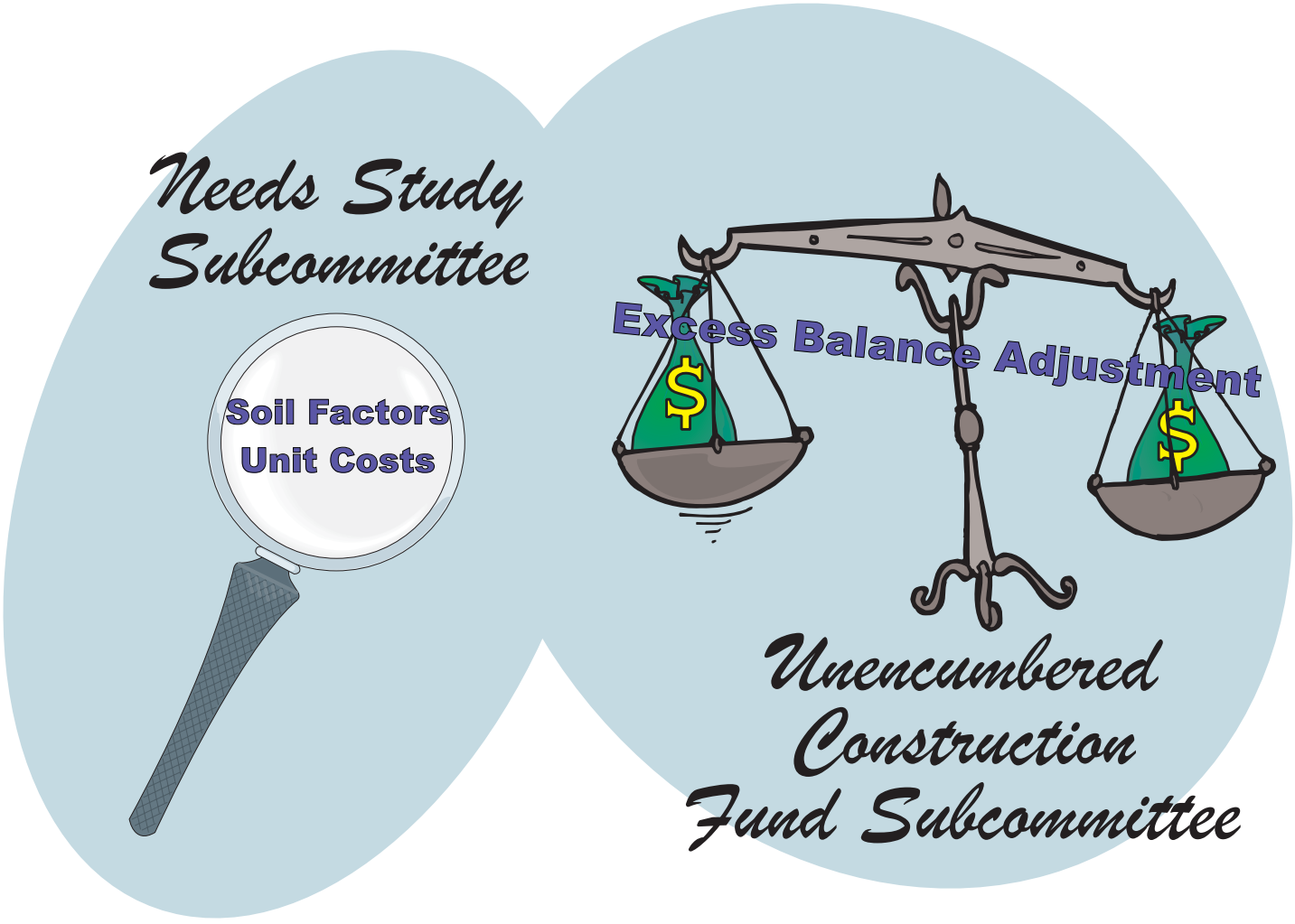
2005 MUNICIPAL SCREENING BOARD DATA



JUNE, 2005

Minnesota Department of Transportation

Memo

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

Office Tel.: 651 296-3011
Fax: 651 282-2727

Date: **May 9, 2005**

To: **Municipal Engineers**
City Clerks

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

Subject: 2005 Municipal Screening Board Data booklet

Enclosed is a copy of the June 2005 Municipal Screening Board Data booklet.

The data included in this report will be used by the Municipal Board at its May 31st and June 1st, 2005 meeting to establish unit prices for the 2005 Needs Study that is used to compute the 2006 apportionment. The Board will also review other recommendations of the Needs Study Subcommittee as outlined in their minutes.

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

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

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

The State Aid Program Mission Study

Mission Statement:

The purpose of the state-aid program is to provide resources, from the Highway Users Tax Distribution Fund, to assist local governments with the construction and maintenance of community-interest highways and streets on the state-aid system.

Program Goals:

The goals of the state-aid program are to provide users of secondary highways and streets with:

- Safe highways and streets;
- Adequate mobility and structural capacity on highways and streets; and
- An integrated transportation network.

Key Program Concepts:

Highways and streets of community interest are those highways and streets that function as an integrated network and provide more than only local access. Secondary highways and streets are those routes of community interest that are not on the Trunk Highway system.

A community interest highway or street may be selected for the state-aid system if it:

A. Is projected to carry a relatively heavier traffic volume or is functionally classified as collector or arterial

B. Connects towns, communities, shipping points, and markets within a county or in adjacent counties; provides access to rural churches, schools, community meeting halls, industrial areas, state institutions, and recreational areas; serves as a principal rural mail route and school bus route; or connects the points of major traffic interest, parks, parkways, or recreational areas within an urban municipality.

C. Provides an integrated and coordinated highway and street system affording, within practical limits, a state-aid highway network consistent with projected traffic demands.

The function of a road may change over time requiring periodic revisions to the state-aid highway and street network.

State-aid funds are the funds collected by the state according to the constitution and law, distributed from the Highway Users Tax Distribution Fund, apportioned among the counties and cities, and used by the counties and cities for aid in the construction, improvement and maintenance of county state-aid highways and municipal state-aid streets.

The *Needs* component of the distribution formula estimates the relative cost to build county highways or build and maintain city streets designated as state-aid routes.

2005 MUNICIPAL SCREENING BOARD DATA

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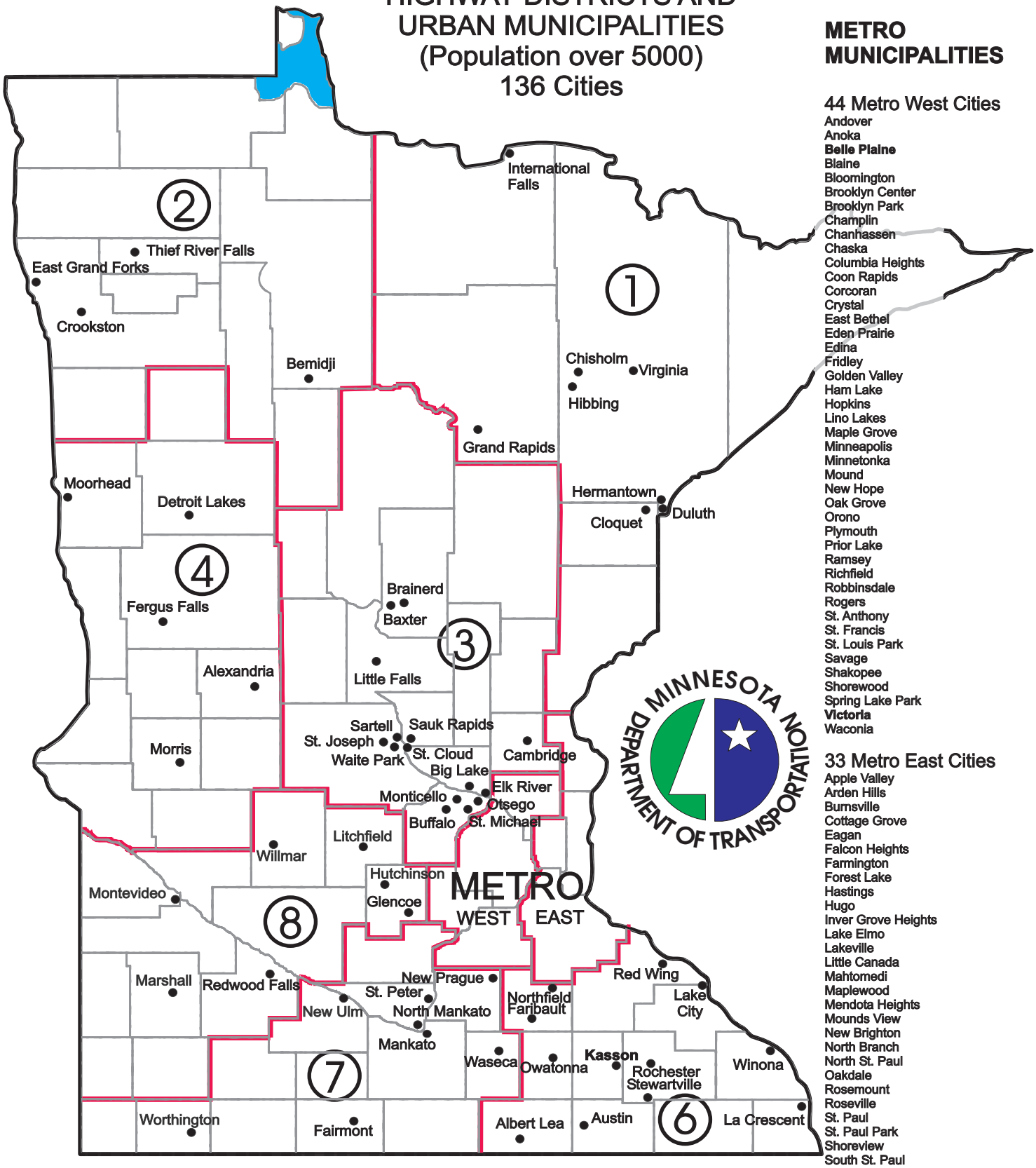
STATE OF MINNESOTA

HIGHWAY DISTRICTS AND URBAN MUNICIPALITIES (Population over 5000) 136 Cities



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METRO MUNICIPALITIES

44 Metro West Cities

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

33 Metro East Cities

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

June 2005

2005 MUNICIPAL SCREENING BOARD

screening board stuff\2005\Screening Board June2005.xls 04-May-05

OFFICERS			
Chair	Mike Metso	Duluth	(218) 723-3278
Vice Chair	Stephen Gaetz	St. Cloud	(320) 255-7241
Secretary	Chuck Ahl	Maplewood	(651) 770-4552

MEMBERS

District	Years Served	Representative	City	Phone
1	2005-2007	Tom Pagel	Grand Rapids	(218) 326-7625
2	2003-2005	Dave Kildahl	Crookston, T R Falls	(218) 281-6522
3	2002-2005	Bret Weiss	Monticello	(763) 541-4800
4	2004-2006	Jeff Kuhn	Morris	(320) 762-8149
Metro-West	2004-2006	Craig Gray	Anoka	(763) 576-2781
6	2004-2006	Jeff Johnson	Owatonna	(507) 444-4350
7	2005-2007	Fred Salsbury	Waseca	(507) 835-9700
8	2003-2005	Dave Berryman	Montevideo	(320) 269-7695
Metro-East	2005-2007	Deb Bloom	Roseville	(651) 490-2200
Cities	Permanent	Mike Metso	Duluth	(218) 723-3278
of the	Permanent	Klara Fabry	Minneapolis	(612) 673-2443
First Class	Permanent	Paul Kurtz	Saint Paul	(651) 266-6203

ALTERNATES

District	Year Beginning		City	Phone
1	2008	Jim Prusak	Cloquet	(218) 879-6758
2	2006	Brian Freeburg	Bemidji	(218) 759-3576
3	2006	Terry Maurer	Elk River	(651) 644-4389
4	2007	Robert Zimmerman	Moorhead	(218) 299-5390
Metro-West	2007	Jon Haukaas	Fridley	(763) 572-3550
6	2007	Heidi Hamilton	Northfield	(507) 645-3009
7	2008	Ken Saffert	Mankato	(507) 387-8631
8	2006	Glenn Olson	Marshall	(507) 537-6774
Metro-East	2008	Vacant		

04-May-05

2005 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
Melvin Odens, Chair Willmar (320) 235-4202 Expires after 2005	David Jessup, Chair Woodbury (651) 714-3593 Expires after 2005
Shelly Pederson Bloomington (952) 563-4870 Expires after 2006	Thomas Drake Faribault (507) 334-2222 Expires after 2006
Tim Loose St. Peter (507) 625-4171 Expires after 2007	Lee Gustafson Minnetonka (952) 939-8200 Expires after 2007

2004 MUNICIPAL SCREENING BOARD
Fall Meeting Minutes
October 19 & 20, 2004

I. Opening by Municipal Screening Board Chair Mike Metso

The 2004 Fall Municipal Screening Board Meeting was called to order at 1:05 p.m. on Tuesday, October 19, 2004

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

Himself - Mike Metso, Duluth - Chair, Municipal Screening Board
Maria Hagen, St. Louis Park - Vice Chair, Municipal Screening Board
Julie Skallman, Mn\DOT - State Aid Engineer
Marshall Johnston, Mn\DOT - Manager, Municipal State Aid Needs Unit
David Jessup, Woodbury - Chair, Unencumbered Funds Subcommittee and Past Chair, Municipal Screening Board
Steve Koehler, New Ulm - Chair, Needs Study Subcommittee
Tom Drake, Fairbault - Past Chair, Municipal Screening Board (absent)
Lee Gustafson, Minnetonka - Past Chair, Municipal Screening Board
Stephen Gaetz, St. Cloud - Secretary, Municipal Screening Board

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

District 1	John Suihkonen, Hibbing
District 2	Dave Kildahl, Crookston, Thief River Falls
District 3	Brett Weiss, Monticello
District 4	Jeff Kuhn, Morris
Metro West	Craig Gray, Anoka
District 6	Jeff Johnson, Owatonna
District 7	Tim Loose, St. Peter
District 8	Dave Berryman, Montevideo
Metro East	Chuck Ahl, Maplewood
Duluth	Mike Metso
Minneapolis	Rhonda Rae, Alternate (in place of Klara Fabry)
St. Paul	Paul Kurtz

C. Chair Metso recognized the following Screening Board Alternates:

District 1	Tom Pagel, Grand Rapids (absent)
District 7	Fred Salsbury, Waseca
Metro East	Deb Bloom, Roseville

D. Chair Metso recognized Minnesota Department of Transportation personnel in attendance:

Rick Kjonaas	Deputy State Aid Engineer
Jim Koivisto	Project Delivery Engineer (absent)
Diane Gould	Manager, County State Aid Needs Unit
Mark Channer	Assistant Mgr., MSAS Need Unit
Walter Leu	District 1 State Aid Engineer
Lou Tasa	District 2 State Aid Engineer
Kelvin Howieson	District 3 State Aid Engineer
Merle Earley	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
Mark Gieseke	Metro State Aid Engineer
Patti Simmons	State Aid Programs Engineer (absent)
Mike Kowski	Assistant Metro State Aid Engineer
Dan Erickson	Assistant Metro State Aid Engineer

E. Chair Metso recognized others in attendance:

Larry Veek, Minneapolis
Jim Vanderhoof, St. Paul
Dave Sonnenberg, SEH
Marcus Hall, St. Louis County, State Aid Mission Study Committee
Melvin Odens, Willmar, State Aid Mission Study Committee
Doug Grindahl, Koochiching County, State Aid Mission Study Committee

II. Review of the 2004 Municipal Screening Board Data Booklet

Chair Metso suggested that the entire report be reviewed and discussed Tuesday with any required action to be taken on Wednesday morning. This would give all members a chance to informally discuss the various items Tuesday evening.

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

A. The June, 2004 Screening Board minutes were presented for approval (pages 14-26).

Motion by Kildahl, second by Ahl to approve minutes as presented. Motion carried without opposition.

B. Maintenance Needs Issues (page 24):

Johnston began his report by reviewing actions taken by the Needs Study Subcommittee (NSS) pursuant to recommendations made at the Spring 2004 Screening Board meeting:

At the June 2004 meeting, the Municipal Screening Board directed the NSS to review and compare the dollar values used in the computation of maintenance Needs to the actual costs of these items. NSS mailed a survey to city engineers in an attempt to gather useful information in this regard, but only four responses were received. In view of the poor response to the survey the NSS determined that there was insufficient information available to warrant a meeting. NSS did not therefore develop any recommendations in this regard.

Johnston reviewed the methodology used to compute maintenance Needs as well as historical information in this regard. Johnston noted that maintenance Needs are currently 0.82 percent of total Needs and have always been less than one percent of total Needs.

Johnston explained that the maintenance Needs issue was raised last year by the City of Rochester, but during a recent study that city found that the total maintenance Needs paid are, in fact, very close to actual maintenance costs. The only maintenance Need item that is still questioned is Traffic Signals (currently set at $515 per signal) which is thought to be too low.

Ahl and others expressed the opinion that doing a maintenance Needs study at most would result in a very minor redistribution of funds and doesn't appear to be worth the effort to pursue. It was the general consensus that there is no need to take further action on this matter.

C. Theoretical Population Apportionment (pages 27- 35):

Johnston noted that there are currently 136 cities eligible for Municipal State Aid apportionment. Three new cities - Kasson, Belle Plaine and Victoria - were added this past year. Due to special legislation the City of Chisholm is still eligible even though its population fell below 5000.

Johnston explained that, in accordance with State Statute, the populations used for allocation purposes are based on the 2000 Federal Census or on a recent estimate from the State Demographer or Met Council, whichever is greatest.

Using last year's dollars it is estimated that the 2005 population apportionment will be about $16.11 per person as compared to $16.38 per person in 2004.

D. Effects of the 2004 Needs Study Update (pages 36–39):

Johnston reviewed the tabulation on page 37 that shows the effect that five factors had on the total Needs for each City. These factors are: a) construction and system revisions (normal update), b) roadway unit cost revisions, c) traffic count update, d) structure and railroad unit cost revisions, and e) design table revisions.

Hagen questioned how Needs are determined for new cities. Johnston said that Needs for new cities are based on estimated population, estimated mileage and the lowest cost per mile used by any other city.

E. Mileage, Needs and Apportionment (pages 40–42):

The table on page 41 provides some historical background information from 1958 to the current year. Johnston noted that the 2005 construction needs apportionment is estimated at $18.22 per $1000 in needs, which is the lowest that it has been since 1958. Adjusted construction needs topped $3 billion for the first time this year. Mileage has increased by an average of 50 miles/year since 1958.

The table on page 42 compares the 2003 and 2004 Needs Mileage for each city. Total mileage increased by 73.3 miles.

F. Itemized Tabulation of Needs (page 43 and pocket insert):

Johnston reviewed the itemized tabulation of needs. The large insert/spread sheet provides an item by item comparison of construction Needs for each municipality except for “after the fact needs.” The cost per mile shown in the report does not include bridges because large bridges in some cities distort the average. The overall average cost is $935,922 per mile. Crookston has the highest cost per mile at $1,659,466 and Spring Lake Park has the lowest cost at $439,624 per mile.

G. Comparison of Needs (page 47):

The table on page 47 provides an item-by-item comparison of the total 2003 and total 2004 Needs.

There were two decreases in Needs - sidewalk construction and retaining walls decreased because needs were taken away from adequate segments that were previously receiving needs.

Railroad crossing needs increased the most (10.3 percent) primarily due to increases in unit costs.

Johnston explained that the “ Needs to apportionment ratio” is about 27.7. This means that, if your needs and allocations remained the same, it would

take 27.7 years to reconstruct your system to standards. Johnston noted that this ratio was about 20 several years ago.

H. Tentative 2005 Construction Needs Apportionment (pages 48–54):

Johnston reviewed the Construction Needs Apportionment tables. These tables show each cities tentative adjusted construction needs and tentative construction needs apportionment based on the projected apportionment amount. The adjusted construction needs are the result of applying the six adjustment factors stipulated by the Screening Board to the actual needs. Some of the adjustments will change for the final allocation based on December 31st construction balances (August 31st balances were used for the table on page 49). It is estimated that every $1000 of construction Needs will be worth about $18.22 in actual apportionment.

The table on page 52 provides an estimate of the 2005 construction needs apportionment using last year's dollars. These figures will be revised based on December 31st construction balances and the actual 2005 apportionment.

I. Adjustments to the Needs (pages 55–75):

Unencumbered Construction Fund Balance Adjustment (page 57–59):
The unencumbered amount available as of December 31, 2004 will be used as a deduction from each city's total needs for the 2005 apportionment. Estimates of this adjustment based on August 31st balances are shown on page 57. Johnston advised that cities need to get payment requests in to the District State Aid Engineer by December 1st in order to guarantee that they get subtracted from the balance.

Johnston noted that the UCFB adjustment was changed by the Screening Board last year so that there is now a positive incentive for advancing. Johnston also noted that the unencumbered balance available dropped from $99 million on August 31, 2003 to $64 million on August 31, 2004.

Excess Balance Adjustment redistributed as a Low Balance Incentive (pages 60-65):
This change was put into effect by the Screening Board last year. Johnston explained that cities that have high construction balances in their December 31st construction accounts (high balance = greater than 3 x annual apportionment *and* greater than $1 million) now receive a negative adjustment in that amount. This amount is then redistributed to cities with low balances (less than 1 x annual apportionment). Johnston noted that it is now estimated that for the January 2005 allocation over $37 million in needs will be redistributed from 14 cities that have high account balances to 60 cities with low balances. These figures are expected to change before the end of the year however as additional pay requests are processed.

Weiss expressed the opinion that the excess balance adjustment should be suspended or eliminated completely. This opinion is shared with others in District 3. Weis believes that balances have dropped for reasons unrelated to this penalty. In any case, he maintained that it is no longer appropriate to charge a penalty when the unencumbered account balance has dropped to such a low level and there is no longer money available for advancement. Weis questioned the appropriateness of penalizing small cities that may need to save several years allocations to pay for a single larger project.

Ahl disagreed with Weiss. He noted that the process has worked as evidenced by a significant reduction in account balance this past year (drop from $99 million to $64 million). Ahl believes that some money will continue to be available for advancement, albeit less, and opposes any change in this successful program.

Berryman questioned whether the lack of advancement money is a short-term phenomenon. Skallman said she expects that things will improve, but she doesn't expect the unencumbered account balance to rise to the former high (excessive) level.

Weiss said he thinks that the unencumbered balance came down because large cities can now advance a greater amount (up to $4 million), not because of the high balance penalty. He questioned whether there is any way to determine the true cause of the balance drop. He recommended that the penalty be suspended for at least one year so that this question can be researched and answered.

Ahl reiterated his support for the current program. Johnson and Metso also expressed support for the current program. Metso noted that this matter was discussed many times over the past several years before the excess balance penalty was implemented, and that any changes should be the product of a similar deliberative process.

Jessup spoke in favor of continuation of the current program. He observed that the program appears to be accomplishing the objectives for which it was established. He noted that bonding is still an option so cities don't need to accumulate large balances. He also noted that the total amount being redistributed is very small – less than one percent of the total needs.

Salsbury suggested that the adjustments could be modified rather then scrapping the program altogether.

Hagen suggested that someone should talk to Robbinsdale and other cities that are losing large portions of their needs because of these adjustments. Are they aware this is happening?

Weiss expressed preference for a positive incentive program rather than a negative adjustment (penalty). Koehler agreed with Weis noting that the Board should not penalize those who need to save up for large projects.

Gray expressed agreement with Ahl. He noted that a high balance penalty seems appropriate as long as cities have the option to borrow or bond for projects. As long as borrowing/bonding are options, there does not appear to be any valid reason for cities to save up several years' allocations. However, it is incumbent upon State Aid to ensure that small cities have the ability to borrow ahead.

Chair Metso summarized the various positions as follows: 1) no change, 2) suspend the excess balance adjustment for one year, 3) leave the program "as is" but utilize a priority process for cities that are indeed trying to save money for a large project, and 4) raise the threshold above $1 million before excess balance adjustments apply.

Koehler suggested that another option for "softening" the excess balance penalty be added to this list: 5) using only the portion of the balance that is in excess of 3x the construction allotment when computing the excess balance adjustment. Discussion in this regard continued at some length.

Discussion followed concerning the advancement process, payback issues, and account balance policies. Johnston explained that a city may request an advance of up to 5 times its construction allotment or three times its total allotment whichever is smaller. Advancements are capped at $4 million. Payback may be done over one to five years.

Kurtz asked if any requests for advances were denied this year. Kjonaas responded that all requests for advances this year to date have been approved, but additional requests, if any, may be denied due to the low fund balance.

Chair Metso said that action on this matter could be considered tomorrow but, as chair, he would have difficulty canceling, suspending or significantly altering the excess balance adjustment at this time because this matter was not discussed at most District meetings.

Kildahl observed that there are basically two problems: a) cities who want to advance but can't and b) cities who have too high of a balance. He suggested that there may be a way to solve both problems by allowing cities with excess balances to pool their funds and make them available to others for advancement.

Bond Account Adjustment (pages 66-67):
Johnston noted that the computation of this adjustment was changed and simplified by the Screening Board in 1996. Pre-1996 adjustments are shown on page 66 (these apply to bonds issued prior to 1996), and adjustments that apply to bonds issued in 1996 and later are shown on page 67. The total adjustment to the needs for pre-1966 bonds is about $0.7 million, and the total adjustment for more recent bonds is about $22 million.

Non-Existing Bridge Construction Adjustment (page 68):
Johnston explained that this is an after-the-fact adjustment. This method is used because bridge costs are extremely variable. Needs are not generated on bridges prior to construction so a positive adjustment to the needs is made after construction.

Right-of-Way Adjustment (pages 69 -72):
This is an after-the-fact adjustment. A positive adjustment to the needs is made after construction. At $80 million, this is the largest adjustment to the needs.

Individual Adjustments (pages 73-74):
Johnston noted that three cities will receive individual adjustments to their needs: a) Marshall will receive a positive adjustment of $1.5 million to balance out a negative excess balance adjustment that they inappropriately received last year, b) New Ulm will receive a $96k negative adjustment to correct an inappropriate positive adjustment that was made last year, and c) Robbinsdale will receive a negative $1.5 million adjustment to its needs to comply with the Screening Board directive to disallow needs on combination routes after January 1, 2000. This adjustment has been made each year since 2000.

Gustafson and Jessup questioned whether Robbinsdale and other affected cities were notified of the negative needs adjustments (excess balance adjustment and individual adjustments). Johnston responded that all affected cities were notified last year.

Trunk Highway Turnback Maintenance Allowance (page 75):
This is a positive adjustment. All turnbacks that are eligible for turnback maintenance receive a $7200 per mile allocation for maintenance. There are 18.85 eligible miles on the system.

J. Construction Needs Recommendations to the Commissioner (pages 76-78):

The certification letter from the Screening Board that will be submitted to the Commissioner is shown on page 76. This letter certifies the 2005 construction needs recommendations shown in the table on pages 77-78.

Johnston noted that minor adjustments to the needs will be made. Action will be taken on this tomorrow.

K. Theoretical 2005 Total Apportionments Rankings (pages 79-88):

Johnston reviewed this section of the Needs Report, noting that the tentative 2005 total apportionment is $110.9 million. Minneapolis has the highest tentative apportionment per needs mile ($57,707) and Corcoran has the lowest ($14,909).

L. Other Topics (pages 89-99):

Certification of MSAS System as Complete (pages 91-92):
Johnston noted that four cities – Fridley, Columbia Heights, Falcon Heights and South St. Paul - have certified their MSAS systems as complete. Statutes allow these cities to spend the population portion of their apportionment on their local roads.

Advances, (pages 93-95):
These pages show the amounts that cities advanced in 2004. The total amount advanced through September 14th was $27.9 million.

Administrative Account (page 96):
Johnston noted that 1 ½ percent of the total funds available are set aside for the administration of State Aid. The table on page 96 shows the allotment vs. spending history for this account. This account will be discussed further in the State Aid report.

Research Account (page 97):
Johnston noted that past practice has been to allot ½ of 1 percent of the preceding year's total apportionment to the research account (this is the maximum permitted under State Statutes). The estimated 2005 allotment is $554,452.

County Highway Turnback Policy (pages 98-99):
Johnston commented that questions on the turnback policy should be referred to your DSAE as the policy is complex.

Screening Board Resolutions (pages 100-109):
Johnston noted that the current Screening Board resolutions are included in the back of the report.

III. State Aid Report – Julie Skallman and staff

A. State Aid Mission Study

Skallman turned the meeting over to Gieseke to discuss the status of the State Aid Mission Study. Gieseke distributed copies of the October 7, 2004 draft of the State Aid Mission Study final report.

Gieseke explained that the Mission Study was initiated in October 2003 to address a number of issues facing the transportation community, and the state-aid program in particular. The goal of the first phase of the study is to produce a mission statement for the state-aid program that is relevant to today's transportation environment, and goals (vision) for the state-aid program.

A Steering Committee consisting of three City Engineers (Mel Odens, Willmar, Brian Bachmeier, Oakdale, and Charles Honchell, Bloomington), six County Engineers and two Mn\DOT State Aid Engineers was formed to guide the process. Input was solicited from a number of sources including the Municipal Screening Board, the County Screening Board, the City Engineers Association, County Engineers, Mn\DOT and the FHWA. The Committee also consulted with experts in the field including Gordy Fay, former State Aid Engineer and Barry Ryan, a professor at the University of Minnesota.

The Steering Committee developed a list of five key questions that the Study attempts to address:

1. What is the purpose of state-aid programs today and into the future?
2. What highways and streets should be on the state-aid system?
3. What is the level of state-aid contribution to the construction and maintenance of state-aid routes?
4. What is the Needs component of the distribution formulae intended to reflect?
5. What are the long-range goals of the state-aid program?

The draft Mission Statement crafted by the Committee reads as follows:

> "The purpose of the state-aid program is to provide resources from the Highway User Tax Distribution Fund to assist local governments with the construction and maintenance of community-interest highways and streets on the state-aid system."

The Committee determined that the goals of the state-aid system are to provide users of secondary highways and streets with:

- Safe highways and streets
- Adequate mobility and structural capacity on highways and streets
- An integrated transportation system

The intended uses of the study include:

- To help describe the importance of the state-aid program
- For providing testimony to the state legislature and local governing bodies

- To help educate new participants in the state-aid program
- To encourage common interest in transportation between local agencies and state government
- To provide direction for future changes in the state-aid program

The Committee found that one important reason that the state-aid program has remained sound after so many years is that it is self-governed by City and County Engineers through their respective committees and Screening Boards.

Gieseke said that the next steps in the Mission Study process are to complete the final report document, present the report to the Commissioner for approval, release the report to the public and to initiate the Phase 2 Study.

Gieseke concluded that the Committee wanted to go as far as possible "without driving the car over the cliff." They wanted a product that everyone could embrace. Skallman noted that some areas of disagreement or controversy will be submitted to the Screening Board for consideration or will be addressed through other processes.

Odens added that from his perspective this was a very good process that allowed the participants to better understand the history and purpose of the state-aid system and strengthened the bonds between city, county and state interests. Kjonaas and Grindahl expressed similar sentiments.

Discussion continued at length concerning the purpose and goals of the Mission Study and related matters.

Gaetz questioned if, as a result of the Mission Study, any revisions will be proposed in the distribution formulas to better address high volume roadways in growth areas (as was discussed at the June 1, 2004 Screening Board meeting). Gieseke said that Needs should represent the relative difference in construction costs between the jurisdictions. If the current Needs determination process does not adequately account for growth needs, then appropriate adjustments should be made in the Needs formulas. However, any decisions in this regard are left to the Screening Board.

Gustafson suggested that the new Mission Statement be placed on the cover of the Needs Report booklet.

Ahl questioned if counties intend to work collaboratively with cities to address state-aid/legislative issues, or if cities and counties will go their separate directions. Metso responded that the CEAM Executive and Legislative Committees are working cooperatively with the County Engineers to address legislative and funding issues of mutual concern. Metso anticipates that this

collaborative relationship will continue as it has been beneficial to both parties.

Chair Metso asked about the time frame for Phase 2 of the Study. Skallman responded that an outline of the Phase 2 Study should be put together in time for discussion at the CEAM Winter meeting.

Metso thanked Gieseke, Odens, Bachmeier, Honchell and all of the study participants on behalf of CEAM and the Screening Board for their good work on the Mission Study.

B. Administrative Account (page 96):

(Secretary's note: Klara Fabry, Minneapolis, arrived during discussion of this item).

Kjonaas distributed a document detailing the purpose and history of the Municipal State Aid Administrative account.

Kjonaas outlined a proposal to increase the contribution to the Municipal State Aid Administrative account from 1 ½% to 2 %. The additional ½ percent would amount to about $500,000 per year. This additional funding would enable state aid to implement improvements to project delivery processes and to reduce the overall combined (state-aid plus city) administration costs by using "E" commerce and other strategies to be developed jointly with city engineers. The proposal would also ensure that adequate administration dollars are available should they be needed if cities successfully compete for more of Minnesota's general fund bond dollars. Kjonaas noted that unexpended funds in the Administrative Account at the end of the year would return to the State Aid allocation for redistribution the next year. A history of Administrative Account expenditures is shown on page 96 of the report.

Kjonaas said the idea is not to take dollars away from construction projects but to reduce overall administration costs by implementing an electronic plan submittal process, single entry data flow for traffic counts, bid abstracts and payment requests, map based reporting capabilities, and other administrative efficiency improvements. State Aid would work with cities to determine how the additional funding would be spent. The goal is to use the Administrative Account to benefit both the municipal state aid street program and the cities it serves.

Kjonaas noted that counties are supporting State Aid's request for this increase. State Aid intends to ask Mn\DOT Administration to support the proposed increase in the Municipal Administration account unless cities object. To successfully implement this change it may be necessary for

counties and/or cities to introduce enabling legislation. It may take a year or more to enact the legislation and an additional year to collect.

Ahl commented that Metro East struggled with this issue. Metro respects and acknowledges the great job that State Aid is doing, but questions the need for a 33% increase in the Administrative Account during this time of tight budgets. Ahl said that Metro does not support this proposal at this time, but may be more receptive if a gas tax increase is realized.

Weiss said that no strong opinions on either side of this issue were expressed at the District 3 meeting. He feels that District 3 would support this request but only if proper spending controls are put in place.

Berryman said that District 8 generally agrees with what State Aid is trying to do but thought that the request is excessive.

Johnson said that District 6 favors a small initial increase, (say an increase from 1.5% to 1.6%), and then possibly additional 0.1% annual increases thereafter.

Suihkonen said that District 1 generally supports this proposal.

Gray commented that Metro West support is “soft” as it does not appear that they would receive many benefits from the proposed programs.

Chair Metso commented that the spending track record does not demonstrate a need for a funding increase. He noted that the Administrative Account has been spent to zero only once since 1958, and that an unspent balance of 8% to 15% at yearend is typical. Metso noted that large expenditures that have been made in recent years (to upgrade computer programs, to upgrade the financial database, to fund the local road improvement program report, etc.) and yet $100.000 to $200,000 of unspent funds are left each year. It seems that we’re able to handle these large needs that come up on a periodic basis at the current funding level. Metso observed that most of the proposed expenditures would benefit counties but little benefit would be received by cities.

Hagen noted that counties have many common issues/needs that could be collectively addressed by State Aid but it is hard to find such commonality with City needs. The real issue is what things do we want to fund in the future? She is willing to look at some training that would benefit all cities across the board.

Chair Metso said that action on this matter would be considered at tomorrow’s meeting.

III. Other Topics:

Chair Metso called for any other topics that the Board representatives or audience wanted to discuss. None were offered.

IV. Chair Metso announced that without objection the meeting is adjourned until Wednesday morning at 8:30 a.m. at which time formal action would be considered on the items before the Board.

WEDNESDAY MORNING SESSION

The Municipal Screening Board reconvened by Chair Metso at 8:35 a.m. on October 20, 2004.

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

I. Formal Actions by the 2004 Municipal Screening Board:

A. Needs and Apportionment Data (pages 36-78):

City of Fridley Soil Reclassification Issue:
Gaetz said he heard that, as a result of a change in soil type classification, the City of Fridley would receive a significant increase in its 2005 construction needs. Gaetz questioned if this was appropriate in view of the Screening Board Resolution on Soil Types (page 101) which states in part that: "… (soil type) classifications are to be continued in use until subsequently amended or revised by Municipal Screening Board action." Gaetz also noted that the City of Fridley has certified that its system is complete.

Chair Metso asked if anyone had further information on this matter. He understood that this change was routed through and approved by the DSAE for that District.

Dan Erickson, Asst Metro State Aid Engineer commented that Fridley's request was routed through that office. From the information provided by Fridley, which included a letter/report and soil borings, it appears that a change in soil classification was justified. Unfortunately, District staff weren't aware of the need to submit this matter to the Screening Board for consideration. Johnston noted that the resolution on soil types is old and appears to have been forgotten. Another question that arises is whether the resolution in question applies only to system-wide changes or to individual segments.

Weiss questioned the appropriateness of adjusting Fridley's needs based on soil classifications when its system has already been built. Ahl expressed agreement with Weis and suggested that it may be appropriate to refer this matter to the Needs Study Subcommittee for review.

Gustafson observed that approval of Fridley's request could prompt wholesale requests for soil reclassification from other cities.

Fabry made a motion to refer this matter to the Needs Study Subcommittee for review. Fabry clarified that the motion included the denial at this time of any adjustment to Fridley's Needs that would result from the change in soil classification. The motion was seconded by Ahl.

Johnston noted that, rather then denying Fridley's Needs at this time, an appropriate negative adjustment in its needs could be made next year if warranted. Kildahl observed that the opposite could be done – that is, a positive after-the-fact adjustment could be made in Fridley's Needs if it is ultimately determined that the proposed soil reclassification adjustment is appropriate. Gray and others expressed agreement with Kildahl's approach.

Gustafson asked if the NSS review would address adjustments to individual segments or only system wide changes. Weis noted that DSAE's must review/approve new individual segments.

Discussion continued about the appropriateness of increasing needs based on soil type reclassification for a system that is certified complete. There was general agreement that this didn't seem right and that NSS should look at this issue too.

Behm noted that under the County process to reclassify soils a minimum of ten percent of the system must be reviewed and at least ten soil tests per mile must be taken.

Chair Metso restated the motion and called for a vote. The motion carried without opposition.

<u>Continuation of Discussion on Excess Balance Adjustment and Low Balance Incentive</u>:
Weiss suggested that the Screening Board should ask city's that have excess balances what they intend to do with the money. Then, if the city provides a reasonable explanation, the excess balance penalty should not be applied. If the city provides an inadequate response, or doesn't reply, or doesn't spend the money for the stated purpose, then a retroactive excess balance penalty could be applied. Weiss understands that this would be additional work but feels that this would be a reasonable approach to take.

Kurtz said he is opposed to changing the current policy at this time. He noted that an approach similar to that suggested by Weiss was tried three years ago, but none of the involved cities came in to explain their situations. Chair Metso concurred with Kurtz's comments.

Johnson said that the consensus opinion in District 6 is to continue with the present policy.

Ahl said that Metro supports staying with the existing program. It may be appropriate however to refer this matter back to the Unencumbered Construction Funds Subcommittee to develop rules concerning the assignment of priority for advancements.

Kildahl noted that District 2 supports excess balance adjustments, but feels that the current adjustment process is too severe. Alternatively, they suggest that the excess balance adjustment be applied only to the portion of the balance that is in excess of 3x the allotment.

Kildahl also expressed opposition to the positive adjustment that is now awarded to cities that have a negative balance. He doesn't understand how having a negative balance adds to your needs. He would like to see this adjustment go away.

Loose stated that there wasn't much discussion about this matter at the District 7 meeting, but he supports reducing the excess balance penalty in recognition that there are small cities trying to save up for large projects.

Gray indicated that Metro West is in favor of leaving the policies as they are. He noted that half of the cities being penalized are in the metro area so this shouldn't be viewed as a metro versus rural issue.

Berryman said the policies are doing what they were intended to do and doesn't think it is appropriate to change things after only one year. Fabry expresses similar sentiments.

Suihkonen said the excess balance adjustment has had a beneficial affect, but thinks it would be a good idea to refer this matter back to the Unencumbered Construction Funds Subcommittee to "tweak" the policies. Kuhn expressed agreement with Suihkonen's comments.

Chair Metso agreed that it makes sense to "tweak" the excess balance adjustment and agreed that the positive adjustment for a negative balance should also be looked at again.

A motion was made by Weiss, second by Fabry, to refer this matter to the Unencumbered Construction Funds Subcommittee to provide recommendations concerning: 1) "softening" of the excess balance penalty, 2) a program to allow cities the opportunity to speak on their own behalf before excess balance penalties are applied, and 3) money management techniques that might be employed to help resolve the low balance/advancement problem.

Johnston noted that the excess balance adjustment is currently tied to the low balance incentive so we must look at the two together.

Discussion on the motion continued at some length.

Chair Metso restated the motion and called for a vote. The motion carried without opposition.

A motion was made by Kildahl, second by Gray to also refer the low balance incentive issue to the Unencumbered Construction Funds Subcommittee for review and recommendation. The motion carried without opposition.

Certification of Needs and Apportionment Data:
Motion by Ahl, second by Kuhn, to approve the Needs and Apportionment Data as presented, with the Fridley adjustment as determined by the Board, with the inclusion of the three new state-aid cities, and with minor adjustments to the final amounts. Motion carried without opposition.

The original of the letter to the Commissioner on page 76 was subsequently signed by all Screening Board members.

B. Research Account (page 97):

Chair Metso noted that in the past the Municipal Screening Board has set aside ½ of one percent of the preceding year's apportionment sum for research projects.

Gray suggested that we consider reducing the research account contribution from 0.5% to 0.4% and adding this amount to the Administrative Account (bringing the total Administrative Account contribution to 1.6%)

Hagen said that she is philosophically opposed to any reduction in the research account contribution.

Ahl said that the LRRB should take notice because cities are not seeing significant benefits from the research that is being done. Ahl expressed strong support for Mn\Road and other research projects but doesn't believe that this

research benefits cities to a significant degree. Weis expressed concurrence with this position, and questioned whether cities are getting good value for their research investment.

Metso and Hagen noted that the Local Road Research Board will be making a presentation at the CEAM Winter Conference as they do every year, so that would be a good opportunity to ask them direct questions about research programs.

Fabry said she sees the need to continue discussion about the type of research that is being done, but also sees a strong need to continue joint funding of research.

Weiss made a motion to approve ½ of one percent to be set aside for the research account but would like a report to be brought back at the Spring Screening Board meeting that describes how the money is being spent and the benefits that are expected to be realized by cities. Weis would like the report to be discussed at the District meetings too. The motion was seconded by Fabry.

Hagen and Johnston noted that the June 2004 booklet includes a list of research projects. Skallman said that they would take that list and highlight those projects that were requested by city engineers. Skallman stated that it was difficult in the past to get city engineers to submit research ideas but this has changed largely due to the efforts of Tom Colbert. Now they have a good list of city-initiated research project ideas, so Skallman expects that city engineers will be pleased with future research project proposals.

Salsbury and Hutton gave examples of LRRB research projects in which they have been involved.

Tasa noted that there is a research website. It is easy to see what research is being done or to submit research ideas on the website.

Chair Metso restated the motion and called for a vote. The motion carried without opposition.

C. Maintenance Needs Issues:

Chair Metso asked if the Board wished to further discuss or take action on this item. Hearing no comments the Chair moved on to the next item.

D. Continuation of Discussion Concerning the Administrative Account:

Chair Metso summarized the proposal to increase the contribution to the Administrative Account from 1 ½% to 2%, and asked if the Board wished to take action on this item.

A motion was made by Ahl to oppose the proposal to increase the contribution to the Municipal State Aid Administrative Account from 1 ½% to 2 percent. Ahl explained that he made this motion reluctantly but he feels that the proposed funding increase is excessive. Also, he understands that State-Aid intends to advance this proposal unless cities object. The motion was seconded by Gray.

Chair Metso noted that he would abstain from voting on this item because no action is required. He suggested that we simply take no action, rather then adopt a motion in opposition.

Weiss asked Skallman if it is true that we don't need a motion. Skallman replied that the proposed increase could stay in the bill whether or not it is supported by the Screening Board because State-Aid will be looking for input from other city sources including the City Engineers Association (CEAM) Executive Committee.

Metso restated the motion and requested a vote. The motion passed with two abstentions (Metso and Fabry) and no opposition.

II. Report from the CEAM Legislative Committee – Dave Hutton, Committee Chair

Dave Hutton gave a brief report on the activities of the CEAM Legislative Committee. Dave noted that the Legislative Committee is working closely with Anne Finn and Ann Higgins at the League of Minnesota Cities (LMC) to develop strategies for the 2004-05 session. Issues that they are working on include:

Street Utility - Efforts will be made again this year to introduce and gain adoption of Street Utility legislation. The emphasis at this point is on educating legislatures so that they better understand City Street funding needs and the street utility proposal. Additional information on this topic can be obtained from the LMC website.

Transportation Funding – There are several on-going initiatives to increase transportation funding:

- The Minnesota Chamber of Commerce is calling for a $650 - $750 million per year increase in transportation spending over the next 15 years. The Chamber plan calls for a constitutional amendment to increase gas tax.
- The Itasca Group (membership includes major business CEO's, the Mayors of Minneapolis and St. Paul and the President of the U of M) is advocating for $750 million per year in new transportation funding over the next 15 years

- The Minnesota Transportation Alliance and Minnesota Counties are seeking a $1.1 billion per year increase in transportation funding.
- The Senate Transportation Funding Committee chaired by Senator Murphy is working on a "big picture" proposal for transportation funding.

Underground Utility Legislation - CEAM and LMC will continue to monitor and oppose the proposed underground utility legislation. If adopted this legislation would significantly increase the responsibility of cities to locate private utilities within the public right-of-way by 2006. Ann Higgins at LMC and Tom Mathisen, Crystal are taking the lead in this effort.

Load Limits – The aggregate industry is pursuing a process to allow over-weight loads through a permit process.

10-ton routes - A bill is expected to be introduced that would designate all MSA routes as 10-ton routes

Coordination with County Engineers - Efforts to coordinate and collaborate with the County Engineers are continuing. At a meeting held this past summer the County Engineers agreed not to oppose the Street Utility legislation (as they have in the past) and to drop their plat authority initiative.

Off-System Expenditures - Hutton mentioned the growing trend for municipal state aid money to be spent on State and County projects. According to state-aid records, 15% of MSA money in the metro area was spent on Trunk Highway and County Highway projects in 2001. This figure increased 30% in 2002. Statewide the numbers are 13% in 2001 and 22% in 2002. It is thought that this trend is attributable to State and County funding shortfalls that are being made up through increased local participation.

Hutton noted that Committee will meet monthly during the legislative session to monitor bills and to provide timely input to the legislative process.

III. Continuation of State Aid Report

Chair Metso asked if there was need for further discussion concerning general fund advances. Skallman replied that the Unencumbered Construction Funds Subcommittee should meet soon and develop recommendations concerning the prioritization of requests for fund advances. Although there is no money to advance at this time, it is hoped that some funds will be available for advancement in the near future. In the meantime Kjonaas urged cities that need advances or are experiencing other funding problems to communicate with their DSAE's.

III. Thanks

Chair Metso thanked:

- Steve Koehler, Chair and the Needs Study Subcommittee.
- David Jessup, Past Chair and Chair of the Unencumbered Construction Funds Subcommittee (Metso recognized Jessup for serving on the Municipal Screening Board for ten consecutive years).
- Tom Drake and Lee Gustafson, Past Chairs of the Municipal Screening Board
- Screening Board Members and especially John Suihkonen, Tim Loose and Chuck Ahl for completing their terms on the Screening Board
- Dave Hutton, Chair of the CEAM Legislative Committee
- Julie Skallman, State Aid Engineer and the central office staff
- District and Assistant District State Aid Engineers and staff
- Mark Gieseke and the Mission Study Steering Committee
- Maria Hagen, Vice-Chair and Stephen Gaetz, Secretary of the Municipal Screening Board
- Marshall Johnston, Manager of the Municipal State Aid Needs Unit and staff.

David Jessup thanked the Board and the members of State-Aid for his opportunity to serve on the Screening Board these past 10 years. Jessup commended the current and past Boards for their non-parochial manner of handling issues, and for doing what is best from a statewide perspective.

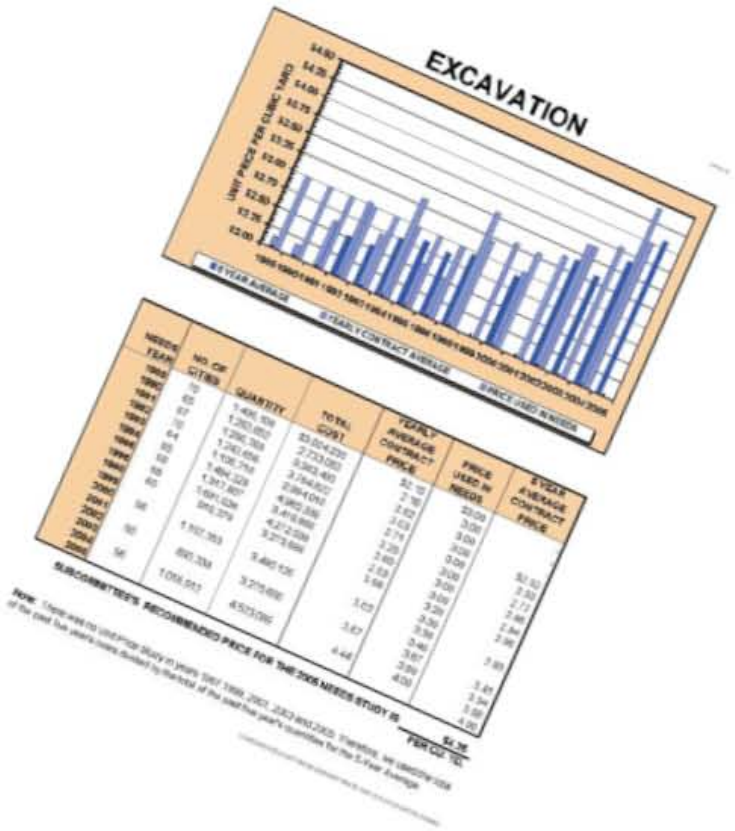
V. Adjournment:

A motion was made by Ahl, second by Berryman and adopted without opposition.

Respectfully submitted,

Stephen D. Gaetz
MSA Screening Board Secretary
City Engineer – St. Cloud

UNIT PRICES



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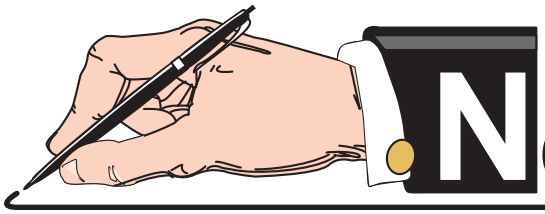

NOTES and COMMENTS

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.

Needs Study Subcommittee minutes April 10, 2003

> **After discussing at length the impacts, Chairman Schoonhoven suggested the Engineering News-Record (ENR) Construction Cost Index (CCI) be reviewed against these options as well. The CCI was 3.22% for the last year. The CCI is a recognized method of making price adjustments, and is consistent with past Cost Index price adjustments. There was a motion by Koehler seconded by Odens to use the CCI method of unit price adjustment for this year. This years Unit Price recommendations are based on the 3.22% ENR Construction Cost Index and rounded unless there was a recommendation from Mn/DOT on the cost.**

Screening Board minutes from June 3 & 4, 2003

> **Discussion took place regarding the use of the Minneapolis cost index versus the regional one. Motion by Kildahl / seconded by Ahl to accept the Needs Study Subcommittee's recommendations as presented, using a CCI of 3.22%. Motion carried without opposition.**

Method of Computing Construction Cost Index Prices in the Future

> **Motion by Ahl / seconded by Weiss to use the Engineering News Record CCI, National Average, for the Needs Unit Price adjustments in odd years. Motion carried without opposition.**

These prices will be applied against the quantity tables located in the State Aid Manual Figs. C & D 5-892.820 to compute the 2006 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 2004 construction costs. Special drainage costs are computed for rural roadways by the MN/DOT estimating unit based on the length and number of culverts per mile detailed by the Screening Board.

MN/DOT railroad office furnished a letter detailing railroad costs from 2004 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 2004 needs study are found in the Screening Board resolutions included in this booklet.

ENR Construction Cost Index

for 2004
Used in the 2005 Needs Study
for the January 2006 allocation

In 2003, the annual average CCI increased 6694% from the base year of 1913.
In 2004, the annual average CCI increased 7115% from the base year of 1913.
The annual CCI increased 6.29% in 2004. This is computed by:

(7115 – 6694) / 6694 *100 = 6.29%

ENR Construction Cost Index

for 2002
Used in the 2003 Needs Study
for the January 2004 allocation

In 2001, the annual average CCI increased 6343% from the base year of 1913.
In 2002, the annual average CCI increased 6538% from the base year of 1913.
The annual CCI increased 3.07% in 2002. This is computed by:

(6538 – 6343) / 6343 *100 = 3.07%

ENR Construction Cost Index Percent of Increase

Year	Year end Percent of Increase from Base Year	Annual Percent of Increase	Five Year Average Percent of Increase	Ten Year Average Percent of Increase
1990	4732			
1991	4835	2.18		
1992	4985	3.10		
1993	5210	4.51		
1994	5408	3.80		
1995	5471	1.16	2.95	
1996	5620	2.72	3.06	
1997	5826	3.67	3.17	
1998	5920	1.61	2.59	
1999	6059	2.35	2.30	
2000	6221	2.67	2.60	2.78
2001	6343	1.96	2.45	2.76
2002	6538	3.07	2.33	2.75
2003	6694	2.39	2.49	2.54
2004	7115	6.29	3.28	2.79
2005				

2005 UNIT PRICE RECOMMENDATIONS

Needs Item		2004 Need Prices	Subcommittee Suggested Prices for 2005	Screening Board Recommended Prices For 2005
Grading (Excavation)	Cu. Yd.	$4.00	**$4.25** *	
Aggregate Shoulders #2221	Ton	13.40	**14.25** *	
Curb and Gutter Removal	Lin.Ft.	2.60	**2.75** *	
Sidewalk Removal	Sq. Yd.	5.50	**5.50** *	
Concrete Pavement Removal	Sq. Yd.	5.40	**5.40** *	
Tree Removal	Unit	235.00	**250.00** *	
Class 5 Base #2211	Ton	7.65	**8.15** *	
All Bituminous	Ton	33.00	**35.00** *	
Gravel Surface #2118	Ton	5.50	**5.70**	
Curb and Gutter Construction	Lin.Ft.	8.25	**8.75** *	
Sidewalk Construction	Sq. Yd.	24.00	**25.00** *	
Storm Sewer Adjustment	Mile	83,775	**85,100**	
Storm Sewer	Mile	262,780	**265,780**	
Special Drainage - Rural	Mile	40,000	**40,000**	
Street Lighting	Mile	80,000	**82,500** *	
Traffic Signals	Per Sig	124,000	**130,000** *	
Signal Needs Based On Projected Traffic				
Projected Traffic Percentage X Unit Price = Needs Per Mile				
0 - 4,999 .25		$124,000 = $31,000	**$32,500** *	
5,000 - 9,999 .50		124,000 = 62,000	**65,000** *	
10,000 & Over 1.00		124,000 = 124,000	**130,000** *	
Right of Way (Needs Only)	Acre	93,000	**98,850** *	
Engineering	Percent	20	**20**	
Railroad Grade Crossing				
Signs	Unit	1,000	**1,000**	
Pavement Marking	Unit	750	**750**	
Signals (Single Track-Low Speed)	Unit	150,000	**150,000**	
Signals & Gate (Multiple Track - High & Low Speed)	Unit	187,500	**187,500**	
Concrete Xing Material(Per Track)	Lin.Ft.	1,000	**1,000**	
Bridges				
0 to 149 Ft.	Sq. Ft.	74.00	**80.00**	
150 to 499 Ft.	Sq. Ft.	74.00	**80.00**	
500 Ft. and over	Sq. Ft.	74.00	**80.00**	
Railroad Bridges over Highways				
Number of Tracks - 1	Lin.Ft.	9,600	**10,200** *	
Additional Track (each)	Lin.Ft.	8,000	**8,500** *	

*** 6.29% Construction Cost Index from the Engineering News Record**

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 2004 was $24,663,323 or 0.83% of the total Needs. For example, an urban road segment with 2 traffic lanes, 2 parking lanes, over 1,000 traffic, storm sewer and one traffic signal would receive $9,280 in maintenance needs per mile.

6.29% Construction Cost Index from the Engineering News Record applied to all maintenance needs costs

EXISTING FACILITIES ONLY

	2004 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	$1,550	$2,575	**$1,650**	**$2,735**		
Parking Lane Per Mile	1,550	1,550	**1,650**	**1,650**		
Median Strip Per Mile	515	1,000	**550**	**1,065**		
Storm Sewer Per MIle	515	515	**550**	**550**		
Per Traffic Signal	515	515	**550**	**550**		
Normal M.S.A.S. Streets Minimum Allowance Per Mile	5,150	5,150	**5,475**	**5,475**		

"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

n:/msas/excel/2005/JUNE 2005 book/Maintenance Needs Cost.xls

A HISTORY OF THE ANNUAL MAINTENANCE NEEDS COSTS

(COMPUTED ON EXISTING MILEAGE ONLY)

4-May-05

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												

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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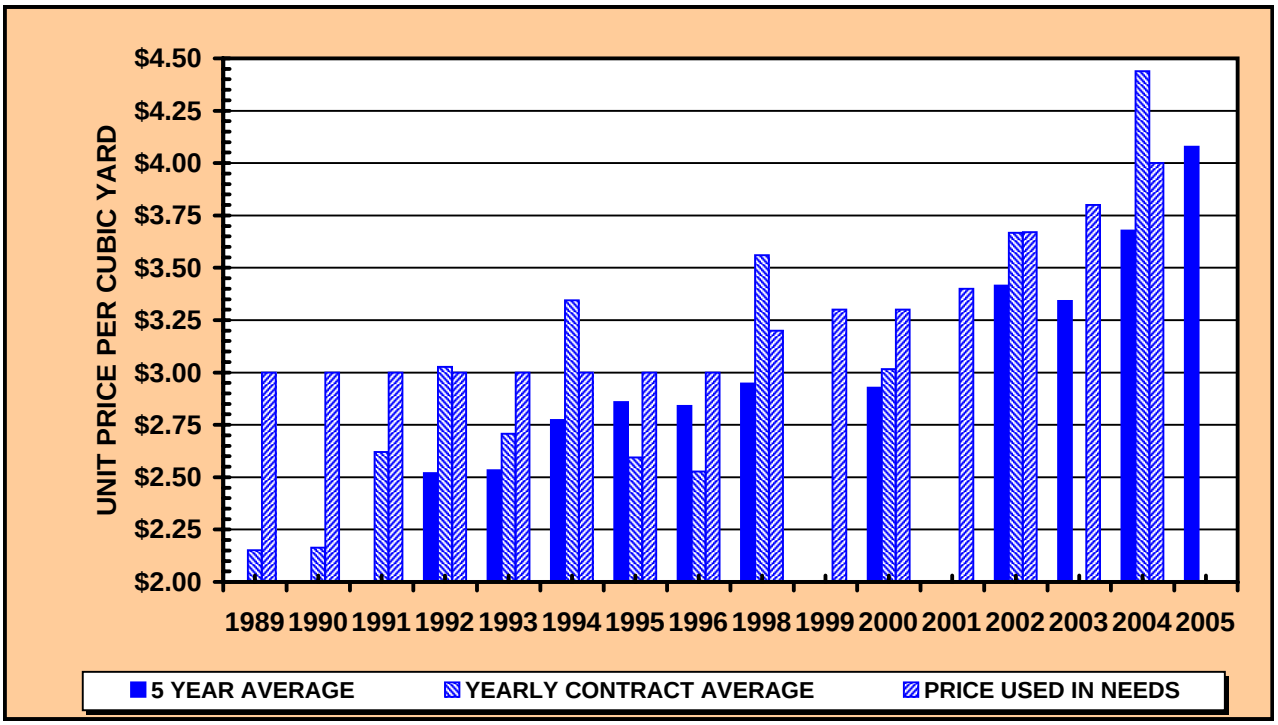
25 YEAR CONSTRUCTION NEEDS
FOR EACH INDIVIDUAL CONSTRUCTION ITEM

04-May-05

ITEM	2003 APPORTIONMENT NEEDS COST	2004 APPORTIONMENT NEEDS COST	DIFFERENCE	2004 % OF THE TOTAL
Grading	$183,487,977	$196,216,556	$12,728,579	6.57%
Special Drainage	5,361,166	4,820,844	(540,322)	0.16%
Storm Sewer Adjustment	63,307,677	67,138,597	3,830,920	2.25%
Storm Sewer Construction	229,035,824	239,615,954	10,580,130	8.02%
Curb & Gutter Removal	29,793,067	30,815,553	1,022,486	1.03%
Sidewalk Removal	21,273,076	21,778,802	505,726	0.73%
Pavement Removal	55,122,549	56,340,146	1,217,597	1.89%
Tree removal	12,983,400	13,687,575	704,175	0.46%
SUBTOTAL GRADING	**$600,364,736**	**630,414,027**	**$30,049,291**	**21.11%**
Gravel Base #2211	$325,914,098	$351,456,104	25,542,006	11.77%
Bituminous Base #2350	262,835,050	288,864,774	26,029,724	9.67%
SUBTOTAL BASE	**$588,749,148**	**640,320,878**	**$51,571,730**	**21.44%**
Gravel Surface #2118	$134,815	$76,902	($57,913)	0.00%
Bituminous Surface #2350	247,636,308	271,666,318	24,030,010	9.10%
Surface Widening	1,612,837	1,738,440	125,603	0.06%
SUBTOTAL SURFACE	**$249,383,960**	**$273,481,660**	**$24,097,700**	**9.16%**
Gravel Shoulders #2221	$2,687,510	$2,719,200	$31,690	0.09%
SUBTOTAL SHOULDERS	**$2,687,510**	**$2,719,200**	**$31,690**	**0.09%**
Curb and Gutter	$149,481,344	$157,961,717	$8,480,373	5.29%
Sidewalk	207,930,560	208,140,192	209,632	6.97%
Traffic Signals	178,144,290	184,102,800	5,958,510	6.17%
Street Lighting	155,188,000	159,520,000	4,332,000	5.34%
Retaining Walls	18,837,579	18,346,517	(491,062)	0.61%
SUBTOTAL MISCELLANEOUS	**$709,581,773**	**$728,071,226**	**$18,489,453**	**24.38%**
TOTAL ROADWAY	**$2,150,767,127**	**$2,275,006,991**	**$124,239,864**	**76.19%**
Bridge	$131,441,230	$135,612,784	$4,171,554	4.54%
Railroad Crossings	51,640,250	57,172,250	5,532,000	1.91%
Maintenance	23,270,288	24,663,323	1,393,035	0.83%
Engineering	466,769,642	493,558,440	26,788,798	16.53%
SUBTOTAL OTHERS	**$673,121,410**	**$711,006,797**	**$37,885,387**	**23.81%**
TOTAL	**$2,823,888,537**	**$2,986,013,788**	**$162,125,251**	**100.00%**

N:\msas\excel\2005\JUNE 2005 Book\Individual Construction Items.xls

EXCAVATION

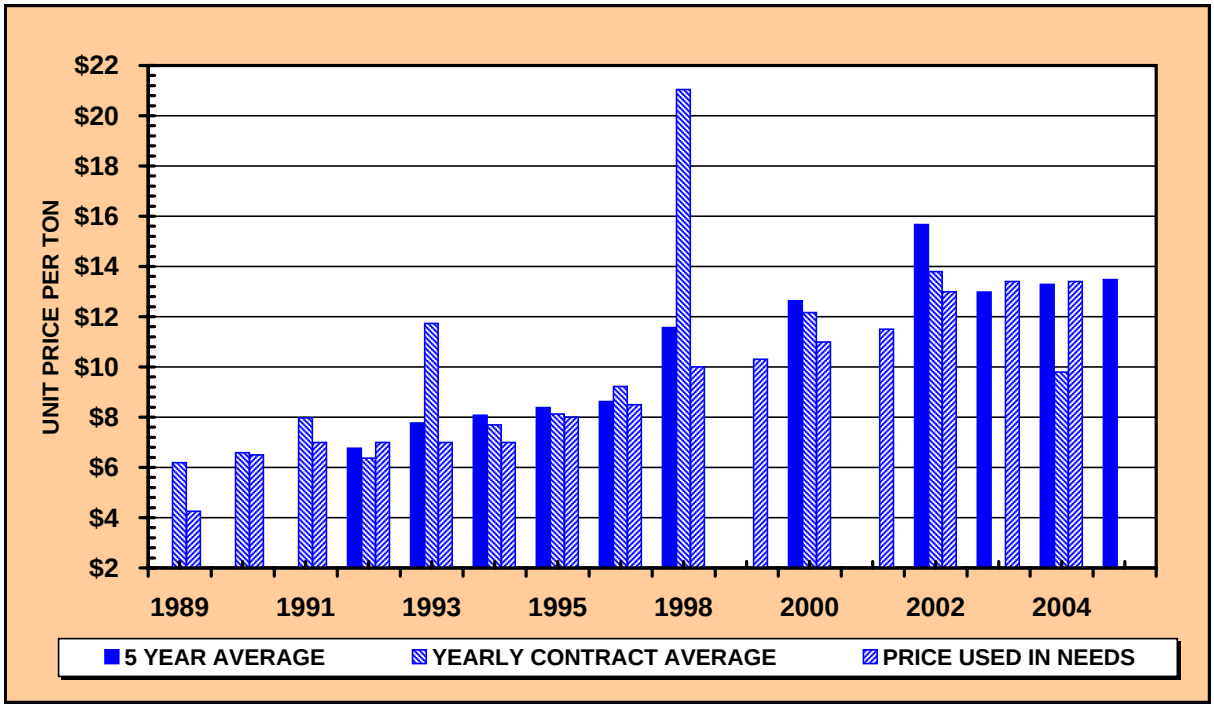


NEEDS YEAR	NO. OF CITIES	QUANTITY	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5 YEAR AVERAGE CONTRACT PRICE
1989	70	1,406,108	$3,024,233	$2.15	$3.00	-
1990	65	1,263,652	2,733,063	2.16	3.00	-
1991	67	1,260,768	3,303,493	2.62	3.00	-
1992	70	1,243,656	3,764,822	3.03	3.00	$2.52
1993	64	1,105,710	2,994,010	2.71	3.00	2.53
1994	65	1,484,328	4,965,339	3.35	3.00	2.77
1995	59	1,317,807	3,419,869	2.60	3.00	2.86
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	2.95
1999					3.30	
2000	56	1,157,353	3,490,120	3.02	3.30	2.93
2001					3.40	
2002	50	893,338	3,275,650	3.67	3.67	3.41
2003					3.80	3.34
2004	56	1,018,912	4,523,089	4.44	4.00	3.68
2005						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.

AGGREGATE SHOULDERING

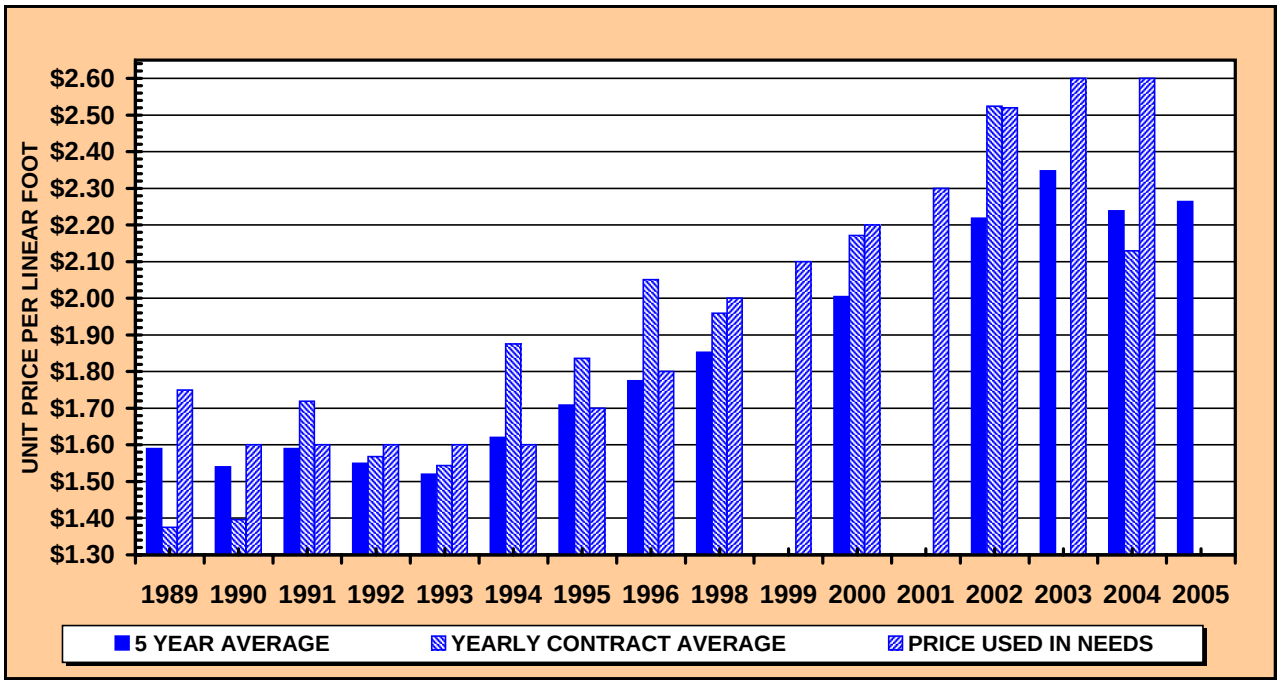


NEEDS YEAR	NO. OF CITIES	QUANTITY	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5 YEAR AVERAGE CONTRACT PRICE
1989	7	3485	$21,554	$6.18	$4.25	-
1990	6	3714	24,444	6.58	6.50	-
1991	3	2334	18,624	7.98	7.00	-
1992	7	6285	39,992	6.36	7.00	$6.77
1993	7	803	9,423	11.73	7.00	7.77
1994	4	999	7,691	7.70	7.00	8.07
1995	8	4923	40,009	8.13	8.00	8.38
1996	6	3067	28,277	9.22	8.50	8.63
1998	2	60	1,263	21.05	10.00	11.57
1999					10.30	
2000	4	621	7,557	12.17	11.00	12.64
2001					11.50	
2002	7	3365	46,422	13.80	13.00	15.67
2003					13.40	12.98
2004	2	290	2,840	9.79	13.40	13.29
2005						13.48

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2005 NEEDS STUDY IS $14.25 PER TON

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.

CURB & GUTTER REMOVAL #2104



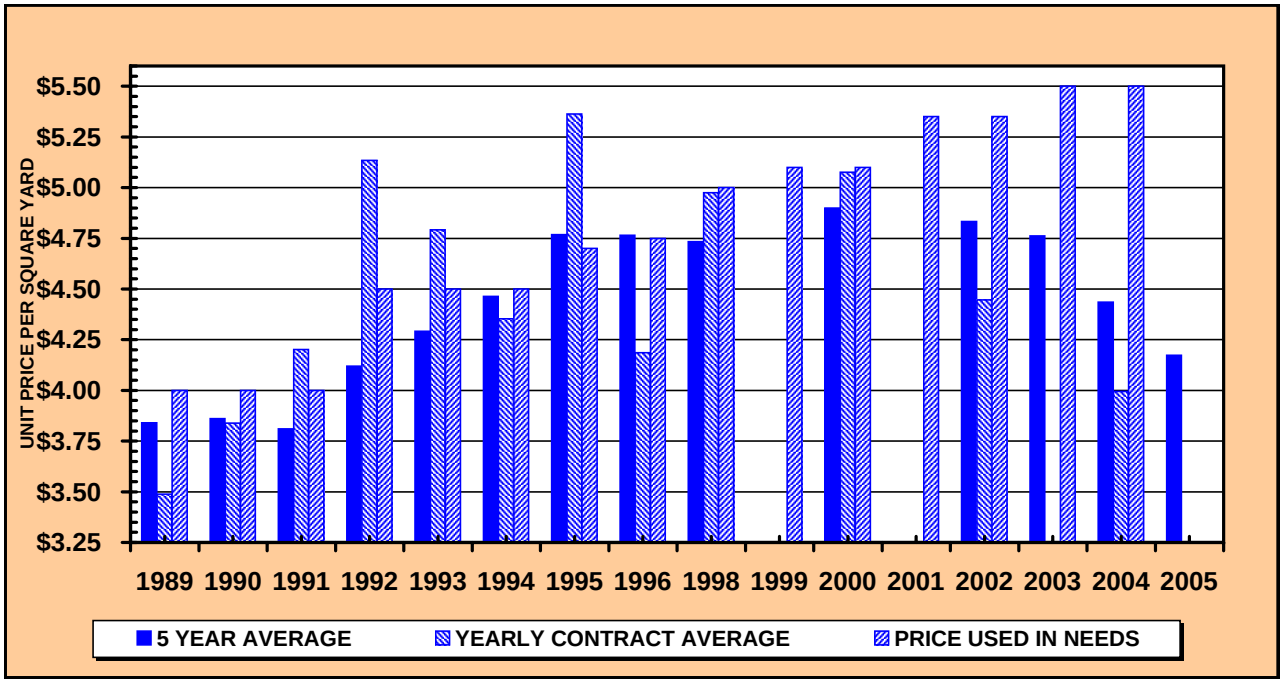
NEEDS YEAR	NO. OF CITIES	QUANTITY	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5 YEAR AVERAGE CONTRACT PRICE
1989	64	211,446	$290,721	$1.37	$1.75	$1.59
1990	38	215,935	301,389	1.40	1.60	1.54
1991	59	207,105	355,996	1.72	1.60	1.59
1992	58	152,992	239,845	1.57	1.60	1.55
1993	56	118,793	183,378	1.54	1.60	1.52
1994	59	309,891	581,256	1.88	1.60	1.62
1995	51	209,177	384,029	1.84	1.70	1.71
1996	62	142,362	291,935	2.05	1.80	1.77
1998	63	150,083	294,046	1.96	2.00	1.85
1999					2.10	
2000	53	114,421	248,505	2.17	2.20	2.00
2001					2.30	
2002	42	103,074	260,173	2.52	2.52	2.22
2003					2.60	2.35
2004	54	198,097	421,810	2.13	2.60	2.24
2005						2.26

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2005 NEEDS STUDY IS $2.75 PER LIN. FT.

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.

N:\MSAS\EXCEL\2005\JUNE 2005 BOOK\UNIT PRICES 2005.XLS C&G REM. GRAPH

SIDEWALK REMOVAL #2105



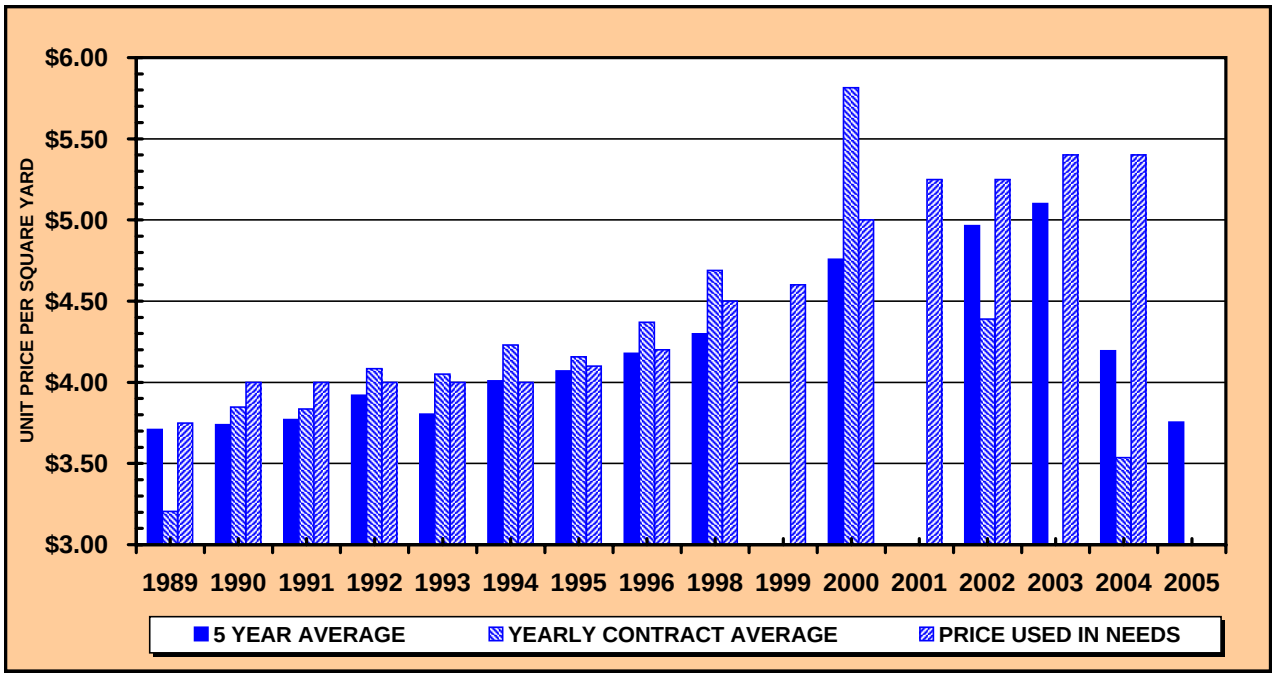
NEEDS YEAR	NO. OF CITIES	QUANTITY	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5 YEAR AVERAGE CONTRACT PRICE
1989	46	77,633	$270,831	$3.49	$4.00	$3.84
1990	41	50,017	192,021	3.84	4.00	3.86
1991	43	71,868	301,912	4.20	4.00	3.81
1992	45	57,606	295,735	5.13	4.50	4.12
1993	40	43,017	206,147	4.79	4.50	4.29
1994	39	54,206	235,995	4.35	4.50	4.46
1995	34	73,172	392,401	5.36	4.70	4.77
1996	46	49,759	208,305	4.19	4.75	4.77
1998	41	36,967	183,894	4.97	5.00	4.73
1999					5.10	
2000	37	44,143	224,067	5.08	5.10	4.90
2001					5.35	
2002	28	42,436	188,701	4.45	5.35	4.83
2003					5.50	4.76
2004	35	65,062	259,880	3.99	5.50	4.44
2005						4.17

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2005 NEEDS STUDY IS $5.50 PER SQ.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.

N:\MSAS\EXCEL\2005\JUNE 2005 BOOK\UNIT PRICES 2005.XLS SIDEWALK REM. GRAPH

CONCRETE PAVEMENT REMOVAL #2106



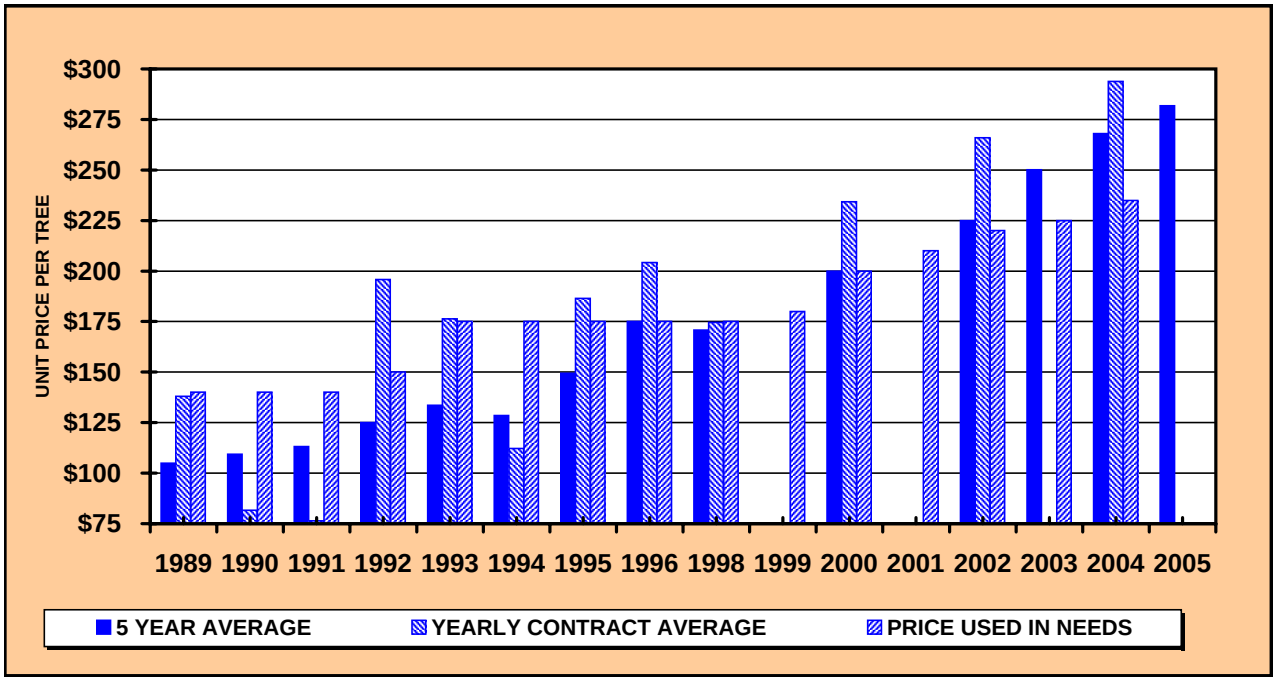
NEEDS YEAR	NO. OF CITIES	QUANTITY	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5 YEAR AVERAGE CONTRACT PRICE
1989	44	276,630	$886,757	$3.21	$3.75	$3.71
1990	27	88,278	339,571	3.85	4.00	3.74
1991	27	108,995	418,053	3.84	4.00	3.77
1992	23	98,752	403,278	4.08	4.00	3.92
1993	26	190,259	770,477	4.05	4.00	3.80
1994	26	185,066	782,965	4.23	4.00	4.01
1995	27	81,258	337,753	4.16	4.10	4.07
1996	28	78,122	341,385	4.37	4.20	4.18
1998	24	110,941	520,259	4.69	4.50	4.30
1999					4.60	
2000	15	68,760	399,759	5.81	5.00	4.76
2001					5.25	
2002	17	64,918	284,994	4.39	5.25	4.96
2003					5.40	5.10
2004	23	188,676	667,342	3.54	5.40	4.19
2005						3.76

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2005 NEEDS STUDY IS $5.40 PER SQ. 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.

N:\MSAS\EXCEL\2005\JUNE 2005 BOOK\UNIT PRICES 2005.XLS CON. PAV. REM. GRAPH

TREE REMOVAL #2101

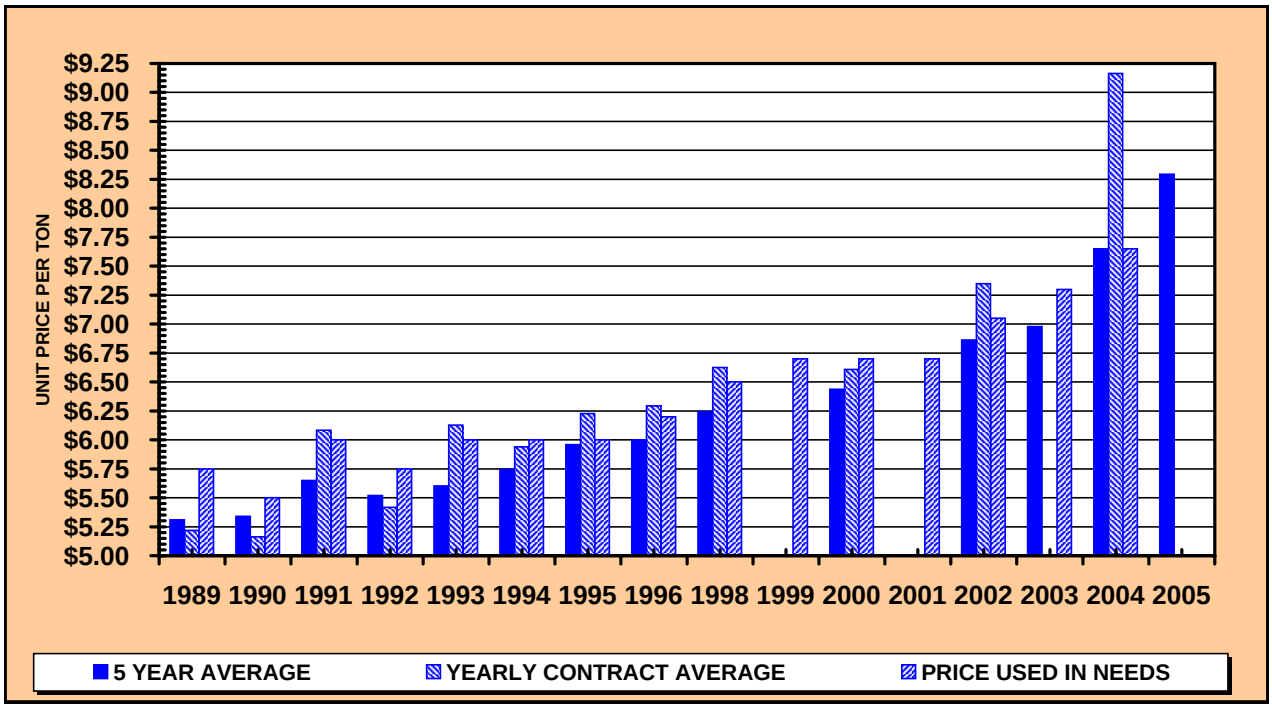


NEEDS YEAR	NO. OF CITIES	QUANTITY	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5 YEAR AVERAGE CONTRACT PRICE
1989	40	884	$122,030	$138.04	$140.00	$104.88
1990	37	1,659	135,381	81.60	140.00	109.35
1991	35	1,869	142,888	76.45	140.00	113.19
1992	39	867	169,797	195.84	150.00	125.11
1993	34	853	150,442	176.37	175.00	133.66
1994	35	1,876	210,444	112.18	175.00	128.49
1995	41	1,136	211,912	186.54	175.00	149.48
1996	33	783	159,884	204.19	175.00	175.03
1998	28	779	136,044	174.64	175.00	170.78
1999					180.00	
2000	24	593	138,966	234.34	200.00	199.93
2001					210.00	
2002	21	625	166,204	265.93	220.00	224.97
2003					225.00	250.14
2004	31	830	243,734	293.83	235.00	268.08
2005						281.84

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2005 NEEDS STUDY IS $250.00 PER TREE

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.

CLASS 5 AGGREGATE BASE #2211



NEEDS YEAR	NO. OF CITIES	QUANTITY	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5 YEAR AVERAGE CONTRACT PRICE
1989	70	648,988	$3,385,938	$5.22	$5.75	$5.31
1990	68	715,922	3,696,421	5.16	5.50	5.34
1991	70	553,874	3,368,664	6.08	6.00	5.65
1992	69	650,835	3,525,629	5.42	5.75	5.52
1993	60	621,247	3,807,092	6.13	6.00	5.60
1994	70	660,174	3,921,230	5.94	6.00	5.75
1995	61	491,608	3,060,585	6.23	6.00	5.96
1996	68	593,314	3,733,431	6.29	6.20	6.00
1998	67	470,633	3,118,365	6.63	6.50	6.24
1999					6.70	
2000	58	680,735	4,498,220	6.61	6.70	6.44
2001					6.70	
2002	52	527,592	3,877,688	7.35	7.05	6.86
2003					7.30	6.98
2004	58	573,153	5,252,804	9.16	7.65	7.65
2005						8.29

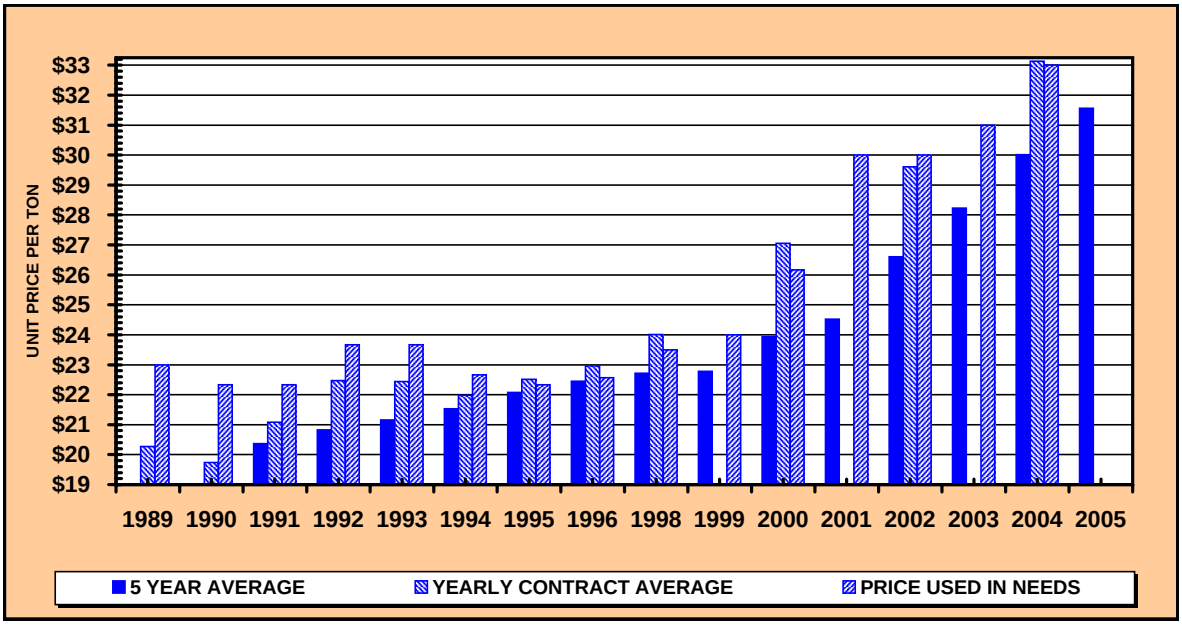
SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2005 NEEDS STUDY IS $8.15 PER TON

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.

N:\MSAS\EXCEL\2005\JUNE 2005 BOOK\UNIT PRICES 2005.XLS AGG. BASE - 2211 GRAPH

04-May-05

ALL BITUMINOUS BASE & SURFACE

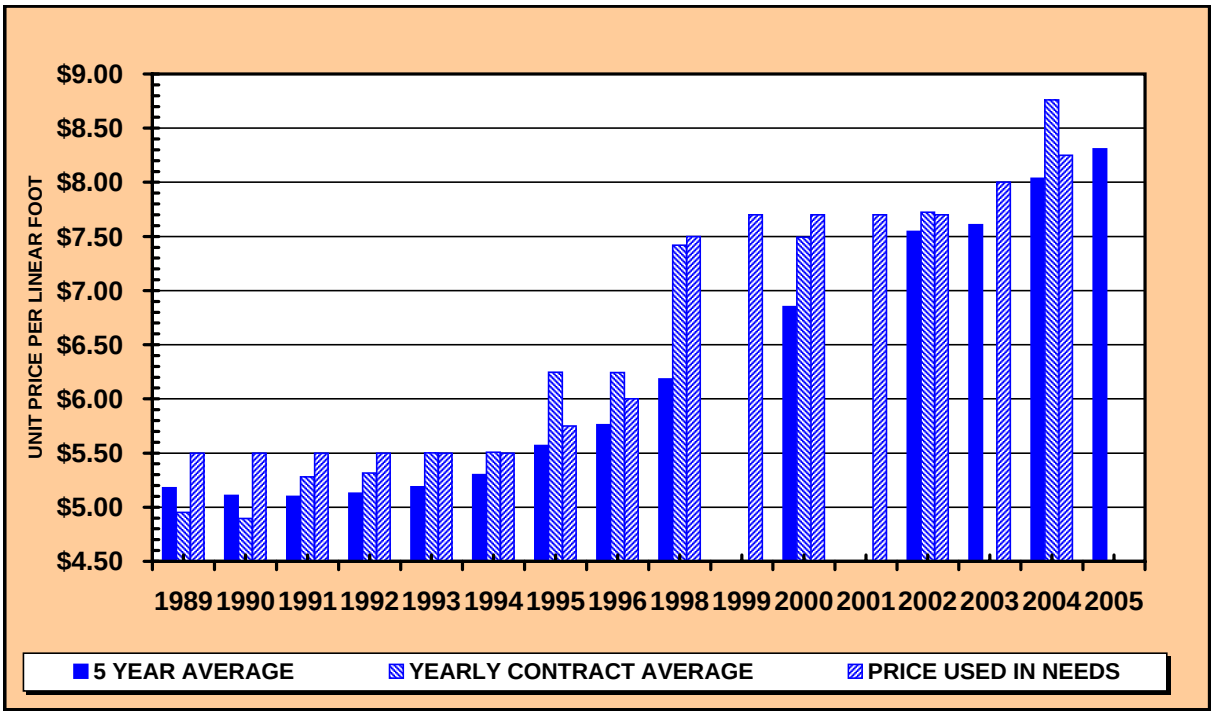


NEEDS YEAR	NO. OF CITIES	QUANTITY	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5 YEAR AVERAGE CONTRACT PRICE
1989	70	631,506	$12,802,798	$20.27	$23.00	
1990	68	599,083	11,821,216	19.73	22.33	
1991	70	613,163	12,925,191	21.08	22.33	$20.37
1992	69	519,900	11,685,503	22.48	23.67	20.83
1993	66	598,566	13,434,379	22.44	23.67	21.16
1994	70	692,066	15,208,681	21.98	22.67	21.53
1995	61	601,173	13,535,386	22.51	22.33	22.08
1996	68	540,860	12,419,802	22.96	22.57	22.45
1998	67	505,372	12,132,901	24.01	23.50	22.71
1999					24.00	22.78
2000	51	434,005	11,739,821	27.05	26.17	23.94
2001					30.00	24.52
2002	50	371,198	10,989,206	29.60	30.00	26.60
2003					31.00	28.23
2004	60	459,606	15,229,960	33.14	33.00	30.01
2005						31.56

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2005 NEEDS STUDY IS **$35.00 PER TON**

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.

CURB AND GUTTER CONSTRUCTION

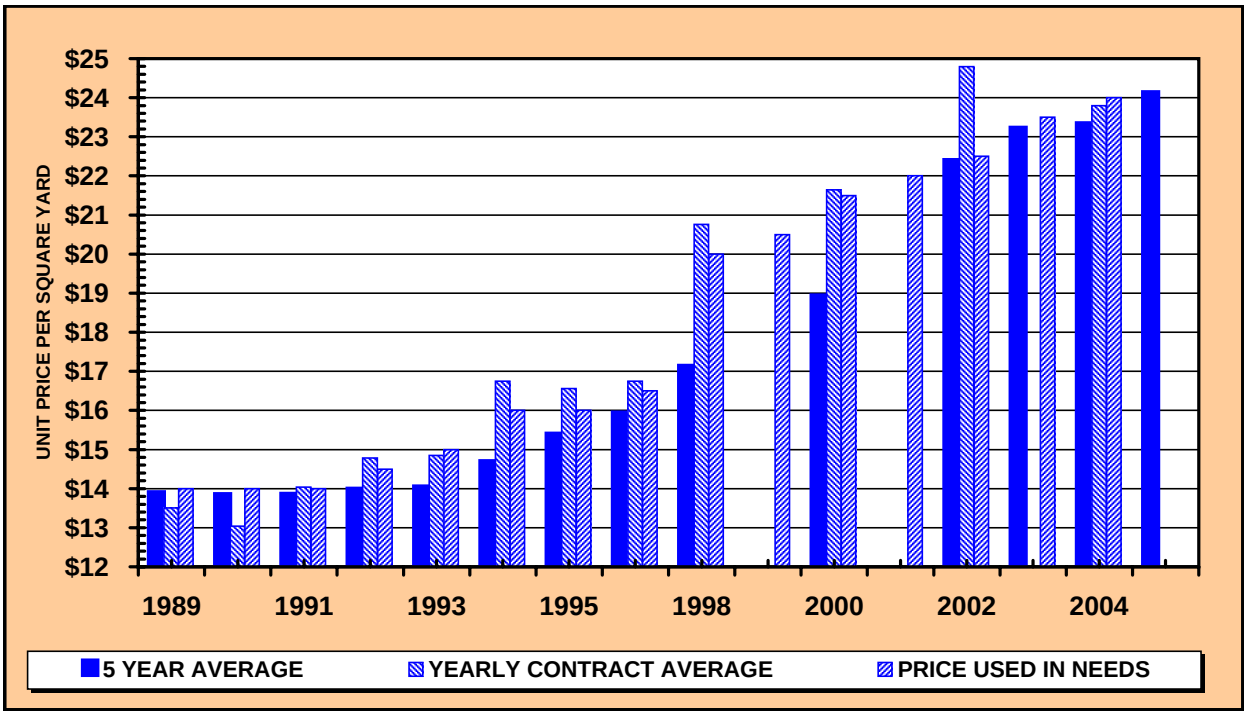


NEEDS YEAR	NO. OF CITIES	QUANTITY	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5 YEAR AVERAGE CONTRACT PRICE
1989	73	606,413	$3,002,995	$4.95	$5.50	$5.18
1990	57	603,356	2,954,409	4.90	5.50	5.11
1991	67	559,342	2,952,849	5.28	5.50	5.10
1992	68	523,717	2,783,163	5.31	5.50	5.13
1993	69	515,687	2,836,644	5.50	5.50	5.19
1994	70	460,898	2,538,790	5.51	5.50	5.30
1995	64	528,679	3,303,027	6.25	5.75	5.57
1996	72	453,022	2,828,565	6.24	6.00	5.76
1998	64	347,973	2,581,523	7.42	7.50	6.18
1999					7.70	
2000	55	418,211	3,133,900	7.49	7.70	6.85
2001					7.70	
2002	50	363,497	2,807,345	7.72	7.70	7.55
2003					8.00	7.61
2004	59	469,131	4,110,211	8.76	8.25	8.04
2005						8.31

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2005 NEEDS STUDY IS $8.75 PER LIN. FT.

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.

SIDEWALK CONSTRUCTION #2521



NEEDS YEAR	NO. OF CITIES	QUANTITY	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5 YEAR AVERAGE CONTRACT PRICE
1989	62	159,205	$2,150,360	$13.51	$14.00	$13.90
1990	54	125,748	1,639,735	13.04	14.00	13.85
1991	60	179,115	2,514,996	14.04	14.00	13.86
1992	62	141,946	2,097,863	14.78	14.50	13.99
1993	55	119,082	1,767,834	14.85	15.00	14.04
1994	56	89,662	1,501,608	16.75	16.00	14.69
1995	49	134,724	2,230,974	16.56	16.00	15.39
1996	60	94,140	1,577,035	16.75	16.50	15.94
1998	54	71,578	1,486,101	20.76	20.00	17.13
1999					20.50	
2000	45	88,562	1,917,075	21.65	21.50	18.93
2001					22.00	
2002	38	64,390	1,596,409	24.79	22.50	22.40
2003					23.50	23.22
2004	47	123,460	2,937,553	23.79	24.00	23.34
2005						24.14

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2005 NEEDS STUDY IS $25.00 PER SQ. 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.

STORM SEWER, LIGHTING AND SIGNAL NEEDS COSTS

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

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

MN\DOT'S HYDRAULIC OFFICE RECOMMENDED PRICES FOR 2005:

	Storm Sewer Adjustment	Storm Sewer Construction
2005	**$85,099**	**$265,776**

SUBCOMMITTEE'S RECOMMENDED PRICES FOR 2005:

	Storm Sewer Adjustment	Storm Sewer Construction	Lighting	Signals
2005	**$85,100**	**$265,780**	**$82,500**	**$130,000**

RAILROAD CROSSINGS NEEDS COSTS

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

MN\DOT'S RAILROAD OFFICE RECOMMENDED PRICES FOR 2005:

	Signs	Pavement Marking	Signals	Sig. & Gates	Concrete X-ing Surf.
2005	**$1,000**	**$750**	**$150,000**	**$150-225,000**	**$1,000**

SUBCOMMITTEE'S RECOMMENDED PRICES FOR 2005:

2005	**$1,000**	**$750**	**$150,000**	**$187,500**	**$1,000**

Minnesota Department of Transportation

Memo

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

Date: March 7, 2005

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

From: Mike Leuer MAL
State Aid Hydraulic Specialist

Phone: (651) 747-2167

Subject: State Aid Storm Sewer
Construction Costs for 2004

We have completed our analysis of storm sewer construction costs incurred for 2004 and the following assumptions can be utilized for planning purposes per roadway mile:

- Approximately $265,776 for new construction, and
- Approximately $85,099 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 96 plans for 2004.

CC: Andrea Hendrickson

Memo

Office of Freight & Commercial Vehicle Operations
Railroad Administration Section
Mail Stop 420
1110 Centre Pointe Curve
Mendota Heights, MN 55120-4798

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

May 4, 2005

To: Marshall Johnson
Needs Unit – State Aid

From: Susan H. Aylesworth
Director, Rail Administration Section

Subject: Projected Railroad Grade Crossing Improvements – Cost for 2005

We have projected 2004 costs for railroad/highway improvements at grade crossings. For planning purposes, we recommend using the following figures:

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

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

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

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Special Drainage Costs for Rural Segments
2005

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

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

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

After consulting with the MN/DOT estimating unit and research in the State Aid manual and the Drainage manual, the following determinations have been made:

For Entrance Culverts:

1) The recommended residential driveway width onto a state aid roadway is 16 feet. (State Aid Manual Fig. D(2) 5-892.210).
2) The minimum pipe diameter of Side Culverts shall be 18 inches. The minimum cover shall be one foot, however, it is desirable to have 1.25 feet or more of cover on side roads. (Drainage Manual 5-294.302).
3) The MN/DOT estimating unit recommends using a 18-inch Galvanized Steel Pipe and two aprons as the standard for an entrance culvert to a rural segment on the Municipal State Aid Street system.
4) For construction needs purposes the MN/DOT estimating unit recommends using $24.00 per foot as a cost for 18" GSP and $150.00 per apron.
5) Using a 3:1 inslope for the driveway with a 4' deep ditch (the culvert would have 2.5 feet of cover), the length of the pipe would be 31 feet plus two aprons.
6) Therefore, the estimated construction needs cost per entrance would be $1,044.00.

Using the 1990 Needs Study Subcommittee recommended number of 25 entrances per mile, the cost of Side Culverts per mile would be $26,100.

For ℄ Culverts:

1) The minimum pipe diameter of ℄ culverts shall be 24 inches. The minimum cover shall be 1.25 feet to the top of rigid pavement and 1.75 feet to the top of flexible pavement. (Drainage Manual 5-294.302).
2) The MN/DOT estimating unit recommends using a 30-inch Reinforced Concrete Pipe and two aprons as the standard for a centerline culvert on a rural segment of the Municipal State Aid Street system.
3) For construction needs purposes the MN/DOT estimating unit recommends using $55.00 per foot as a cost for 30" RCP and $650 per apron.
4) Using a 40' roadbed width, a 4:1 inslope and a 4' ditch depth (the culvert would have 1.5 feet of cover), the length of the culvert would be 52' plus two aprons.
5) Therefore, the estimated construction needs cost per culvert would be $4,160.

Using the 1990 Needs Study Subcommittee recommended number of four culverts per mile, the cost of centerline culverts per mile would be $16,640.

By adding the cost of the 25 Side Culverts and the 4 ℄ culverts, the estimated construction needs cost per mile for Special Drainage would be **$42,470** per mile.

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2004 NEEDS STUDY IS __$40,000___ PER MILE.

The 2004 Cost per Mile was $40,000
The 2003 Cost per Mile was $37,400
The 2002 Cost per Mile was $37,400

CSAH Roadway Unit Price Report

JUNE, 2005

Construction Item	2004 CSAH Needs Study Average	2000-2004 CSAH 5-Year Const. Average	2004 CSAH Const. Average	2005 MSAS NSS Recommended Price
Rural & Urban Design				
Gravel Base Cl 5 & 6/Ton	$5.81	$5.58	$6.04	
Outstate(Gravel Base Cl 5 & 6/Ton)	5.57	5.34	5.96	
Metro (Gravel Base Cl 5 & 6/Ton)	8.84	7.31	6.43	
Rural Design				
Combine Bit. Base & Surface (2331, 2341, 2350, & 2361)/Ton	$22.91	$22.64	$24.53	
Outstate(2331,2341,2350,& 2361)/Ton)	22.78	22.45	24.34	
Gravel Surf. 2118/Ton	5.67	5.26	5.67	5.70
Gravel Shldr. 2221/Ton	6.41	6.31	6.41	
Urban Design				
Combine Bit. Base & Surface (2331, 2341, 2350, & 2361)/Ton	$32.73	$30.78	$35.63	
Outstate(2331,2341,2350,& 2361/Ton)	32.16	29.66	31.85	
Metro (Rural & Urban) (2331, 2341, 2350, & 2361)	33.47	30.78	38.44	

*** The Recommended Gravel Base Unit Price for each individual county is shown on the state map foldout (Fig. A)**

G.B. - The gravel base price as shown on the state map

RURAL SEGMENTS WITH PROJECTED TRAFFIC LESS THAN 150

CITY NAME	SEGMENT	PROPOSED DESIGN CODE	PROJECTED TRAFFIC	SEGMENT LENGTH
HIBBING	131 - 186 - 010	2 - RURAL/EXISTING RURAL	143	0.20
HIBBING	131 - 209 - 010	2 - RURAL/EXISTING RURAL	70	0.93
HIBBING	131 - 214 - 010	2 - RURAL/EXISTING RURAL	80	0.71
NORTH BRANCH	225 - 114 - 010	2 - RURAL/EXISTING RURAL	72	0.50
ST MICHAEL	227 - 102 - 040	2 - RURAL/EXISTING RURAL	143	0.38
ST MICHAEL	227 - 102 - 030	2 - RURAL/EXISTING RURAL	143	0.25
TOTAL				**2.97**

2005 MSAS SCREENING BOARD DATA

JUNE, 2005

2004 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 2004. 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 2004

BRIDGE LENGTH 0-149 FEET

NEW BRIDGE NUMBER	PROJECT NUMBER		LENGTH	DECK AREA	BRIDGE COST	COST PER SQ. FT.
1523	SAP	1-599-026	47.08	1,446	$203,588	$141
10536	SP	10-610-029	97.80	6,251	648,480	104
18527	SAP	18-601-013	128.75	5,586	556,043	100
19550	SAP	19-598-014	89.25	3,503	308,554	88
19543	SAP	19-599-025	115.40	4,485	526,881	117
19553	SAP	19-599-028	145.50	5,143	432,859	84
19549	SAP	19-694-013	86.50	3,403	320,741	94
24541	SAP	24-618-005	68.25	2,652	259,639	98
28533	SAP	28-599-057	122.60	3,841	263,735	69
28530	SP	28-610-016	125.50	4,936	422,102	86
29524	SP	29-598-012	89.50	3,345	302,060	90
29526	SP	29-618-009	87.58	3,432	305,614	89
37549	SAP	37-599-083	87.75	3,080	199,292	65
45566	SP	45-632-001	128.58	4,543	345,753	76
46559	SP	46-636-001	99.90	4,300	348,853	81
50585	SAP	50-608-022	130.04	5,115	360,523	70
51530	SAP	51-599-077	119.91	3,758	243,051	65
51531	SAP	51-599-079	124.25	3,898	302,675	78
55542	SAP	55-598-021	119.00	6,296	662,754	105
55576	SAP	55-601-014	120.75	10,318	678,695	66
59534	SAP	59-617-008	102.75	4,042	268,156	66
60551	SAP	60-599-187	130.75	4,620	391,330	85
60548	SAP	60-599-189	84.17	2,974	289,538	97
65560	SAP	65-599-053	139.25	4,309	360,841	84
69648	SAP	69-661-014	38.33	1,815	475,575	262
73567	SAP	73-599-077	64.30	2,056	237,306	115
74544	SAP	74-645-021	62.02	2,666	273,491	103
74545	SAP	74-645-022	61.84	2,928	241,760	83
76534	SAP	76-599-039	141.50	5,000	335,775	67
78516	SAP	78-598-025	78.08	2,418	195,199	81
78515	SAP	78-599-049	46.00	1,441	147,413	102
81529	SAP	81-599-028	74.50	2,674	272,630	102
86527	SP	86-606-005	141.17	6,627	512,033	77
56533	SP	128-109-012	125.06	6,250	575,904	92
2569	SAP	199-109-002	98.67	6,512	900,047	138
State Aid Projects				**145,663**	**$13,168,890**	**$90**
TOTALS				**145,663**	**$13,168,890**	**$90**

BRIDGES LET IN CALENDAR YEAR 2004

BRIDGE LENGTH 150 TO 499 FEET

NEW BRIDGE NUMBER		PROJECT NUMBER	LENGTH	DECK AREA	BRIDGE COST	COST PER SQ. FT.
8546	SP	8-597-001	161.38	7,279	$1,167,613	$160
14541	SAP	14-640-002	196.58	6,946	576,418	83
32554	SP	32-619-008	172.90	6,695	500,293	75
55579	SP	55-598-053	152.67	5,355	$499,086	93
62616	SP	164-288-004	183.18	17,019	1,381,931	81
62617	SP	164-288-004	185.06	10,130	952,794	94
19557	SAP	208-104-004	210.00	14,770	1,200,170	81
State Aid Projects				**68,194**	**$6,278,305**	**$92**
Trunk Hwy Projects						
TOTALS				**68,194**	**$6,278,305**	**$92**

BRIDGES LET IN CALENDAR YEAR 2004

BRIDGE LENGTH 500 FEET & OVER

NEW BRIDGE NUMBER		PROJECT NUMBER	LENGTH	DECK AREA	BRIDGE COST	COST PER SQ. FT.
70535	SP	70-601-004	603.17	38,856	$2,904,290	$75
State Aid Projects				**38,856**	**$2,904,290**	**$75**
Trunk Hwy Projects						
TOTALS				**38,856**	**$2,904,290**	**$75**

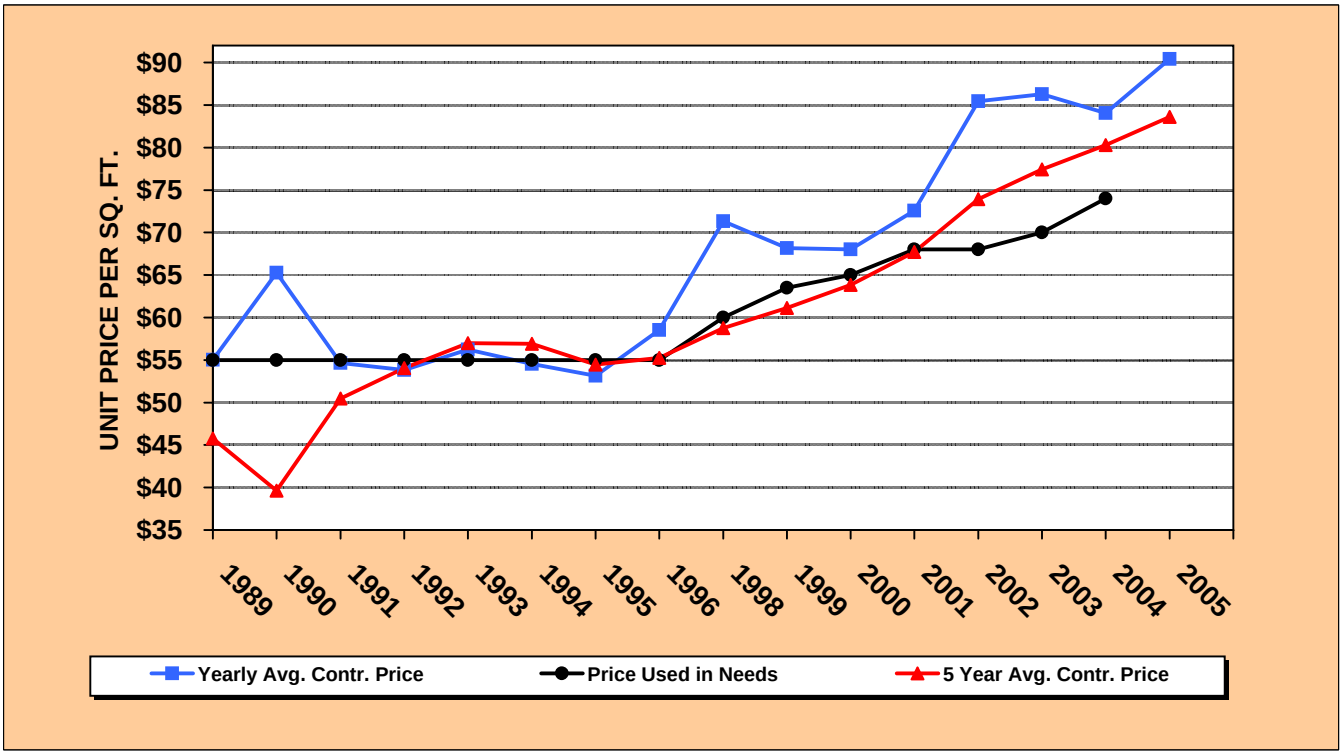
BRIDGES LET IN CALENDAR YEAR 2004

Railroad Bridges

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

BRIDGE COST

O-149 FEET



NEEDS YEAR	NUMBER OF PROJECTS	DECK AREA	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5-YEAR AVERAGE CONTRACT PRICE
1989	11	35,733	$1,966,077	$55.02	$55.00	$45.78
1990	42	214,557	14,003,285	65.27	55.00	39.64
1991	37	136,770	7,472,265	54.63	55.00	50.46
1992	39	147,313	7,929,250	53.83	55.00	54.05
1993	38	190,400	10,709,785	56.25	55.00	57.00
1994	49	208,289	11,362,703	54.55	55.00	56.91
1995	32	124,726	6,627,018	53.13	55.00	54.48
1996	35	152,105	8,900,177	58.51	55.00	55.25
1998	52	191,385	13,651,209	71.33	60.00	58.76
1999	53	193,950	13,219,596	68.16	63.50	61.14
2000	54	210,895	14,341,592	68.00	65.00	63.83
2001	62	221,590	16,085,383	72.59	68.00	67.72
2002	62	274,232	23,435,194	85.46	68.00	73.93
2003	64	299,132	25,806,454	86.27	70.00	77.42
2004	85	293,925	24,704,150	84.05	74.00	80.30
2005	35	145,663	13,168,890	90.41		83.59

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2005 NEEDS STUDY IS $80.00 PER SQ. FT.

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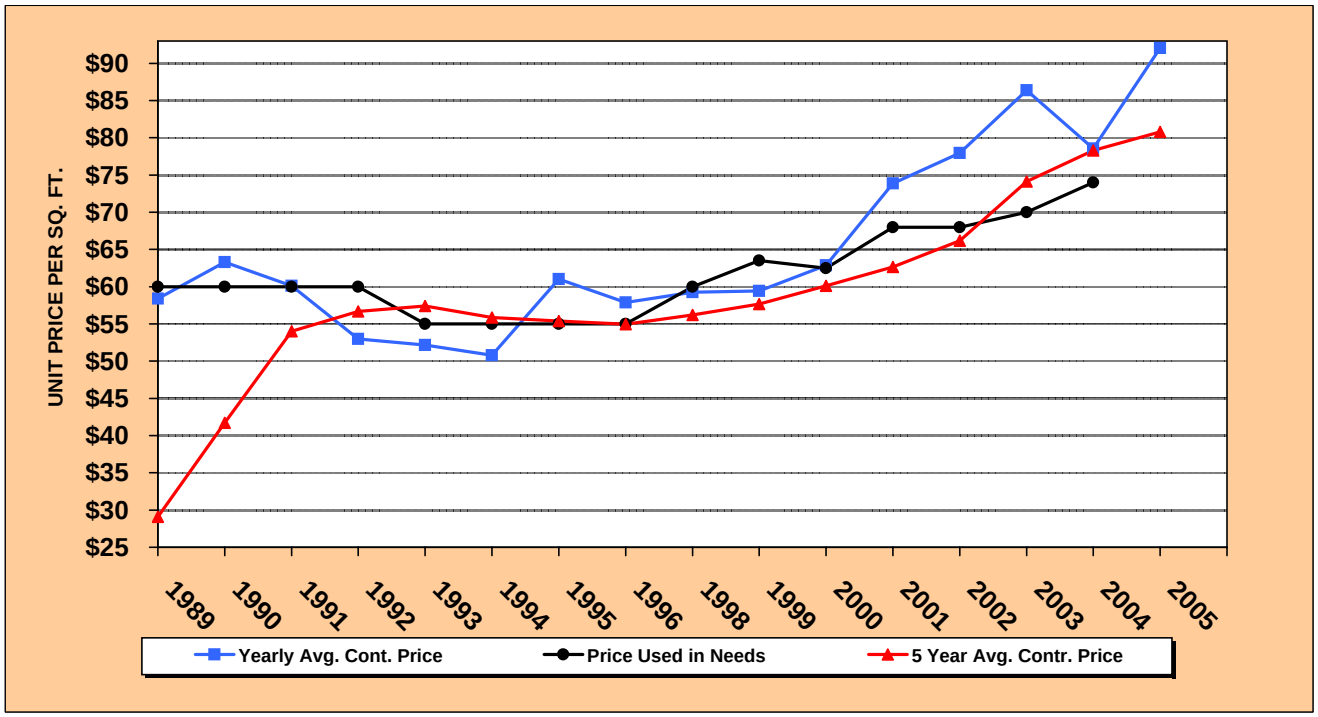
BRIDGE COST

150-499 FEET



NEEDS YEAR	NUMBER OF PROJECTS	DECK AREA	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5-YEAR AVERAGE CONTRACT PRICE
1989	11	116,378	$6,796,566	$58.40	$60.00	$29.07
1990	25	418,376	26,483,631	63.30	60.00	41.73
1991	27	368,709	22,167,571	60.12	60.00	54.00
1992	24	331,976	17,582,542	52.96	60.00	56.66
1993	31	421,583	21,987,208	52.15	55.00	57.39
1994	29	307,611	15,619,506	50.78	55.00	55.86
1995	28	381,968	23,310,410	61.03	55.00	55.41
1996	27	385,230	22,302,967	57.90	55.00	54.96
1998	30	483,315	28,642,031	59.26	60.00	56.22
1999	29	455,964	27,104,753	59.44	63.50	57.68
2000	22	275,074	17,296,406	62.88	62.50	60.10
2001	21	272,162	20,110,670	73.89	68.00	62.67
2002	37	443,458	34,577,147	77.97	68.00	66.18
2003	40	667,548	57,671,538	86.39	70.00	74.15
2004	38	601,026	47,213,777	78.56	74.00	78.29
2005	8	68,194	6,278,305	92.07		80.81

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2005 NEEDS STUDY IS $80.00 PER SQ. FT.

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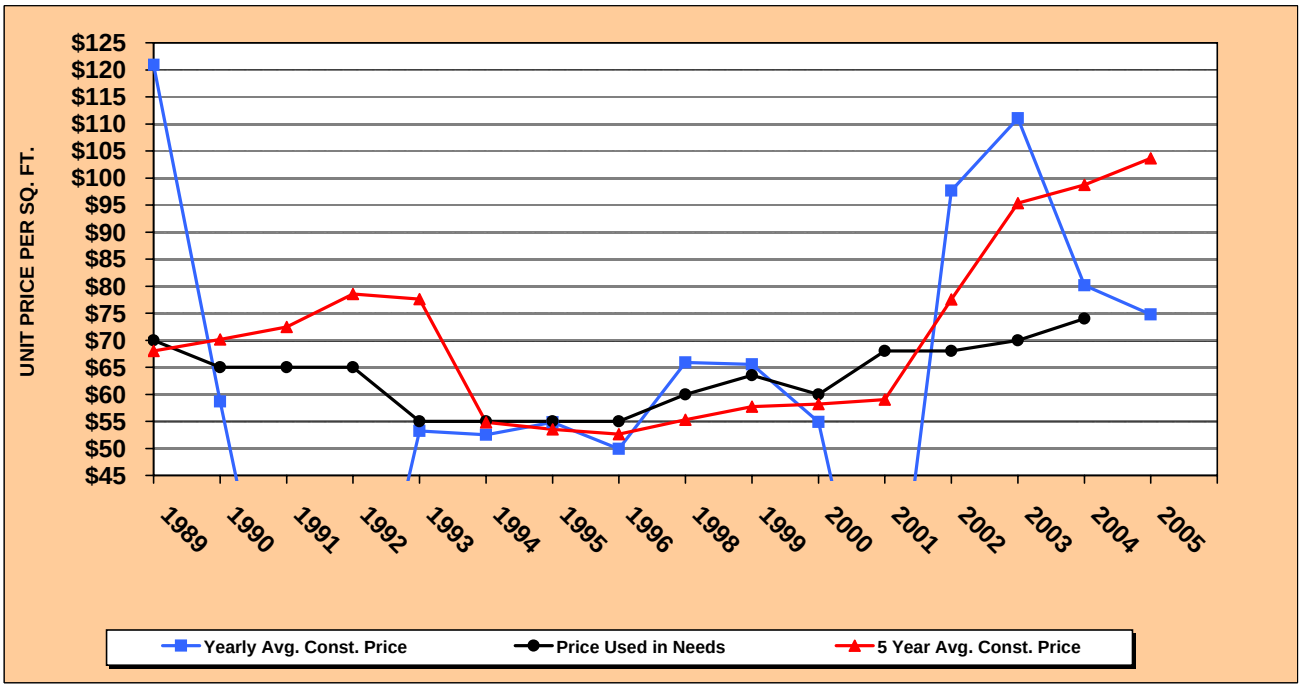
BRIDGE COST

500 & OVER



NEEDS YEAR	NUMBER OF PROJECTS	DECK AREA	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5-YEAR AVERAGE CONTRACT PRICE
1989	8	335,830	$40,615,626	$120.94	$70.00	$68.02
1990	13	684,812	40,178,274	58.67	65.00	70.15
1991	0	0	0	0	65.00	72.44
1992	0	0	0	0	65.00	78.55
1993	6	245,572	13,068,106	53.21	55.00	77.61
1994	3	75,425	3,959,504	52.50	55.00	54.79
1995	2	174,991	9,595,341	54.83	55.00	53.51
1996	4	157,751	7,875,932	49.93	55.00	52.62
1998	3	182,129	12,002,782	65.90	60.00	55.27
1999	6	201,931	13,228,740	65.51	63.50	57.73
2000	2	162,652	8,922,542	54.86	60.00	58.21
2001	0	0	0	0.00	68.00	59.05
2002	6	409,395	39,986,160	97.67	68.00	77.54
2003	10	741,892	82,381,125	111.04	70.00	95.34
2004	3	82,449	6,610,213	80.17	74.00	98.75
2005	1	38,856	2,904,290	74.74		103.63

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2005 NEEDS STUDY IS $80.00 PER SQ. FT.

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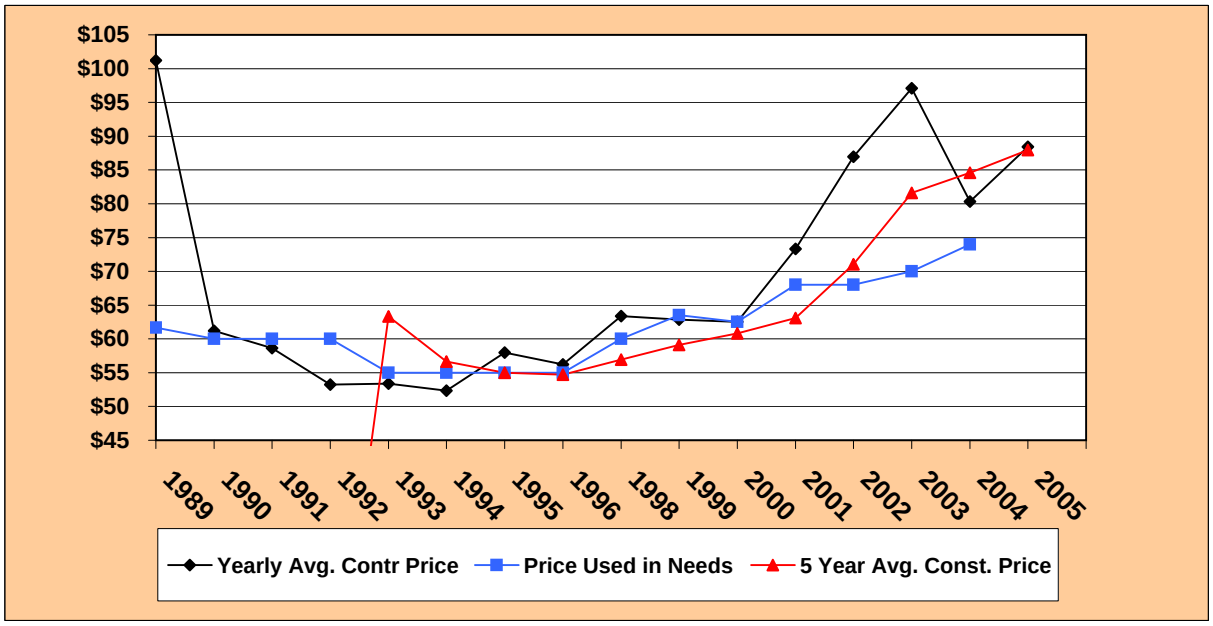
ALL BRIDGES COMBINED



NEEDS YEAR	NO. OF PROJECTS*	DECK AREA	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5 YEAR AVERAGE CONTRACT PRICE
1989	30	487,941 [1]	$49,378,269 [2]	$101.20	$61.67 [3]	
1990	80	1,317,745 [1]	80,665,190 [2]	61.21	$60.00 [3]	
1991	64	505,479 [1]	29,639,836 [2]	58.64	$60.00 [3]	
1992	63	479,289 [1]	25,511,792 [2]	53.23	$60.00 [3]	
1993	75	857,555 [1]	45,765,099 [2]	53.37	$55.00 [3]	$63.31
1994	81	591,325 [1]	30,941,713 [2]	52.33	$55.00 [3]	56.65
1995	62	681,685 [1]	39,532,769 [2]	57.99	$55.00 [3]	55.02
1996	66	695,086 [1]	39,079,076 [2]	56.22	$55.00 [3]	54.72
1998	85	856,829 [1]	54,296,022 [2]	63.37	$60.00 [3]	56.92
1999	88	851,845 [1]	53,553,089 [2]	62.87	$63.50 [3]	59.13
2000	78	648,621 [1]	40,560,540 [2]	62.53	$62.50 [3]	60.80
2001	83	493,752 [1]	36,196,053 [2]	73.31	$68.00	63.08
2002	105	1,127,085 [1]	97,998,501 [2]	86.95	$68.00	71.04
2003	114	1,708,572 [1]	165,859,117 [2]	97.07	$70.00	81.61
2004	126	977,400 [1]	78,528,140 [2]	80.34	$74.00	84.58
2005	44	252,713 [1]	22,351,485 [2]	88.45		87.93

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2005 NEEDS STUDY IS $80.00 PER SQ. FT.

* Combined the number of projects from the three different bridge graphs
[1] Combined the quantities from the three previous tables together.
[2] Combined the total costs from the three previous tables together.
[3] Average of the Price Used in Needs from the three previous tables.

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RAILROAD BRIDGES OVER HIGHWAYS

05-May-05

Needs Year	Number Of Projects	Number of Tracks	Bridge Length	Bridge Cost per Lin. Ft. (Actual)	Cost per Lin. Ft. of 1st Track (Unit Price Study)	Cost per Lin. Ft. of Additional Tracks (Unit Price Study)
1986	0	0			$2,250	$1,750
1987	0	0			2,250	1,750
1988	1	3	103.71	$13,988	2,250	1,750
1989	2	1	161.51	8,499	2,250	1,750
		1	317.19	5,423	2,250	1,750
1990	1	2	433.38	8,536	4,000	3,000
1991	0	0			4,000	3,000
1992	1	1	114.19	7,619	4,000	3,000
1993	1	1	181.83	7,307	5,000	4,000
1994	0	0			5,000	4,000
1995	0	0			5,000	4,000
1996	1	1	80.83	12,966	5,000	4,000
1998	1	1	261.02	8,698	8,000	6,500
1999	1	1	150.3	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						

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2005 NEEDS STUDY IS PER LINEAL FOOT FOR THE FIRST TRACK **$10,200**

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2005 NEEDS STUDY IS PER LIN. FT. FOR ADDITIONAL TRACKS **$8,500**

N:\msas\excel\2005\JUNE 2005 book\Railroad Bridge Costs.xls

All Structures on the MSAS System

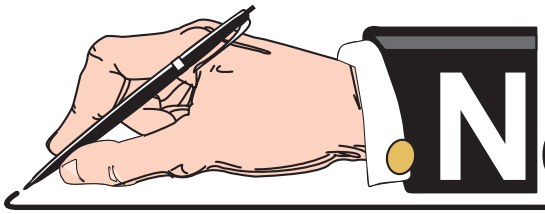
No. of Existing Structures	No. of Proposed Structures	Structure Type
371	117	1 - Bridge
21	8	3 - Structural Plate Arch
33	1	4 - Other
54	21	5 - Box Culvert Single
22	8	6 - Box Culvert Double
6	0	7 - Box Culvert Triple
0	0	8 - Box Culvert Quad
31	383	Adequate, or not eligible
538	**538**	**TOTAL**

Structures on the MSAS System That Qualify for Needs

No. of Existing Structures	No. of Proposed Structures	Structure Type
279	117	1 - Bridge
20	8	3 - Structural Plate Arch
25	1	4 - Other
51	21	5 - Box Culvert Single
21	8	6 - Box Culvert Double
6	0	7 - Box Culvert Triple
0	0	8 - Box Culvert Quad
0	247	Blank - None Indicated (Not Eligible for Needs)
402	**402**	**TOTAL**

Subcommittee

Issues



NOTES and COMMENTS

2005 Needs Study Subcommittee
Spring Meeting Minutes
Hutchinson Area Transportation Services Facility
April 14, 2005

1. Chairman Mel Odens called the meeting to order at 9:05 am. Those present were Mel Odens (Willmar), Shelly Pederson (Bloomington), Tim Loose (Saint Peter), Julie Skallman (Mn/DOT State Aid Engineer), Marshall Johnston (MSAS Needs Unit), Mark Channer (MSAS Needs Unit), and John Haukaas (Fridley).

2. Reviewed Unit Costs. Verified ENR Construction Cost Index (CCI) of 6.29%. Screening Board previously resolved to use the CCI every other year. On alternate years the State Aid office does a unit cost study. Reviewed each unit cost and made recommendations (to be summarized and attached by Needs Unit).
   Structural Plate Arches were also reviewed. There are only 8 structural plate arch structures on the MSAS system. There has been an inconsistency in the formulas for Structural Plate Arches and box culverts. In a letter from the State Aid Bridge Engineer, it was recommended not to include arches and also to revise the formula for box culverts. The revised formula will be presented at the District meetings for discussion and comment, and then presented for approval at the spring Screening Board meeting. The NSS concurs with these recommendations.

3. Discussed Fridley Soil Factor revisions. Marshall included in the meeting packet a summary of the issues and notes from previous meetings. We agreed the impression of the Screening Board at their fall meeting was that Fridley's big change in needs was due to Soils Factor revisions. John Haukaas confirmed the Soils Factor revision accounted for only 20% on their needs increase. Fridley's soils investigation found an overall SF of 75 with about 2 miles of MSAS mileage warranting a SF of 130+. The Soils Study had previously been reviewed by the Metro District Soils Engineer and he determined that the borings could be interpreted that way. The current soils factor for needs purposes is 50.
   NSS Recommendations on Fridley Soil Factor revisions:
   a) Fridley must conform to the process for requesting Soils Factor revisions as approved by the Screening Board. (Moved Pederson/Second Loose, approved unanimously).
   b) The Needs Study Subcommittee concurs with the DSAE's previous approval of Fridley's request for Soils Factor revisions. (Moved Pederson/Second Loose, approved unanimously).
   c) Our discussion confirmed that new cities becoming eligible for MSAS funding must initially use the Mn/DOT Soils Classification Map for needs purposes. Any requests for changes must follow the above process.
   d) Fridley should receive a positive Needs adjustment of $1,602,781. This is the amount of Needs removed by the Screening Board last year based on the Soil Factor revision.

5. After significant discussion of Fridley's issues and the potential system-wide impact of Soils Factor revisions, the Needs Study Subcommittee made the following recommendations to the Screening Board on system wide SF revisions:

a) The DSAE should have the authority to review and approve requests for Soils Factor revisions on independent segments (if less than 10% of the municipality's system). Appropriate written documentation is required with the request and the DSAE should consult 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 give final approval of the request for Soils Factor revisions.

6. The NSS recommends for approval by the Screening Board the following proposal by State Aid:

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 lowest cost per mile of any other city. (Moved Pederson/Second Odens, unanimously approved).

7. Marshall Johnston updated the NSS that the dispute regarding Chisolm's MSAS population eligibility may need an opinion of the Attorney General.

There being no further business, the Needs Study Subcommittee meeting was adjourned at 12:05 pm.

Tim Loose
Secretary of Needs Study Subcommittee
St. Peter City Engineer

From: Julee Puffer
To: Julee Puffer
Date: 5/6/05 3:07PM
Subject: Bridge Culvert Costs for State Aid Needs

Hi Diane, per our meeting on Thursday 3/24/05 regarding CSAH/MSAS Structure Formulas, we have taken some time to verify costs.

I believe it was Tom's suggestion to drop the effort in calculating needs for the concrete arch pipe bridge. This was suggested since the concrete arch costs appear to be comparable with the concrete box culvert bridge, and the concrete box culvert bridge is typically the structure proposed anyway.

We made a few phone calls to the local precast concrete culvert suppliers, and have the following cost information to report. Please note that the prices below are list prices (material and fabrication, and do not include installation costs), depending on the market, they can be 20% to 40% lower.

We decided that the installation costs would be very similar between the arch pipe and box, and thus would not affect the cost comparison. However, the actual needs cost should account for the installation. We're told that the actual bid prices (includes material, fabrication, and installation) will be close to the list prices below.

Concrete Arch Pipe Span (Class II, 2-8 ft of cover)

122, Waterway area = 52 SQ.FT, Hancock $375/LF
138, Waterway area = 66 SQ.FT, Hancock $445/LF
154, Waterway area = 82 SQ.FT, Hancock $530/LF
169, Waterway area = 99 SQ.FT, Hancock $614/LF

Concrete Box Culvert (Class II, 2-8 ft of cover)

10X05, Waterway area = 050 SQ.FT, Cretex $482/LF, Hancock $433/LF
10X07, Waterway area = 070 SQ.FT, Cretex $515/LF, Hancock $478/LF
10X08, Waterway area = 080 SQ.FT, Cretex $530/LF, Hancock $523/LF
10X10, Waterway area = 100 SQ.FT, Cretex $576/LF, Hancock $618/LF

Based on the pricing above, it's apparent that the arch and box prices are comparable, especially at the larger sizes. At this point, we concur with Tom, and believe that streamlining the needs formulas to consider only the concrete box culvert bridge or bridge structures is justified.

We should also note that the structural plate arch type bridge culverts are still allowed, but must follow a very restrictive Technical Memorandum (see attached). Also note, metal double barrel culverts are not allowed. Again, justifying their omission from the needs formulas on bridges.
Thank you,

David L. Conkel
State-Aid Bridge Engineer
Bridge Office
3485 Hadley Avenue North
Oakdale, MN 55128-3307
Office: 651/747-2151
Fax: 651/747-2108
E-Mail: dave.conkel@dot.state.mn.us

06-May-05

MINOR STRUCTURE UNIT PRICES
2005 MSAS DATA

The prices below have been revised as of March, 2004 for the MSAS Needs Study from the Mn/DOT Estimating Office. The recommended prices include two end sections on single box culverts, four end sections on the doubles and six for the triple culverts. The end section costs are recommended by State Aid Bridge.

	Cost/Lineal Foot	+ End Sections	
CULVERT SIZE	CURRENT COST	CURRENT COST	Recommended Price
C 8 x 6 single	$400	0	$10,400
C 8 x 8 single	$400	0	$10,600
C 10 x 4 single	$800	0	$11,000
C 10 x 5 single	$800	0	$11,200
C 10 x 6 single	$800	0	$12,000
C 10 x 7 single	$800	0	$12,600
C 10 x 8 single	$800	0	$12,978
C 10 x 9 single	$800	0	$13,646
C 10 x 10 single	$800	0	$16,000
C 12 x 6 single	$800	0	$13,400
C 12 x 8 single	$800	0	$16,600
C 12 x 10 single	$800	0	$20,000
C 12 x12 single	$800	0	$23,400
C 12 x 14 single	$800	0	$26,600
C 8 x 6 Double	$756	$15,500	$20,800
C 8 x 8 Double	$786	$16,000	$21,200
C 10 x 4 Double	$800	$16,500	$22,000
C 10 x 5 Double	$830	$17,000	$22,400
C 10 x 6 Double	$840	$18,000	$24,000
C 10 x 7 Double	$850	$19,000	$25,200
C 10 x 8 Double	$860	$19,467	$25,956
C 10 x 9 Double	$870	$20,469	$27,292
C 10 x 10 Double	$890	$24,000	$32,000

	Cost/Lineal Foot	+ End Sections	
CULVERT SIZE	CURRENT COST	CURRENT COST	Recommended Price
C 12 x 6 Double	$846	$20,000	$26,800
C 12 x 8 Double	$980	$25,000	$33,200
C 12 x 10 Double	$1,350	$30,000	$40,000
C 12 x12 Double	$1,750	$35,000	$46,800
C 12 x 14 Double	$2,000	$40,000	$53,200
C 10 x 5 Triple	$1,245	$22,666	$34,200
C 10 x 6 Triple	$1,260	$24,000	$36,000
C 10 x 8 Triple	$1,290	$26,000	$39,000
C 10 x 10 Triple	$1,335	$32,000	$48,000
C 12 x 6 Triple	$1,269	$26,666	$40,200
C 12 x 8 Triple	$1,470	$33,333	$49,800
C 12 x 10 Triple	$1,550	$40,000	$60,000
C 12 x 12 Triple	$1,659	$46,666	$70,200

MSAS MINOR DRAINAGE COSTS

LESS THAN 10 FOOT SPAN - $400 Current Cost/LINEAL FOOT
10 FOOT - 20 FOOT SPAN - $800 Current Cost/LINEAL FOOT

N://msas/excel/drainage structures/box culvert prices 2005.xls

Soil Factor Revision issues

individual and/or system wide revisions
Report for the Needs Study Subcommittee
April 14, 2005

The Current Screening Board resolution states:

Soil Type - Oct. 1961

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 Municipal Screening Board action.

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 City Engineer's recommendation with the concurrence of the District State Engineer.

DISCUSSION POINTS

1) All cities on the MSAS system 1961 or before should have any soil factor revisions approved by the MSB (Municipal Screening Board)
2) All cities that came on the system after 1961 can have soil factor revisions if approved by the DSAE upon the recommendation of the City Engineer.
3) Currently, all SF revisions are being approved by the DSAE. Should this continue?
    a. Should individual segment SF revisions be approved by the DSAE or by the MSB?
    b. Should system wide revisions be approved by the DSAE or the MSB?
4) Review Soil Factor map
    a. Is it still accurate?
    b. Should it be reviewed by a Soils Engineer?
5) Propose a revised SB resolution based upon recommendation.
    a. Review CSAH SB resolution pertaining to SF's
6) Other discussion as necessary

ACTION ITEMS

System wide SF revisions- SB or DSAE?
Individual or segment SF revisions- SB or DSAE?
Documentation?
Possible SB resolution revision
Others

CITY OF FRIDLEY

FRIDLEY MUNICIPAL CENTER • 6431 UNIVERSITY AVE. N.E. FRIDLEY, MN 55432 • (763) 571-3450 • FAX (763) 571-1287

January 28, 2004 PW04-008

Mr. Marshall Johnston
Mn/DOT MSAS
395 John Ireland Boulevard
Mail Stop 500
St. Paul, MN 55155

Re: MSAS Sub-grade Soil Factor
City of Fridley

Dear Mr. Johnston:

The City of Fridley is requesting that the Mn/DOT Sub-grade Soil Factor (SF) assigned to the MSAS be revised. This request is based on an in-depth review of boring logs and project information compiled by the City over the last 40 years. We are requesting that the City's current SF of 50 be changed to 75. Additionally we are requesting approval to change the SF associated with 14 routes to 130 due to organic soil conditions. The following is a discussion of the request and supporting data. Also included for your review are maps showing City soil conditions and a copy of the boring logs.

Currently the City of Fridley is assigned a SF of 50. The majority of communities along this segment of the Mississippi River have been classified as such. Adjacent communities to the east and south have been assigned factors of 75 and 100. A review of City's soil borings from past street reconstruction projects indicates that soils vary and are not typically classified as A-3 (sand) or SF 50. This variation in soil types is due to the City's diverse topography. We have elevation differences of up to 150 feet throughout the City and several large natural wetland and waterway areas. These variations have created a diversity in soils that range from sand/gravel to organic peat. Because the variations exist throughout the City we feel that the current SF assigned the City is not truly representative of the predominant soil conditions.

As part of this request we have reviewed 128 available soil boring logs completed over the last 40 years. Many of the logs utilized the Unified Soil Classification System and were converted to the AASHTO system. We analyzed the logs and assigned each a SF based on the conversion table located in the lower right hand corner of Fig. F 5-892.210 of the State Aid Manual. A color was assigned to each SF and the boring locations were mapped. Attached for your review is a copy of the boring log map and copies of the borings. Of the 128 available boring logs 34% had a SF of greater than 75 and 12% had an SF of 130. The map indicates that the City has a great variability in soil types depending on proximity to the river, wetlands and elevation. Only 19% of the boring logs had an SF of 50.

Based on these results we are proposing that the overall SF for the City be changed from a 50 to 75. Additionally we are requesting approval to change the SF for the routes listed in Table I to 130. These routes are located in the northwestern portion of the City near the Springbruck Nature Center and are constructed in areas of organic soils.

Table I: Proposed MSAS
SF 130 Routes

Segment ID	Segment	Mileage
127-309-030	79th Ave NE - Main St N E to University Ave	0.26
127-310-040	83rd Ave NE - Main St to TH 47 W Service Rd	0.17
127-310-050	83rd Ave - TH 47 W Service Rd to TH 47	0.06
127-334-040	Main St NE – 79th Ave NE to 0.25 Mi N	0.25
127-334-050	Main St NE - 0.25 Mi N of 79th Ave to 83rd Ave NE	0.25
127-339-010	81st Ave - Main St. to Ranchers Rd	0.14
127-339-020	81st Ave - Ranchers Rd to University Ave	0.05
127-339-030	81st Ave - University Ave Service Dr. to TH 47	0.07
127-341-003	University Ave W Service Rd - 79th Ave NE to 81st Ave NE	0.28
127-341-004	University Ave W Service Rd - 81st Ave to 634' N	0.12
127-341-006	University Ave W Service Rd – 634' N 81st Ave to 892'N 81st Ave	0.05
127-341-008	University Ave W Service Rd – 892 N 81st Ave to 83rd Ave	0.10
127-341-010	University Ave W Service Rd from 83rd Ave to 500' N	0.09
127-341-020	University Ave W Service Rd from 500' N of 83rd Ave to 85th Ave	0.40
	Total	2.29

Please review the enclosed information and contact me at 763-572-3550 if you have any questions or require additional information regarding this request.

Sincerely,

Jon H. Haukaas
Director of Public Works

JHH:cz

From: "Haukaas, Jon" <HaukaasJ@ci.fridley.mn.us>
To: "Marshall Johnston" <Marshall.Johnston@dot.state.mn.us>, <ceam@lists.state.mn.us>
Date: 12/8/04 5:03PM
Subject: RE: Fall Screening Board minutes

The screening board minutes reflect the fact that Fridley's request for a change to our soil factors in the City was denied. We had a large increase in our needs after a major review and update that alarmed many people.

I would like to give everyone a clarification as to what Fridley did to update our needs. I realize this became a very big needs adjustment which obviously has raised a lot of red flags so I'll share the background.

We have known for some time that we haven't been able to keep our needs up to date properly. The physical condition was cared for properly as proven by the field review and approval of our system as complete by MnDOT. Up until 1995 we had a technician dedicated to computer needs updating, but that position was cut during a budget crunch. Since that time, we have done our inconsistant best to put segments back on the list after their 20 year life and keep the individual components properly totaled.

In 2003, the City hired a consultant to review our entire system and properly update it. Of the almost $8M increase in our needs, $3.5M was due to late reinstatement of 20 year segments, and $2.2M was for adding back in sidewalk needs because our City wants to be able to do a sidewalk program in the future. Essentially we had been cheating ourselves out of these needs over the years because of not keeping things properly updated. Only $1.6M of this was due to a change in soil factor.

As for the request for a soil factor change, this was based on existing data, not new tests. John Flora kept a copy of every soil boring taken in the City of Fridley since 1981. Our consultant complied the information from over 125 different boring location to show we actually had a definite variation in major soil factors across the City. This was the basis of the request and the data clearly supported it. I heard that a question was asked if that meant our existing roads undersized. To answer, our roads were designed and constructed based on actual soil borings, not the assigned subgrade factor for the area.

I hope this clarifies the issue. I qwould be happy to go into greater detail with any who still have questions. The City of Fridley requests the Screening Board approve our revision at the spring meeting.

Jon H Haukaas
Director of Public Works
City of Fridley
6431 University Ave NE
Fridley, MN 55432
(763) 572-3550
(763) 571-1287 fax
HaukaasJ@ci.fridley.mn.us

-----Original Message-----
From: owner-ceam@lists.state.mn.us
[mailto:owner-ceam@lists.state.mn.us]On Behalf Of Marshall Johnston
Sent: Wednesday, December 08, 2004 2:18 PM
To: ceam@lists.state.mn.us
Subject: Fall Screening Board minutes

Attached are the minutes of the Municipal State Aid 2004 Fall Screening Board meeting.
Significant items addressed were:

SUMMARY OF FRIDLEY SYSTEM REVISIONS

In 2004

Soil Factor

The city had a city wide soils study done and revised most of the segments in their city from a 50 to a 75 soil factor. These revisions increased their Needs by $1,620,551. This was an increase of:

Grading	$269,697
Base	$1,080,769
Engineering	$270,086
TOTAL	**$1,620,551**

This $1,620,551 in Needs has been removed from the cities 2004 Needs Updates. The Municipal Screening Board will review their request and make a decision on whether the soils study should be allowed to increase their Needs. It will be reviewed at the 2005 Spring Screening Board meeting.

After we revised the Soil Factor back to its previous number, Fridley's Needs still **increased by a total of $6,416,093**, of which $5,699,384, or 51.21%, was based upon the Normal Needs Update. The rest was based on Unit Cost updates.

Here is the cause of the increase in Needs.

20 Year Needs Reinstatement

The city reinstated the Needs on 3.69 miles of roads this year which resulted in a **$3,454,179 increase** in their Needs.

System Revisions

The city revoked 2.18 miles which reduced their Needs by $1,602,781 and they added 0.14 miles for an additional $24,340. These system revisions resulted in a total **$1,578,441 decrease** in their Needs.

Adding Needs to Deficient Segments

The city reviewed all their segments this year and added the following Needs: (After deducting Needs generated by soil factor revision)

Grading	$663,174
Complete SS	$843,358
Partial SS	$79,571
Base	$684,080
Surface	$107,525

Curb & Gutter Construction	$630,024
Sidewalk Construction	$2,177,952
Traffic Signals	($69,440)
Street Lighting	$121,600
Retaining Walls	$85,500
Railroad Crossings	$30,000
Engineering	$1,340,759
Maintenance	$7,924
TOTAL	**$6,702,027**

Minnesota Department of Transportation

Memo

State Aid for Local Transportation
395 John Ireland Boulevard
Mail Stop 500
St. Paul, MN 55155-1899
Fax: 651 282-2727

Date: **May 6, 2005**

To: Jon Haukaas
Fridley City Engineer

From: Marshall Johnston
Manager, Municipal State Aid Needs Unit

Subject: Fridley Soils Factor revisions

Mr. Haukaas,

Thank you for submitting the documentation on your request to revise the Soil Factor in Fridley (for Needs purposes) from 50% to 75%. The acting Metro District Materials Engineer has reviewed the materials and would like to make the following observations:

1. The location of the borings may not be representative of the road building material in the city. Many of the borings were taken off MSAS routes for non roadway development purposes. The soil history at these locations is unknown and could be misleading when attempting to derive a city-wide soil factor.
2. On existing roadways, the depth ranges used in the interpretation of soil factors is unclear. It appears that base and subbase materials may have been included in some of the interpretations of the soil borings.
3. Some borings were based on the USCS classifications, but there were no lab test reports included. These are needed to help clarify cases of overlap between the classification methods.

As you are aware, we are meeting on April 5 to discuss the information you have provided. It would be helpful if you could review some MSAS projects and provide the plans and soil factor used to design those projects. Also, any additional soil borings on MSAS routes would be helpful.

If you have any questions or comments, please contact me at (651)296-6677.

See you on the 5th.

Fridley Meeting Notes

April 5, 2005

Attending: Lyle Femrite, and Mark Kasma from Bolton & Menk. Jon Haukaas, Fridley Director of Public Works. Julie Skallman, Mark Gieseke, Dave Van Deusen, Mike Kowski, Michelle Moser, Mark Channer, and Marshall Johnston from Mn/DOT

All recommended approvals are subject to the determination of the (yet to be determined) governing body. (DSAE, Screening Board, NSS or other.)

It was agreed that the SF in the northwest part of the city could be interpreted as being 130 for Needs purposes. Those SF's were determined in the 1980's when the roads were built. The soil has a lot of peat in it and there were significant subcuts when these roads were constructed.

There are significant variations in the SF throughout the city. But looking at the city as a whole, the predominant SF is not 50.

The city will provide information on a minimum of 8 more soil borings before the October Screening Board meeting. The borings will be done directly on the routes to get a good sample of what is in place under said routes. The borings shall contain sieve and hydrometer analysis.
Some of these borings will be new and some may come from previous road construction projects. Also, some borings from when Medtronic was built may be available. The Metro District soils group will review the results of the new soil borings.

NEW CITY NEEDS UPDATE DEADLINE

Implementing a Deadline on Needs Submittals for New Cities

Report for the Needs Study Subcommittee
April 14, 2005

State Aid would like to ask the Needs Study Subcommittee to review a revision in the Municipal Screening Board resolutions.

Ever since the state statute was revised to allow cities to participate in the MSAS allocation based on population estimates, SALT has allowed the cities until the end of the year to submit their MSAS systems and Needs updates to the Central Office. This year, the three cities that came on the system all submitted their Needs updates after December 21. One city still had not submitted its Needs until December 30th. Not having a deadline earlier in the year has created several problems. Among them are:

> Our year end Needs reset is set back. The Needs programs all have to be reset so the cities can begin inputting their Needs for the next annual cycle. State Aid has had numerous calls from cities that would like to start inputting data in December.
>
> Because the reset is delayed and cities cannot begin inputting their Needs earlier, it contributes to the problem of cities not submitting their Needs by the March 31 or May 1 deadline.
>
> Because we cannot compute the allocation for any city until we have the information for all cities, it really puts the MSAS Needs Unit under the gun to get the allocations computed and the January booklet put out in a timely manner.
>
> The Needs program was designed to be reset on or before December 31st. Running the reset and generating reports after December 31, creates a mislabeling of the report's headers.

Officially, cities are notified about the first week in August of their population estimates. Unofficially, the cities usually know earlier what their population estimate will be.

The current MSAS Screening Board resolution on New Cities Needs states:

> That any new city having determined its eligible mileage, but does not have an approved State Aid Street System, will have its money Needs determined at the cost per mile of the lowest other city.

State Aid would like to propose the following revision to the resolution:

> 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 lowest cost per mile of any other city.

The December 1 deadline would allow:

1. The Needs Unit to run the final computations
2. The Needs Unit to run the reports.
3. The Needs Unit to perform the annual reset in a timely manner.
4. The MSAS Cities to begin updating their Needs by the middle of December.
5. More time for the Cities to submit their Needs by the May 1 submittal deadline.

A December 1 deadline would give the cities about 4 months to get their systems in place. Each DSAE could work with each city individually with intermediate deadlines - Certification of Mileage, system design, etc.

The new cities are allowed to input the Needs into the Needs program before the City Council resolution has been passed as long as Rick Kjonaas, for Julie Skallman, has approved the system.

Unencumbered Construction Funds Subcommittee
April 20, 2005 Meeting Minutes

The Unencumbered Construction Funds Subcommittee (UCFS) held a meeting at 9:30 a.m. on April 20, 2005 at the central office of MnDOT in St. Paul. Members present were Chairman David Jessup-Woodbury, Tom Drake-Faribault, and Lee Gustafson-Minnetonka. Also attending were Marshall Johnston, Rick Kjonaas, and Mark Channer of State Aid. The primary purpose of the meeting was to review several items referred to the UCFS from the 2004 Fall Screening Board, and to discuss other items brought forward by the State Aid office.

Marshall began the meeting by reviewing the minutes of the 2004 Fall Screening Board as they pertained to, "excess balance adjustment redistributed as low balance incentive". He indicated that the Screening Board had requested the UCFS to review this issue and determine if any changes to the present policy were warranted. Marshall then reviewed the following five scenarios as possible options for the UCFS to consider:

- No Change.
- Suspend the excess balance adjustment for one year.
- Leave the program as is, but utilize a priority process for cities that are trying to save money for large project and/or allow cities the opportunity to speak on their own behalf before excess balance penalties are applied.
- Soften the excess balance adjustment.
    - Use a $1,500,000 minimum threshold for implementing the adjustment.
    - Use a $2,000,000 minimum threshold for implementing the adjustment.
- Use the portion of the balance that is in excess of 3-times the construction fund allotment when computing the excess balances adjustment.

The UCFS began the discussion by first reviewing the history of this issue, and noted that historically there have typically been 2-3 cities that have always had high fund balances. This adjustment has been in effect for 2 years. For the January 2004 allocation, 7 cities with a high balance redistributed $10,874,098 in Needs to 81 cities with low balances. In January 2005, 6 cities redistributed $16,319,882 in Needs to 77 cities. The committee then proceeded to review the supporting information the State Aid office prepared for each of the different scenarios, and compared that information to the current excess balance redistribution policy. The UCFS also discussed several other options for addressing concerns expressed at the 2004 Fall Screening Board including, "are adjustments appropriate when there are no funds to advance". We also discussed potential revisions in the guidelines for State Aid advances.

The UCFS thoroughly reviewed each scenario including the supporting information prepared by the State Aid office. The committee determined that the current policy has met, and continues to meet its' original goals of helping bring down the fund balance, and redistributing money from the cities with high balances to those that are spending their

allocation. **The UCFS therefore recommends that the Municipal State Aid Screening Board make no changes to the current policy of "excess balance adjustment redistributed as low balance incentive".**

If, however, the Screening Board disagrees with the UCFS's recommendation, the committee would suggest that the Screening Board consider allowing a city to petition the Fall Screening Board for exclusion to an excessive balance adjustment if the city can document that they have a fully executed intra-agency agreement detailing the city's state aid account will be reduced below the threshold for balance adjustments. The committee would further suggest that under no circumstances would this petition process allow a city to receive a positive needs adjustment for potentially being less than one-times their construction allotment.

Phase II Study Issues of the State Aid Mission Study

The UCFS reviewed the Phase II Study Issues and would recommend that the following issues are Screening Board issues as opposed to CEAM/Executive Committee issues and should be reviewed by the appropriate committee for recommendation and possible action:

- N. Review the present adjustments for credit for local effort, bonding, and advancing. Determine if they are being treated correctly and consistently. Specifically review the Bond Account Adjustment to the Needs.
- I. Determine if off-system spending is being treated consistently in the MSAS needs formula and recommend whether incentives, disincentives, or no incentives are appropriate. Review county participation policies to see if needs adjustments are appropriate.
- J. Construction standards, AASHTO guidance, and economics all permit or encourage perpetual rehabilitation of roadways. Determine if the Needs formulas be revised to acknowledge perpetual pavement rehabilitation as a long-term fix, and if so how.

Meeting adjourned at 1:30 p.m.

Lee Gustafson
Secretary of the Unencumbered Construction Funds Subcommittee

Explanation of Needs Adjustments

Needs Adjustments

A positive Needs adjustment results in more Needs for a municipality, which in turn results in an increase in its allocation and a small decrease in all other municipality's allocations.
A negative Needs adjustment results in fewer Needs for a municipality, which in turn results in a decrease in its allocation and a small increase in all other municipality's allocations.

The Needs Adjustments are:

Unencumbered Construction Fund Balance Adjustment:

It is a negative adjustment which reduces the Construction Needs by the dollar amount of the municipality's year end construction fund balance. It is also a positive adjustment which increases the Needs by the amount of a State Aid Advance.

Excess Balance Adjustment to Low Balance Incentive

This adjustment redistributes the Construction Needs. It gives a negative adjustment to cities with high construction balances and proportionately redistributes those Needs to municipalities with low construction balances.

Bond Account Adjustment

This is either a positive adjustment or negative adjustment. It is a positive adjustment when a city has spent the bond on a State Aid project. This is to partially compensate the municipality for the Complete Needs it would have received if it had not advanced the project with a State Aid bond.

It is a negative adjustment if the bond is not applied to State Aid projects or if it is spent off system.

Non existing Bridge Adjustment

This is an 'after the fact' positive adjustment to the Construction Needs. It is for newly constructed bridges, not reconstructed bridges. Bridges that have not been constructed do not receive Needs before they are built. This is because there is such a wide variation in bridge costs throughout the state. Therefore, the municipalities receive a positive adjustment to their Needs for the local participating amount of the bridge construction.

R/W Acquisition Adjustment

This is an 'after the fact' positive adjustment to the Construction Needs. Because there is such a wide variation in land acquisition costs throughout the state, municipalities receive an adjustment for the participating amount after the right of way has been purchased.

Individual Adjustments

This is either a positive adjustment or negative adjustment. It can be applied either by Municipal Screening Board direction, or to adjust past inequities.

Conclusion

The Needs adjustments are working as desired. With occasional minor 'tweaking' and/or revisions, they will continue to redistribute dollars in an equitable manner into the future. The Unencumbered Construction Fund Balance Adjustment, and Excess Balance Adjustment to Low Balance Incentive redistribute the Needs from municipalities with high balances to municipalities with a low construction fund balance. The other adjustments help to generate Needs in an equitable statewide manner.

Excess Balance Adjustment redistributed as Low Balance Incentive

Options to the adjustment and incentive

Report for the Unencumbered Construction Funds Subcommittee
April 20, 2005

There was considerable discussion at the October 2004 Screening Board Meeting on the fairness of the excess balance adjustment. The Screening Board requested the UCFS look at this issue and make a determination if a change is warranted.

The following excerpt is taken from the first day (discussion day) of the October 2004 Municipal Screening Board meeting:

> Chair Metso summarized the various positions as follows: 1) no change, 2) suspend the excess balance adjustment for one year, 3) leave the program "as is" but utilize a priority process for cities that are indeed trying to save money for a large project, and 4) raise the threshold above $1 million before excess balance adjustments apply.
>
> Koehler suggested that another option for "softening" the excess balance penalty be added to this list: 5) using only the portion of the balance that is in excess of 3x the construction allotment when computing the excess balance adjustment. Discussion in this regard continued at some length.

The following excerpt is taken from the second day (motion day) of the October 2004 Municipal Screening Board meeting:

> A motion was made by Weiss, seconded by Fabry, to refer this matter to the Unencumbered Construction Funds Subcommittee to provide recommendations concerning: 1) "softening" of the excess balance penalty, 2) a program to allow cities the opportunity to speak on their own behalf before excess balance penalties are applied, and 3) money management techniques that might be employed to help resolve the low/balance advancement problem.
> A motion was made by Kildahl, seconded by Gray to also refer the low balance incentive issue to the Unencumbered Construction Funds Subcommittee for review and recommendation.

Based on the discussion and motion at the SB meeting, the MSAS Needs Unit has prepared background information for the following revisions to the adjustment:

1) No Change
2) Suspend the excess balance adjustment for one year.
3) Leave the program as is, but utilize a priority process for cities that are trying to save money for a large project and/or allow cities the opportunity to speak on their own behalf before excess balance penalties are applied.
4) 'soften' the excess balance adjustment.
5) Use on the portion of the balance that is in excess of 3X the construction fund allotment when computing the excess balance adjustment.

EFFECTS OF THE REDISTRIBUTION OF THE EXCESS UNENCUMBERED CONSTRUCTION FUNDS BALANCE AS THE LOW BALANCE INCENTIVE

FOR THE JANUARY 2004 ALLOCATION

Seven cities with over three times their January 2003 construction allotment in their December 31, 2003 account balance had $10,874,098 in needs redistributed to 81 cities with less than one times their allotment in their account.

Three cities had over three times their January 2003 construction allotment as their December 31, 2003 account balance, but received no adjustment because the balance was less than $1 million.

This is a redistribution of 0.38% of the $2.8 billion in needs.

Needs were valued at $19.08 per $1000 in needs, so this is a redistribution of $207,478 in actual dollars from 7 cities to 81 cities.

FOR THE JANUARY 2005 ALLOCATION

Six cities with over three times their January 2004 construction allotment in their December 31, 2004 account balance had $16,319,882 in needs redistributed to 77 cities with less than one times their allotment in their account. Three of these six cities had the adjustment doubled because they have been over three times for two years in a row.

Six other cities had over three times their January 2004 construction allotment as their December 31, 2004 account balance, but received no adjustment because the balance was less than $1 million.

This is a redistribution of 0.55% of the $3.0 billion in unadjusted needs.

Needs are valued at $18.07 per $1000 in needs, so this is a redistribution of $294,900 in actual dollars from 6 cities to 77 cities.

Forty-four cities did not receive this redistribution because their year end construction balance was greater than one times and less than three times their January 2004 construction allotment.

The three new cities of Belle Plaine, Kasson and Victoria do not qualify for the low balance incentive because they did not have a January 2004 Construction Allotment.

SUMMARY OF SCENARIOS

Scenario 2 - Suspend Adjustment

Needs Adjustment		Actual dollars redistributed
$16,319,882	Actual January 2005 Redistribution	$294,900
0	Scenario 2 Redistribution	0
(16,319,882)	Not redistributed	(294,900)
6	Cities Would Increase Their Total Allocation	
77	Cities Would Decrease Their Total Allocation	
53	Cities With NO CHANGE to Their Total Allocation	

Scenario 4a - Threshold to $1.5 Million

Needs Adjustment		Actual dollars redistributed
$16,319,882	Actual January 2005 Needs Redistribution	
12,409,522	Scenario 4a Redistribution	$224,240
(3,910,360)	Less to Redistribute	(70,660)
2	Cities Would Increase Their Total Allocation	
77	Cities Would Decrease Their Total Allocation	
57	Cities With NO CHANGE to Their Total Allocation	

Scenario 4b - Threshold to $2.0 M

Needs Adjustment		Actual dollars redistributed
$16,319,882	Actual January 2005 Needs Redistribution	
8,754,522	Scenario 4b Redistribution	$157,756
(7,565,360)	Less to Redistribute	(137,144)
3	Cities Would Increase Their Total Allocation	
77	Cities Would Decrease Their Total Allocation	
56	Cities With NO CHANGE to Their Total Allocation	

Scenario 5 - Amount Over 3X

Needs Adjustment		Actual dollars redistributed
$16,319,882	Actual January 2005 Needs Redistribution	
5,404,425	Scenario 5 Redistribution	$97,388
(10,915,457)	Less to Redistribute	(197,513)
6	Cities Would Increase Their Total Allocation	
77	Cities Would Decrease Their Total Allocation	
53	Cities With NO CHANGE to Their Total Allocation	

EFFECTS OF HAVING NO EXCESS BALANCE ADJUSTMENT

Scenario 2 - Suspend Adjustment

N:\MSAS\Excel\Subcommittee Issues\UCFS\Spring 2005\COMPARISON OF THE 2004 TO 2005 APPORTIONMENT Scenario 2.XLS 5/11/2005

Municipality	2005 Total Apportionment	2005 Total Apportionment W/Out Adjustment	Increase (Decrease) Amount	% Increase (Decrease)
Albert Lea	$616,740	$616,740	$0	0.0000
Alexandria	482,521	480,107	(2,414)	(0.5003)
Andover	960,207	960,207	0	0.0000
Anoka	498,849	498,849	0	0.0000
Apple Valley	1,351,426	1,347,136	(4,290)	(0.3174)
Arden Hills	278,672	278,672	0	0.0000
Austin	946,300	946,300	0	0.0000
Baxter	273,492	272,270	(1,222)	(0.4468)
Belle Plaine	202,395	202,395	0	N/A
Bemidji	407,847	406,356	(1,491)	(0.3656)
Big Lake	219,683	219,683	0	0.0000
Blaine	1,313,590	1,309,756	(3,834)	(0.2919)
Bloomington	3,175,544	3,175,544	0	0.0000
Brainerd	432,840	431,365	(1,475)	(0.3408)
Brooklyn Center	802,832	800,769	(2,063)	(0.2570)
Brooklyn Park	1,607,557	1,603,985	(3,572)	(0.2222)
Buffalo	465,015	465,015	0	0.0000
Burnsville	1,809,254	1,803,033	(6,221)	(0.3438)
Cambridge	247,391	246,420	(971)	(0.3925)
Champlin	534,858	533,568	(1,290)	(0.2412)
Chanhassen	447,757	531,949	84,192	18.8031
Chaska	541,669	540,087	(1,582)	(0.2921)
Chisholm	197,182	197,182	0	0.0000
Cloquet	492,035	492,035	0	0.0000
Columbia Heights	554,018	552,102	(1,916)	(0.3458)
Coon Rapids	1,631,061	1,626,535	(4,526)	(0.2775)
Corcoran	220,417	220,417	0	0.0000
Cottage Grove	1,077,712	1,073,429	(4,283)	(0.3974)
Crookston	464,411	464,411	0	0.0000
Crystal	651,030	649,013	(2,017)	(0.3098)
Detroit Lakes	305,452	305,452	0	0.0000
Duluth	3,668,715	3,651,849	(16,866)	(0.4597)
Eagan	1,582,865	1,579,470	(3,395)	(0.2145)
East Bethel	533,194	533,194	0	0.0000
East Grand Forks	386,928	384,918	(2,010)	(0.5195)
Eden Prairie	1,718,632	1,718,632	0	0.0000
Edina	1,422,394	1,417,614	(4,780)	(0.3361)
Elk River	759,896	756,559	(3,337)	(0.4391)
Fairmont	627,124	623,635	(3,489)	(0.5563)
Falcon Heights	134,678	134,678	0	0.0000
Faribault	819,070	815,552	(3,518)	(0.4295)
Farmington	501,573	523,780	22,207	4.4275
Fergus Falls	644,691	644,691	0	0.0000
Forest Lake	641,946	641,946	0	0.0000
Fridley	785,073	782,413	(2,660)	(0.3388)
Glencoe	236,313	235,354	(959)	(0.4058)
Golden Valley	681,416	678,752	(2,664)	(0.3910)
Grand Rapids	388,054	386,106	(1,948)	(0.5020)

Municipality	2005 Total Apportionment	2005 Total Apportionment W/Out Adjustment	Increase (Decrease) Amount	% Increase (Decrease)
Ham Lake	$610,119	$610,119	$0	0.0000
Hastings	540,359	538,666	(1,693)	(0.3133)
Hermantown	360,163	358,470	(1,693)	(0.4701)
Hibbing	1,036,996	1,031,192	(5,804)	(0.5597)
Hopkins	460,464	459,117	(1,347)	(0.2925)
Hugo	318,303	318,303	0	0.0000
Hutchinson	486,647	486,647	0	0.0000
International Falls	238,195	237,198	(997)	(0.4186)
Inver Grove Heights	889,866	889,866	0	0.0000
Kasson	187,032	187,032	0	N/A
La Crescent	214,404	213,406	(998)	(0.4655)
Lake City	198,434	197,579	(855)	(0.4309)
Lake Elmo	241,762	241,762	0	0.0000
Lakeville	1,854,961	1,848,327	(6,634)	(0.3576)
Lino Lakes	636,028	633,543	(2,485)	(0.3907)
Litchfield	267,699	267,699	0	0.0000
Little Canada	351,933	351,933	0	0.0000
Little Falls	430,462	430,462	0	0.0000
Mahtomedi	223,211	223,211	0	0.0000
Mankato	1,101,435	1,097,173	(4,262)	(0.3869)
Maple Grove	2,140,502	2,132,862	(7,640)	(0.3569)
Maplewood	1,219,063	1,214,408	(4,655)	(0.3819)
Marshall	540,378	537,976	(2,402)	(0.4445)
Mendota Heights	347,306	346,082	(1,224)	(0.3524)
Minneapolis	11,823,377	11,780,124	(43,253)	(0.3658)
Minnetonka	1,620,029	1,614,296	(5,733)	(0.3539)
Montevideo	205,751	204,911	(840)	(0.4083)
Monticello	269,381	269,381	0	0.0000
Moorhead	1,141,967	1,141,967	0	0.0000
Morris	172,009	171,397	(612)	(0.3558)
Mound	347,476	346,211	(1,265)	(0.3641)
Mounds View	373,000	373,000	0	0.0000
New Brighton	548,625	547,193	(1,432)	(0.2610)
New Hope	579,775	579,775	0	0.0000
New Prague	159,621	159,621	0	0.0000
New Ulm	498,730	536,086	37,356	7.4902
North Branch	421,413	421,413	0	0.0000
North Mankato	451,048	449,328	(1,720)	(0.3813)
North St. Paul	403,050	403,050	0	0.0000
Northfield	478,853	478,853	0	0.0000
Oak Grove	481,173	478,380	(2,793)	(0.5805)
Oakdale	657,835	656,584	(1,251)	(0.1902)
Orono	341,095	341,095	0	0.0000
Otsego	398,051	396,240	(1,811)	(0.4550)
Owatonna	721,019	718,409	(2,610)	(0.3620)
Plymouth	2,094,957	2,088,000	(6,957)	(0.3321)
Prior Lake	628,885	626,746	(2,139)	(0.3401)
Ramsey	774,567	771,075	(3,492)	(0.4508)
Red Wing	729,228	725,976	(3,252)	(0.4460)
Redwood Falls	240,153	239,014	(1,139)	(0.4743)
Richfield	1,062,524	1,059,147	(3,377)	(0.3178)
Robbinsdale	298,461	364,514	66,053	22.1312
Rochester	2,741,153	2,732,636	(8,517)	(0.3107)

Municipality	2005 Total Apportionment	2005 Total Apportionment W/Out Adjustment	Increase (Decrease) Amount	% Increase (Decrease)
Rogers	$169,637	$169,637	$0	0.0000
Rosemount	632,121	629,427	(2,694)	(0.4262)
Roseville	957,189	957,189	0	0.0000
St. Anthony	257,628	256,779	(849)	(0.3295)
St. Cloud	1,984,672	1,977,454	(7,218)	(0.3637)
St. Francis	319,612	317,936	(1,676)	(0.5244)
St. Joseph	146,158	146,158	0	0.0000
St. Louis Park	1,282,917	1,282,917	0	0.0000
St. Michael	518,506	516,260	(2,246)	(0.4332)
St. Paul	9,107,386	9,075,229	(32,157)	(0.3531)
St. Paul Park	170,569	170,569	0	0.0000
St. Peter	427,631	425,611	(2,020)	(0.4724)
Sartell	461,265	459,569	(1,696)	(0.3677)
Sauk Rapids	449,743	449,743	0	0.0000
Savage	718,897	716,622	(2,275)	(0.3165)
Shakopee	859,063	855,912	(3,151)	(0.3668)
Shoreview	635,032	633,713	(1,319)	(0.2077)
Shorewood	238,778	237,965	(813)	(0.3405)
South St. Paul	554,194	554,194	0	0.0000
Spring Lake Park	153,343	153,343	0	0.0000
Stewartville	166,329	165,747	(582)	(0.3499)
Stillwater	463,227	463,227	0	0.0000
Thief River Falls	472,422	469,846	(2,576)	(0.5453)
Vadnais Heights	321,127	320,286	(841)	(0.2619)
Victoria	194,046	194,046	0	N/A
Virginia	419,236	419,236	0	0.0000
Waconia	206,127	206,127	0	0.0000
Waite Park	176,978	176,481	(497)	(0.2808)
Waseca	260,610	260,610	0	0.0000
West St. Paul	464,784	464,784	0	0.0000
White Bear Lake	665,662	663,682	(1,980)	(0.2974)
Willmar	653,127	653,127	0	0.0000
Winona	728,859	765,520	36,661	5.0299
Woodbury	1,966,497	1,959,832	(6,665)	(0.3389)
Worthington	318,930	367,391	48,461	15.1949
TOTAL	**$111,823,549**	**$111,823,549**	**$0**	**0.0000**

6 Cities Increased Their Total Allocation
77 Cities Decreased Their Total Allocation
53 Cities With NO CHANGE to Their Total Allocation

Scenario 3 - Utilization of a Priority Process for Exemption

Who Makes the Decision?

1.) Unencumbered Construction Fund Subcommittee (UCFS) Decision/Recommendation
2.) Screening Board Decision
3.) DSAE Decision
4.) State Aid Engineer Decision

What Priority Process should be used?

1.) Type of Documentation
    i. Approved Plans
    ii. Funding Proposals
    iii. 5-Year Plan
    iv. Project Numbers
    v. Other
2.) Linked to:
    i. The availability of advance funding
    ii. Construction agreements with other agencies
    iii. Needs Dollars of Municipality

When the request for exemption must be received and presented?

1.) Spring Screening Board
2.) UCFS Fall Meeting
3.) Fall Screening Board
4.) December 1st
5.) Any time
6.) Other

EFFECTS OF RAISING THE EXCESS BALANCE ADJUSTMENT MINIMUM UNENCUMBERED BALANCE FROM $1M TO $1.5M

Scenario 4a - Threshold to $1.5 Million

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Municipality	2005 Total Apportionment	2005 Total Apportionment With $1.5 M Threshold	Increase (Decrease) Amount	% Increase (Decrease)
Albert Lea	$616,740	$616,740	$0	0.0000
Alexandria	482,521	481,943	(578)	(0.1198)
Andover	960,207	960,207	0	0.0000
Anoka	498,849	498,849	0	0.0000
Apple Valley	1,351,426	1,350,398	(1,028)	(0.0761)
Arden Hills	278,672	278,672	0	0.0000
Austin	946,300	946,300	0	0.0000
Baxter	273,492	273,199	(293)	(0.1071)
Belle Plaine	202,395	202,395	0	N/A
Bemidji	407,847	407,490	(357)	(0.0875)
Big Lake	219,683	219,683	0	0.0000
Blaine	1,313,590	1,312,671	(919)	(0.0700)
Bloomington	3,175,544	3,175,544	0	0.0000
Brainerd	432,840	432,487	(353)	(0.0816)
Brooklyn Center	802,832	802,338	(494)	(0.0615)
Brooklyn Park	1,607,557	1,606,701	(856)	(0.0532)
Buffalo	465,015	465,015	0	0.0000
Burnsville	1,809,254	1,807,763	(1,491)	(0.0824)
Cambridge	247,391	247,159	(232)	(0.0938)
Champlin	534,858	534,549	(309)	(0.0578)
Chanhassen	447,757	447,757	0	0.0000
Chaska	541,669	541,290	(379)	(0.0700)
Chisholm	197,182	197,182	0	0.0000
Cloquet	492,035	492,035	0	0.0000
Columbia Heights	554,018	553,559	(459)	(0.0828)
Coon Rapids	1,631,061	1,629,976	(1,085)	(0.0665)
Corcoran	220,417	220,417	0	0.0000
Cottage Grove	1,077,712	1,076,685	(1,027)	(0.0953)
Crookston	464,411	464,411	0	0.0000
Crystal	651,030	650,547	(483)	(0.0742)
Detroit Lakes	305,452	305,452	0	0.0000
Duluth	3,668,715	3,664,674	(4,041)	(0.1101)
Eagan	1,582,865	1,582,052	(813)	(0.0514)
East Bethel	533,194	533,194	0	0.0000
East Grand Forks	386,928	386,446	(482)	(0.1246)
Eden Prairie	1,718,632	1,718,632	0	0.0000
Edina	1,422,394	1,421,249	(1,145)	(0.0805)
Elk River	759,896	759,096	(800)	(0.1053)
Fairmont	627,124	626,288	(836)	(0.1333)
Falcon Heights	134,678	134,678	0	0.0000
Faribault	819,070	818,227	(843)	(0.1029)
Farmington	501,573	523,780	22,207	4.4275
Fergus Falls	644,691	644,691	0	0.0000
Forest Lake	641,946	641,946	0	0.0000
Fridley	785,073	784,436	(637)	(0.0811)
Glencoe	236,313	236,083	(230)	(0.0973)
Golden Valley	681,416	680,777	(639)	(0.0938)
Grand Rapids	388,054	387,588	(466)	(0.1201)

Municipality	2005 Total Apportionment	2005 Total Apportionment With $1.5 M Threshold	Increase (Decrease) Amount	% Increase (Decrease)
Ham Lake	$610,119	$610,119	$0	0.0000
Hastings	540,359	539,953	(406)	(0.0751)
Hermantown	360,163	359,757	(406)	(0.1127)
Hibbing	1,036,996	1,035,605	(1,391)	(0.1341)
Hopkins	460,464	460,142	(322)	(0.0699)
Hugo	318,303	318,303	0	0.0000
Hutchinson	486,647	486,647	0	0.0000
International Falls	238,195	237,956	(239)	(0.1003)
Inver Grove Heights	889,866	889,866	0	0.0000
Kasson	187,032	187,032	0	N/A
La Crescent	214,404	214,165	(239)	(0.1115)
Lake City	198,434	198,229	(205)	(0.1033)
Lake Elmo	241,762	241,762	0	0.0000
Lakeville	1,854,961	1,853,371	(1,590)	(0.0857)
Lino Lakes	636,028	635,433	(595)	(0.0935)
Litchfield	267,699	267,699	0	0.0000
Little Canada	351,933	351,933	0	0.0000
Little Falls	430,462	430,462	0	0.0000
Mahtomedi	223,211	223,211	0	0.0000
Mankato	1,101,435	1,100,414	(1,021)	(0.0927)
Maple Grove	2,140,502	2,138,671	(1,831)	(0.0855)
Maplewood	1,219,063	1,217,948	(1,115)	(0.0915)
Marshall	540,378	539,802	(576)	(0.1066)
Mendota Heights	347,306	347,013	(293)	(0.0844)
Minneapolis	11,823,377	11,813,014	(10,363)	(0.0876)
Minnetonka	1,620,029	1,618,655	(1,374)	(0.0848)
Montevideo	205,751	205,550	(201)	(0.0977)
Monticello	269,381	269,381	0	0.0000
Moorhead	1,141,967	1,141,967	0	0.0000
Morris	172,009	171,862	(147)	(0.0855)
Mound	347,476	347,173	(303)	(0.0872)
Mounds View	373,000	373,000	0	0.0000
New Brighton	548,625	548,282	(343)	(0.0625)
New Hope	579,775	579,775	0	0.0000
New Prague	159,621	159,621	0	0.0000
New Ulm	498,730	498,730	0	0.0000
North Branch	421,413	421,413	0	0.0000
North Mankato	451,048	450,636	(412)	(0.0913)
North St. Paul	403,050	403,050	0	0.0000
Northfield	478,853	478,853	0	0.0000
Oak Grove	481,173	480,504	(669)	(0.1390)
Oakdale	657,835	657,535	(300)	(0.0456)
Orono	341,095	341,095	0	0.0000
Otsego	398,051	397,617	(434)	(0.1090)
Owatonna	721,019	720,394	(625)	(0.0867)
Plymouth	2,094,957	2,093,290	(1,667)	(0.0796)
Prior Lake	628,885	628,372	(513)	(0.0816)
Ramsey	774,567	773,730	(837)	(0.1081)
Red Wing	729,228	728,449	(779)	(0.1068)
Redwood Falls	240,153	239,880	(273)	(0.1137)
Richfield	1,062,524	1,061,715	(809)	(0.0761)
Robbinsdale	298,461	298,461	0	0.0000
Rochester	2,741,153	2,739,112	(2,041)	(0.0745)

Municipality	2005 Total Apportionment	2005 Total Apportionment With $1.5 M Threshold	Increase (Decrease) Amount	% Increase (Decrease)
Rogers	$169,637	$169,637	$0	0.0000
Rosemount	632,121	631,475	(646)	(0.1022)
Roseville	957,189	957,189	0	0.0000
St. Anthony	257,628	257,425	(203)	(0.0788)
St. Cloud	1,984,672	1,982,943	(1,729)	(0.0871)
St. Francis	319,612	319,210	(402)	(0.1258)
St. Joseph	146,158	146,158	0	0.0000
St. Louis Park	1,282,917	1,282,917	0	0.0000
St. Michael	518,506	517,968	(538)	(0.1038)
St. Paul	9,107,386	9,099,681	(7,705)	(0.0846)
St. Paul Park	170,569	170,569	0	0.0000
St. Peter	427,631	427,147	(484)	(0.1132)
Sartell	461,265	460,859	(406)	(0.0880)
Sauk Rapids	449,743	449,743	0	0.0000
Savage	718,897	718,351	(546)	(0.0759)
Shakopee	859,063	858,308	(755)	(0.0879)
Shoreview	635,032	634,716	(316)	(0.0498)
Shorewood	238,778	238,583	(195)	(0.0817)
South St. Paul	554,194	554,194	0	0.0000
Spring Lake Park	153,343	153,343	0	0.0000
Stewartville	166,329	166,189	(140)	(0.0842)
Stillwater	463,227	463,227	0	0.0000
Thief River Falls	472,422	471,805	(617)	(0.1306)
Vadnais Heights	321,127	320,925	(202)	(0.0629)
Victoria	194,046	194,046	0	N/A
Virginia	419,236	419,236	0	0.0000
Waconia	206,127	206,127	0	0.0000
Waite Park	176,978	176,859	(119)	(0.0672)
Waseca	260,610	260,610	0	0.0000
West St. Paul	464,784	464,784	0	0.0000
White Bear Lake	665,662	665,187	(475)	(0.0714)
Willmar	653,127	653,127	0	0.0000
Winona	728,859	728,859	0	0.0000
Woodbury	1,966,497	1,964,901	(1,596)	(0.0812)
Worthington	318,930	367,391	48,461	15.1949
TOTAL	**$111,823,549**	**$111,823,549**	**$0**	**0.0000**

2 Cities Increased Their Total Allocation
77 Cities Decreased Their Total Allocation
57 Cities With NO CHANGE to Their Total Allocation

Farmington and Worthington increase their allocation greatly. Because they were between $1M & $1.5 M they do not receive the negative adjustment.
77 cities decreased allocation because there is a smaller amount to be redistributed.
4 cities receive the same negative adjustment and 53 do not participate in the redistribution.

EFFECTS OF RAISING THE EXCESS BALANCE ADJUSTMENT MINIMUM UNENCUMBERED BALANCE FROM $1M TO $2M

Scenario 4b - Minimum of $2.0 M

N:\MSAS\Excel\Subcommittee Issues\UCFS\Spring 2005\COMPARISON OF THE 2004 TO 2005 APPORTIONMENT Scenario 4b.XLS 5/11/2005

Municipality	2005 Total Apportionment	2005 Total Apportionment With $2 M Threshold	Increase (Decrease) Amount	% Increase (Decrease)
Albert Lea	$616,740	$616,740	$0	0.0000
Alexandria	482,521	481,402	(1,119)	(0.2319)
Andover	960,207	960,207	0	0.0000
Anoka	498,849	498,849	0	0.0000
Apple Valley	1,351,426	1,349,438	(1,988)	(0.1471)
Arden Hills	278,672	278,672	0	0.0000
Austin	946,300	946,300	0	0.0000
Baxter	273,492	272,925	(567)	(0.2073)
Belle Plaine	202,395	202,395	0	N/A
Bemidji	407,847	407,156	(691)	(0.1694)
Big Lake	219,683	219,683	0	0.0000
Blaine	1,313,590	1,311,813	(1,777)	(0.1353)
Bloomington	3,175,544	3,175,544	0	0.0000
Brainerd	432,840	432,156	(684)	(0.1580)
Brooklyn Center	802,832	801,876	(956)	(0.1191)
Brooklyn Park	1,607,557	1,605,901	(1,656)	(0.1030)
Buffalo	465,015	465,015	0	0.0000
Burnsville	1,809,254	1,806,370	(2,884)	(0.1594)
Cambridge	247,391	246,941	(450)	(0.1819)
Champlin	534,858	534,260	(598)	(0.1118)
Chanhassen	447,757	447,757	0	0.0000
Chaska	541,669	540,936	(733)	(0.1353)
Chisholm	197,182	197,182	0	0.0000
Cloquet	492,035	492,035	0	0.0000
Columbia Heights	554,018	553,130	(888)	(0.1603)
Coon Rapids	1,631,061	1,628,963	(2,098)	(0.1286)
Corcoran	220,417	220,417	0	0.0000
Cottage Grove	1,077,712	1,075,726	(1,986)	(0.1843)
Crookston	464,411	464,411	0	0.0000
Crystal	651,030	650,095	(935)	(0.1436)
Detroit Lakes	305,452	305,452	0	0.0000
Duluth	3,668,715	3,660,896	(7,819)	(0.2131)
Eagan	1,582,865	1,581,291	(1,574)	(0.0994)
East Bethel	533,194	533,194	0	0.0000
East Grand Forks	386,928	385,996	(932)	(0.2409)
Eden Prairie	1,718,632	1,718,632	0	0.0000
Edina	1,422,394	1,420,178	(2,216)	(0.1558)
Elk River	759,896	758,349	(1,547)	(0.2036)
Fairmont	627,124	625,507	(1,617)	(0.2578)
Falcon Heights	134,678	134,678	0	0.0000
Faribault	819,070	817,439	(1,631)	(0.1991)
Farmington	501,573	523,780	22,207	4.4275
Fergus Falls	644,691	644,691	0	0.0000
Forest Lake	641,946	641,946	0	0.0000
Fridley	785,073	783,840	(1,233)	(0.1571)
Glencoe	236,313	235,869	(444)	(0.1879)
Golden Valley	681,416	680,181	(1,235)	(0.1812)
Grand Rapids	388,054	387,151	(903)	(0.2327)

Municipality	2005 Total Apportionment	2005 Total Apportionment With $2 M Threshold	Increase (Decrease) Amount	% Increase (Decrease)
Ham Lake	$610,119	$610,119	$0	0.0000
Hastings	540,359	539,574	(785)	(0.1453)
Hermantown	360,163	359,378	(785)	(0.2180)
Hibbing	1,036,996	1,034,305	(2,691)	(0.2595)
Hopkins	460,464	459,840	(624)	(0.1355)
Hugo	318,303	318,303	0	0.0000
Hutchinson	486,647	486,647	0	0.0000
International Falls	238,195	237,733	(462)	(0.1940)
Inver Grove Heights	889,866	889,866	0	0.0000
Kasson	187,032	187,032	0	N/A
La Crescent	214,404	213,941	(463)	(0.2159)
Lake City	198,434	198,038	(396)	(0.1996)
Lake Elmo	241,762	241,762	0	0.0000
Lakeville	1,854,961	1,851,886	(3,075)	(0.1658)
Lino Lakes	636,028	634,876	(1,152)	(0.1811)
Litchfield	267,699	267,699	0	0.0000
Little Canada	351,933	351,933	0	0.0000
Little Falls	430,462	430,462	0	0.0000
Mahtomedi	223,211	223,211	0	0.0000
Mankato	1,101,435	1,099,459	(1,976)	(0.1794)
Maple Grove	2,140,502	2,136,960	(3,542)	(0.1655)
Maplewood	1,219,063	1,216,905	(2,158)	(0.1770)
Marshall	540,378	539,264	(1,114)	(0.2062)
Mendota Heights	347,306	346,739	(567)	(0.1633)
Minneapolis	11,823,377	11,803,327	(20,050)	(0.1696)
Minnetonka	1,620,029	1,617,371	(2,658)	(0.1641)
Montevideo	205,751	205,362	(389)	(0.1891)
Monticello	269,381	269,381	0	0.0000
Moorhead	1,141,967	1,141,967	0	0.0000
Morris	172,009	171,725	(284)	(0.1651)
Mound	347,476	346,889	(587)	(0.1689)
Mounds View	373,000	373,000	0	0.0000
New Brighton	548,625	547,961	(664)	(0.1210)
New Hope	579,775	579,775	0	0.0000
New Prague	159,621	159,621	0	0.0000
New Ulm	498,730	498,730	0	0.0000
North Branch	421,413	421,413	0	0.0000
North Mankato	451,048	450,251	(797)	(0.1767)
North St. Paul	403,050	403,050	0	0.0000
Northfield	478,853	478,853	0	0.0000
Oak Grove	481,173	479,878	(1,295)	(0.2691)
Oakdale	657,835	657,255	(580)	(0.0882)
Orono	341,095	341,095	0	0.0000
Otsego	398,051	397,212	(839)	(0.2108)
Owatonna	721,019	719,809	(1,210)	(0.1678)
Plymouth	2,094,957	2,091,732	(3,225)	(0.1539)
Prior Lake	628,885	627,893	(992)	(0.1577)
Ramsey	774,567	772,948	(1,619)	(0.2090)
Red Wing	729,228	727,721	(1,507)	(0.2067)
Redwood Falls	240,153	239,625	(528)	(0.2199)
Richfield	1,062,524	1,060,959	(1,565)	(0.1473)
Robbinsdale	298,461	364,514	66,053	22.1312
Rochester	2,741,153	2,737,205	(3,948)	(0.1440)

Municipality	2005 Total Apportionment	2005 Total Apportionment With $2 M Threshold	Increase (Decrease) Amount	% Increase (Decrease)
Rogers	$169,637	$169,637	$0	0.0000
Rosemount	632,121	630,872	(1,249)	(0.1976)
Roseville	957,189	957,189	0	0.0000
St. Anthony	257,628	257,235	(393)	(0.1525)
St. Cloud	1,984,672	1,981,326	(3,346)	(0.1686)
St. Francis	319,612	318,835	(777)	(0.2431)
St. Joseph	146,158	146,158	0	0.0000
St. Louis Park	1,282,917	1,282,917	0	0.0000
St. Michael	518,506	517,465	(1,041)	(0.2008)
St. Paul	9,107,386	9,092,479	(14,907)	(0.1637)
St. Paul Park	170,569	170,569	0	0.0000
St. Peter	427,631	426,695	(936)	(0.2189)
Sartell	461,265	460,479	(786)	(0.1704)
Sauk Rapids	449,743	449,743	0	0.0000
Savage	718,897	717,842	(1,055)	(0.1468)
Shakopee	859,063	857,602	(1,461)	(0.1701)
Shoreview	635,032	634,420	(612)	(0.0964)
Shorewood	238,778	238,401	(377)	(0.1579)
South St. Paul	554,194	554,194	0	0.0000
Spring Lake Park	153,343	153,343	0	0.0000
Stewartville	166,329	166,059	(270)	(0.1623)
Stillwater	463,227	463,227	0	0.0000
Thief River Falls	472,422	471,228	(1,194)	(0.2527)
Vadnais Heights	321,127	320,737	(390)	(0.1214)
Victoria	194,046	194,046	0	N/A
Virginia	419,236	419,236	0	0.0000
Waconia	206,127	206,127	0	0.0000
Waite Park	176,978	176,748	(230)	(0.1300)
Waseca	260,610	260,610	0	0.0000
West St. Paul	464,784	464,784	0	0.0000
White Bear Lake	665,662	664,744	(918)	(0.1379)
Willmar	653,127	653,127	0	0.0000
Winona	728,859	728,859	0	0.0000
Woodbury	1,966,497	1,963,407	(3,090)	(0.1571)
Worthington	318,930	367,390	48,460	15.1946
TOTAL	**$111,823,549**	**$111,823,549**	**$0**	**0.0000**

3 Cities Increased Their Total Allocation
77 Cities Decreased Their Total Allocation
56 Cities With NO CHANGE to Their Total Allocation

Farmington Worthington and Robbinsdale increase their allocation greatly. Because they were between $1M & $2M they do not receive the negative adjustment.
77 cities decreased allocation because there is a smaller amount to be redistributed.
3 cities receive the same negative adjustment and 53 do not participate in the redistribution.

EFFECTS OF ADJUSTING THE EXCESS BALANCE
ADJUSTMENT ONLY THE AMOUNT OVER 3X

Scenario 5 - Amount Over 3X

N:\MSAS\Excel\Subcommittee Issues\UCFS\Spring 2005\COMPARISON OF THE 2004 TO 2005 APPORTIONMENT Scenario 5.XLS 5/11/2005

Municipality	2005 Total Apportionment	2005 Total Apportionment Amount Over 3X	Increase (Decrease) Amount	% Increase (Decrease)
Albert Lea	$616,740	$616,740	$0	0.0000
Alexandria	482,521	480,907	(1,614)	(0.3345)
Andover	960,207	960,207	0	0.0000
Anoka	498,849	498,849	0	0.0000
Apple Valley	1,351,426	1,348,557	(2,869)	(0.2123)
Arden Hills	278,672	278,672	0	0.0000
Austin	946,300	946,300	0	0.0000
Baxter	273,492	272,675	(817)	(0.2987)
Belle Plaine	202,395	202,395	0	N/A
Bemidji	407,847	406,850	(997)	(0.2445)
Big Lake	219,683	219,683	0	0.0000
Blaine	1,313,590	1,311,026	(2,564)	(0.1952)
Bloomington	3,175,544	3,175,544	0	0.0000
Brainerd	432,840	431,854	(986)	(0.2278)
Brooklyn Center	802,832	801,452	(1,380)	(0.1719)
Brooklyn Park	1,607,557	1,605,168	(2,389)	(0.1486)
Buffalo	465,015	465,015	0	0.0000
Burnsville	1,809,254	1,805,093	(4,161)	(0.2300)
Cambridge	247,391	246,742	(649)	(0.2623)
Champlin	534,858	533,995	(863)	(0.1614)
Chanhassen	447,757	491,268	43,511	9.7175
Chaska	541,669	540,611	(1,058)	(0.1953)
Chisholm	197,182	197,182	0	0.0000
Cloquet	492,035	492,035	0	0.0000
Columbia Heights	554,018	552,736	(1,282)	(0.2314)
Coon Rapids	1,631,061	1,628,034	(3,027)	(0.1856)
Corcoran	220,417	220,417	0	0.0000
Cottage Grove	1,077,712	1,074,847	(2,865)	(0.2658)
Crookston	464,411	464,411	0	0.0000
Crystal	651,030	649,681	(1,349)	(0.2072)
Detroit Lakes	305,452	305,452	0	0.0000
Duluth	3,668,715	3,657,434	(11,281)	(0.3075)
Eagan	1,582,865	1,580,595	(2,270)	(0.1434)
East Bethel	533,194	533,194	0	0.0000
East Grand Forks	386,928	385,583	(1,345)	(0.3476)
Eden Prairie	1,718,632	1,718,632	0	0.0000
Edina	1,422,394	1,419,197	(3,197)	(0.2248)
Elk River	759,896	757,664	(2,232)	(0.2937)
Fairmont	627,124	624,791	(2,333)	(0.3720)
Falcon Heights	134,678	134,678	0	0.0000
Faribault	819,070	816,717	(2,353)	(0.2873)
Farmington	501,573	522,654	21,081	4.2030
Fergus Falls	644,691	644,691	0	0.0000
Forest Lake	641,946	641,946	0	0.0000
Fridley	785,073	783,294	(1,779)	(0.2266)
Glencoe	236,313	235,672	(641)	(0.2713)
Golden Valley	681,416	679,634	(1,782)	(0.2615)
Grand Rapids	388,054	386,751	(1,303)	(0.3358)

Municipality	2005 Total Apportionment	2005 Total Apportionment Amount Over 3X	Increase (Decrease) Amount	% Increase (Decrease)
Ham Lake	$610,119	$610,119	$0	0.0000
Hastings	540,359	539,226	(1,133)	(0.2097)
Hermantown	360,163	359,030	(1,133)	(0.3146)
Hibbing	1,036,996	1,033,114	(3,882)	(0.3744)
Hopkins	460,464	459,563	(901)	(0.1957)
Hugo	318,303	318,303	0	0.0000
Hutchinson	486,647	486,647	0	0.0000
International Falls	238,195	237,528	(667)	(0.2800)
Inver Grove Heights	889,866	889,866	0	0.0000
Kasson	187,032	187,032	0	N/A
La Crescent	214,404	213,736	(668)	(0.3116)
Lake City	198,434	197,862	(572)	(0.2883)
Lake Elmo	241,762	241,762	0	0.0000
Lakeville	1,854,961	1,850,524	(4,437)	(0.2392)
Lino Lakes	636,028	634,366	(1,662)	(0.2613)
Litchfield	267,699	267,699	0	0.0000
Little Canada	351,933	351,933	0	0.0000
Little Falls	430,462	430,462	0	0.0000
Mahtomedi	223,211	223,211	0	0.0000
Mankato	1,101,435	1,098,584	(2,851)	(0.2588)
Maple Grove	2,140,502	2,135,392	(5,110)	(0.2387)
Maplewood	1,219,063	1,215,949	(3,114)	(0.2554)
Marshall	540,378	538,771	(1,607)	(0.2974)
Mendota Heights	347,306	346,488	(818)	(0.2355)
Minneapolis	11,823,377	11,794,448	(28,929)	(0.2447)
Minnetonka	1,620,029	1,616,194	(3,835)	(0.2367)
Montevideo	205,751	205,189	(562)	(0.2731)
Monticello	269,381	269,381	0	0.0000
Moorhead	1,141,967	1,141,967	0	0.0000
Morris	172,009	171,599	(410)	(0.2384)
Mound	347,476	346,630	(846)	(0.2435)
Mounds View	373,000	373,000	0	0.0000
New Brighton	548,625	547,667	(958)	(0.1746)
New Hope	579,775	579,775	0	0.0000
New Prague	159,621	159,621	0	0.0000
New Ulm	498,730	526,716	27,986	5.6115
North Branch	421,413	421,413	0	0.0000
North Mankato	451,048	449,898	(1,150)	(0.2550)
North St. Paul	403,050	403,050	0	0.0000
Northfield	478,853	478,853	0	0.0000
Oak Grove	481,173	479,305	(1,868)	(0.3882)
Oakdale	657,835	656,998	(837)	(0.1272)
Orono	341,095	341,095	0	0.0000
Otsego	398,051	396,840	(1,211)	(0.3042)
Owatonna	721,019	719,273	(1,746)	(0.2422)
Plymouth	2,094,957	2,090,304	(4,653)	(0.2221)
Prior Lake	628,885	627,454	(1,431)	(0.2275)
Ramsey	774,567	772,232	(2,335)	(0.3015)
Red Wing	729,228	727,053	(2,175)	(0.2983)
Redwood Falls	240,153	239,391	(762)	(0.3173)
Richfield	1,062,524	1,060,266	(2,258)	(0.2125)
Robbinsdale	298,461	332,344	33,883	11.3526
Rochester	2,741,153	2,735,457	(5,696)	(0.2078)

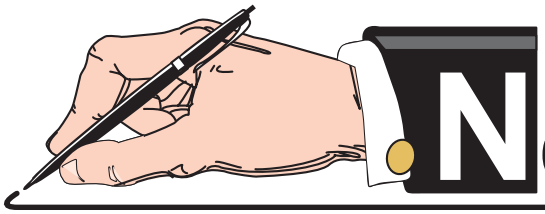
Municipality	2005 Total Apportionment	2005 Total Apportionment Amount Over 3X	Increase (Decrease) Amount	% Increase (Decrease)
Rogers	$169,637	$169,637	$0	0.0000
Rosemount	632,121	630,319	(1,802)	(0.2851)
Roseville	957,189	957,189	0	0.0000
St. Anthony	257,628	257,060	(568)	(0.2205)
St. Cloud	1,984,672	1,979,844	(4,828)	(0.2433)
St. Francis	319,612	318,491	(1,121)	(0.3507)
St. Joseph	146,158	146,158	0	0.0000
St. Louis Park	1,282,917	1,282,917	0	0.0000
St. Michael	518,506	517,004	(1,502)	(0.2897)
St. Paul	9,107,386	9,085,878	(21,508)	(0.2362)
St. Paul Park	170,569	170,569	0	0.0000
St. Peter	427,631	426,280	(1,351)	(0.3159)
Sartell	461,265	460,131	(1,134)	(0.2458)
Sauk Rapids	449,743	449,743	0	0.0000
Savage	718,897	717,375	(1,522)	(0.2117)
Shakopee	859,063	856,955	(2,108)	(0.2454)
Shoreview	635,032	634,150	(882)	(0.1389)
Shorewood	238,778	238,234	(544)	(0.2278)
South St. Paul	554,194	554,194	0	0.0000
Spring Lake Park	153,343	153,343	0	0.0000
Stewartville	166,329	165,939	(390)	(0.2345)
Stillwater	463,227	463,227	0	0.0000
Thief River Falls	472,422	470,699	(1,723)	(0.3647)
Vadnais Heights	321,127	320,564	(563)	(0.1753)
Victoria	194,046	194,046	0	N/A
Virginia	419,236	419,236	0	0.0000
Waconia	206,127	206,127	0	0.0000
Waite Park	176,978	176,646	(332)	(0.1876)
Waseca	260,610	260,610	0	0.0000
West St. Paul	464,784	464,784	0	0.0000
White Bear Lake	665,662	664,338	(1,324)	(0.1989)
Willmar	653,127	653,127	0	0.0000
Winona	728,859	759,523	30,664	4.2071
Woodbury	1,966,497	1,962,039	(4,458)	(0.2267)
Worthington	318,930	359,068	40,138	12.5852
TOTAL	**$111,823,549**	**$111,823,549**	**$0**	**0.0000**

6 Cities Increased Their Total Allocation
77 Cities Decreased Their Total Allocation
53 Cities With NO CHANGE to Their Total Allocation

Only $5.4M is being redistributed.

OTHER

TOPICS



NOTES and COMMENTS

Advance of the MSAS Construction Funds from the State Aid Construction Account

As of May 1, 2005

Actual Expenditures as of May 1, 2005	
Maximum Allowable to Advance	$25,454,202.58
Less Actual Advances	21,059,644.30
Less Outstanding Reserve Amount	4,394,558.28
Remaining Available to Advance in 2004	**$0.00**

The figures in this chart include cities that have advanced in previous years and have multiple year repayment schedules.

CITY NAME	Amount Approved for Advancing	ADVANCE AMOUNT
Apple Valley	$1,960,000.00	-
Brooklyn Park	420,864.07	-
Eagan	2,484,080.00	$2,484,080.00
LaCrescent	61,142.01	61,142.01
Lakeville	2,643,943.00	2,643,943.00
Lino Lakes	69,256.84	69,256.84
Maple Grove	2,506,464.14	2,043,146.42
Maplewood	997,827.30	997,827.30
Montevideo	246,446.56	246,446.56
Morris	440,854.38	355,258.98
Mound	750,000.00	-
North Mankato	62,722.40	62,722.40
Oakdale	1,365,289.07	1,365,289.07
Otsego	136,602.00	136,602.00
Prior Lake	847,054.00	847,054.00
Ramsey	1,160,000.00	54,404.60
Red Wing	1,211,586.89	1,211,586.89
Redwood Falls	32,924.42	32,924.42
Rochester	4,000,000.00	2,068,000.60
Rosemount	675,085.16	274,679.16
Sartell	1,624,379.00	1,124,379.00
Savage	519,022.30	153,455.87
Shakopee	1,697,786.40	1,482,904.00
Shoreview	1,905,186.00	1,248,980.00
Shorewood	345,866.46	345,866.46
St. Francis	47,432.67	38,789.41
St. Michael	1,098,443.96	1,009,564.96
St. Peter	945,702.00	-
White Bear Lake	500,000.00	-
Woodbury	701,340.35	701,340.35
TOTAL	**$31,457,301.38**	**$21,059,644.30**

JUNE 2005 BOOK\2005 STATE AID FUND ADVANCES AS OF MAY.XLS

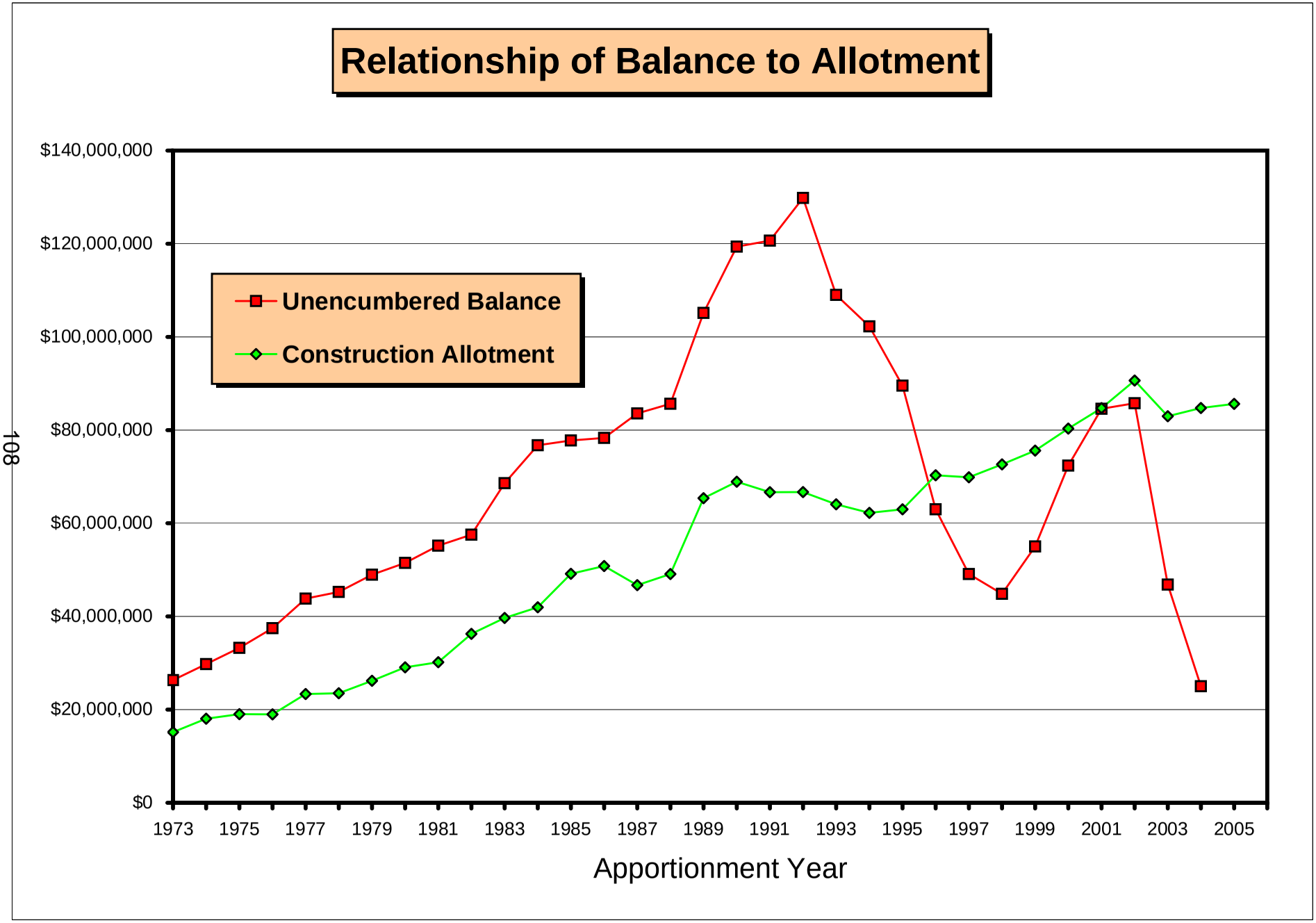
RELATIONSHIP OF CONSTRUCTION BALANCE TO CONSTRUCTION ALLOTMENT

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.

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				

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

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


Relationship of Balance to Allotment
$140,000,000
$120,000,000
$100,000,000
$80,000,000
$60,000,000
$40,000,000
$20,000,000
$0
Unencumbered Balance
Construction Allotment
1973
1975
1977
1979
1981
1983
1985
1987
1989
1991
1993
1995
1997
1999
2001
2003
2005
Apportionment Year

2005 APPORTIONMENT RANKINGS

5/5/2005

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

M:\AS\Excel\2005\June 2005 Book\2005 Apportionment Rankings.xls

POPULATION APPORTIONMENT

Rank	Municipality	2004 Total Needs Mileage	2005 Population Apportionment Per Need Mile
1	Hopkins	9.34	$30,674
2	Minneapolis	203.06	30,598
3	St. Paul	165.28	28,257
4	Falcon Heights	3.29	27,536
5	New Hope	12.70	26,734
6	Vadnais Heights	8.32	25,900
7	Waseca	6.35	24,765
8	New Brighton	14.92	24,306
9	Columbia Heights	12.53	24,232
10	Coon Rapids	41.85	24,172
11	Northfield	12.36	23,985
12	West St. Paul	13.54	23,572
13	Waconia	5.53	23,550
14	Anoka	12.64	23,478
15	St. Louis Park	31.09	23,450
16	St. Anthony	5.63	23,369
17	Oakdale	19.40	23,107
18	Stewartville	3.99	22,994
19	Eagan	46.15	22,863
20	Robbinsdale	10.11	22,684
21	Rochester	66.65	22,668
22	Richfield	25.08	22,339
23	Burnsville	44.76	22,259
24	Brooklyn Park	50.38	22,148
25	Brooklyn Center	21.40	22,138
26	Apple Valley	35.67	22,042
27	Shoreview	19.52	22,024
28	Eden Prairie	45.40	21,219
29	Inver Grove Heights	23.86	21,134
30	Champlin	17.64	21,104
31	Crystal	17.88	20,899
32	Owatonna	18.19	20,876
33	Chaska	15.77	20,862
34	Plymouth	54.93	20,764
35	Arden Hills	7.55	20,760
36	Blaine	40.52	20,023
37	White Bear Lake	20.35	19,877
38	Winona	22.29	19,720
39	South St. Paul	16.82	19,602
40	Fridley	22.87	19,512
41	Mound	8.05	19,426

MONEY NEEDS APPORTIONMENT

Rank	Municipality	2004 Total Needs Mileage	2005 Money Needs Apportionment Per Need Mile
1	Crookston	11.67	$28,396
2	Minneapolis	203.06	27,628
3	St. Paul	165.28	26,846
4	Maple Grove	50.49	24,616
5	Bloomington	75.33	23,767
6	Mound	8.05	23,739
7	Woodbury	49.32	23,631
8	La Crescent	5.64	23,412
9	Fairmont	19.70	22,858
10	St. Anthony	5.63	22,391
11	Sauk Rapids	11.82	21,987
12	Thief River Falls	15.23	21,969
13	Marshall	15.64	21,274
14	St. Francis	10.62	20,650
15	Moorhead	29.75	20,526
16	Kasson	5.12	20,450
17	Faribault	22.80	20,227
18	Glencoe	7.17	20,201
19	Duluth	112.94	20,073
20	Richfield	25.08	20,026
21	Columbia Heights	12.53	19,983
22	Maplewood	32.32	19,750
23	Austin	28.62	19,626
24	Red Wing	23.82	19,576
25	Lakeville	55.93	19,368
26	New Hope	12.70	18,918
27	Grand Rapids	13.24	18,899
28	Owatonna	18.19	18,762
29	Stewartville	3.99	18,692
30	Hopkins	9.34	18,626
31	Redwood Falls	8.20	18,476
32	Rochester	66.65	18,459
33	North Mankato	13.58	18,345
34	Buffalo	14.64	18,317
35	Alexandria	17.34	18,308
36	St. Peter	14.32	18,280
37	Burnsville	44.76	18,162
38	Little Canada	10.54	18,153
39	Sartell	15.09	18,091
40	Litchfield	8.77	18,041
41	Farmington	13.85	17,984

TOTAL APPORTIONMENT

Rank	Municipality	2004 Total Needs Mileage	2005 Total Apprtionment Per Need Mile
1	Minneapolis	203.06	$58,226
2	St. Paul	165.28	55,103
3	Hopkins	9.34	49,300
4	St. Anthony	5.63	45,760
5	New Hope	12.70	45,652
6	Columbia Heights	12.53	44,215
7	Mound	8.05	43,165
8	Maple Grove	50.49	42,395
9	Richfield	25.08	42,365
10	Bloomington	75.33	42,155
11	Stewartville	3.99	41,686
12	St. Louis Park	31.09	41,265
13	Rochester	66.65	41,128
14	Waseca	6.35	41,041
15	Falcon Heights	3.29	40,936
16	Burnsville	44.76	40,421
17	Woodbury	49.32	39,872
18	Crookston	11.67	39,795
19	Owatonna	18.19	39,638
20	Anoka	12.64	39,466
21	Coon Rapids	41.85	38,974
22	Northfield	12.36	38,742
23	Vadnais Heights	8.32	38,597
24	Moorhead	29.75	38,385
25	Plymouth	54.93	38,139
26	Sauk Rapids	11.82	38,049
27	La Crescent	5.64	38,015
28	Apple Valley	35.67	37,887
29	Eden Prairie	45.40	37,855
30	Maplewood	32.32	37,719
31	Brooklyn Center	21.40	37,516
32	Inver Grove Heights	23.86	37,295
33	Waconia	5.53	37,274
34	Arden Hills	7.55	36,910
35	New Brighton	14.92	36,771
36	Kasson	5.12	36,530
37	Crystal	17.88	36,411
38	Farmington	13.85	36,215
39	Faribault	22.80	35,924
40	Prior Lake	17.58	35,773
41	North St. Paul	11.40	35,355

POPULATION APPORTIONMENT			
Rank	Municipality	2004 Total Needs Mileage	2005 Population Apportionment Per Need Mile
42	Edina	40.27	$19,419
43	Spring Lake Park	5.82	19,065
44	Roseville	29.20	18,952
45	Bloomington	75.33	18,388
46	Prior Lake	17.58	18,347
47	Farmington	13.85	18,231
48	Maplewood	32.32	17,969
49	Moorhead	29.75	17,860
50	St. Joseph	4.78	17,781
51	Maple Grove	50.49	17,779
52	Waite Park	6.12	17,767
53	Monticello	9.04	17,566
54	Stillwater	15.45	17,524
55	North St. Paul	11.40	17,482
56	St. Cloud	60.01	17,008
57	Minnetonka	49.89	16,814
58	Hastings	19.11	16,810
59	St. Paul Park	4.92	16,734
60	Mounds View	12.51	16,699
61	Mankato	33.27	16,523
62	New Prague	5.31	16,486
63	Big Lake	7.60	16,467
64	Woodbury	49.32	16,242
65	Worthington	11.39	16,110
66	Kasson	5.12	16,080
67	Sauk Rapids	11.82	16,063
68	Chanhassen	22.27	15,750
69	Faribault	22.80	15,697
70	Savage	24.92	15,359
71	Cottage Grove	33.39	15,289
72	Little Canada	10.54	15,237
73	Mahtomedi	8.62	15,165
74	Shorewood	8.24	14,967
75	Albert Lea	20.02	14,897
76	North Mankato	13.58	14,869
77	Lino Lakes	20.35	14,657
78	La Crescent	5.64	14,603
79	Golden Valley	23.57	14,286
80	New Ulm	16.06	13,951
81	Brainerd	16.12	13,894
82	Lakeville	55.93	13,798
83	International Falls	8.06	13,513
84	Buffalo	14.64	13,447
85	Austin	28.62	13,439
86	Marshall	15.64	13,277
87	Lake City	6.50	13,156
88	Mendota Heights	14.39	13,130
89	Victoria	6.44	13,122
90	Shakopee	31.73	12,777

MONEY NEEDS APPORTIONMENT			
Rank	Municipality	2004 Total Needs Mileage	2005 Money Needs Apportionment Per Need Mile
42	St. Paul Park	4.92	$17,935
43	North St. Paul	11.40	17,873
44	St. Louis Park	31.09	17,815
45	Little Falls	16.73	17,743
46	Prior Lake	17.58	17,425
47	Plymouth	54.93	17,375
48	Lake City	6.50	17,372
49	Forest Lake	22.35	17,321
50	Orono	12.58	17,191
51	New Ulm	16.06	17,103
52	Fergus Falls	24.67	17,054
53	Victoria	6.44	17,009
54	Cottage Grove	33.39	16,988
55	Virginia	15.93	16,983
56	East Grand Forks	15.51	16,954
57	Eden Prairie	45.40	16,636
58	Lino Lakes	20.35	16,597
59	Mankato	33.27	16,583
60	Waseca	6.35	16,276
61	Oak Grove	22.34	16,240
62	Inver Grove Heights	23.86	16,161
63	Arden Hills	7.55	16,151
64	St. Cloud	60.01	16,064
65	International Falls	8.06	16,040
66	St. Michael	19.89	15,992
67	Anoka	12.64	15,988
68	Hermantown	14.08	15,966
69	Belle Plaine	7.60	15,943
70	Albert Lea	20.02	15,909
71	Edina	40.27	15,903
72	Apple Valley	35.67	15,845
73	Minnetonka	49.89	15,658
74	Crystal	17.88	15,512
75	Brooklyn Center	21.40	15,378
76	Hutchinson	17.58	15,169
77	Cloquet	20.14	15,159
78	Fridley	22.87	14,816
79	Hibbing	51.31	14,808
80	Coon Rapids	41.85	14,802
81	Northfield	12.36	14,757
82	Willmar	23.91	14,686
83	Golden Valley	23.57	14,624
84	Chisholm	7.99	14,517
85	Otsego	17.08	14,410
86	Ramsey	32.21	14,364
87	Shakopee	31.73	14,297
88	Shorewood	8.24	14,010
89	Elk River	32.80	13,881
90	Roseville	29.20	13,828

TOTAL APPORTIONMENT			
Rank	Municipality	2004 Total Needs Mileage	2005 Total Apprtionment Per Need Mile
42	Edina	40.27	$35,321
43	St. Paul Park	4.92	34,668
44	Marshall	15.64	34,551
45	Chaska	15.77	34,348
46	Fridley	22.87	34,328
47	West St. Paul	13.54	34,327
48	Eagan	46.15	34,298
49	Oakdale	19.40	33,909
50	Little Canada	10.54	33,390
51	North Mankato	13.58	33,214
52	Lakeville	55.93	33,166
53	Mankato	33.27	33,106
54	St. Cloud	60.01	33,072
55	Austin	28.62	33,064
56	Glencoe	7.17	32,959
57	South St. Paul	16.82	32,949
58	Roseville	29.20	32,780
59	White Bear Lake	20.35	32,711
60	Winona	22.29	32,699
61	Shoreview	19.52	32,532
62	Duluth	112.94	32,484
63	Minnetonka	49.89	32,472
64	Blaine	40.52	32,418
65	Cottage Grove	33.39	32,276
66	Brooklyn Park	50.38	31,909
67	Fairmont	19.70	31,834
68	Buffalo	14.64	31,763
69	Lino Lakes	20.35	31,254
70	New Ulm	16.06	31,054
71	Thief River Falls	15.23	31,019
72	Albert Lea	20.02	30,806
73	Red Wing	23.82	30,614
74	St. Joseph	4.78	30,577
75	Sartell	15.09	30,568
76	Lake City	6.50	30,528
77	Litchfield	8.77	30,524
78	Champlin	17.64	30,321
79	Victoria	6.44	30,131
80	St. Francis	10.62	30,095
81	New Prague	5.31	30,060
82	Stillwater	15.45	29,982
83	St. Peter	14.32	29,863
84	Mounds View	12.51	29,816
85	Monticello	9.04	29,799
86	International Falls	8.06	29,553
87	Robbinsdale	10.11	29,521
88	Grand Rapids	13.24	29,309
89	Redwood Falls	8.20	29,287
90	Shorewood	8.24	28,978

POPULATION APPORTIONMENT			
Rank	Municipality	2004 Total Needs Mileage	2005 Population Apportionment Per Need Mile
91	Glencoe	7.17	$12,758
92	Willmar	23.91	12,630
93	Hutchinson	17.58	12,512
94	Litchfield	8.77	12,484
95	Sartell	15.09	12,477
96	Andover	37.69	12,468
97	Bemidji	16.66	12,442
98	Duluth	112.94	12,411
99	Rogers	7.71	11,753
100	St. Peter	14.32	11,582
101	Forest Lake	22.35	11,401
102	Crookston	11.67	11,399
103	Red Wing	23.82	11,038
104	Redwood Falls	8.20	10,811
105	Belle Plaine	7.60	10,688
106	Morris	8.11	10,436
107	Grand Rapids	13.24	10,410
108	Rosemount	26.21	10,405
109	Montevideo	8.55	10,347
110	Lake Elmo	12.09	10,297
111	Chisholm	7.99	10,162
112	St. Michael	19.89	10,077
113	Orono	12.58	9,923
114	Ramsey	32.21	9,684
115	Hermantown	14.08	9,614
116	Alexandria	17.34	9,519
117	St. Francis	10.62	9,445
118	Detroit Lakes	13.35	9,411
119	Virginia	15.93	9,334
120	Elk River	32.80	9,287
121	Cloquet	20.14	9,271
122	Cambridge	11.07	9,250
123	Fergus Falls	24.67	9,079
124	Thief River Falls	15.23	9,050
125	Fairmont	19.70	8,976
126	Otsego	17.08	8,895
127	Ham Lake	27.95	8,154
128	Hugo	16.79	8,100
129	East Grand Forks	15.51	7,993
130	Little Falls	16.73	7,987
131	Baxter	13.94	7,646
132	North Branch	22.53	6,774
133	East Bethel	27.16	6,714
134	Corcoran	14.80	6,419
135	Hibbing	51.31	5,403
136	Oak Grove	22.34	5,299
	AVERAGE		$15,987

MONEY NEEDS APPORTIONMENT			
Rank	Municipality	2004 Total Needs Mileage	2005 Money Needs Apportionment Per Need Mile
91	Waconia	5.53	$13,724
92	Montevideo	8.55	13,717
93	Rosemount	26.21	13,713
94	Ham Lake	27.95	13,675
95	New Prague	5.31	13,574
96	Savage	24.92	13,489
97	Chaska	15.77	13,486
98	Detroit Lakes	13.35	13,469
99	Falcon Heights	3.29	13,399
100	South St. Paul	16.82	13,346
101	Mounds View	12.51	13,117
102	Cambridge	11.07	13,098
103	Andover	37.69	13,008
104	Winona	22.29	12,979
105	Brainerd	16.12	12,957
106	East Bethel	27.16	12,917
107	White Bear Lake	20.35	12,834
108	St. Joseph	4.78	12,796
109	Vadnais Heights	8.32	12,697
110	New Brighton	14.92	12,465
111	Stillwater	15.45	12,458
112	Big Lake	7.60	12,438
113	Blaine	40.52	12,396
114	Monticello	9.04	12,233
115	Bemidji	16.66	12,038
116	Baxter	13.94	11,973
117	North Branch	22.53	11,930
118	Worthington	11.39	11,891
119	Hastings	19.11	11,467
120	Eagan	46.15	11,436
121	Waite Park	6.12	11,151
122	Mendota Heights	14.39	11,006
123	Hugo	16.79	10,858
124	Oakdale	19.40	10,802
125	Morris	8.11	10,773
126	West St. Paul	13.54	10,754
127	Mahtomedi	8.62	10,730
128	Shoreview	19.52	10,508
129	Rogers	7.71	10,250
130	Brooklyn Park	50.38	9,760
131	Lake Elmo	12.09	9,700
132	Champlin	17.64	9,217
133	Corcoran	14.80	8,474
134	Spring Lake Park	5.82	7,282
135	Robbinsdale	10.11	6,837
136	Chanhassen	22.27	4,356
	AVERAGE		$15,939

TOTAL APPORTIONMENT			
Rank	Municipality	2004 Total Needs Mileage	2005 Total Approtionment Per Need Mile
91	Waite Park	6.12	$28,918
92	Golden Valley	23.57	28,910
93	Big Lake	7.60	28,906
94	Savage	24.92	28,848
95	Forest Lake	22.35	28,722
96	Hastings	19.11	28,276
97	Worthington	11.39	28,001
98	Alexandria	17.34	27,827
99	Hutchinson	17.58	27,682
100	Willmar	23.91	27,316
101	Orono	12.58	27,114
102	Shakopee	31.73	27,074
103	Brainerd	16.12	26,851
104	Belle Plaine	7.60	26,631
105	Spring Lake Park	5.82	26,348
106	Virginia	15.93	26,317
107	Fergus Falls	24.67	26,133
108	St. Michael	19.89	26,069
109	Mahtomedi	8.62	25,895
110	Little Falls	16.73	25,730
111	Hermantown	14.08	25,580
112	Andover	37.69	25,476
113	East Grand Forks	15.51	24,947
114	Chisholm	7.99	24,679
115	Bemidji	16.66	24,481
116	Cloquet	20.14	24,431
117	Mendota Heights	14.39	24,135
118	Rosemount	26.21	24,118
119	Montevideo	8.55	24,064
120	Ramsey	32.21	24,047
121	Otsego	17.08	23,305
122	Elk River	32.80	23,168
123	Detroit Lakes	13.35	22,880
124	Cambridge	11.07	22,348
125	Rogers	7.71	22,002
126	Ham Lake	27.95	21,829
127	Oak Grove	22.34	21,539
128	Morris	8.11	21,209
129	Hibbing	51.31	20,210
130	Chanhassen	22.27	20,106
131	Lake Elmo	12.09	19,997
132	East Bethel	27.16	19,632
133	Baxter	13.94	19,619
134	Hugo	16.79	18,958
135	North Branch	22.53	18,705
136	Corcoran	14.80	14,893
	AVERAGE		$31,927

CY 2005 Local Road Research Board Program

4/7/2005

INV	TITLE	PROJECT TOTAL	2004	2005	2006
645	Implementation of Research Findings	Ongoing	$ 150,000	**$200,000**	*$200,000*
668*	Technology Transfer Center, U of M - Base	Ongoing	150,000	**185,000**	*185,000*
	Technology Transfer Center, U of M - Cont. Projects:				
	Circuit Training and Assist.Program (CTAP), Instructor-$57,500, T^2 Center-$70,000	Ongoing	127,500	**127,500**	*127,500*
	Minnesota Maintenance Research Expos	Ongoing	20,000	**26,000**	*26,000*
	Transportation Student Development	Ongoing	4,000	**5,500**	*5,500*
676	Minnesota Road Research: Facility Support-$500,000, Staff Support-$60,000	Ongoing	560,000	**560,000**	*560,000*
745	Library Services for Local Governments	Ongoing	60,000	**60,000**	*60,000*
768	Geosynthetics in Roadway Design	30,000	3,000	**3,000**	**3,000**
792*	Pavement Research Institute	800,000	60,000	**60,000**	**60,000**
797*	Urbanization of MN's Countryside: 2000-2005 - Future Geographics & Trans. Impacts	138,277	20,000	**10,000**	**0**
805	Safety Impacts of Street Lighting at Isolated Rural Intersections – Phase II	51,180	17,060	**17,060**	
808	Pavement Rehabilitation Selection	101,000	50,500	**50,500**	0
809	Research Tracking for Local Roads	60,000	12,000	**12,000**	**12,000**
810*	Coal Ash Utilization in Gravel Roads	212,995	73,445	**75,835**	0
812	Resilient Modulus & Strength of Base Course with Recycled Asphalt Pavements	94,000	47,000	**47,000**	0
813	Human-Centered Interventions Toward Zero Deaths in Rural Minnesota	188,804	94,402	**94,402**	0
815	Calibration of the 2002 AASHTO Pavement Design Guide for Minnesota Portland Cement Concrete Pavements and Hot Mix Asphalt Pavements	126,600	63,300	**63,300**	0
816*	Enhancements to University Pavement Laboratory	155,000	95,000	**7,000**	0
817*	Determination of Optimum Time for the Application of Surface Treatments to Asphalt Concrete Pavements	226,000	56,000	**56,000**	0
822	Crack Sealing & Filling Performance	72,802	0	**39,154**	**33,648**
823	The Road to a Thoughtful Street Tree Master Plan	30,450	0	**15,225**	**15,225**
824	Dev of Improved Proof Rolling Methods for Roadway Embankment Construction	110,000	0	**20,000**	**55,000**
825*	Perf Monitoring of Olmsted CR 177/104 & Aggregate Base Material Update	100,000	0	**7,500**	**7,500**
826	Appropriate Use of RAP	30,789	0	**15,395**	**15,394**
827	Investigation of Winter Pavement Tenting	25,126	0	**19,000**	**6,126**
828	Local Road Material Properties and Calibration of MnPAVE	56,000	0	**41,000**	**15,000**
829	Validation of DCP/LWD Moisture Specifications for Granular Material	32,700	0	**32,700**	0
830	Evaluating Roadway Subsurface Drainage Practices	186,735	0	**93,368**	**93,367**
831*	Investigation of Stripping in MN Class 7 (Rap) & Full Depth Reclamation Base Material	81,656	0	**15,000**	**25,828**
832*	Volume Warrants for Right Turn Lanes	55,000	0	**5,000**	**10,000**
833*	Design Tool for Controlling Runoff & Sediment from Highway Construction	89,000	0	**10,000**	**34,500**
834	Assessment of Storm Water Management Practices on the Water Quality of Runoff	138,600	0	**69,300**	**69,300**
835	Best Use of Cone Penetration Testing	55,000	0	**55,000**	
836	Design Procedures for Bituminous Stabilized Road Surfaces for low Volume Roads	60,080	0	**29,000**	**31,080**
837	Mn/Road Low Volume Road Reconstruction Assistance		0	**40,000**	
998	Operational Research Program	140,000	70,000	**70,000**	*70,000*
999	Program Administration	Ongoing	150,000	**202,000**	*210,000*
	TOTALS			**$2,438,739**	*$1,930,968*

Footnotes from Page 1:
*Projects co-funded from other sources
Bold = Funding Previously Approved
Italics = Anticipated Approved Funding
INV 825: Funded $25,000 for follow up in CY2009

C.Y. 2005 SUMMARY:

Funds Allotted for 2005	$ 2,346,760	City	$555,713
Unprogrammed Funds Carried over from 2004	60,019	County	1,791,047
Cancellation of INV 814	45,000		
Reduction of INV 813	157		
Total Funds Available for 2005	2,451,936	**Total**	**$2,346,760**
Total 2005 Commitments, Carryover & Continuation Projects	$2,438,739		
CY 2005 Funds Available for Programming	**$13,197**		

INV 999 - Project Administration

Expenditure	2005 Estimate
1) Salary -2 positions - Research Services	$120,000
Travel:	
2) Travel Expense (In State)	2,000
3) Travel Expense (Out of State)	18,000
4) Private Auto Mileage (In State & Out of State)	800
5) Expense Reimbursement (Lodging, Meals, etc.)	17,000
6) Printing and Duplicating	10,000
7) Registrations (Conferences)	500
8) Purchased Services - Room Rental & Food Services for meetings (LRRB & RIC)	2,700
9) Editorial Review (Consultant)	10,000
Marketing/Outreach:	
10) Consultant	0
11) New Logo	0
12) Exhibit Space	0
13) Web Site Dev. & Maint (Consultant)	18,000
14) Conference Opportunities	2,000
15) Miscellaneous	1,000
Totals	**$202,000**

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.

STATUS OF MUNICIPAL TRAFFIC COUNTING

The current Municipal State Aid Traffic Counting resolution reads:

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

1. The municipalities in the metropolitan area cooperate with the State by agreeing to participate in counting traffic every two or four years at the discretion of the city.

2. The cities in the outstate area may have their traffic counted and maps prepared by State forces every four years, or may elect to continue the present procedure of taking their own counts and have state forces prepare the maps.

3. Any city may count traffic with their own forces every two years at their discretion and expense, unless the municipality has made arrangements with the Mn/DOT district to do the count.

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

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

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

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

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

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

Northfield
St. Cloud
Sartell

Outstate
Two year traffic counting schedule - to be counted in 2004 and updated in the needs in 2005

Rochester

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

Brainerd

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

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

Outstate
Four year traffic counting schedule - to be counted in 2004 and updated in the needs in 2005

Austin	International Falls	Otsego
Buffalo	Montevideo	Saint Michael
Detroit Lakes	Monticello	

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

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

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

Alexandria	Stewartville	Worthington
Cloquet	Willmar	

Duluth counts 1/4 of the city each year.

CURRENT RESOLUTIONS
OF THE
MUNICIPAL SCREENING BOARD

June 2005

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 a reasonable amount of money for the Research Account to continue municipal street research activity.

That an amount of $544,962 (not to exceed 1/2 of 1% of the 2003 MSAS Apportionment sum of $108,992,464) shall be set aside from the 2004 Apportionment fund and be credited to the research account.

Soil Type - Oct. 1961

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 Municipal Screening Board action.

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 City Engineer’s recommendation with the concurrence of the District State Engineer.

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

That any new city having determined its eligible mileage, but does not have an approved State Aid Street System**,** will have its money Needs determined at the cost per mile of the lowest other city.

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

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

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

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

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

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

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

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

That any bridge construction project shall cause the Needs of the affected bridge to be removed for a period of 35 years from the project letting date or date of force account agreement. At the end of the 35 year period, Needs for complete reconstruction of the bridge will be reinstated in the Needs Study at the initiative of the Municipal Engineer.

That the adjustments above will apply regardless of the source of funding for the road or bridge project. Needs may be granted as an exception to this resolution upon request by the Municipal Engineer and justified to the satisfaction of the State Aid Engineer (e.g., a deficiency due to changing standards, projected traffic, or other verifiable causes).

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

Population Apportionment - October 1994, 1996

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

DESIGN

Design Limitation on Non-Existing Streets - Oct. 1965

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

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

That if a Municipal State Aid Street is constructed with State Aid funds to a width less than the design width in the quantity tables for Needs purposes, the total Needs shall be taken off such constructed street other than Additional Surfacing Needs.
Additional surfacing and other future Needs shall be limited to the constructed width as reported in the Needs Study, unless exception is justified to the satisfaction of the State Aid Engineer.

Greater Than Minimum Width (Revised June 1993)

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

Miscellaneous Limitations - Oct. 1961

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

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

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

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

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

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

That the maximum mileage for Municipal State Aid Street designation shall be based on the Annual Certification of Mileage current as of December 31st of the preceding year. Submittal of a supplementary certification during the year shall not be permitted. Frontage roads not designated Trunk Highway, Trunk Highway Turnback or County State Aid Highways shall be considered in the computation of the basic street mileage. The total mileage of local streets, county roads and county road turnbacks on corporate limits shall be included in the municipality's basic street mileage. Any State Aid Street that is on the boundary of two adjoining urban municipalities shall be considered as one-half mileage for each municipality.

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

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

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

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

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

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

NEEDS COSTS

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

Roadway Item Unit Prices (Reviewed Annually)			
Right of Way (Needs Only)			$93,000 per Acre
Grading (Excavation)			$4.00 per Cu. Yd.
Base:			
	Class 5 Gravel	Spec. #2211	$7.65 per Ton
	Bituminous	Spec. #2350	$33.00 per Ton
Surface:			
	Gravel	Spec. #2118	$5.50 per Ton
	Bituminous	Spec. #2350	$33.00 per Ton

Shoulders:			
	Gravel	Spec. #2221	$13.40 per Ton
Miscellaneous:			
	Storm Sewer Construction		$262,780 per Mile
	Storm Sewer Adjustment		$83,775 per Mile
	Special Drainage (rural segments only)		$40,000 per Mile
	Street Lighting		$80,000 per Mile
	Curb & Gutter Construction		$8.25 per Lineal Foot
	Sidewalk Construction		$24.00 per Sq. Yd.
	Project Development		20%
Removal Items:			
	Curb & Gutter		$2.60 per Lineal Foot
	Sidewalk		$5.50 per Sq. Yd.
	Concrete Pavement		$5.40 per Sq. Yd.
	Tree Removal		$235.00 per Unit

Traffic Signal Needs Based On Projected Traffic (every segment)			
Projected Traffic	Percentage X	Unit Price =	Needs Per Mile
0 - 4,999	25%	$124,000	$31,000 per Mile
5,000 - 9,999	50%	$124,000	$62,000 per Mile
10,000 and Over	100%	$124,000	$124,000 per Mile

Bridge Width & Costs - (Reviewed Annually)

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

Bridge Unit Costs	
Bridges 0 to 149 Feet long	$74.00 per Sq. Ft.
Bridges 150 to 499 Feet long	$74.00 per Sq. Ft.
Bridges 500 Feet and Over	$74.00 per Sq. Ft.

Railroad Over Highway	
One Track	$9,600 per Linear Foot
Each Additional Track	$8,000 per Linear Foot

"Non-existing" bridge costs - Revised October 1997
That the Construction Needs for all "non-existing" bridges and grade separations be removed from the Needs Study until such time that a construction project is awarded. At that time a Construction Needs adjustment shall be made by annually adding the total amount of the structure cost, project development cost and construction engineering that is eligible for State Aid reimbursement for a 15-year period excluding all Federal or State grants. Project Development costs, at the current percentage, shall be included with all Non Existing Bridge Needs.

RAILROAD CROSSINGS

Railroad Crossing Costs - (Reviewed Annually)

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

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

Maintenance Needs Costs - June 1992 (Revised 1993)

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

Maintenance Needs Costs	Cost For Under 1000 Vehicles Per Day	Cost For Over 1000 Vehicles Per Day
Traffic Lanes Segment length times number of Traffic lanes times cost per mile	$1,550 per Mile	$2,575 per Mile

Parking Lanes: Segment length times number of parking lanes times cost per mile	$1,550 per Mile	$1,550 per Mile
Median Strip: Segment length times cost per mile	$515 per Mile	$1,000 per Mile
Storm Sewer: Segment length times cost per mile	$515 per Mile	$515 per Mile
Traffic Signals: Number of traffic signals times cost per signal	$515 per Unit	$515 per Unit
Minimum allowance per mile is determined by segment length times cost per mile.	$5,150 per Mile	$5,150 per Mile

NEEDS ADJUSTMENTS

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

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

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

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

Effective January 1, 1996
The Construction Needs shall be annually reduced by 10% of the total bond issue amount. The computation of Needs shall be started in the year that bond principal payments are made to the city.

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

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

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

Excess Unencumbered Construction Fund Balance Adjustment – Oct. 2002

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

If the December 31 construction fund balance drops below 3 times the January construction allotment and subsequently increases to over 3 times, the multipliers shall start over with one. This adjustment will be in addition to the unencumbered construction fund balance adjustment and takes effect for the 2004 apportionment.

Low Balance Incentive – Oct. 2003

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

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

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

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

That any trunk highway turnback which reverts directly to the municipality and becomes part of the State Aid Street system shall not have its Construction Needs considered in the Construction Needs apportionment determination as long as the former trunk highway is fully eligible for 100 percent construction payment from the Municipal Turnback Account. During this time of eligibility, financial aid for the additional maintenance obligation, of the municipality imposed by the turnback shall be computed on the basis of the current year's apportionment data and shall be accomplished in the following manner.
That the initial turnback adjustment when for less than 12 full months shall provide partial maintenance cost reimbursement by adding said initial adjustment to the Construction Needs

which will produce approximately 1/12 of $7,200 per mile in apportionment funds for each month or part of a month that the municipality had maintenance responsibility during the initial year.

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

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

TRAFFIC - June 1971

Traffic Limitation on Non-Existing Streets - Oct. 1965

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

Traffic Manual - Oct. 1962

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.