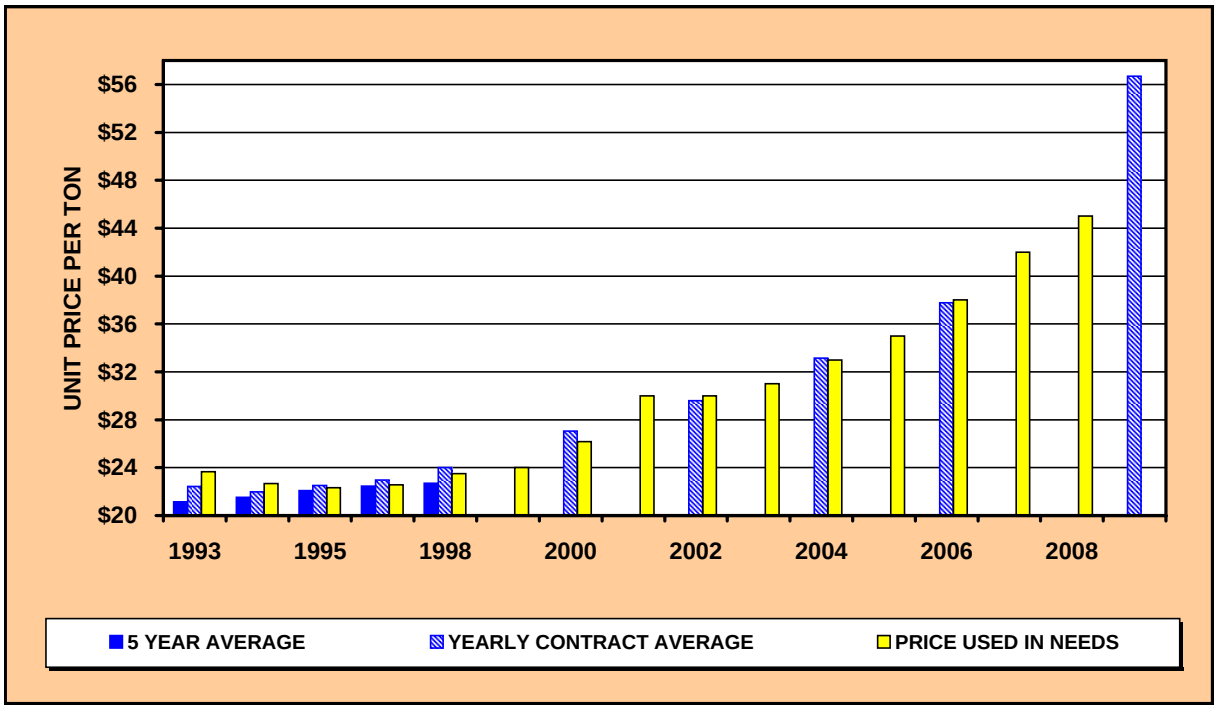
BITUMINOUS



NEEDS YEAR	NO. OF CITIES	QUANTITY	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5 YEAR AVERAGE CONTRACT PRICE
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				ENR	24.00	
2000	51	434,005	11,739,821	27.05	26.17	
2001				ENR	30.00	
2002	50	371,198	10,989,206	29.60	30.00	
2003				ENR	31.00	
2004	60	459,606	15,229,960	33.14	33.00	
2005				ENR	35.00	
2006	51	305,073	11,524,574	37.78	38.00	
2007				ENR	42.00	
2008				ENR	45.00	
2009	44	277,797	15,744,901	**56.68**		

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2009 NEEDS STUDY IS **$55.00 PER TON**

This item was 20.38% of the Needs last year
This year there were 87 projects in 44 cities

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MSAS UNIT PRICE STUDY
SIDEWALK CONSTRUCTION - SQUARE YARD

CITY NAME	No. Of Projects	TOTAL QTY.	TOTAL COST	AVERAGE UNIT PRICE
District 1				
Chisholm	1	1,997	$46,727	$23.40
Cloquet	1	1,894	56,265	29.70
Duluth	4	1,632	51,421	31.50
Hermantown	3	345	16,559	47.94
Hibbing	1	102	3,668	36.00
Virginia	1	1,570	37,031	23.58
District 1 Total	**11**	**7,542**	**$211,671**	**$28.07**
District 2				
Crookston	2	633	$18,445	$29.16
District 2 Total	**2**	**633**	**$18,445**	**$29.16**
District 3				
Cambridge	1	4,044	$92,820	$22.95
St. Cloud	3	7,301	157,770	21.61
Waite Park	1	1,324	24,296	18.35
District 3 Total	**5**	**12,669**	**$274,885**	**$21.70**
District 4				
Alexandria	1	1,204	$30,352	$25.20
Moorhead	1	13,240	327,506	24.74
District 4 Total	**2**	**14,444**	**$357,858**	**$24.77**
District 6				
Austin	2	1,620	$50,839	$31.39
Faribault	1	654	20,300	31.05
Kasson	1	921	24,370	26.46
District 6 Total	**4**	**3,195**	**$95,508**	**$29.90**
District 7				
Fairmont	1	1,097	$27,941	$25.47
Mankato	1	791	17,795	22.50
New Ulm	2	611	16,555	27.09
District 7 Total	**4**	**2,499**	**$62,291**	**$24.93**
District 8				
Marshall	1	4,760	$122,670	$25.77
District 8 Total	**1**	**4,760**	**$122,670**	**$25.77**

MSAS UNIT PRICE STUDY
SIDEWALK CONSTRUCTION - SQUARE YARD

CITY NAME	No. Of Projects	TOTAL QTY.	TOTAL COST	AVERAGE UNIT PRICE
Metro East				
Burnsville	2	1,367	$44,420	$32.49
Eagan	3	3,595	84,076	23.39
Inver Grove Heights	4	889	19,600	22.05
Maplewood	3	4,200	96,549	22.99
North St. Paul	1	389	8,899	22.88
South St. Paul	1	356	13,184	37.08
St. Paul	3	3,118	82,284	26.39
Metro East Total	**17**	**13,914**	**$349,012**	**$25.08**
Metro West				
Bloomington	6	2,769	$115,816	$41.83
Bloomington/Richfield	2	10,312	234,640	22.75
Brooklyn Center	2	2,260	65,040	28.78
Coon Rapids	3	760	20,505	26.98
Crystal	3	626	14,142	22.59
Fridley	1	11	310	27.90
Golden Valley	1	239	6,133	25.65
Hopkins	1	1,513	44,388	29.34
Minneapolis	4	2,212	86,773	39.23
New Hope	1	44	2,000	45.00
Oak Grove	2	488	9,350	19.15
Richfield	1	10,847	306,401	28.25
Waconia	1	3,953	84,980	21.50
Metro West Total	**28**	**36,034**	**$990,478**	**$27.49**
District Totals				
District 1 Total	11	7,542	$211,671	$28.07
District 2 Total	2	633	18,445	29.16
District 3 Total	5	12,669	274,885	21.70
District 4 Total	2	14,444	357,858	24.77
District 6 Total	4	3,195	95,508	29.90
District 7 Total	4	2,499	62,291	24.93
District 8 Total	1	4,760	122,670	25.77
Metro East Total	17	13,914	349,012	25.08
Metro West Total	28	36,034	990,478	27.49
STATE TOTAL	**74**	**95,689**	**$2,482,820**	**$25.95**

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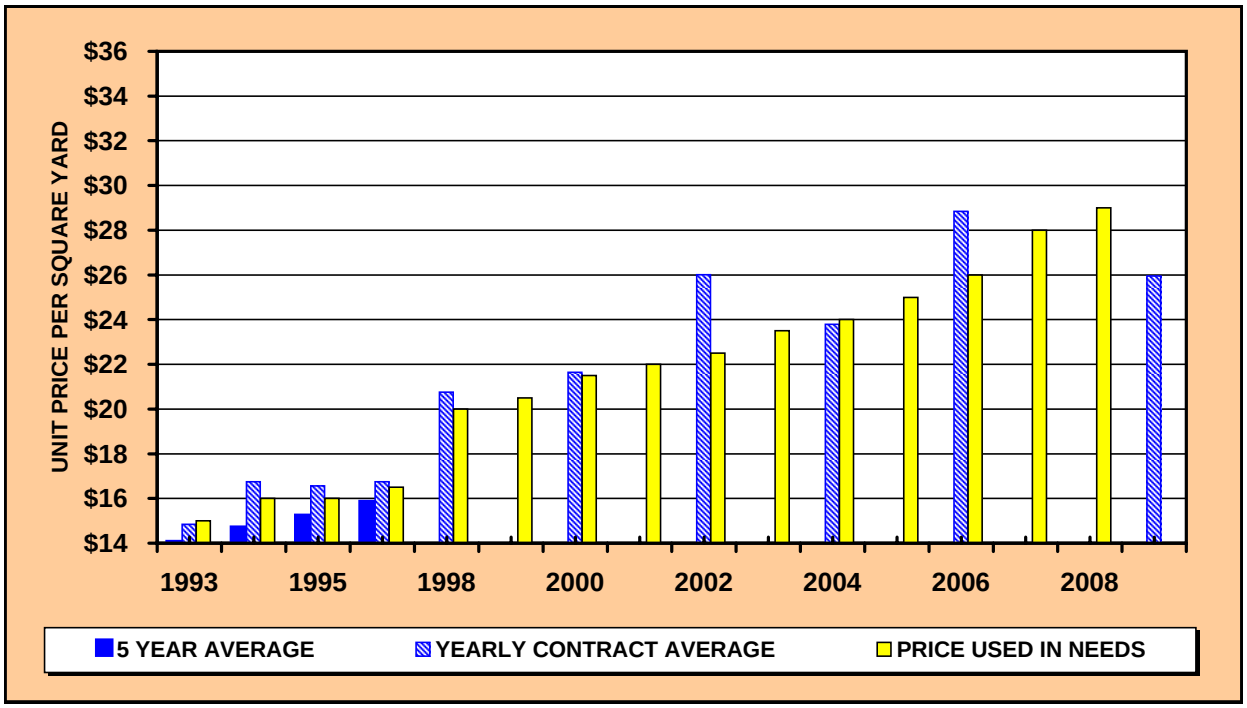
28-Apr-09

SIDEWALK CONSTRUCTION #2521



NEEDS YEAR	NO. OF CITIES	QUANTITY	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5 YEAR AVERAGE CONTRACT PRICE
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	
1999				ENR	20.50	
2000	45	88,562	1,917,075	21.65	21.50	
2001				ENR	22.00	
2002	38	61,390	1,596,409	26.00	22.50	
2003				ENR	23.50	
2004	47	123,460	2,937,553	23.79	24.00	
2005				ENR	25.00	
2006	43	69,500	2,004,367	28.84	26.00	
2007				ENR	28.00	
2008				ENR	29.00	
2009	38	95,689	2,482,820	**25.95**		

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2009 NEEDS STUDY IS $27.00 PER SQ. YD.

This item was 7.32% of the Needs last year
This year there were 74 projects in 38 cities

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

CITY NAME	No. Of Projects	TOTAL QTY.	TOTAL COST	AVERAGE UNIT PRICE
District 1				
Chisholm	1	2,735	$30,085	$11.00
Cloquet	1	3,573	41,090	11.50
Duluth	4	3,248	38,466	11.84
Hermantown	2	564	12,654	22.44
Hibbing	1	3,622	36,246	10.01
Virginia	1	3,171	34,881	11.00
District 1 Total	**10**	**16,913**	**$193,422**	**$11.44**
District 2				
Crookston	2	3,670	$34,938	$9.52
District 2 Total	**2**	**3,670**	**$34,938**	**$9.52**
District 3				
Cambridge	1	14,000	$113,400	$8.10
St. Cloud	2	19,438	157,846	8.12
Waite Park	1	7,236	59,616	8.24
District 3 Total	**4**	**40,674**	**$330,862**	**$8.13**
District 4				
Alexandria	1	2,687	$25,070	$9.33
Moorhead	1	33,560	410,621	12.24
District 4 Total	**2**	**36,247**	**$435,691**	**$12.02**
District 6				
Austin	1	2,400	$26,736	$11.14
Faribault	1	2,554	27,711	10.85
Kasson	1	5,349	48,987	9.16
Rochester	1	2,534	43,819	17.29
District 6 Total	**4**	**12,837**	**$147,253**	**$11.47**
District 7				
Fairmont	1	3,010	$29,069	$9.66
Mankato	1	4,701	47,010	$10.00
New Ulm	2	1,400	27,454	19.61
District 7 Total	**4**	**9,111**	**$103,533**	**$11.36**
District 8				
Marshall	1	6,114	$53,592	$8.77
District 8 Total	**1**	**6,114**	**$53,592**	**$8.77**

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

CITY NAME	No. Of Projects	TOTAL QTY.	TOTAL COST	AVERAGE UNIT PRICE
Metro East				
Burnsville	2	5,580	$99,938	$17.91
Eagan	5	9,656	102,177	10.58
Farmington	1	5,967	58,456	9.80
Inver Grove Heights	4	3,100	27,965	9.02
Maplewood	2	14,800	127,863	8.64
North St. Paul	1	1,850	14,621	7.90
South St. Paul	1	500	5,665	11.33
St. Paul	2	11,406	100,792	8.84
Metro East Total	**18**	**52,859**	**$537,476**	**$10.17**
Metro West				
Bloomington	6	5,859	$82,450	$14.07
Bloomington/Richfield	2	19,260	248,975	12.93
Brooklyn Center	2	4,448	50,144	11.27
Coon Rapids	2	2,540	28,380	11.17
Crystal	4	4,583	42,303	9.23
East Bethel	1	3,561	28,488	8.00
Edina	2	61	2,135	35.00
Fridley	1	320	5,838	18.24
Golden Valley	1	144	2,800	19.44
Hopkins	1	4,679	51,516	11.01
Minneapolis	4	2,506	35,528	14.18
New Hope	1	80	2,400	30.00
Oak Grove	2	9,504	78,847	8.30
Richfield	1	19,260	244,220	12.68
Robbinsdale	1	225	2,075	9.22
Waconia	1	6,796	69,382	10.21
Metro West Total	**32**	**83,826**	**$975,480**	**$11.64**
District Totals				
District 1 Total	10	16,913	$193,422	$11.44
District 2 Total	2	3,670	34,938	9.52
District 3 Total	4	40,674	330,862	8.13
District 4 Total	2	36,247	435,691	12.02
District 6 Total	4	12837	147,253	11.47
District 7 Total	4	9,111	103,533	11.36
District 8 Total	1	6,114	53,592	8.77
Metro East Total	18	52,859	537,476	10.17
Metro West Total	32	83,826	975,480	11.64
STATE TOTAL	**77**	**262,251**	**$2,812,246**	**$10.72**

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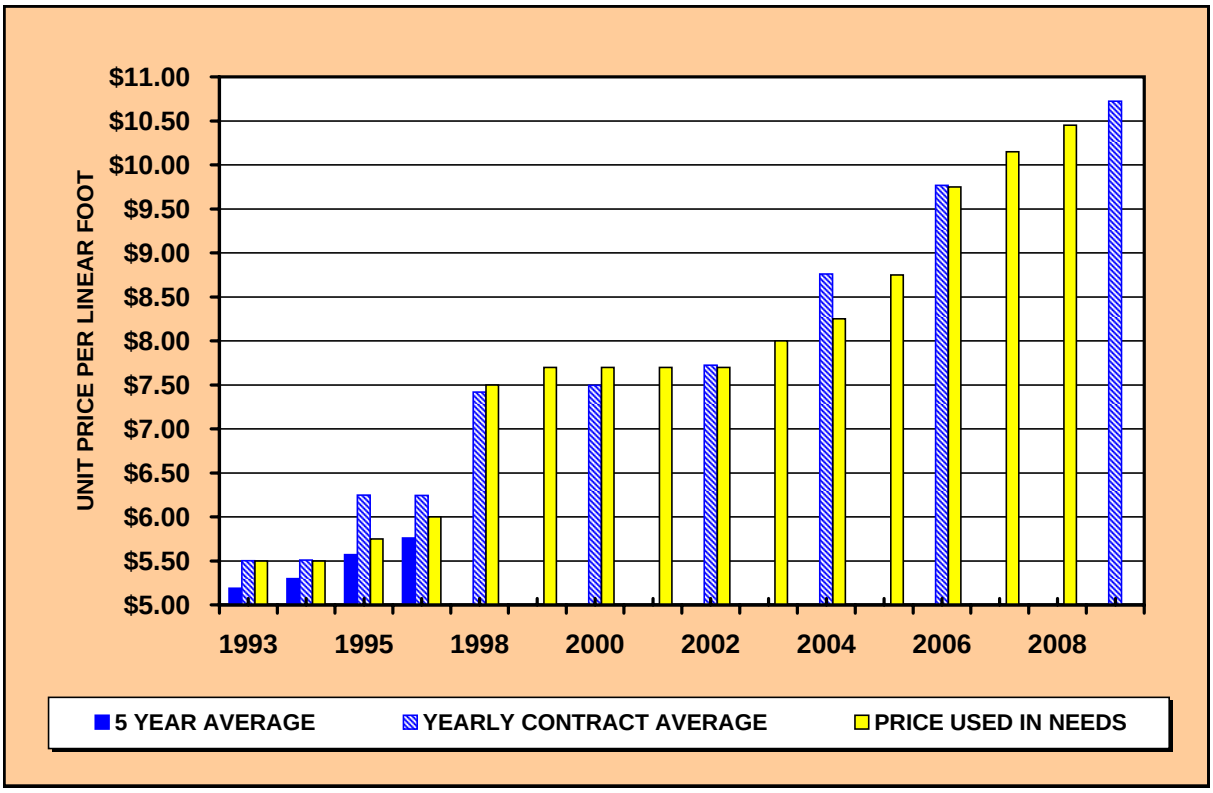
28-Apr-09

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
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	
1999				ENR	7.70	
2000	55	418,211	3,133,900	7.49	7.70	
2001				ENR	7.70	
2002	50	363,497	2,807,345	7.72	7.70	
2003				ENR	8.00	
2004	59	469,131	4,110,211	8.76	8.25	
2005				ENR	8.75	
2006	52	327,171	3,195,201	9.77	9.75	
2007				ENR	10.15	
2008				ENR	10.45	
2009	43	262,251	2,812,246	**10.72**		

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2009 NEEDS STUDY IS $10.70 PER LIN. FT.

This item was 5.59% of the Needs last year
This year there were 77 projects in 43 cities

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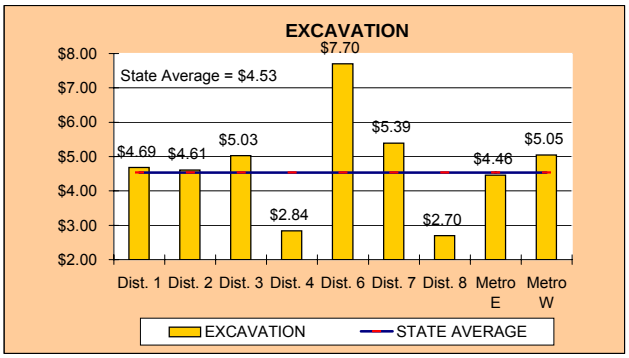
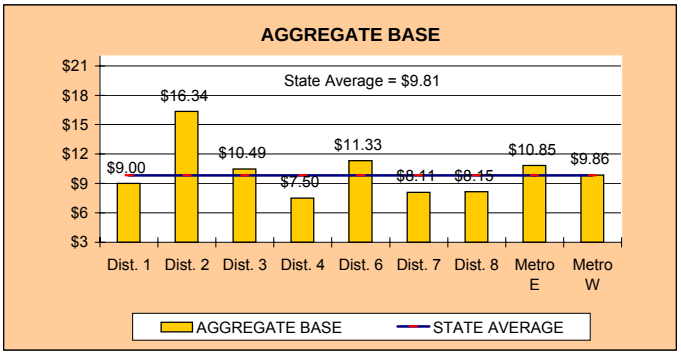
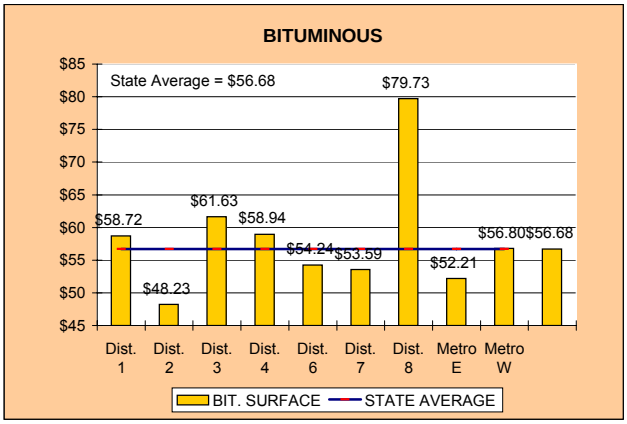
2008 UNIT PRICES BY DISTRICT

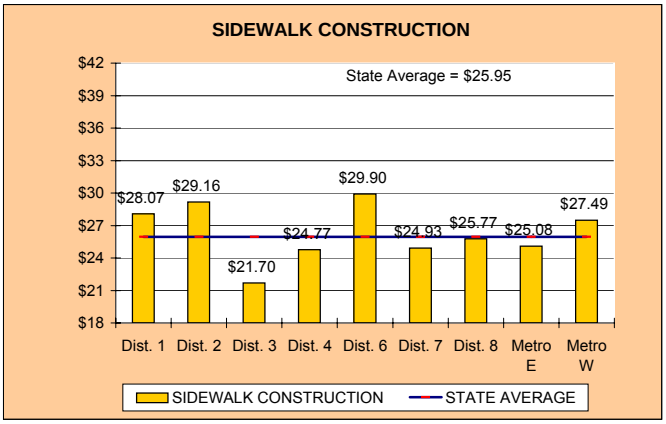
For the 2009 Unit Price Study

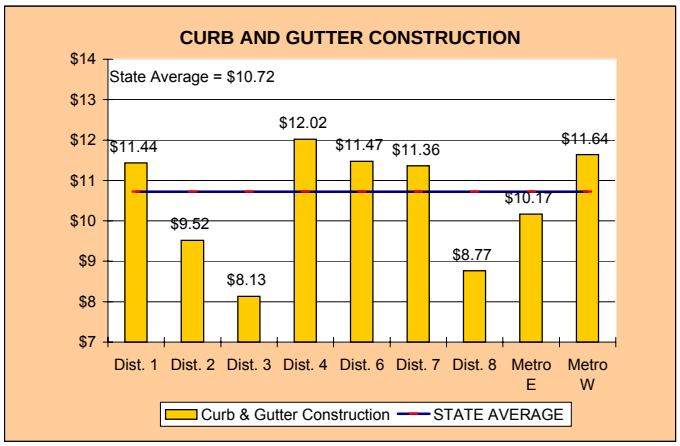
	Dist. 1	Dist. 2	Dist. 3	Dist. 4	Dist. 6	Dist. 7	Dist. 8	Metro East	Metro West	State Average
Excavation	$4.69	$4.61	$5.03	$2.84	$7.70	$5.39	$2.70	$4.46	$5.05	**$4.53**
Aggregate Base	$9.00	$16.34	$10.49	$7.50	$11.33	$8.11	$8.15	$10.85	$9.86	**$9.81**
Bituminous- All	$58.72	$48.23	$61.63	$58.94	$54.24	$53.59	$79.73	$52.21	$56.80	**$56.68**
Sidewalk Construction	$28.07	$29.16	$21.70	$24.77	$29.90	$24.93	$25.77	$25.08	$27.49	**$25.95**
C & G Construction	$11.44	$9.52	$8.13	$12.02	$11.47	$11.36	$8.77	$10.17	$11.64	**$10.72**











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)
1994	$67,100	$216,500	$20,000	$20,000-80,000
1995	69,100	223,000	20,000	20,000-80,000
1996	71,200	229,700	20,000	20,000-80,000
1998	76,000	245,000	20,000	24,990-99,990
1999	79,000	246,000	35,000	24,990-99,990
2000	80,200	248,500	50,000	24,990-99,990
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	86,100	268,035	100,000	32,500-130,000
2007	88,100	271,000	100,000	32,500-130,000
2008	89,700	278,200	100,000	32,500-130,000
2009				

** Lighting needs were revised to deficient segment only.

MN\DOT'S HYDRAULIC OFFICE RECOMMENDED PRICES FOR 2009:

	Storm Sewer Adjustment	Storm Sewer Construction
2009	**$92,772**	**$289,290**

SUBCOMMITTEE'S RECOMMENDED PRICES FOR 2009:

	Storm Sewer Adjustment	Storm Sewer Construction	Lighting	Signals
2009	**$92,800**	**$289,300**	**$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/track)
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	187,000	1,000
2006	1,000	750	150,000	200,000	1,000
2007	1,000	750	175,000	200,000	1,000
2008	1,500	1,100	175,000	200,000	1,100
2009					

MN\DOT'S RAILROAD OFFICE RECOMMENDED PRICES FOR 2009:

	Signs	Pavement Marking	Signals	Sig. & Gates	Concrete X-ing Surf.
2009	$2,000	$1,500	$225,000	$225,000-300,000	$1,300

SUBCOMMITTEE'S RECOMMENDED PRICES FOR 2009:

2009	**$2,000**	**$1,500**	**$225,000**	**$250,000**	**$1,300**

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Minnesota Department of Transportation

Memo

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

Date: March 16, 2009

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

From: Mike Leuer MVL
State Aid Hydraulic Specialist

Phone: (651) 366-4469

Subject: State Aid Storm Sewer
Construction Costs for 2008

We have completed our analysis of storm sewer construction costs incurred for 2008 and the following assumptions can be utilized for planning purposes per roadway mile:

- Approximately $289,290 for new construction, and
- Approximately $92,772 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 62 plans for 2008.

CC: Andrea Hendrickson (file)

Minnesota Department of Transportation

Memo

Office of Freight and Commercial Vehicle Operations
Railroad Administration Section
Mail Stop 470
395 John Ireland Blvd.
St. Paul, Minnesota 55155-1899

Office Tel: 651/366-3644
Fax: 651/366-3720

April 7, 2009

To: Marshall Johnson
Needs Unit – State Aid

From: Susan H. Aylesworth
Manager, Rail Administration Section

Subject: Projected Railroad Grade Crossing Improvements – Cost for 2009

We have projected 2008 costs for railroad/highway improvements at grade crossings. For planning purposes, we recommend using the following figures:

Signals (single track, low speed, average price)*	$225,000.00
Signals & Gates (multiple track, high/low speed, average price)*	$225,000 - $300,000.00
Signs (advance warning signs and crossbucks)	$2,000 per crossing
Pavement Markings (tape)	$6,500 per crossing
Pavement Markings (paint)	$1,500 per crossing
Crossing Surface (concrete, complete reconstruction)	$1,300 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.

2009 MSAS SCREENING BOARD DATA

JUNE, 2009

2008 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 2008. 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 oppostion.

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Bridges Let In Calendar Year 2008

JUNE, 2009

BRIDGE LENGTH 0-149 FEET

NEW BRIDGE NUMBER	PROJECT NUMBER		LENGTH	BEAM TYPE	DECK AREA	BRIDGE COST	COST PER SQ. FT.
49J44	SAP	049-651-011	54.00	C ARCH	1,836	728,032	397
23578	SP	023-606-002	60.42	PCB	2,135	249,124	117
22609	SAP	022-631-008	64.42	PCB	2,534	237,286	94
28540	SAP	028-631-001	65.19	C-SLAB	1,913	162,252	85
32567	SAP	032-628-012	66.92	PCB	2,632	307,030	117
07586	SAP	007-598-025	69.00	PC BOX	2,369	566,420	239
01528	SAP	001-632-003	71.67	PCB	2,819	273,898	97
07585	SAP	007-599-047	72.63	PCB	2,462	213,370	87
02576	SAP	114-104-017	73.67	C-SLAB	4,568	673,408	147
59528	SAP	059-599-055	81.42	PCB	2,551	286,502	112
78520	SP	078-604-021	82.58	C-SLAB	3,248	416,917	128
24544	SAP	024-628-005	86.52	PCB	3,057	381,823	125
27B36	SP	027-661-037	89.88	PCB	8,568	1,415,003	165
32566	SP	032-599-079	90.92	PCB	2,849	337,967	119
08550	SP	008-599-045	92.08	PCB	2,885	258,092	89
07565	SAP	007-599-046	93.75	C-SLAB	2,938	269,584	92
22603	SAP	022-599-099	93.94	C-SLAB	3,133	305,367	97
42563	SAP	042-608-029	100.50	C-SLAB	3,953	405,968	103
58550	SAP	058-661-021	102.21	PCB	4,429	425,162	96
58550	SAP	058-661-021	102.21	PCB	4,429	420,301	95
67558	SAP	067-599-153	110.00	C-SLAB	3,447	354,135	103
56534	SAP	056-599-054	110.00	PCB	3,447	460,649	134
70542	SAP	070-701-003	113.79	PCB	9,559	1,171,336	123
72542	SAP	072-599-054	115.50	C-SLAB	3,619	370,170	102
28538	SP	028-610-018	116.42	PCB	4,831	475,302	98
69625	SAP	069-616-038	120.92	PCB	5,240	665,610	127
31553	SAP	031-598-019	126.78	C-SLAB	4,856	448,907	92
83544	SP	083-598-018	130.00	C-SLAB	4,593	383,869	84
72540	SAP	072-617-023	131.92	PCB	5,189	617,047	119
77534	SAP	077-599-055	139.13	C-SLAB	4,916	460,877	94
60559	SAP	060-599-242	141.92	PCB	4,329	562,840	130
37552	SAP	037-615-009	143.04	C-SLAB	5,054	501,141	99
43552	SAP	043-599-030	147.00	C-SLAB	5,782	635,268	110
31559	SAP	031-608-008	149.69	C-SLAB	5,888	658,437	112
TOTAL					**136,058**	**$16,099,094.74**	**$118**

BRIDGES LET IN CALENDAR YEAR 2008

JUNE 2009

BRIDGE LENGTH 150 FEET & OVER

NEW BRIDGE NUMBER		PROJECT NUMBER	LENGTH	BEAM TYPE	DECK AREA	BRIDGE COST	COST PER SQ. FT.
74553	SAP	074-599-028	151.69	PCB	4,753	479,912	101
85565	SAP	085-639-021	166.32	PCB	5,877	695,853	118
60558	SAP	060-599-241	166.42	PCB	5,068	617,766	122
82517	SAP	082-618-008	195.42	PCB	8,566	1,290,850	151
17532	SP	017-599-086	196.02	PCB	6,142	679,602	111
27533	SAP	027-661-038	200.04	STEEL	19,871	2,765,684	139
67553	SP	067-604-022	231.67	STEEL	12,664	1,849,700	146
57516	SP	170-115-008	302.50	PCB	19,612	2,494,303	127
79546	SAP	079-602-035	317.71	PCB	16,493	1,801,791	109
36528	SAP	036-601-008	423.92	STEEL	16,674	2,769,785	166
14549	SP	014-611-020	525.34	PCB	22,765	2,694,480	118
54549	SAP	054-603-010	693.67	STEEL	27,284	4,558,342	167
TOTAL					**165,769**	**$22,698,067**	**$137**

BRIDGES LET IN CALENDAR YEAR 2008

JUNE 2009

RAILROAD BRIDGES

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

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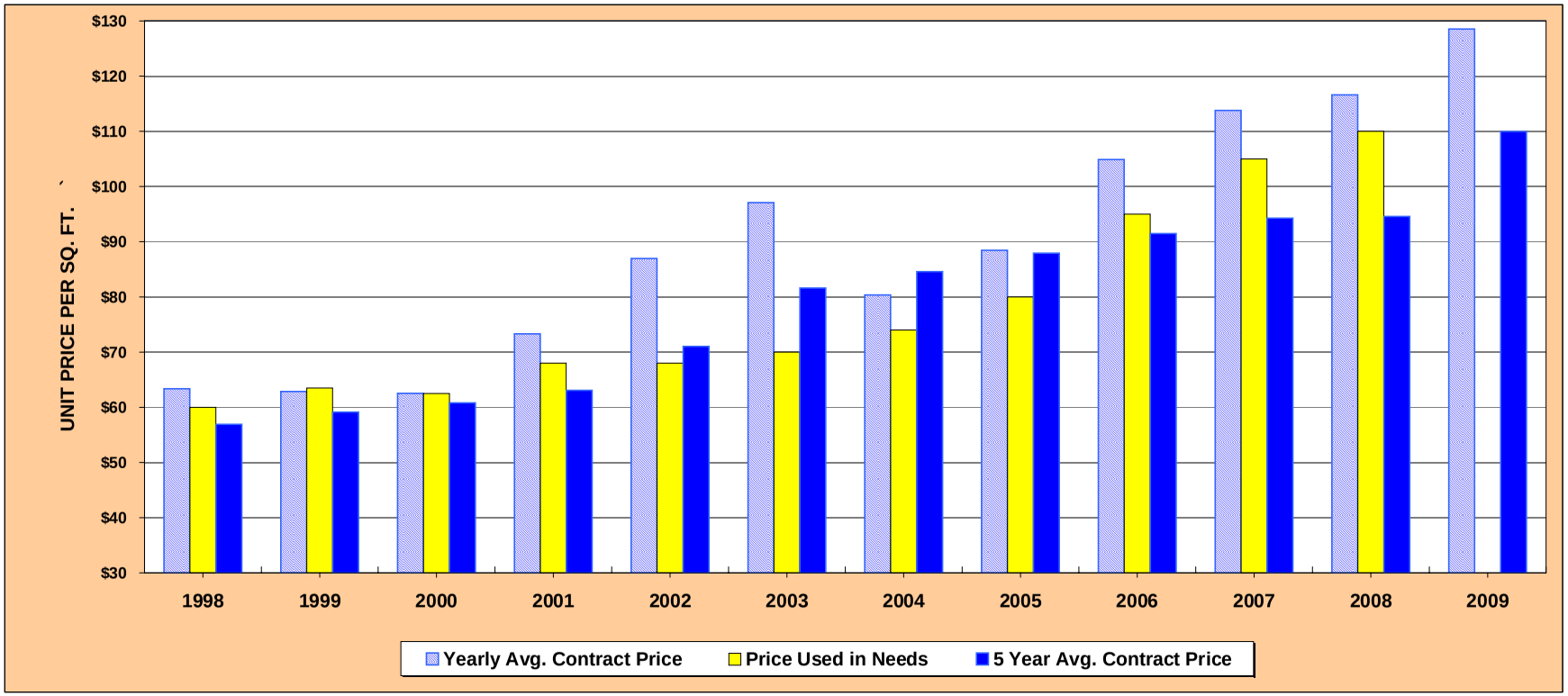
ALL BRIDGES COMBINED



NEEDS YEAR	NUMBER OF PROJECTS	DECK AREA	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5-YEAR AVERAGE CONTRACT PRICE
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

NEEDS YEAR	NUMBER OF PROJECTS	DECK AREA	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5-YEAR AVERAGE CONTRACT PRICE
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	95.00	91.47
2007	49	235,505	26,798,183	113.79	105.00	94.26
2008	37	247,120	28,815,052	116.60	110.00	94.58
2009	46	301,827	38,797,162	128.54		109.97

SUBCOMMITTEES RECOMMENDED PRICE FOR THE 2009 NEEDS STUDY IS $115.00 PER SQ. FT.

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RAILROAD BRIDGES OVER HIGHWAYS

22-Apr-09

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)
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	150.3	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			9,300	7,750
2004	0	0			9,600	8,000
2005	0	0			10,200	8,500
2006	0	0			10,200	8,500
2007	2	1	56.00	12,760	10,200	8,500
		1	135.00	6,483	10,200	8,500
2008	0	0				
2009						

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2009 NEEDS STUDY IS PER LINEAL FOOT FOR THE FIRST TRACK **$10,200**

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2009 NEEDS STUDY IS PER LIN. FT. FOR ADDITIONAL TRACKS **$8,500**

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All Structures on the MSAS System

Number of Adequate Structures	Number of Deficient Structures	Structures in Needs for Information	Total Structures	Existing Structure Type
174	127	100	401	1 - Bridge
10	11	0	21	3 - Structural Plate Arch
8	12	8	28	4 - Other
37	20	4	61	5 - Box Culvert Single
21	3	1	25	6 - Box Culvert Double
7			7	7 - Box Culvert Triple
1			1	8 - Box Culvert Quad
		30	30	Unknown Structure Type
258	**173**	**143**	**574**	**TOTAL**

There are 431 Structures on the MSAS system that qualify for Needs

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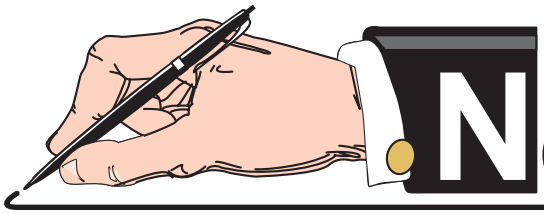
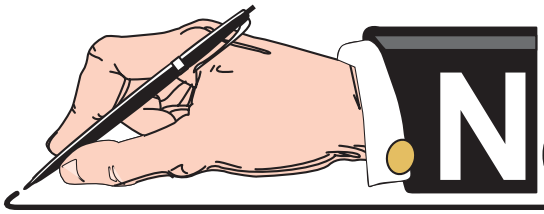


NOTES and COMMENTS

Subcommittee

Issues



NOTES and COMMENTS

MUNICIPAL STATE AID SCREENING BOARD
NEEDS STUDY SUBCOMMITTEE
AND UNENCUMBERED CONSTRUCTION
FUNDS SUBCOMMITTEE JOINT MEETING MINUTES
FRIDAY, APRIL 17, 2009

The joint meeting was held on Friday, April 17, 2009 at 11:00 a.m. at the Transportation Building Conference Room 461. NSS members present were: Craig Gray – Bemidj, Debra Bloom – Roseville, and Terry Maurer – Elk River. UCFS members present were: Mike Metso – Chairman, and Chuck Ahl – Maplewood. Also present were Rick Kjonaas, Marshall Johnston, Julee Puffer of Mn/DOT State Aid. UCFS members absent: Mel Odens– Wilmar

Chairman Metso called the joint meeting into session at 11:00 a.m. and turned it over to Johnston for background. Johnston indicated that the topic for discussion was non-existing segments on the MSAS system. Johnston handed out a packet of background information which he went through. First was the background how this non-existing segment issue came to the combined meeting. In 2007 there was a brainstorming session held at a combined meeting to talk about possible reasons for the dilution of the State Aid funding. A list was put together from that joint subcommittee discussion and presented to the spring 2007 Municipal Screening Board. Julee Skallman recommended that the Screening Board members continue the discussion at District meetings and provide input. The general discussion was continued to the fall 2007Screening Board meeting. At the spring 2008 Screening Board meeting, a motion was made to refer the non-existing segment issue to the joint subcommittee.

Other information in Johnston's handout included a section from **Minnesota Statute 162.09 Municipal State-Aid Street System. Subdivision 8 – Establishment over existing streets or new location** reads as follows: "The governing body of any such city, subject to the concurrence of the Commissioner, may establish and locate any Municipal State-Aid street on new locations where there is no existing street, or it may establish and locate such street upon and over any established street or specify a portion of any street within its limits." Johnston indicated that this is the part of State Statute that allows non-existing segments to be placed on the Municipal State Aid System.

Other information in the background packet was MSAS Screening Board resolutions pertaining to non-existing segments and MSAS Urban Design Quantity Tables, if needed for the discussion. Also included was the non-existing CSAH Needs Adjustment, which laid out how the county system handles non-existing segments.

It states as follows:

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

Finally, the last handout was the non-existing segment data current as of March 5, 2009. This indicates that of the over 3,500 miles on the MSAS system, 252.67 miles are non-existing segments, making up 7.17 percent of the entire system. 106 of the 144 MSAS cities have non-existing segments on their system and of the 106 cities, an average of 8.69 percent of their system is designated as non-existing segments, with the highest being 47.48 percent and the lowest being 0.55 percent.

Johnston also copied and handed out to the joint committee members copies of particular cities' MSAS maps showing some of the non-existing segments that have been allowed to be placed on the MSAS system. Many of the examples were through already platted areas, which appeared to have no ability to ever be constructed.

General discussion followed.

Bloom indicated she felt the non-existing street segment was a good tool for planning but should not be allowed to be abused. She likes the county method of controlling it and questioned whether or not requiring a transportation plan as background to allow a non-existing segment to be placed on the MSAS system would help. All commented that non-existing segments need to be available in developing communities. Some discussion was held about how the various examples handed out could have gotten on to the State Aid system. Johnston indicated that some could have been mapping issues. Kjonaas indicated that he has often times questioned these routes when they come to his attention, although he has never stopped them from being added. He questioned whether or not they met the criteria for selection to the State Aid system. He then copied the criteria for selection. It is as follows: "A community interest highway or street may be selected for State-Aid system if it: A) is projected to carry a relatively heavier traffic volume or is functionally classified as a 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 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, State-Aid highway network consistent with projected traffic plans.

Chairman Metso suggested that the joint committee work through the five possible options listed in the agenda. They are:

A. Time limit for the non-existing road to be on the system without being built or having a needs adjustment.
    i. Review CSAH Screening Board resolution on non-existing roads
B. Limit the percentage of city's MSA system that can be non-existing
    ii. By mileage
    iii. By needs
C. Require a comprehensive plan or other documentation before the approval of a non-existing route
D. Leave as is – no specific limitation or requirements
E. Other limitations/options

Gray indicated that Letter C, requiring a comprehensive plan or other documentation before the approval of a non-existing route does not seem like a workable plan, since most out-state cities do not have a comprehensive plans. Some cities do not even have a transportation plan.

Maurer asked if this was a money issue and how much more a non-existing route would receive in needs than placing the designation on an existing route. General consensus was that this is not a money issue but one of building a reasonable transportation system. Chairman Metso indicated it is an issue of setting appropriate standards and checks; it is not an all or nothing. Therefore, he did not like Letter D. – Leave as is.

Gray indicated since he has previously worked in the City of Anoka and now works in Bemidji, there is a difference how DSAE's deal with the non-existing route issue. He felt that it would have been much easier to get a non-existing route on his system in the Metro area and it would be very difficult in the out-state. He questioned whether this was a function of the work load of the DSAE's. Kjonaas commented that DSAE's need to be more consistent across the state and that State Aid is working with them on that issue.

Chairman Metso asked what to do with non-existing routes that currently exist and what limitations to place on them in the future. Ahl indicated that he was in favor of a system similar to the county's, where current non-existing routes would lose their needs after a period of time. He felt they could all be reviewed within a set time

frame by DSAE's for buildability and removed from the MSA system if determined to be unbuildable.

Chairman Metso asked how long they should be allowed on the system collecting needs. Ahl felt that 30 years was an appropriate time frame, and after that period if the non-existing route has not been constructed, it should lose all its needs. Ahl stated the MSA system operates on a 40-year system with a newly constructed route not drawing needs for 20 years and then reinstating the needs, anticipating the route will be rebuilt in another 20 years. Gray indicated he was in favor of a shorter time period and suggested 20 years.

Chairman Metso asked if the actual time a non-existing route has been on the system can be tracked. Johnston indicated it is just a research issue and State Aid staff can determine the start date by using Commissioner's orders.

MOTION BY GRAY, SECONDED BY BLOOM, THAT NEEDS FOR NON-EXISTING ROUTES BE REMOVED FROM THE SYSTEM AFTER 20 YEARS.

Discussion followed - Ahl indicated he thought 20 years was too short. Maurer indicated that having built non-existing routes, that they are generally more expensive given the right of way acquisition costs and he would support 30 years.

MOTION BY AHL, SECONDED BY MAURER, TO AMEND THE MOTION ON THE TABLE TO "NEEDS WILL BE REMOVED FROM NON-EXISING SEGMENTS AFTER 30 YEARS ON THE SYSTEM". MOTION PASSED 4-1. Gray opposed.

Discussion on the amended motion – Chairman Metso suggested a review by the DSAE before this takes effect. Gray questioned why that would be necessary. There was some discussion as to whether or not the DSAE needed to review the non-existing routes, With no consensus whether it was needed or not, the amended motion was voted on. **MOTION PASSED UNANIMOUSLY 5-0.**

MOTION BY AHL, SECONDED BY MAURER, TO HAVE DSAE REVIEW ALL NON-EXISTING ROUTES FOR THE STATUS AND BUILDABILITY BY THE END OF 2009. THE STATUS OF THE REVIEW SHALL BE REPORTED TO THE SPRING 2010 SCREENING BOARD MEETING. THE PREVIOUS MOTION SETTING A 30-YEAR TIMEFRAME FOR NON-EXISTING ROUTES TO GENERATE NEEDS SHALL NOT TAKE EFFECT UNTIL THE 2011 ALLOCATION. THE MOTION PASSED 5-0.

Chairman Metso asked if there needed to be a limit of the percentage of a city's system which could be non-existing routes. General discussion followed and the consensus was there was no need based on the previous motions passed.

There being no other business, Chair Metso adjourned the meeting at 12:03 p.m.

Minutes prepared by:

Terry J. Maurer, Secretary
Needs Study Subcommittee

NON EXISTING SEGMENT DATA

mileages current as of March 5, 2009

n:/msas/excel/subcommittee issues/combined/2009/non existing segments March 2009.xls

CITY NAME	TOTAL LENGTH DESIGNATED	LENGTH OF NON EXISTING SEGMENTS	MILEAGE AVAILABLE TO DESIGNATE	PERCENTAGE OF NON EXISTING SEGMENTS IN THE 106 CITIES THAT HAVE THEM	CITY NAME	TOTAL LENGTH DESIGNATED	LENGTH OF NON EXISTING SEGMENTS	MILEAGE AVAILABLE TO DESIGNATE	PERCENTAGE OF NON EXISTING SEGMENTS IN THE 106 CITIES THAT HAVE THEM
ALBERTVILLE	7.15	1.69	0.00	**23.64%**	FARIBAULT	23.60	1.17	1.05	**4.96%**
ALEXANDRIA	23.17	1.54	0.04	**6.65**	FARMINGTON	16.23	4.80	0.46	**29.57**
ANDOVER	42.36	10.94	0.71	**25.83**	FERGUS FALLS	24.67	0.65	0.74	**2.63**
APPLE VALLEY	36.91	4.94	0.55	**13.38**	FOREST LAKE	24.08	4.57	0.17	**18.98**
ARDEN HILLS	7.53	1.00	0.00	**13.28**	GLENCOE	8.02	0.81	0.15	**10.10**
BAXTER	16.48	0.95	0.60	**5.76**	GOLDEN VALLEY	23.57	0.54		**2.29**
BELLE PLAINE	8.46	1.05	0.00	**12.41**	GRAND RAPIDS	17.00	1.77	2.30	**10.41**
BIG LAKE	10.65	1.37	0.90	**12.86**	HAM LAKE	31.24	5.93	0.15	**18.98**
BLAINE	48.71	6.38	1.06	**13.10**	HIBBING	53.74	2.07	0.22	**3.85**
BLOOMINGTON	72.54	0.81	2.07	**1.12**	HOPKINS	9.99	0.07	1.06	**0.70**
BROOKLYN PARK	59.86	6.40	0.00	**10.69**	HUGO	20.61	0.71	0.00	**3.44**
BUFFALO	17.08	3.76	0.11	**22.01**	HUTCHINSON	19.10	0.62	0.53	**3.25**
BURNSVILLE	45.04	1.67	0.08	**3.71**	INVER GROVE HEIGHTS	32.76	2.62	0.28	**8.00**
CAMBRIDGE	14.17	0.25	1.62	**1.76**	ISANTI	6.79	0.06	0.12	**0.88**
CHAMPLIN	19.92	2.65	0.33	**13.30**	JORDAN	5.89	0.44		**7.47**
CHANHASSEN	21.47	0.41	0.75	**1.91**	KASSON	5.08	0.42	0.71	**8.27**
CHASKA	20.47	4.74	0.59	**23.16**	LA CRESCENT	5.84	0.13		**2.23**
CIRCLE PINES	4.24	0.36	0.07	**8.49**	LAKE ELMO	14.38	0.65	(0.23)	**4.52**
CLOQUET	21.67	0.12	0.64	**0.55**	LAKEVILLE	60.02	2.37	1.57	**3.95**
COTTAGE GROVE	35.51	7.37	0.28	**20.75**	**LINO LAKES**	**23.09**	**10.18**	**0.58**	**44.09**
CRYSTAL	17.88	0.10	0.10	**0.56**	LITTLE FALLS	18.34	2.32		**12.65**
DAYTON	9.72	1.47	0.37	**15.12**	MAHTOMEDI	8.62	0.11	0.12	**1.28**
DELANO	6.11	0.97	0.06	**15.88**	**MANKATO**	33.31	1.08	**5.05**	**3.24**
DULUTH	114.84	1.18		**1.03**	MAPLE GROVE	56.25	9.29	0.52	**16.52**
EAGAN	47.88	2.74	0.19	**5.72**	MAPLEWOOD	36.20	0.31	1.04	**0.86**
EAST BETHEL	28.85	7.23	0.20	**25.06**	MARSHALL	19.31	1.42	0.27	**7.35**
EAST GRAND FORKS	18.01	0.25	0.31	**1.39**	MINNEAPOLIS	208.07	3.09	0.00	**1.49**
ELK RIVER	36.36	9.65	(0.02)	**26.54**	MINNETONKA	50.86	3.38	0.11	**6.65**
FAIRMONT	19.70	0.31	0.40	**1.57**	MINNETRISTA	12.71	0.12	0.17	**0.94**

NON EXISTING SEGMENT DATA

mileages current as of March 5, 2009

n:/msas/excel/subcommittee issues/combined/2009/non existing segments March 2009.xls

CITY NAME	TOTAL LENGTH DESIGNATED	LENGTH OF NON EXISTING SEGMENTS	MILEAGE AVAILABLE TO DESIGNATE	PERCENTAGE OF NON EXISTING SEGMENTS IN THE 106 CITIES THAT HAVE THEM	CITY NAME	TOTAL LENGTH DESIGNATED	LENGTH OF NON EXISTING SEGMENTS	MILEAGE AVAILABLE TO DESIGNATE	PERCENTAGE OF NON EXISTING SEGMENTS IN THE 106 CITIES THAT HAVE THEM
MONTICELLO	12.08	0.48	0.10	**3.97%**	SARTELL	17.97	1.60	0.22	**8.90%**
MOORHEAD	44.41	3.29	0.01	**7.41**	SAVAGE	26.13	2.74	1.20	**10.49**
MOUND	8.17	0.23	0.13	**2.82**	SHAKOPEE	36.77	4.41	1.50	**11.99**
NEW BRIGHTON	15.39	2.39	0.11	**15.53**	SHOREVIEW	19.77	1.63	2.45	**8.24**
NEW HOPE	12.70	0.06	0.17	**0.47**	ST CLOUD	64.78	6.44	0.25	**9.94**
NEW PRAGUE	6.95	0.83	0.27	**11.94**	**ST FRANCIS**	**11.94**	**4.83**	**0.01**	**40.45**
NEW ULM	16.11	0.25	1.45	**1.55**	ST JOSEPH	5.52	1.40	0.12	**25.36**
NORTH BRANCH	22.53	0.41	3.09	**1.82**	ST LOUIS PARK	31.57	0.46	1.07	**1.46**
NORTH ST PAUL	12.64	1.38	0.00	**10.92**	ST MICHAEL	22.92	5.22	0.18	**22.77**
NORTHFIELD	17.06	0.53		**3.11**	ST PAUL	165.82	3.69	0.28	**2.23**
OAK GROVE	24.56	4.94	0.05	**20.11**	ST PETER	15.26	0.62	0.00	**4.06**
OTSEGO	**22.41**	**10.64**	**0.11**	**47.48**	STEWARTVILLE	4.59	0.29		**6.32**
OWATONNA	27.26	0.75	**6.75**	**2.75**	STILLWATER	16.51	0.52	1.43	**3.15**
PLYMOUTH	57.80	2.09	0.74	**3.62**	THIEF RIVER FALLS	15.50	0.37		**2.39**
PRIOR LAKE	20.16	5.70		**28.27**	VADNAIS HEIGHTS	9.17	0.57	0.15	**6.22**
RAMSEY	37.47	8.25	0.66	**22.02**	VICTORIA	6.44	1.32	1.10	**20.50**
RED WING	24.65	3.99	0.39	**16.19**	VIRGINIA	15.91	0.28	1.23	**1.76**
REDWOOD FALLS	9.26	1.51	0.03	**16.31**	WACONIA	10.12	0.09	0.68	**0.89**
RICHFIELD	25.11	0.43	(0.23)	**1.71**	WAITE PARK	6.12	0.73	0.64	**11.93**
ROBBINSDALE	10.11	0.04	0.34	**0.40**	WASECA	7.61	0.33	0.13	**4.34**
ROCHESTER	84.64	3.76	**7.99**	**4.44**	WHITE BEAR LAKE	20.35	0.50	0.70	**2.46**
ROGERS	11.84	0.55	0.19	**4.65**	WINONA	22.29	0.50	0.68	**2.24**
ROSEMOUNT	30.96	10.85	0.41	**35.05**	WOODBURY	53.78	3.51	0.70	**6.53**
ROSEVILLE	29.87	1.79	1.82	**5.99**	WYOMING	13.45	1.48	0.00	**11.00**
					TOTAL	**2,906.54**	**252.67**	**68.45**	**8.69**

7.17% OF THE 3504.00 MILES ON THE MSAS SYSTEM ARE DESIGNATED ON NON EXISTING SEGMENTS IN MARCH 2009.

106 (73.6%) OF THE 144 MSAS CITIES HAVE NON EXISTING SEGMENTS

THE 106 CITIES AVERAGE 8.69% OF THEIR SYSTEM DESIGNATED ON NON EXISTING SEGMENTS . HIGHEST IS 47.48% LOWEST IS 0.55%

MUNICIPAL STATE AID SCREENING BOARD
UNENCUMBERED CONSTRUCTION FUNDS COMMITTEE
MEETING MINUTES
FRIDAY, APRIL 17, 2009

The meeting of the Unencumbered Construction Funds Committee was held on Friday, April 17, 2009 at the Transportation Building Conference Room 461. UCFS members present were: Mike Metso – Chairman, and Chuck Ahl – Maplewood. Member Mel Odens, Willmar was unable to attend. Also present were Rick Kjonaas, Marshall Johnston, Julie Skallman, and Julee Puffer of Mn/DOT State Aid. Tom Collins, RFC Engineering, the Ham Lake City Engineer was also present.

Chairman Metso called the meeting into session at 12:05 p.m. and turned it over to Johnston for background. Johnston indicated that the two topics for discussion were issues raised by the City of Ham Lake. Johnston handed out a packet of background information which he went through. First was the background how this issue came to the committee. Per Screening Board resolution [adopted Oct. 1962 and revised Oct. 1992] "… 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." Johnston reported that Ham Lake in accordance with the Screening Board resolution had met with Julie Skallman, State Aid Engineer, and Shelly Pederson, Chair of the Screening Board and presented two issues for consideration. Of the two issues, Julie and Shelly concurred that the first Ham Lake issue was not appropriate to be considered by the Screening Board, while the second issue was appropriate for consideration. Metso and Ahl discussed the first issue with Julie and Marshall. After discussion, Metso and Ahl concurred with the decision made by Julie and Shelly indicated that the UCFS believed it was consistent with the rules of the Screening Board and will not be presented or considered by the Screening Board.

The second Ham Lake issue was presented to the Committee by Julie and Marshall. Ham Lake has received an excess balance adjustment in 2008 because their construction balance was 3X the allotment. Ham Lake believes that the adjustment should not be based on a project that was delayed by Anoka County in which they had no control. If the County had constructed the project based on the original time line, Ham Lake's balance would have been below the amount where an adjustment would have been implemented.

Tom Collins reported that the project has now gone to bid. It was delayed in 2008 by Anoka County even though the Joint Powers Agreement was executed in 2008 and the website currently indicates a fall 2008 start to the project. The delay was not due to any issues involving Ham Lake and was delayed due to a right of way issue facing Anoka County. Tom provided the members with documents approved by the City Council showing a reduction in the MSAS construction balance for this project and other planned projects. This plan shows that this County project along with another project currently being bid will reduce the Ham Lake balance to near $0 and eventually will go negative.

Ahl asked Tom Collins to consider that the Screening Board is repeatedly told to stay consistent with the rules and apply them equally. Given that the County project would have been only 40% of the Ham Lake annual allocation and that the 2009 plan is just opening bids now, what did Ham Lake think would be fair for the Screening Board to consider? Ahl continued that Ham Lake did not reduce their balance below 3X in 2008 and that the rules indicated an adjustment should be applied. Tom Collins indicated that Ham Lake is requesting a fair treatment and that they understand the Screening Board rules. Ham Lake is requesting no adjustment in 2009.

Chairman Metso suggested that the committee discuss the issues and asked Tom Collins if there was additional information to be presented. Metso, Ahl, Kjonaas, Johnston and Skallman discussed the issue of the excess balance adjustment. Metso mentioned that adjustments had been applied over the years and that a number of cities did not like those adjustments but that the Screening Board had been consistent in applying those adjustments. Discussion also occurred about the need for the adjustment. Ahl and Kjonaas reviewed how for years, our balance was high and we were not taken seriously in our advocacy for an increase in funding. The programs for excess balances and advances have been successful in reducing the balance and we are just seeing the increase in funding. It was generally agreed that keeping consistent with the rules was very important because many cities complain that continual changing of the rules is unfair.

Ahl indicated that he would not support an adjustment of the past amount, but that Ham Lake appeared to have a unique situation and that the Screening Board should consider those circumstances. He indicated that he believed that the rules are clear and Ham Lake did not reduce their balance in 2008 and should have the 3X adjustment. He would support a one time positive needs adjustment to the January 2010 allocation due to the implementation by Ham Lake of their plan and the issue that it occurred out of the City of Ham Lake's control. Ahl mentioned that his justification for no current adjustment was that Ham Lake could have done a different project in 2008 with the remainder of their 60% of their allocation and that an adjustment would not be true to the rules in place for our system.

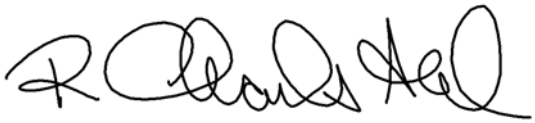
Metso commented that he felt that Ham Lake had been given adequate notice of what the ramifications of not implementing projects during 2008 would have on their allocation. He indicated some concern that any adjustment would establish a precedence of after the fact requests, but that overall he supported considering Ham Lake's request.

MOTION BY AHL, SECONDED BY METSO, THAT THE UCFS RECOMMENDS TO THE SCREENING BOARD THAT THE HAM LAKE ADJUSTMENT OF 3X NEEDS CONTINUE WITHOUT REVISION, AND THAT THE SCREENING BOARD DIRECT A ONE-TIME, POSITIVE NEEDS ADJUSTMENT, EQUAL TO THE 3X AMOUNT DEDUCTED FROM THEIR 2009 ALLOCATION, BE ADDED TO THE HAM LAKE JANUARY 2010 ALLOCATION AS A CREDIT CONSIDERING THAT HAM LAKE HAS THEIR PLAN IN PLACE.

MOTION PASSED UNANIMOUSLY.

There being no other business, Chair Metso adjourned the meeting at 12:50 p.m.

Minutes prepared by:



R. Charles Ahl, Secretary, City of Maplewood
Unencumbered Construction Funds Committee

Crosstown Boulevard (CSAH 18) and TH 65 Intersection Improvements Continued.....

What is the time-line for the project?

The project will be constructed starting in October of 2008. Construction is expected to be finished by July 2009. At this time, we anticipate that the roadway will remain open during construction and that there will not be any detours. A schedule showing key milestones in the project process is shown on the following page.

Who do I talk to if I have questions about the project?

If you have questions about the design of the project, the timing of the project or how traffic will travel through the project area during construction, please contact Mr. Curt Kobilarcsik. Curt is the Project Manager for this project. If you have questions about property acquisition as a result of the project, please contact Mr. Mike Kelly. Mike is the lead Anoka County Right of Way agent on this project. You may contact Curt or Mike by telephone or by e-mail.

Project Manager	Right of Way Agent
Curt Kobilarcsik, P.E.	Mike Kelly
(763) 862-4223	(763) 323-5521
curt.kobilarcsik@co.anoka.mn.us	mike.kelly@co.anoka.mn.us

.July 23, 2007

CITY OF HAM LAKE
MSA FUNDS

		URBAN CONSTRUCTION			MAINTENANCE		increase over previous allotment	Carry over multiplier over previous allotment
Project Number	Project Location	Date	Notes	Allotments/ Disbursements	Date	Amount		
			1996 CARRY-OVER	$ 162,276.07		$ 0.00		
			1997 ALLOTMENT	$ 323,429.00		$ 50,818.00	-2.91%	
197-105-02	Naples Bridge	03/12/97	Second Payment with $1,408.04 encumbered	-$ 18,329.07	01/30/97	-$ 16,005.25		
197-102-02	Jackson St.	03/27/97	Initial Payment with $15,044.69 encumbered	-$ 323,448.61	02/21/97 *	-$ 9,403.75		
		07/08/97	'94 bond principle	-$ 65,000.00	05/27/97	-$ 16,005.25		
197-119-01	Aberdeen St.	12/03/97	Final Payment	-$ 14,275.95	07/08/97 *	-$ 9,403.75		
			1997 CARRY-OVER	$ 64,651.44		$ 0.00		0.20
			1998 ALLOTMENT	$ 335,001.00		$ 49,378.00	3.58%	
197-105-02	Naples Bridge	03/06/98	Final Payment	-$ 4,270.51	01/27/98	-$ 16,650.25		
197-102-02	Jackson St. ROW	06/26/98	Initial Payment	-$ 72,856.95	02/05/98 *	-$ 8,038.75		
		07/09/98	'94 bond principle	-$ 65,000.00	07/01/98	-$ 16,650.25		
197-104-05	149th Ave.	08/06/98	Initial Payment with $9,312.47 encumbered	-$ 204,948.76	07/09/98 *	-$ 8,038.75		
			1998 CARRY-OVER	$ 52,576.22		$ 0.00		0.16
			1999 ALLOTMENT	$ 368,635.00		$ 45,625.00	9.12%	
			ADVANCE FROM YEAR 2000 ($336,432) and	$ 350,000.00				
197-104-05	149th Ave.	04/08/99	Final Payment	-$ 52,978.65	02/04/99	-$ 16,252.50		
197-102-02	Jackson St.	05/03/99	Final Payment	-$ 77,949.54	02/24/99 *	-$ 6,560.00		
197-105-03	Naples St.	06/25/99	Initial Payment with $22,364.17 encumbered	-$ 475,268.50	07/07/99	-$ 16,252.50		
		07/06/99	'94 bond principle	-$ 65,000.00	07/06/99 *	-$ 6,560.00		
			1999 CARRY-OVER	$ 100,014.53		$ 0.00		0.27
			2000 ALLOTMENT	$ 401,432.00		$ 43,145.00	8.90%	
			'99 Advance repayment	-$ 336,432.00				
			ADVANCE FROM YEAR 2001	$ 85,000.00	02/03/00	-$ 16,507.50		
			COMMISSIONER'S ORDER AMENDED CRE	$ 25,055.00	03/21/00 *	-$ 5,065.00		
		07/06/00	'94 bond principle	-$ 65,000.00	07/06/00 *	-$ 5,065.00		
197-110-02	181st Ave.	09/25/00	Initial Payment with $3,646.03 encumbered	-$ 69,274.57	07/14/00	-$ 16,507.50		
			2000 CARRY-OVER	$140,794.96		$0.00		0.35
			2001 ALLOTMENT	$420,113.00		$39,985.00	4.65%	
			ADVANCE FROM YEAR 2002	$50,000.00				
			'99 Advance repayment	($13,568.00)				
			'00 Advance repayment	($85,000.00)				
197-102-03	Jackson St.	04/11/01	Initial Payment with $118.28 encumbered	($2,247.38)				
197-118-01	Jackson St.	04/11/01	Initial Payment with $5,850.00 encumbered	($138,352.99)				
197-105-03	Naples St.	06/08/01	Final Payment	($123,343.59)				
		07/06/01	'94 bond principle	($65,000.00)				
197-123-01	Johnson St./136th Ave.	08/22/01	Initial Payment	($157,797.34)	02/14/01	($16,455.00)		
197-102-03	Jackson St.	11/14/01	Final Payment	($118.28)	02/14/01 *	($3,537.50)		
197-118-01	Jackson St.	11/14/01	Final Payment	($9,231.24)	07/16/01	($16,455.00)		
197-123-01	Johnson St./136th Ave.	12/19/01	Deposit for SP	$90,000.00	07/16/01 *	($3,537.50)		
			2001 CARRY-OVER	$106,249.14		$0.00		0.25
		01/08/02	**2002 ALLOTMENT**	$462,565.00	01/08/02	$38,925.00	9.18%	
		01/08/02	'01 Advance repayment	($50,000.00)	02/08/02	($17,550.00)		
		09/01/02	'94 bond principle	($75,000.00)	02/13/02	($1,912.50)		
					07/02/02	($1,912.50)		
					07/09/02	($17,550.00)		
			2002 CARRY-OVER	$443,814.14		$0.00		0.96
		02/11/03	**2003 ALLOTMENT**	$566,789.00	01/23/03	$33,465.00	22.53%	
197-110-02	181st Ave.	03/12/03	Final Payment	($8,790.75)				
197-126-01	Buchanan St.	08/15/03	Initial Payment with $8,681.59 encumbered	($194,181.48)	01/23/03	($17,688.50)		
197-126-01	Buchanan St.	10/28/03	ROW Acquisition	($19,066.00)	07/14/03	($15,776.50)		
			2003 CARRY-OVER	$788,564.91		$0.00		1.39
		01/26/04	**2004 ALLOTMENT**	$586,333.00	01/26/04	$33,465.00	3.45%	
					01/28/04	($16,732.50)		
					07/02/04	($16,732.50)		
			2004 CARRY-OVER	$1,374,897.91		$0.00		2.34
		01/21/05	**2005 ALLOTMENT**	$575,619.00	01/21/05	$34,500.00	-1.83%	
197-126-01	Buchanan St.	09/21/05	Final Payment	$0.00				
197-107-02	Jefferson St. signals @ CSAH 116	11/23/05	Initial Payment with $2,132.30 encumbered	($56,053.57)	01/26/05	($17,250.00)		
197-114-05	3rd St./University Ave.	12/15/05	Initial Payment with $16,443.32 encumbered	($345,487.94)	07/01/05	($17,250.00)		
			2005 CARRY-OVER	$1,548,975.40		$0.00		2.69
		01/30/06	**2006 ALLOTMENT**	$622,415.00	01/30/06	$36,555.00	8.13%	
197-104-06	CR 16 signals @ TH 65	03/09/06	Initial Payment with $1,694.64 encumbered	($48,274.76)	02/01/06	($18,277.50)		
					07/06/06	($18,277.50)		
			2006 CARRY-OVER	$2,123,115.64		$0.00		3.41
		01/30/07	**2007 ALLOTMENT**	$598,417.00	01/30/07	$36,855.00	-3.86%	
197-104-06	CR 16 signals @ TH 65	02/15/07	Final Payment	($24,297.94)	02/01/07	($18,427.50)		
197-107-02	Jefferson St. signals @ CSAH 116	05/18/07	Final Payment	($8,019.79)	07/03/07	($18,427.50)		
			2007 CARRY-OVER	$2,689,214.91		$0.00		4.49
		01/23/08	**2008 ALLOTMENT**	$540,184.00	01/23/08	$37,965.00	-10.78%	
197-114-05	3rd St./University Ave.	02/13/08	Payment	($87,654.97)				
197-114-05	3rd St./University Ave.	02/20/08	Final Payment	($5,000.00)				
197-102-04	McKay Drive/153rd Avenue	09/29/08	Initial Payment with $3,193.01 encumbered	($68,568.39)				
197-102-04	McKay Drive/153rd Avenue	09/29/08	R/W acquisition	($48,894.00)				
197-125-01	Central Ave. South of 149th Ave. (Coop Agmt)	12/03/08	Initial Payment with $8,738.01 encumbered	($340,843.23)				
197-125-01	Central Ave. South of 149th Ave. (Coop Agmt)	12/03/08	R/W acquisition	($138,972.05)				
197-125-03	Central Ave.: 152nd to 157th Ave.	09/29/08	Initial Payment with $35,041.18 encumbered	($778,047.40)	01/28/08	($18,982.50)		
197-125-03	Central Ave.: 152nd to 157th Ave.	09/29/08	R/W acquisition	($310.00)	07/01/08	($18,982.50)		
			2008 CARRY-OVER	$1,761,108.87		$0.00		3.26
		01/30/09	**2009 ALLOTMENT**	$498,536.00	02/02/09	$37,965.00	-7.71%	
197-101-01	157th Ave.		*Estimated*	($738,000.00)				
197-102-04	McKay Drive/153rd Avenue		*Estimated Final Payment*	($12,400.00)				

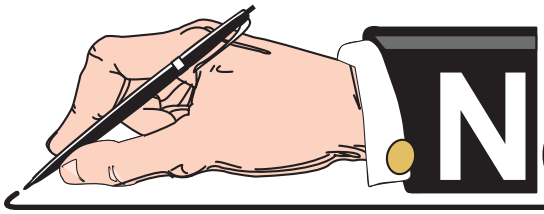
CITY OF HAM LAKE
MSA FUNDS

		URBAN CONSTRUCTION			MAINTENANCE		increase over previous allotment	Carry over multiplier over previous allotment
Project Number	Project Location	Date	Notes	Allotments/ Disbursements	Date	Amount		
197-119-02	CSAH 18 intersection upgrade @ TH 65		*Estimated*	($187,000.00)				
197-124-01	CSAH 116/CSAH 52 reconstruction		*Estimated*	($355,000.00)				
197-124-02	Aberdeen St.: 153rd Ave. to 157th Ave.		*Estimated - includes R/W acquisition*	($230,000.00)				
197-125-01	Central Ave. South of 149th Ave. (Coop Agmt)		*Estimated Final Payment*	($25,000.00)				
197-125-03	Central Ave.: 152nd Ave. and 157th Ave.		*Estimated Final Payment*	($110,000.00)				
197-125-02	Johnson Street @ CSAH 18 (Coop Agmt)		*Estimated*	($125,000.00)	02/05/09	($18,982.50)		
197-125-02	Johnson Street @ CSAH 18 (Coop Agmt)		*Estimated R/W acquisition*	($50,000.00)				
			2009 CARRY-OVER	$427,244.87		$18,982.50		
			2010 ALLOTMENT - estimated	$700,000.00				
197-104-08	147th Ave. - Aberdeen St. to Hastings St.		*Estimated*	($470,000.00)				
197-124-02	Aberdeen St.: 153rd Ave. to 157th Ave.		*Estimated Final Payment*	($59,000.00)				
197-125-04	Central Ave. from 157th Ave. to Constance Blvd.		*Estimated*	($129,000.00)				
197-125-05	Central Ave. from 176th Ave. to 179th Ave.		*Estimated*	($513,000.00)				
197-125-02	Johnson Street @ CSAH 18 (Coop Agmt)		*Estimated*	($23,000.00)				
			2010 CARRY-OVER	($66,755.13)		$0.00		
			2011 ALLOTMENT - estimated	$750,000.00				
197-104-08	147th Ave. - Aberdeen St. to Hastings St.		*Estimated*	($83,000.00)				
197-104-07	149th Ave. - Radisson Rd. to Xylite St.		*Estimated*	($687,000.00)				
197-105-04	Naples Street (Carole's Country Estates)		*Estimated*	($86,500.00)				
197-108-01	153rd Ave./155th Ave. (Harmony Estates)		*Estimated*	($186,300.00)				
197-125-05	Central Ave. from 176th Ave. to 179th Ave.		*Estimated*	($27,000.00)				
			2011 CARRY-OVER	($386,555.13)		$0.00		
			2012 ALLOTMENT - estimated	$800,000.00				
197-103-01	169th Avenue and Xylite Street		*Estimated*	($2,242,000.00)				
197-104-07	149th Ave. - Radisson Rd. to Xylite St.		*Estimated*	($36,000.00)				
	CSAH 17 south of CSAH 116		*Estimated*	($326,000.00)				
197-105-04	Naples Street (Carole's Country Estates)		*Estimated*	($4,500.00)				
197-108-01	153rd Ave./155th Ave. (Harmony Estates)		*Estimated*	($9,800.00)				
			2012 CARRY-OVER	($2,204,855.13)		$0.00		
			2013 ALLOTMENT - estimated	$850,000.00				
197-103-01	169th Avenue and Xylite Street		*Estimated*	($117,000.00)				
197-110-03	181st Avenue - Concord Dr. to .17 miles W TH 65		*Estimated*	($375,000.00)				
				($1,846,855.13)		$0.00		

2008 allotment	540,184.00
3 x 2008 allotment	1,620,552.00
2008 carryover	1,761,108.87
difference	140,556.87
2008 carryover multiplier over 2007 allotment	2.94

OTHER

TOPICS



NOTES and COMMENTS

MUNICIPAL STATE AID CONSTRUCTION ACCOUNT
ADVANCE GUIDELINES

State Aid Advances

M.S. 162.14 provides for municipalities to make advances from future year's allocations for the purpose of expediting construction. This process not only helps reduce the construction fund balance, but also allows municipalities to fund projects that may have been delayed due to funding shortages.

The formula used to determine if advances will be available is based on the current fund balance, expenditures trends, repayments and the $20,000,000 recommended threshold. The threshold can be administratively adjusted by the State Aid Engineer and reported to the Screening Board at the next Screening Board meeting.

State Aid Advance Code Levels

Guidelines for advances are determined by the following codes.

SEVERE	Code RED - SEVERE- Fund Balances too low. NO ADVANCES - NO EXCEPTIONS
HIGH	Code ORANGE - HIGH - Fund Balance below acceptable levels. Priority system in use. Advances approved thru DSAE and State Aid Engineer only. Resolution required. Approved projects are automatically reserved.
GUARDED	Code BLUE- GUARDED - Fund balance low. Priority system and/or first-come first-serve are used. Resolution required. Reserve option available only prior to bid advertisement by email or phone.
LOW	Code GREEN - LOW - Plush Fund Balance. Advances approved on first-come-first-serve basis while funds are available. Resolution required. Request to Reserve optional.

General Guidelines for State Aid & Federal Aid Advance Construction

City Council Resolution

- ✓ Must be received by State Aid Finance before funds can be advanced.
- ✓ Required at all code levels.
- ✓ Is not project specific.
- ✓ For amount actually needed, not maximum allowable.
- ✓ Does not reserve funds.
- ✓ Good for year of submission only.
- ✓ Form obtained from SALT website.
    - Mail completed form to Sandra Martinez in State Aid Finance.

Request to Reserve Advanced Funding

- ✓ Not required and used only in green and blue levels.
- ✓ Allow funds to be reserved up to twelve weeks from date signed by City Engineer.
- ✓ Not used for Federal Aid Advance Construction projects.
- ✓ Form obtained from SALT website.
  - o Mail completed form to Sandra Martinez in State Aid Finance.
    - o Form will be signed and returned to City Engineer.

Priority System

- ✓ Projects include, but are not limited to projects where agreements have mandated the city's participation or projects with Advance Federal Aid.
- ✓ Requests are submitted to DSAE for prioritization within each district.
  - o Requests should include negative impact if project had to be delayed or advance funding was not available; include significance of the project.
- ✓ DSAE's submit prioritized lists to SALT for final prioritization.
- ✓ Funds may be reserved in blue level prior to bid advertisement.
  - o Contact Joan Peters in State Aid Finance .
- ✓ Small over-runs and funding shortfalls may be funded, but require State Aid approval.

Advance Limitations

Statutory - None

Ref. M.S.162.14, Supd 6.

State Aid Rules - None

Ref. State Aid Rules 8820.1500, Subp 10& 10b.

State Aid Guidelines

- ✓ Advance is limited to three times the municipalities' last construction allotment or $2,000,000, whichever is less. The limit can be administratively adjusted by the State Aid Engineer.
- ✓ Advances repaid from future year's allocation.
- ✓ Limitation may be exceeded due to federal aid advance construction projects programmed by the ATP in the STIP where State Aid funds are used in lieu of federal funds. Repayment will be made at the time federal funds are converted.
  - o Should federal funds fail to be programmed, or the project (or a portion of the project) be declared federally ineligible, the local agency is required to pay back the advance under a payment plan mutually agreed to between State Aid and the Municipality.

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.

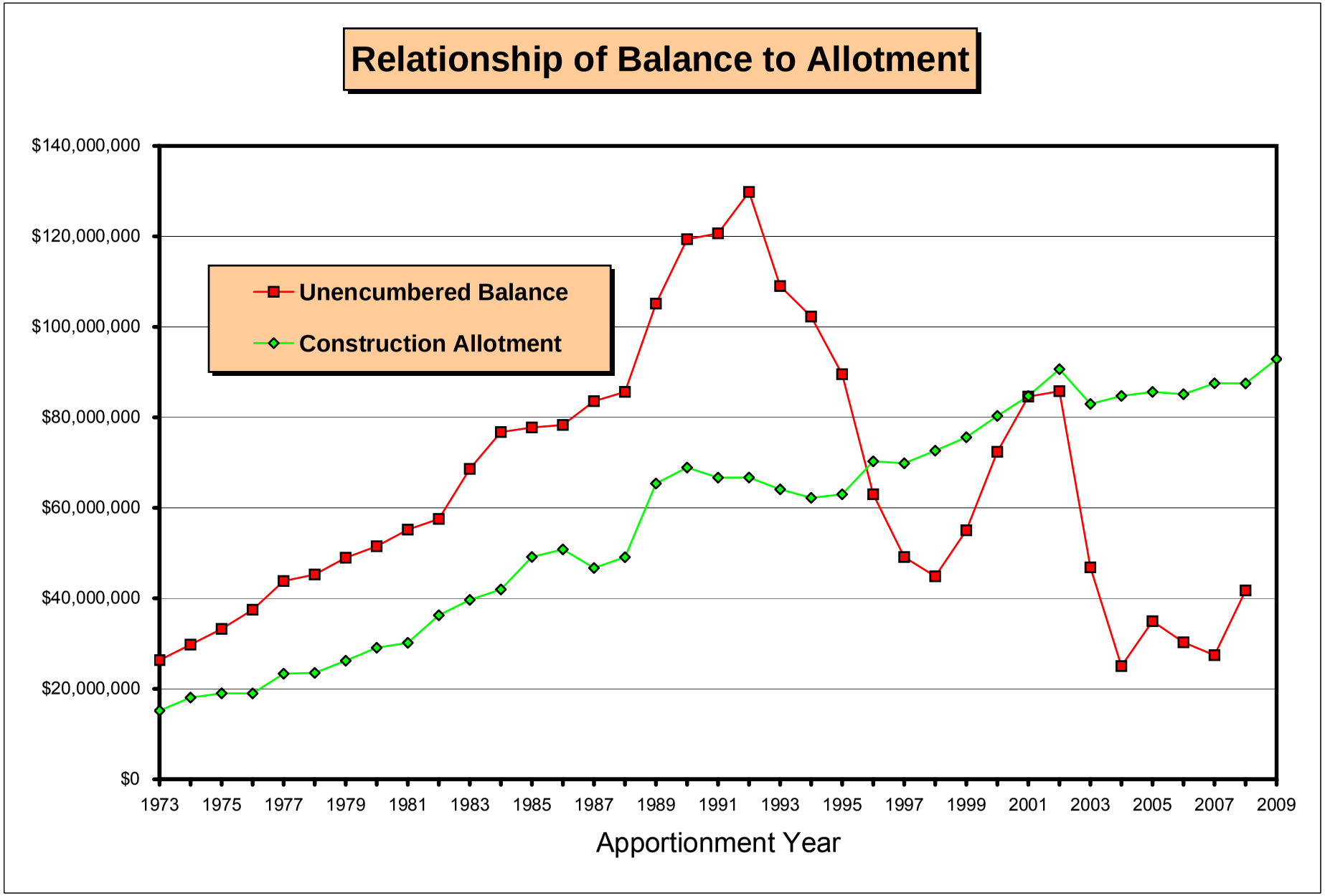
JUNE 2009 BOOK/RELATIONSHIP OF CONSTRUCTION BALANCE TO ALLOTMENT.XLS 22-Apr-09

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	*	107	2148.07	46,716,190	83,574,312	41,453,645	1.7890	0.8874
1988		108	2171.89	49,093,724	85,635,991	47,032,045	1.7443	0.9580
1989		109	2205.05	65,374,509	105,147,959	45,862,541	1.6084	0.7015
1990		112	2265.64	68,906,409	119,384,013	54,670,355	1.7326	0.7934
1991		113	2330.30	66,677,426	120,663,647	65,397,792	1.8097	0.9808
1992		116	2376.79	66,694,378	129,836,670	57,521,355	1.9467	0.8625
1993		116	2410.53	64,077,980	109,010,201	84,904,449	1.7012	1.3250
1994		117	2471.04	62,220,930	102,263,355	68,967,776	1.6436	1.1084
1995		118	2526.39	62,994,481	89,545,533	75,712,303	1.4215	1.2019
1996		119	2614.71	70,289,831	62,993,508	96,841,856	0.8962	1.3778
1997	**	122	2740.46	69,856,915	49,110,546	83,739,877	0.7030	1.1987
1998		125	2815.99	72,626,164	44,845,521	76,891,189	0.6175	1.0587
1999		126	2859.05	75,595,243	55,028,453	65,412,311	0.7279	0.8653
2000		127	2910.87	80,334,284	72,385,813	62,976,924	0.9011	0.7839
2001		129	2972.16	84,711,549	84,583,631	72,513,731	0.9985	0.8560
2002		130	3020.39	90,646,885	85,771,900	89,458,616	0.9462	0.9869
2003		131	3080.67	82,974,496	46,835,689	121,910,707	0.5645	1.4693
2004		133	3116.44	84,740,941	25,009,033	106,567,597	0.2951	1.2576
2005		136	3190.82	85,619,350	34,947,345	75,681,038	0.4082	0.8839
2006		138	3291.64	85,116,889	30,263,685	89,800,549	0.3556	1.0550
2007		142	3382.28	87,542,451	27,429,964	90,376,172	0.3133	1.0324
2008		143	3453.10	87,513,283	41,732,629	107,179,788	0.4769	1.2247
2009		144	3504.00	92,877,123				

* 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.

JUNE 2009 BOOK/CONSTRUCTION BALANCE TO ALLOTMENT GRAPH.XLS



2009 APPORTIONMENT RANKINGS

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

MSAS\Excel\2009\January 2009 Book\2009 Apportionment Rankings.xls

POPULATION APPORTIONMENT

Rank	Municipality	2008 Total Needs Mileage	2009 Population Apportionment Per Need Mile
1	MINNEAPOLIS	207.88	$31,216
2	HOPKINS	9.99	29,340
3	ST PAUL	164.81	29,191
4	FALCON HEIGHTS	3.29	29,020
5	NEW HOPE	12.70	27,487
6	VADNAIS HEIGHTS	8.45	25,866
7	COON RAPIDS	41.83	25,220
8	CIRCLE PINES	3.53	24,873
9	COLUMBIA HEIGHTS	12.50	24,778
10	NEW BRIGHTON	15.26	24,539
11	ST LOUIS PARK	31.38	24,098
12	WEST ST PAUL	13.54	23,968
13	ST ANTHONY	5.95	23,891
14	OAKDALE	19.30	23,845
15	EAGAN	47.63	23,562
16	ROBBINSDALE	10.11	23,362
17	ANOKA	13.14	23,006
18	RICHFIELD	25.11	22,937
19	BROOKLYN CENTER	21.40	22,798
20	BURNSVILLE	45.04	22,796
21	SHOREVIEW	19.52	22,412
22	APPLE VALLEY	36.91	22,409
23	ARDEN HILLS	7.53	22,176
24	EDEN PRAIRIE	47.08	22,056
25	WASECA	7.61	21,596
26	CRYSTAL	17.88	21,230
27	STEWARTVILLE	4.59	21,074
28	WINONA	22.29	20,601
29	PLYMOUTH	57.80	20,586
30	BROOKLYN PARK	59.36	20,489
31	WHITE BEAR LAKE	20.35	20,361
32	CHAMPLIN	19.92	20,141
33	FRIDLEY	22.87	20,072
34	SOUTH ST PAUL	16.82	20,052
35	MOUND	8.17	19,964
36	ROCHESTER	84.55	19,947
37	BLAINE	47.87	19,765
38	BLOOMINGTON	72.54	19,713
39	EDINA	40.27	19,695
40	ROSEVILLE	29.12	19,583
41	NORTHFIELD	17.06	19,468
42	SPRING LAKE PARK	5.82	19,460

MONEY NEEDS APPORTIONMENT

Rank	Municipality	2008 Total Needs Mileage	2009 Money Needs Apportionment Per Need Mile
1	CROOKSTON	11.65	$26,890
2	DELANO	6.11	26,376
3	MOUND	8.17	24,778
4	BLOOMINGTON	72.54	24,774
5	ST PAUL	164.81	23,943
6	ST MICHAEL	22.92	23,345
7	THIEF RIVER FALLS	15.50	22,624
8	MINNEAPOLIS	207.88	22,376
9	MAPLE GROVE	55.75	21,988
10	MAPLEWOOD	35.73	21,462
11	INVER GROVE HEIGHTS	32.51	21,322
12	FARIBAULT	23.60	21,269
13	ST FRANCIS	11.94	21,214
14	BUFFALO	17.08	21,010
15	FERGUS FALLS	24.67	20,969
16	COON RAPIDS	41.83	20,803
17	FARMINGTON	16.23	20,789
18	DULUTH	114.84	20,751
19	BURNSVILLE	45.04	20,750
20	GRAND RAPIDS	17.00	20,732
21	ALEXANDRIA	23.17	20,716
22	FAIRMONT	19.70	20,324
23	COLUMBIA HEIGHTS	12.50	20,316
24	NEW ULM	16.11	20,304
25	JORDAN	5.89	20,291
26	LA CRESCENT	5.84	20,227
27	NORTH ST PAUL	11.40	20,181
28	AUSTIN	28.62	19,896
29	ST CLOUD	64.79	19,682
30	ALBERTVILLE	7.15	19,646
31	COTTAGE GROVE	35.51	19,390
32	MOORHEAD	43.61	19,255
33	LITTLE FALLS	18.34	19,116
34	FOREST LAKE	24.08	19,081
35	RED WING	24.65	18,922
36	WOODBURY	53.78	18,858
37	HOPKINS	9.99	18,828
38	REDWOOD FALLS	8.20	18,821
39	NEW BRIGHTON	15.26	18,678
40	HERMANTOWN	15.50	18,634
41	OWATONNA	26.25	18,600
42	ST PETER	15.26	18,595

TOTAL APPORTIONMENT

Rank	Municipality	2008 Total Needs Mileage	2009 Total Apportionment Per Need Mile
1	MINNEAPOLIS	207.88	$53,592
2	ST PAUL	164.81	53,134
3	HOPKINS	9.99	48,168
4	COON RAPIDS	41.83	46,024
5	NEW HOPE	12.70	45,363
6	COLUMBIA HEIGHTS	12.50	45,095
7	MOUND	8.17	44,742
8	BLOOMINGTON	72.54	44,487
9	BURNSVILLE	45.04	43,546
10	NEW BRIGHTON	15.26	43,217
11	ST LOUIS PARK	31.38	41,579
12	RICHFIELD	25.11	41,063
13	CIRCLE PINES	3.53	40,776
14	DELANO	6.11	40,670
15	FALCON HEIGHTS	3.29	40,058
16	EAGAN	47.63	39,977
17	FARMINGTON	16.23	39,944
18	ST ANTHONY	5.95	39,941
19	MAPLE GROVE	55.75	39,825
20	EDEN PRAIRIE	47.08	38,938
21	STEWARTVILLE	4.59	38,862
22	VADNAIS HEIGHTS	8.45	38,795
23	APPLE VALLEY	36.91	38,744
24	CROOKSTON	11.65	38,650
25	MAPLEWOOD	35.73	38,623
26	INVER GROVE HEIGHTS	32.51	38,611
27	SHOREVIEW	19.52	38,034
28	ANOKA	13.14	37,961
29	WINONA	22.29	37,899
30	WASECA	7.61	37,804
31	NORTH ST PAUL	11.40	37,681
32	FARIBAULT	23.60	37,425
33	PLYMOUTH	57.80	37,324
34	ROCHESTER	84.55	37,097
35	ROBBINSDALE	10.11	37,017
36	FRIDLEY	22.87	36,992
37	WEST ST PAUL	13.54	36,811
38	WOODBURY	53.78	36,670
39	ST CLOUD	64.79	36,524
40	EDINA	40.27	36,379
41	KASSON	5.08	35,957
42	ARDEN HILLS	7.53	35,936

POPULATION APPORTIONMENT

Rank	Municipality	2008 Total Needs Mileage	2009 Population Apportionment Per Need Mile
43	CHASKA	20.47	$19,424
44	FARMINGTON	16.23	19,155
45	WAITE PARK	6.12	18,394
46	ST JOSEPH	5.52	18,378
47	STILLWATER	16.51	18,347
48	PRIOR LAKE	20.16	18,342
49	MANKATO	33.31	18,198
50	KASSON	5.08	18,179
51	MAPLE GROVE	55.75	17,836
52	WOODBURY	53.78	17,812
53	HASTINGS	21.24	17,668
54	NORTH ST PAUL	11.40	17,500
55	CHANHASSEN	21.47	17,444
56	INVER GROVE HEIGHTS	32.51	17,289
57	MAPLEWOOD	35.73	17,161
58	MOUNDS VIEW	12.43	17,138
59	MINNETONKA	50.86	16,934
60	NEW PRAGUE	6.95	16,861
61	ST CLOUD	64.79	16,842
62	WORTHINGTON	11.39	16,708
63	VICTORIA	6.44	16,438
64	SAVAGE	26.13	16,188
65	FARIBAULT	23.60	16,156
66	WACONIA	10.12	16,058
67	OWATONNA	26.25	15,985
68	COTTAGE GROVE	35.51	15,913
69	MONTICELLO	12.08	15,579
70	MAHTOMEDI	8.62	15,531
71	SAUK RAPIDS	14.01	15,382
72	SHAKOPEE	35.80	15,214
73	LITTLE CANADA	11.25	15,099
74	JORDAN	5.89	15,094
75	LAKEVILLE	60.02	14,999
76	SHOREWOOD	8.61	14,784
77	LA CRESCENT	5.84	14,768
78	ST PAUL PARK	6.08	14,700
79	BIG LAKE	10.65	14,568
80	GOLDEN VALLEY	23.57	14,448
81	LINO LAKES	23.09	14,378
82	NORTH MANKATO	15.07	14,355
83	DELANO	6.11	14,293
84	NEW ULM	16.11	14,112
85	BRAINERD	16.56	14,099
86	INTERNATIONAL FALLS	8.06	13,917
87	ALBERTVILLE	7.15	13,898
88	ORONO	9.45	13,876
89	AUSTIN	28.62	13,832
90	MOORHEAD	43.61	13,749
91	BUFFALO	17.08	13,659
92	ISANTI	6.79	13,510

MONEY NEEDS APPORTIONMENT

Rank	Municipality	2008 Total Needs Mileage	2009 Money Needs Apportionment Per Need Mile
43	NORTH MANKATO	15.07	$18,552
44	ALBERT LEA	23.40	18,190
45	RICHFIELD	25.11	18,126
46	MINNETRISTA	12.71	18,022
47	MARSHALL	18.47	18,008
48	NEW HOPE	12.70	17,877
49	CHISHOLM	7.99	17,870
50	STEWARTVILLE	4.59	17,788
51	KASSON	5.08	17,778
52	MINNETONKA	50.86	17,774
53	LAKEVILLE	60.02	17,600
54	ST LOUIS PARK	31.38	17,482
55	MENDOTA HEIGHTS	14.67	17,475
56	OAK GROVE	24.56	17,436
57	EAST GRAND FORKS	16.01	17,322
58	WINONA	22.29	17,297
59	ROCHESTER	84.55	17,150
60	GLENCOE	8.02	17,084
61	FRIDLEY	22.87	16,920
62	EDEN PRAIRIE	47.08	16,882
63	MANKATO	33.31	16,813
64	ST PAUL PARK	6.08	16,800
65	VIRGINIA	15.91	16,747
66	LINO LAKES	23.09	16,746
67	PLYMOUTH	57.80	16,738
68	INTERNATIONAL FALLS	8.06	16,695
69	EDINA	40.27	16,684
70	LITCHFIELD	8.77	16,622
71	SAUK RAPIDS	14.01	16,552
72	EAGAN	47.63	16,415
73	CHASKA	20.47	16,409
74	SARTELL	17.97	16,366
75	APPLE VALLEY	36.91	16,336
76	WASECA	7.61	16,208
77	ROSEMOUNT	30.96	16,144
78	WILLMAR	25.70	16,120
79	ST ANTHONY	5.95	16,050
80	CIRCLE PINES	3.53	15,903
81	CLOQUET	21.67	15,807
82	SHOREVIEW	19.52	15,622
83	WAITE PARK	6.12	15,558
84	EAST BETHEL	28.85	15,509
85	ELK RIVER	36.36	15,441
86	RAMSEY	37.47	15,215
87	WACONIA	10.12	15,015
88	ANOKA	13.14	14,955
89	BELLE PLAINE	8.46	14,832
90	LITTLE CANADA	11.25	14,716
91	OTSEGO	22.41	14,622
92	HIBBING	53.74	14,549

TOTAL APPORTIONMENT

Rank	Municipality	2008 Total Needs Mileage	2009 Total Apportionment Per Need Mile
43	CHASKA	20.47	$35,833
44	JORDAN	5.89	35,385
45	COTTAGE GROVE	35.51	35,303
46	CRYSTAL	17.88	35,145
47	MANKATO	33.31	35,010
48	LA CRESCENT	5.84	34,995
49	BROOKLYN CENTER	21.40	34,723
50	MINNETONKA	50.86	34,708
51	BUFFALO	17.08	34,669
52	OWATONNA	26.25	34,585
53	NEW ULM	16.11	34,416
54	SOUTH ST PAUL	16.82	34,407
55	ST MICHAEL	22.92	34,205
56	WAITE PARK	6.12	33,951
57	AUSTIN	28.62	33,728
58	NORTHFIELD	17.06	33,593
59	ALBERTVILLE	7.15	33,544
60	ROSEVILLE	29.12	33,346
61	DULUTH	114.84	33,322
62	MOORHEAD	43.61	33,004
63	CHAMPLIN	19.92	32,997
64	NORTH MANKATO	15.07	32,906
65	PRIOR LAKE	20.16	32,630
66	LAKEVILLE	60.02	32,599
67	WHITE BEAR LAKE	20.35	32,398
68	OAKDALE	19.30	32,353
69	STILLWATER	16.51	32,170
70	SAUK RAPIDS	14.01	31,934
71	THIEF RIVER FALLS	15.50	31,811
72	ST FRANCIS	11.94	31,682
73	ST PAUL PARK	6.08	31,499
74	ALBERT LEA	23.40	31,316
75	FOREST LAKE	24.08	31,231
76	BROOKLYN PARK	59.36	31,229
77	LINO LAKES	23.09	31,124
78	WACONIA	10.12	31,073
79	WORTHINGTON	11.39	30,918
80	MENDOTA HEIGHTS	14.67	30,872
81	ST JOSEPH	5.52	30,723
82	ST PETER	15.26	30,613
83	INTERNATIONAL FALLS	8.06	30,612
84	FERGUS FALLS	24.67	30,440
85	MOUNDS VIEW	12.43	30,344
86	GRAND RAPIDS	17.00	30,287
87	BLAINE	47.87	30,052
88	RED WING	24.65	30,007
89	REDWOOD FALLS	8.20	29,955
90	LITTLE CANADA	11.25	29,815
91	MARSHALL	18.47	29,815
92	CHANHASSEN	21.47	29,740

POPULATION APPORTIONMENT			
Rank	Municipality	2008 Total Needs Mileage	2009 Population Apportionment Per Need Mile
93	MENDOTA HEIGHTS	14.67	$13,397
94	BELLE PLAINE	8.46	13,332
95	SARTELL	17.97	13,270
96	BEMIDJI	16.64	13,209
97	ALBERT LEA	23.40	13,126
98	LITCHFIELD	8.77	13,103
99	DULUTH	114.84	12,570
100	WILLMAR	25.70	12,390
101	HUTCHINSON	19.10	12,277
102	ANDOVER	42.08	12,161
103	FOREST LAKE	24.08	12,150
104	ST PETER	15.26	12,018
105	GLENCOE	8.02	11,992
106	MARSHALL	18.47	11,807
107	CROOKSTON	11.65	11,760
108	ROSEMOUNT	30.96	11,299
109	REDWOOD FALLS	8.20	11,134
110	RED WING	24.65	11,085
111	ST MICHAEL	22.92	10,860
112	MONTEVIDEO	8.55	10,694
113	ELK RIVER	36.36	10,665
114	LAKE CITY	8.39	10,598
115	ST FRANCIS	11.94	10,467
116	CHISHOLM	7.99	10,466
117	RAMSEY	37.47	10,001
118	HERMANTOWN	15.50	10,001
119	ROGERS	11.72	9,947
120	HUGO	20.61	9,755
121	CAMBRIDGE	13.08	9,736
122	MORRIS	9.03	9,673
123	VIRGINIA	15.91	9,625
124	GRAND RAPIDS	17.00	9,555
125	LAKE ELMO	14.38	9,516
126	FERGUS FALLS	24.67	9,471
127	OTSEGO	22.41	9,328
128	FAIRMONT	19.70	9,244
129	THIEF RIVER FALLS	15.50	9,187
130	CLOQUET	21.67	9,070
131	DAYTON	9.72	8,629
132	WYOMING	13.45	8,597
133	ALEXANDRIA	23.17	8,287
134	EAST GRAND FORKS	16.01	8,230
135	MINNETRISTA	12.71	8,203
136	HAM LAKE	31.24	8,185
137	BAXTER	16.48	7,873
138	NORTH BRANCH	22.53	7,766
139	LITTLE FALLS	18.34	7,687
140	EAST BETHEL	28.85	7,028
141	CORCORAN	14.80	6,544
142	DETROIT LAKES	22.05	6,430
143	OAK GROVE	24.56	5,742
144	HIBBING	53.74	5,313
	AVERAGE		**$15,856**

MONEY NEEDS APPORTIONMENT			
Rank	Municipality	2008 Total Needs Mileage	2009 Money Needs Apportionment Per Need Mile
93	ANDOVER	42.08	$14,417
94	SOUTH ST PAUL	16.82	14,355
95	PRIOR LAKE	20.16	14,288
96	WORTHINGTON	11.39	14,210
97	HUTCHINSON	19.10	14,142
98	NORTHFIELD	17.06	14,126
99	GOLDEN VALLEY	23.57	14,005
100	CRYSTAL	17.88	13,915
101	BRAINERD	16.56	13,827
102	STILLWATER	16.51	13,824
103	SHOREWOOD	8.61	13,775
104	ROSEVILLE	29.12	13,763
105	ARDEN HILLS	7.53	13,759
106	ROBBINSDALE	10.11	13,655
107	MONTEVIDEO	8.55	13,532
108	BEMIDJI	16.64	13,520
109	LAKE CITY	8.39	13,375
110	MOUNDS VIEW	12.43	13,205
111	VADNAIS HEIGHTS	8.45	12,929
112	CHAMPLIN	19.92	12,856
113	WEST ST PAUL	13.54	12,843
114	MONTICELLO	12.08	12,700
115	HUGO	20.61	12,602
116	SHAKOPEE	35.80	12,533
117	VICTORIA	6.44	12,476
118	WYOMING	13.45	12,414
119	BIG LAKE	10.65	12,373
120	ST JOSEPH	5.52	12,345
121	CHANHASSEN	21.47	12,295
122	WHITE BEAR LAKE	20.35	12,036
123	BAXTER	16.48	11,955
124	BROOKLYN CENTER	21.40	11,925
125	MORRIS	9.03	11,803
126	NEW PRAGUE	6.95	11,486
127	SAVAGE	26.13	11,307
128	FALCON HEIGHTS	3.29	11,038
129	DETROIT LAKES	22.05	10,992
130	LAKE ELMO	14.38	10,836
131	BROOKLYN PARK	59.36	10,740
132	DAYTON	9.72	10,678
133	BLAINE	47.87	10,287
134	ISANTI	6.79	10,267
135	SPRING LAKE PARK	5.82	10,253
136	HASTINGS	21.24	10,098
137	NORTH BRANCH	22.53	10,005
138	HAM LAKE	31.24	8,988
139	ROGERS	11.72	8,981
140	CAMBRIDGE	13.08	8,913
141	ORONO	9.45	8,634
142	OAKDALE	19.30	8,508
143	CORCORAN	14.80	7,991
144	MAHTOMEDI	8.62	6,724
	AVERAGE		**$16,179**

TOTAL APPORTIONMENT			
Rank	Municipality	2008 Total Needs Mileage	2009 Total Apportionment Per Need Mile
93	LITCHFIELD	8.77	$29,725
94	SPRING LAKE PARK	5.82	29,712
95	SARTELL	17.97	29,636
96	FAIRMONT	19.70	29,568
97	GLENCOE	8.02	29,077
98	ALEXANDRIA	23.17	29,003
99	VICTORIA	6.44	28,914
100	HERMANTOWN	15.50	28,635
101	SHOREWOOD	8.61	28,558
102	WILLMAR	25.70	28,510
103	GOLDEN VALLEY	23.57	28,453
104	NEW PRAGUE	6.95	28,347
105	CHISHOLM	7.99	28,336
106	MONTICELLO	12.08	28,279
107	BELLE PLAINE	8.46	28,163
108	BRAINERD	16.56	27,926
109	HASTINGS	21.24	27,766
110	SHAKOPEE	35.80	27,747
111	SAVAGE	26.13	27,495
112	ROSEMOUNT	30.96	27,443
113	BIG LAKE	10.65	26,941
114	LITTLE FALLS	18.34	26,804
115	BEMIDJI	16.64	26,730
116	ANDOVER	42.08	26,578
117	HUTCHINSON	19.10	26,418
118	VIRGINIA	15.91	26,372
119	MINNETRISTA	12.71	26,224
120	ELK RIVER	36.36	26,106
121	EAST GRAND FORKS	16.01	25,552
122	RAMSEY	37.47	25,216
123	CLOQUET	21.67	24,877
124	MONTEVIDEO	8.55	24,226
125	LAKE CITY	8.39	23,974
126	OTSEGO	22.41	23,949
127	ISANTI	6.79	23,777
128	OAK GROVE	24.56	23,178
129	EAST BETHEL	28.85	22,537
130	ORONO	9.45	22,510
131	HUGO	20.61	22,357
132	MAHTOMEDI	8.62	22,254
133	MORRIS	9.03	21,476
134	LAKE ELMO	14.38	20,352
135	HIBBING	53.74	19,862
136	BAXTER	16.48	19,828
137	DAYTON	9.72	19,306
138	ROGERS	11.72	18,929
139	CAMBRIDGE	13.08	18,649
140	NORTH BRANCH	22.53	17,771
141	DETROIT LAKES	22.05	17,422
142	HAM LAKE	31.24	17,174
143	WYOMING	13.45	14,755
144	CORCORAN	14.80	14,535
	AVERAGE		**$31,992**

3/5/2009 **FY2009 Local Road Research Board Program**

	TITLE	PROJECT TOTAL	LRRB $	LRRB Paid to Date	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013
645	2005-2006 Implementation of Research Findings	675,525	401,340	$396,187		5,153					
645	2007-2008 Implementation of Research Findings	432,569	399,989	$213,707			186,282				
645	FY2009-2011 Implementation of Research Findings	600,000	600,000					200,000	400,000		
668*	FY2008 Technology Transfer Center, U of M - Base	185,000	185,000	58,003			126,997				
	Technology Transfer Center, U of M - Cont. Projects:										
883	Circuit Training & Assist.Program (CTAP), Instructor-$74,500 (Comes to Mn/DOT)	74,840	74,840	74,840							
	Circuit Training & Assist.Program (CTAP) T^2 Center-$84,000	84,000	84,000	8,875				75,125			
55	Minnesota Maintenance Research Expos	26,000	26,000	26,000							
	Transportation Student Development	5,500	5,500	5,500							
668*	FY2009 Technology Transfer Center, U of M - Base	185,000	92,500				50,345				
	Technology Transfer Center, U of M - Cont. Projects:										
883	Circuit Training & Assist.Program (CTAP), Instructor-$74,500 (Comes to Mn/DOT)	74,500	74,500	74,500							
	Circuit Training & Assist.Program (CTAP) T^2 Center-$84,000	84,000	84,000				0				
	Minnesota Maintenance Research Expos	26,000	0				0				
	Transportation Student Development	5,500	0				0				
675	Salary for two positions for Research Services	130,000	130,000	130,000							
676	FY2008 MnROAD Research: Facility Support (FY09 per K.S.)	560,000	560,000	560,000							
676	FY2009 MnROAD Research: Facility Support (FY09/ half payment FY10 per K.S.)	560,000	560,000				280,000	280,000			
745	FY2008 Library Services for Local Governments	60,000	60,000	60,000							
745	FY2009 Library Services for Local Governments	60,000	60,000				60,000				
768	Geosynthetics in Roadway Design thru 2011	30,000	30,000	19,000				2500	2500	4000	
773*	Shredded Tires Used for Road Bases	137,210	137,210	95,082			42,128				
808	Pavement Rehabilitation Selection (co PI U of M & Lab)	102,000	102,000	102,000							
809	Research Tracking for Local Roads funded thru CY08	60,000	60,000	55,961		4,039					
815*	Calibration of the 2002 AASHTO Pavement Design Guide for Minnesota Portland Cement Concrete Pavements and Hot Mix Asphalt Pavements	292,385	126,600	126,600							
825	Perf Monitoring of Olmsted CR 177/104 & Aggregate Base Material thru CU2010 @ $8K/year	60,000	40,000	16,000			8,000	8,000	8,000		
826	Appropriate Use of RAP	30,789	30,789	5,770			25,019				
827	Winter Pavement Tenting	25,126	25,126	12,480			12,646				
830	Evaluating Roadway Subsurface Drainage Practices	186,735	186,735	177,385			9,350				
831*	Stripping in MN Class 7 (Rap) & Full Depth Reclamation Base Material	101,621	39,850	11,758	11,242	14,215	2,635				
833*	Design Tool for Controlling Runoff & Sediment from Highway Construction	89,000	44,500	44,500							
840	Performance of PG 52-34 Oil	76,200	76,200	33,600			28,400	14,200			
841	Long-Term Maintenace Effect on Hot Mix Asphalts	43,257	43,257	12,625			30,632				
842	Best Practices for Dust Control on Agg Surfc Road	75,000	75,000	61,127		13,873					
843	Predicting Bumps in Overlays - thru 09- CO PROJECT WITH LAB	64,540	64,540	21,780		10,097	32,663				
844*	Update Vehicle Classification for CR Pavement Design	139,094	94,094	33,952		23,986	34,215	1,941			
845*	Analysis of Highway Design and Geometric Effects on Crashes - Part I and II (Subcontract with CH2MHill)	144,115	74,310	59,077			15,233				
846	Hydraulic, Mechanical, and Leaching Characteristics of Recylcled Materials	155,225	155,225	54,648		21,676	77,551	1,350			
847	Use of Fly Ash for Reconstruction of Bitum Roads	170,055	170,055	35,712	34,980	3,551	95,812				
848	Warning Efficacy of Active Passive Warnings for Unsignalized Intersection & Mid-Block Pedestrian Sidewalks	118,908	118,908	107,017			11,891				
850	Mechanistic Modeling of DCP Test	105,000	105,000	94,500		5,250	5,250				
851*	Allowable Axle Loads on Pavements	126,042	110,000	10,239	26,199	24,062	49,500				
852	Subsurface Drainage Manual for Pavements in MN	71,638	71,638	40,678	6,270	23,455	1,235				
853	Development of Flexural Vibration Equipment PhsII	52,980	52,980	7,947	14,380	21,337	9,316				
854*	The Effects of Implements of Husbandry - Pooled Fund Prjct	1,023,464	105,000	8,045		23,955	32,000	34119	6881		

	TITLE	PROJECT TOTAL	LRRB $	LRRB Paid to Date	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013
855*	A Property-Based Spec for Coarse Aggregate in Pavement Apps	92,624	46,312	2,738		30,863	12,711				
856*	Investigation of In-Place Asphalt Film Thickness and Performance of MN Hot Mix Asphalt Mixtures	77,905	38,905			23,250	15,655				
858*	Crack & Concrete Deck Sealant Performance	75,000	37,500	30,000		2,173	5,327				
860	Compaction Specifications for Unbound Materials	105,000	105,000	60,561		9,939	34,500				
861	Best Mgmt Practices for Pavement Preservation of Hot mix Asphalt	71,050	71,050	10,493		39,507	21,050				
862*	Real Time Arterial Performance - U of M contribute	140,000	70,000	70,000							
863*	Optimal Timing of Preventive Maintenance for Addressing Environmental Aging in HMA Pavements-Pooled Fund Project	412,771	55,000	PENDING CONTRACT				10,000	30,000	15,000	
864*	Recycled Asphalt Pavements-Pooled Fund Project	392,000	75,000			15,000	15,000	15,000	15,000	15000	
865*	Low Temp Cracking in Asphalt Phase II - Pooled Fund Project	733,947	50,000				10,530	23,289	16,181		
867*	Composite Pavements - Pooled Fund Project	651,800	50,000			12,500	12,500	12,500	12,500		
868*	HMA Surface Characteristics-Pooled Fund Project	300,000	75,000			15,000	15,000	15,000	15,000	15000	
869	FY2009 TERRA	75,000	12,500	6,035			5,423	1,042			
870	Cost Analysis of Alternative Culvert Installation Practices in MN	50,663	50,663	15,453		9,162	26,048				
871*	Statistical Methods for Material Testing	94,876	47,438	32,358			11,622	3,558			
872*	Mn/ROAD Data Mining, Evaluation and Qualification Phase 1	63,500	27,501	11,469			13,915	2,117			
873	Use of Foamed Asphalt Base Reclamation on Local Roads	20,000	20,000	7,000		5,000	8,000				
874*	Assessment of the Underground Stormwater Management Devices	123,000	61,499			23,651	34,269	3,579			
875*	Estimating Size Distribution of Suspended Sediments in MN Stormwater	55,000	55,000	7,975		7,889	31,556	7,580			
876	Best Preventive Maintenance Treatments for Recreational Trails	53,569	53,569				16,785	30,784	6,000		
877	Development and Field Test of Advance Dynamic LED Warning Signals	99,940	99,940			26,250	51,190	22,500			
878	Porous Asphalt Pavement Performance in Cold Regions	82,400	82,400	17,200			44,525	20,675			
879	Pervious Concrete Pavement in Mn/ROAD Low Volume Road - Pooled Fund Prjct	171,493	50,000			25,000	25,000				
880*	Snow Plow Route Optimization	146,787	45,000	15,000			15,000	15,000			
881*	Technical Synthesis Reports (Guardrls, rmble strips, trfc clm, drainage 90612)	17,912	10,000	2,665			7,335				
	2007 Program CY07 LRRB Contingency Account	50,000	50,000	31,875	0						
	FY2008 Program CY07 LRRB Contingency Account	32,000	32,000	0		0					
	FY2009 Program LRRB Contingency Account	50,000	50,000	13,597			36,403				
885	Research Test Section Tracking Phase II	130,000	55,000	PENDING CONTRACT				10,000	25,000	10,000	10,000
886*	Cost-Effective Pavement Preservation Solutions for the Real World	109,984	54,992					28,662	21,704	4,626	
887*	Structural Evaluation of Asphalt Pavements with Full-depth Reclaimed Base	79,808	39,904					4,980	29,450	5,474	
888	MN Local Agency Pavement Marking Practices - Phase 1	18,720	18,720					18,720			
889	Performance of Recycled Asphalt & High RAP Asphalt Mix	60,000	60,000					15,000	30,000	15,000	
890	Driver Behavior Impacts of Residential Street Warning Signs	80,273	80,273					37,323	42,950		
891*	Performance Assessment of Oversized Culverts to Accommodate Fish Passage	83,428	41,714					19,814	19,814	2,086	
997	Outreach Contract FY09	20,597	20,597	3,170			17,427				
998	FY2009 Operational Research Program	90,000	90,000				60,384	29,616			
999	FY2008 Program Administration (includes web, outreach & publishing)	250,331	250,331	243,228		7,103					
	FY2009 Program Adminsitration (includes web, outreach & publishing)	112,975	112,975	68,272			44,703				
	TOTALS	12,583,171	7,669,494	3,504,184	93,071	446,936	1,818,958	963,974	680,980	86,186	10,000
	Uncommitted Balance Carryforward						$537,556	($30)			
	Apportionment						$2,391,365	$2,525,135	$2,400,000	$2,400,000	$2,400,000
	Amount Available						$2,928,921	$2,525,105	$2,400,000	$2,400,000	$2,400,000
	(BSR) Less Expended						-$1,109,993				
	Less Total Commitments						-$1,818,958	-$963,974	-$680,980	-$86,186	-$10,000
	Amount Available						**($30)**	**$1,561,131**	**$1,719,020**	**$2,313,814**	**$2,390,000**
	INV668: Tech Tranfer Center							$375,000	$375,000	$375,000	$375,000
	INV998: Operational Research Program							$90,000	$90,000	$90,000	$90,000

	TITLE	PROJECT TOTAL	LRRB $	LRRB Paid to Date	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013
	INV676: MnROAD							$500,000	$500,000	$500,000	$500,000
	INV676: MnROAD Technology Transfer and Support							$70,000	$70,000	$70,000	$70,000
	INV745: Library Services							$60,000	$60,000	$60,000	$60,000
	INV675: Research Services							$160,000	$160,000	$160,000	$160,000
	INV999: Project Administration							$107,975	$107,975	$107,975	$107,975
	INV869: TERRA Board							$12,500	$12,500	$12,500	$12,500
	INV645 Implementation of Research Findings									$200,000	$200,000
	Contingency							$50,000	$50,000	$50,000	$50,000
	Total On-going Program Commitments							$1,425,475	$1,425,475	$1,625,475	$1,625,475
	Total Available after On-going Program Commitments						**($30)**	**$135,656**	**$293,545**	**$688,339**	**$764,525**

Add: $36,403 remaining FY09 Contigency account
Add: $7,103 remaining FY08 INV999
Spendable Assets: $179,162

Notes:

FY09 is from July 1, 2008 to June 30, 2009.
Pending Projects
Projects co-funded from other sources are marked with an *
Projects in green are completed.
FY09 contigency account: Decreased by $10,000 for FY09 Travel INV999 and $3,596.97 for Outreach Contract INV 997; therefore, $36,403 remaining
INV997 Outreach Contract will be managed by RIC
Removed Research Services salary from INV999 FY2009 Program Administration and made it INV 675
INV 668 FY2009 Technology Transfer was reduced in cost because FY08 contract also uses FY09 funds.
INV 668 FY2009 Technology Transfer was again reduced in cost from $134,500 to $50,345, which is a $84,155 cost savings.

January 3, 2003

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.

For MSAS purposes, a County or CSAH that has been released to a city cannot be local road for more than two years and still be considered a turnback.

2009 Final Schedule
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. In 2008, cities were given the option to revise their 2 or 4 year cycle as well as the count year. In 2009, cities were given the option to move to a 4 year cycle with the option to count a subset of locations in the "off cycle" or 2nd year of a 4 year cycle. The following traffic counting schedule is **final:**

Metro District

Two year traffic counting schedule – counted in 2008 and updated in the needs in 2009

Coon Rapids	Dayton

Two year traffic counting schedule – counted in 2009 and updated in the needs in 2010

Blaine	East Bethel	Rogers
Brooklyn Park	Lake Elmo	Shoreview
Chanhassen	Prior Lake	Victoria
Cottage Grove	Ramsey	

Metro District

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

Anoka	Hopkins	Spring Lake Park
Bloomington *^	Minneapolis *^	St. Paul *
Columbia Heights	Mound	
Crystal	South Saint Paul	

* Counts over more than one year
^ Counts a subset of locations on the "off cycle," no map product is produced in that year

Four year traffic counting schedule - counted in 2009 and updated in the needs in 2010

Arden Hills	New Brighton	Shorewood
Eden Prairie ***	New Hope	Stillwater
Edina	North St. Paul	St. Paul Park
Falcon Heights	Oak Grove	St. Louis Park
Fridley	Plymouth ^	West St. Paul
Golden Valley	Richfield	White Bear Lake
Mahtomedi	Robbinsdale	
Maplewood	Roseville	

***Will Count Next in 2012, and then every four years
^ Counts a subset of locations on the "off cycle," no map product is produced in that year

Four year traffic counting schedule - counted in 2010 and updated in the needs in 2011

Andover	Farmington	Minnetonka *
Apple Valley	Forest Lake	Minnetrista
Belle Plaine	Hugo	Oakdale
Brooklyn Center	Inver Grove Heights	Rosemount
Burnsville	Jordan	St. Francis ^
Champlin	Lino Lakes	Vadnais Heights
Chaska	Little Canada	Waconia ^
Corcoron	Maple Grove	
Eagan	Mendota Heights	

* Counts over more than one year
^ Counts a subset of locations on the "off cycle," no map product is produced in that year

Four year traffic counting schedule - counted in 2011 and updated in the needs in 2012

Circle Pines	Mounds View	Shakopee
Ham Lake	Orono	Woodbury ^
Hastings	St. Anthony	
Lakeville	Savage	

^ Counts a subset of locations on the "off cycle," no map product is produced in that year
Outstate

Two year traffic counting schedule – to be counted in 2009 and updated in the needs in 2010

Northfield*	St. Cloud	Sartell

Two year traffic counting schedule - counted in 2008 and updated in the needs in 2009

Northfield*	Rochester

***** Northfield counted in 2007 and 2008, then every two years

Two year traffic counting schedule - counted in 2009 and updated in the needs in 2010

St. Cloud
Sartell

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

Albertville
Austin
Buffalo
Cambridge
Delano
Detroit Lakes
Faribault
International Falls
Isanti
La Crescent
Montevideo
Monticello
Otsego
Saint Michael
Waseca

Outstate
Four year traffic counting schedule - counted in 2009 and updated in the needs in 2010

Albert Lea
Crookston
East Grand Forks
Glencoe
Grand Rapids
Hutchinson
Little Falls
Mankato
Moorhead
Morris
New Prague
North Branch
Saint Joseph
Waite Park

Outstate
Four year traffic counting schedule - counted in 2010 and updated in the needs in 2011

Alexandria
Bemidji
Big Lake
Cloquet
Elk River
Fairmont
Kasson
Lake City
Marshall
New Ulm
Stewartville
Willmar

Outstate
Four year traffic counting schedule - counted in 2011 and updated in the needs in 2012

Baxter
Brainerd
Chisholm
Duluth*
Fergus Falls
Hermantown
Hibbing
Litchfield
North Mankato
Owatonna
Red Wing
Redwood Falls
Saint Peter
Sauk Rapids
Thief River Falls
Virginia
Worthington
Winona

*Duluth counts 1/4 of the city each year

CURRENT RESOLUTIONS
OF THE
MUNICIPAL SCREENING BOARD

January 2009

Bolded wording (except headings) are revisions since the last publication of the Resolutions

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 up to ½ of 1% of the previous years Apportionment fund for the Research Account to continue municipal street research activity.

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.

Unit Price Study- Oct. 2006

That the Unit Price Study go to a 3 year (or triennial) cycle with the Unit Prices for the two 'off years' to be set using the Engineering News Record construction cost index. The Screening Board may request a Unit Price Study on individual items in the 'off years' if it is deemed necessary.

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 project award date 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.

Grading Factors (or Multipliers) October 2007

That Needs for tree removal, pavement removal, curb and gutter removal and sidewalk removal shall be removed from urban segments in the Needs study and replaced with an Urban Grading Multiplier approved by the Municipal Screening Board. This Multiplier will be multiplied by the Grading/Excavation Needs of each deficient proposed urban segment in the Needs study.

That Needs for tree removal, pavement removal, special drainage, gravel surface and gravel shoulders shall be removed from the rural segments in the Needs study and be replaced with a Rural Grading Multiplied approved by the Municipal Screening Board. This Multiplier will be multiplied by the Grading/Excavation Needs of each deficient proposed rural segment in the Needs study.

That these Grading Factors shall take effect for the January 2009 allocation.

Roadway Item Unit Prices (Reviewed Annually)			
Right of Way (Needs Only)			$98,850 per Acre
Grading (Excavation)			$5.10 per Cu. Yd.
Base:	Class 5 Gravel	Spec. #2211	$9.00 per Ton
	Bituminous	Spec. #2350	$45.00 per Ton
Surface:	Bituminous	Spec. #2350	$45.00 per Ton
Miscellaneous:	Storm Sewer Construction		$278,200 per Mile
	Storm Sewer Adjustment		$89,700 per Mile
	Street Lighting		$100,000 per Mile
	Curb & Gutter Construction		$10.45 per Lin. Ft.
	Sidewalk Construction		$29.00 per Sq. Yd.
	Project Development		22%

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

<u>Bridge Width & Costs</u> - (Reviewed Annually)

All Bridge Unit Costs shall be $110.00 per Sq. Ft.

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:

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

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)	$175,000 per Unit
Signals and Gates (Multiple Track – high speed)	$200,000 per Unit
Signs Only (low speed)	$1,500 per Unit
Concrete Crossing Material Railroad Crossings (Per Track)	$1,100 per Linear Foot
Pavement Marking	$1,100 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	$1,850 per Mile	$3,050 per Mile
Parking Lanes: Segment length times number of parking lanes times cost per mile	$1,850 per Mile	$1,850 per Mile
Median Strip: Segment length times cost per mile	$620 per Mile	$1,210 per Mile
Storm Sewer: Segment length times cost per mile	$620 per Mile	$620 per Mile
Traffic Signals: Number of traffic signals times cost per signal	$620 per Unit	$620 per Unit
Minimum allowance per mile is determined by segment length times cost per mile.	$6,130 per Mile	$6,130 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.

'After the Fact' Non Existing Bridge Adjustment-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 local cost (which is the total cost less county or trunk highway participation) for a period of 15 years. The total cost shall include project development and construction engineering costs based upon the current Project Development percentage used in the Needs Study.

Excess Maintenance Account – June 2006

That any city which 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 twenty years, and applied as a single one-year (one time) deduction each year the city receives the maintenance allocation.

'After the Fact' Retaining Wall Adjustment Oct. 2006

That retaining wall Needs shall not be included in the Needs study until such time that the retaining wall has been constructed and the actual cost established. At that time a 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. Documentation of the construction of the retaining wall, including eligible costs, must be submitted to your District State Aid Engineer by July 1 to be included in that years Needs study. After the Fact needs on retaining walls shall begin effective for all projects awarded after January 1, 2006.

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.