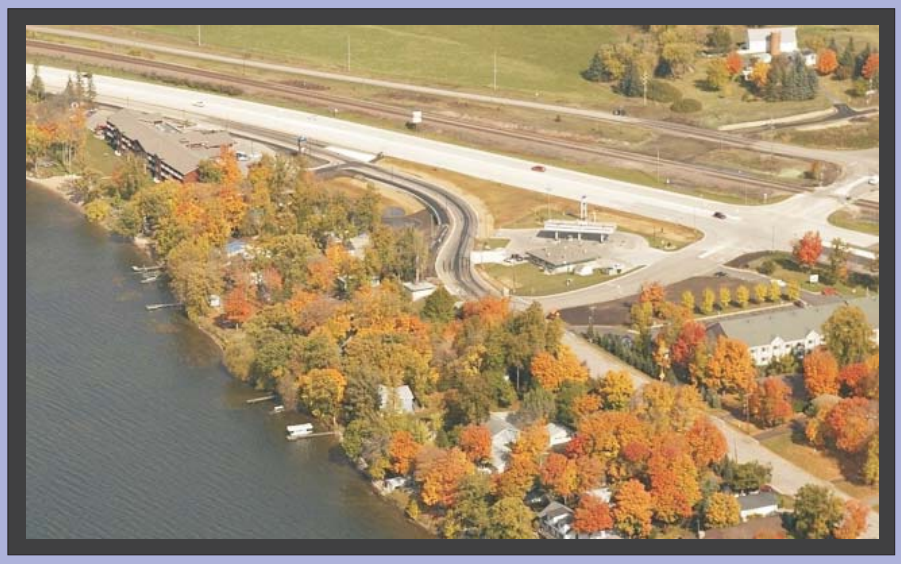
2011 MUNICIPAL SCREENING BOARD DATA



Highway 10 Construction/Connect Detroit Lakes, Mn

MINNESOTA DEPARTMENT OF TRANSPORTATION

JUNE 2011

Highway 10 Construction / Connect Detroit Lakes, Minnesota

The Highway 10/Connect Detroit Lakes construction project began in April of 2007. Paving was done on Washington Avenue, north of Highway 10 and a new traffic signal system was installed in this area. The new Highway 10 alignment was opened by August 2008 and all major construction completed by October of 2008. The Connect Detroit Lakes project includes the reconstruction and realignment of approximately three miles of Highway 10, realignment of the BNSF railroad tracks, construction of a Roosevelt Avenue underpass of Highway 10 and the BNSF railroad, reconstruction of approximately one-half mile of Highway 59 between Highway 10 and Highway 34, and the construction of a frontage road around Big Detroit Lake from East Shore Drive to downtown Detroit Lakes, which completes the local ring road around the lake.

The project included the realignment of multiple intersections with Highway 10 and MSAS routes. Improvements to the MSAS routes included new curb & gutter and sidewalk construction, channelization, traffic signals, and other improvements to intersections. The city has also accepted 0.72 miles of local roads that were in former TH 10 right of way, with more mileage to come.

Safety will be improved at railroad crossings and intersections, and mobility will be balanced for through-traffic on Highway 10 as well as local motorist access.

The goal of the project is to improve safety along the Highway 10 corridor. The design balances mobility for through-traffic on Highway 10 with local traffic movements in harmony with the area's cultural and natural resources.

Minnesota Department of Transportation
State Aid Division
395 John Ireland Boulevard
Saint Paul, MN 55155

May 2, 2011

To: Municipal City Engineers
City Clerks

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

Subject: 2011 Municipal Screening Board Data Booklet

Enclosed is a copy of the June 2011 “Municipal Screening Board Data” booklet.

The data included in this report will be used by the Municipal Board at its May 24 and May 25, 2011 meeting to establish unit prices for the 2011 Needs Study that is used to compute the 2012 apportionment. The Board will also review other recommendations of the Needs Study Subcommittee and the Unencumbered Construction Funds Subcommittee as outlined in their minutes.

Should you have any suggestions or recommendations regarding the data in this publication, please refer them to your District Screening Board Representative or call (651) 366-3815.

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

The State Aid Program Mission Study

Mission Statement:

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

Program Goals:

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

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

Key Program Concepts:

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

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

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

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

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

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

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

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

2011 MUNICIPAL SCREENING BOARD DATA

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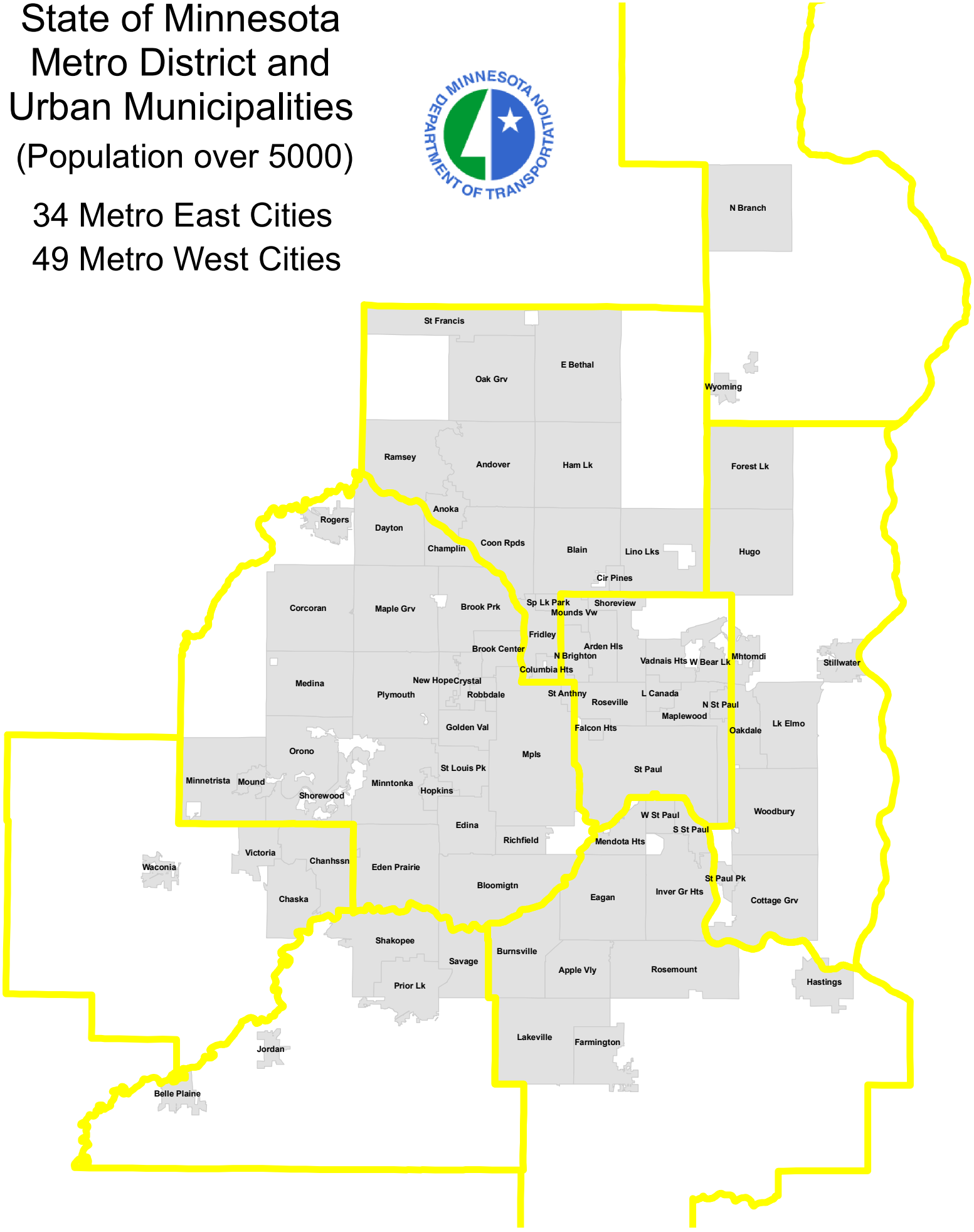
State of Minnesota Metro District and Urban Municipalities

(Population over 5000)

34 Metro East Cities

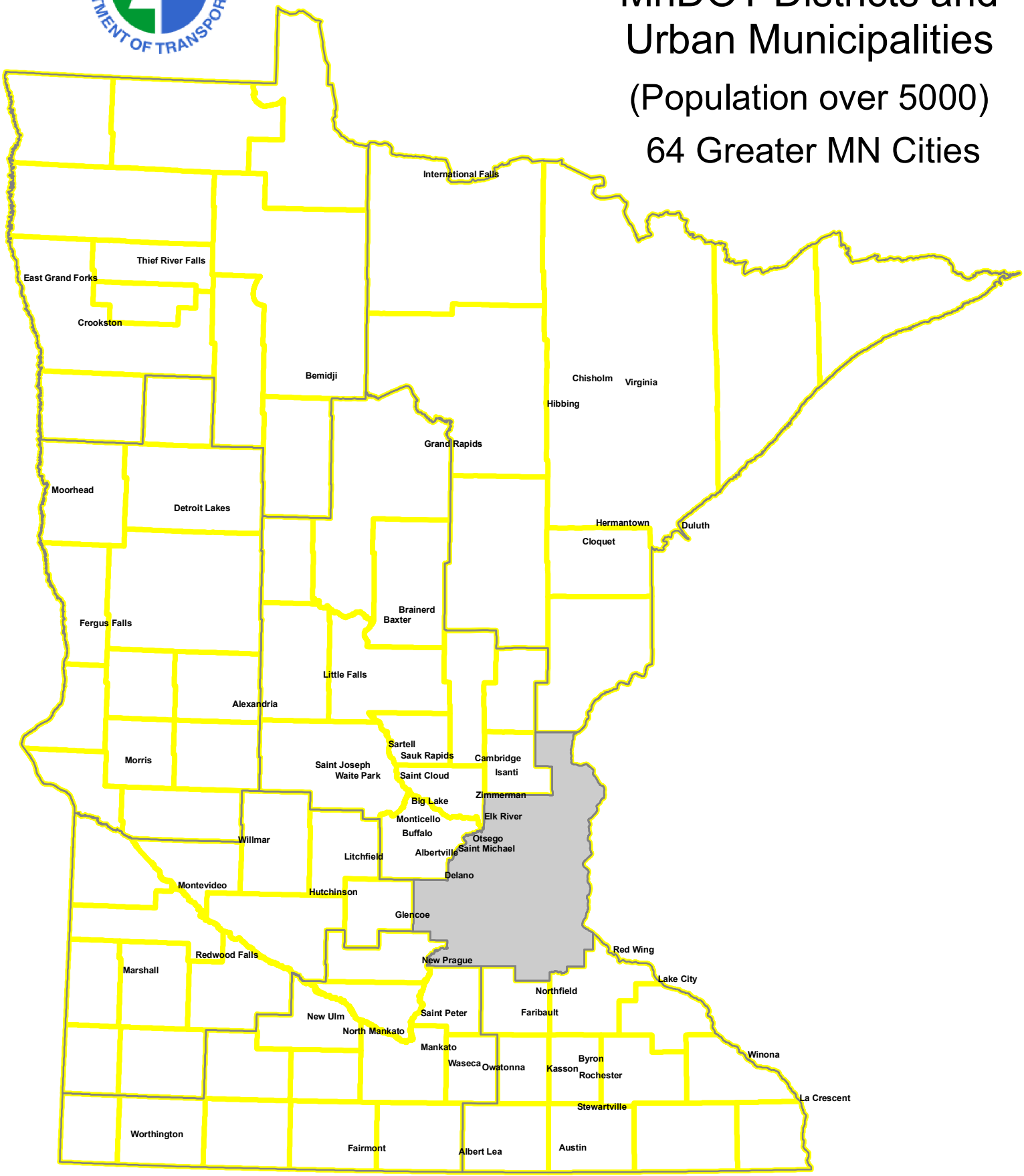
49 Metro West Cities



State of Minnesota MnDOT Districts and Urban Municipalities

(Population over 5000)

64 Greater MN Cities



2011 MUNICIPAL SCREENING BOARD

N:/MSAS/BOOKS/2011 JUNE BOOK/SCREENING BOARD MEMBERS 2011.XLS 07-Apr-11

OFFICERS

Chair	Jean Keely	Blaine	(763) 784-6700
Vice Chair	Kent Exner	Hutchinson	(320) 234-4212
Secretary	Bob Moberg	Plymouth	(763) 509-5525

MEMBERS

District	Years Served	Representative	City	Phone
1	2011-2013	David Salo	Hermantown	(218) 727-8796
2	2009-2011	Greg Boppre	East Grand Forks	(218) 773-1185
3	2009-2011	Steve Bot	St. Michael	(763) 497-2041
4	2010-2012	Tim Schoonhoven	Alexandria	(320) 762-8149
Metro-West	2010-2012	Tom Mathisen	Crystal	(763) 531-1160
6	2010-2012	David Strauss	Stewartville	(507) 288-6464
7	2011-2013	Troy Nemmers	Fairmont	(507) 238-9461
8	2009-2011	Kent Exner	Hutchinson	(320) 234-4212
Metro-East	2011-2013	Mark Graham	Vadnais Heights	(651) 204-6050
Cities	Permanent	Cindy Voigt	Duluth	(218) 730-5200
	Permanent	Don Elwood	Minneapolis	(612) 673-3622
of the				
	Permanent	Paul Kurtz	Saint Paul	(651) 266-6203
First Class	Permanent	Richard Freese	Rochester	(507) 328-2426

ALTERNATES

District	Year Beginning		City	Phone
1	2014	Jesse Story	Hibbing	(218) 262-3486
2	2012	Dave Kildahl	Thief River Falls	(218) 281-6522
3	2012	Brad DeWolf	Buffalo	(320) 231-3956
4	2013	Dan Edwards	Fergus Falls	(218) 332-5416
Metro-West	2013	Rod Rue	Eden Prairie	(952) 949-8314
6	2013	Jon Erichson	Austin	(507) 437-7674
7	2014	Mike McCarty	Mankato	(507) 387-8643
8	2012	John Rodeberg	Glencoe	(651) 714-3593
Metro-East	2014	Klayton Eckles	Woodbury	(952) 912-2600

03-Feb-11

2011 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
Terry Maurer, Chair Arden Hills (651) 792-7847 Expires after 2011	Chuck Ahl, Chair Maplewood (651) 770-4552 Expires after 2011
Katy Gehler-Hess Northfield (507) 645-3006 Expires after 2012	Shelly Pederson Bloomington (952) 563-4870 Expires after 2012
Russ Matthys Eagan (651) 675-5635 Expires after 2013	Jeff Hulsether Brainerd (218) 828-2309 Expires after 2013

2010 MUNICIPAL SCREENING BOARD
FALL MEETING MINUTES
October 26 & 27, 2010

Tuesday Afternoon Session, October 26, 2010

I. Opening by Municipal Screening Board Chair Jeff Hulsether

The 2010 Fall Municipal Screening Board was called to order at 1:10 PM on Tuesday, October 26, 2010.

A. Chair Hulsether introduced the Head Table and Subcommittee members:

Jeff Hulsether, Brainerd - Chair, Municipal Screening Board
Jean Keely, Blaine - Vice Chair, Municipal Screening Board
Rick Kjonaas, Mn\DOT – Deputy State Aid Engineer
Marshall Johnston, Mn\DOT - Manager, Municipal State Aid Needs Unit
Deb Bloom, Roseville - Chair, Needs Study Subcommittee
Chuck Ahl, Maplewood - Chair, Unencumbered Construction Funds Subcommittee and Past Chair, Municipal Screening Board
Shelly Pederson, Bloomington - Past Chair, Municipal Screening Board
Kent Exner, Hutchinson - Secretary, Municipal Screening Board

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

District 1	Jim Prusak, Cloquet
District 2	Rich Clauson, Crookston
District 3	Steve Bot, St. Michael
District 4	Tim Schoonhoven, Alexandria
Metro West	Tom Mathisen, Crystal
District 6	David Strauss, Stewartville
District 7	Troy Nemmers, Fairmont
District 8	Kent Exner, Hutchinson
Metro East	Russ Matthys, Eagan
Duluth	Cindy Voigt
Minneapolis	Don Elwood
St. Paul	Paul Kurtz

C. Recognized Screening Board Alternates:

District 1	David Salo, Hermantown

D. Recognized Department of Transportation personnel:

Julie Skallman	State Aid Engineer (Wednesday meeting only)
Merry Daher	Acting State Aid Programs Engineer
Walter Leu	District 1 State Aid Engineer
Lou Tasa	District 2 State Aid Engineer
Kelvin Howeison	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
Mel Odens	District 8 State Aid Engineer
Greg Coughlin	Metro State Aid Engineer
Mike Kowski	Assistant Metro State Aid Engineer
Julee Puffer	Municipal State Aid Needs

E. Recognized others in Attendance:

Larry Veek, Minneapolis
Jim Vanderhoof, St. Paul
Patrick Mlakar, Duluth
Glenn Olson, Marshall
Dave Sonnenberg, Chair of CEAM Legislative Committee
Lee Gustafson, Needs Study Task Force Representative

II. Review of the 2010 Municipal State Aid Street Needs Report Booklet.

A. Introductory information in the booklet (through Page 7)

B. May Screening Board Minutes (Pages 7-29)

Chair Hulsether stated that the May 2010 Screening Board meeting minutes are presented for approval. Johnston explained that the minutes were reviewed at all the District meetings. There were no additional comments or questions; therefore the minutes were not read in full.

Motion by Bot, seconded by Schoonhoven to approve the minutes as presented. Motion carried unanimously.

C. Tentative 2011 Population Apportionment (Pages 31-39)

Johnston stated that the spreadsheets describing the population apportionment (50% share of total) were reviewed at each District meeting. There were three new Cities added to the system this year. The total population amount increased by approximately 30,000 people due to the additional cities, growth and annexations.

Mathisen inquired on when the 2010 census information would be used. Johnston replied that the recent census data would be incorporated into the

Needs data for the January of 2012 allocation. There were no additional questions on this section of the booklet.

D. Effects of the 2010 Needs Study Update (Pages 40-43, Handout)

Johnston stated that pages 40 through 82 explain how each respective City's Construction Needs are determined. This information was also reviewed and discussed at each District Prescreening Board meetings. He also explained that a calculation error was made in the original booklets that were mailed out. However, that error has been addressed and the revised booklet is on the SALT website and handouts of the revised sections have been provided. Due to the timely acknowledgement and correction of the error, there will not be any impacts to next year's data or allocations.

E. Mileage, Needs and Apportionment (Pages 44-47)

F. Itemized Tabulation of Needs (Pages 48-50, Handout)

G. Tentative 2011 Construction Needs Apportionment (Pages 51-57, Handout)

H. Adjustments to the Needs (Pages 60-82, Handout)

Johnston stated that the City of Orono is in the final year of their three-year negative adjustment for including private roadways within their mileage calculations.

I. Recommendation to the Commissioner (Pages 83-85, Handout)

Johnston stated that the 2010 adjusted Construction Needs must be recommended to the Commissioner of Transportation before November 1, 2010, for the calculation of the January 2011 apportionment.

J. Tentative 2011 Total Apportionment, Comparisons, and Apportionment Rankings (Pages 86-95, Handout)

Johnston indicated that several pages of the booklet are dedicated to comparing and ranking each respective City's allocation.

K. Other Topics

a. Certification of MSAS System as Complete (Pages 104-106)
Johnston explained that if a City's State Aid system is completely adequate for Needs purposes or built to State Aid standards, then the 50% of a City's allocation that is based on population can be utilized to improve non-MSAS roadways. At this time, there are four Cities certified as complete with one more, City of Crookston, currently being reviewed with the potential of being completed by the end of this year.

b. Advance Guidelines (Pages 107-108)

Johnston reported that State Aid staff's revisions to the advance guidelines will be communicated in the near future on the SALT website under the Finance section. Kjonaas stated that the existing priority criteria will no longer be administered and that the vast majority, if not all, advancement requests will be approved if established amount limitations are met.

c. History of the Administrative Account (Page 109)
Johnston reviewed the State Aid administrative account arrangement of 2% of the overall allocation being dedicated to administer meetings and other activities. Any funds that remain within this account at the end of the year are transferred into the following year's apportionment.

d. Research Account (Page 110)
Johnston explained that ½% of the overall allocation is annually dedicated to the MSA Research Account (currently about $630,000) and that this percentage has not been deviated from in the past.

e. Transportation Revolving Loan Fund (Pages 111-112)
Johnston informed the Screening Board that they have the opportunity, per State Statute since 2009, to direct a portion of the overall allocation to a separate account, TRLF, for funding of identified projects. The Screening Board is required to act on this item annually.

f. County Highway Turnback Policy (Pages 113-114)
Johnston stated if there are any specific questions in regards to the County Highway Turnback Policy, the City Engineers should contact their respective DSAE.

g. Current Resolutions of the Municipal Screening Board (Pages 115-124)
Johnston explained that the current Resolutions have remained the same with the exception of the unit price recommendations from this past spring's Screening Board meeting.

h. Needs Study Task Force (Pages 98-103, Presentation by Lee Gustafson, NSTF Representative)
Gustafson provided a presentation (see attachment) regarding the discussion and results of the recent Needs Study Task Force meeting. He stated that the agenda of their meeting was based on the direction provided by the Screening Board at their spring meeting. With the variety of District representative experience levels, Gustafson explained that there was significant input and differing feedback gathered at this meeting. Per Gustafson, there was the realization at their meeting that the need for new software is driving the opportunity to review the Needs analysis approach. However, he noted that the group as a whole agreed that the current premise of distributing the Cities' allocations on a 50:50 basis between population and Needs while administering a minimum population requirement of 5,000 people is acceptable and should be maintained into the future. This existing allocation system approach has

been in place for over 50 years and has proven to be justifiable and effective. Lastly, Gustafson communicated that the NSTF believes that extensive effort will be required to address the charge given to them by the Screening Board and that the assistance of a facilitator may be beneficial to the group's performance. The possibility of utilizing Municipal State Aid Administrative funds to support the hiring of a facilitator was discussed. Gustafson stated that the NSTF anticipates a 1-year timeframe with several regular meetings to appropriately address the task at hand.

Ahl questioned whether the facilitator would be someone capable of organizational skills or a consultant familiar with the Needs process.

Gustafson responded that the NSTF believes that consultant familiarity isn't necessary and that the facilitator could be an administrative person capable of scheduling meetings, minutes preparation, tracking action items, and formatting presentations.

Elwood agreed that the primary focus of the facilitator would be tracking action items to ensure that the NSTF is progressing accordingly.

Ahl asked if it should ~~by~~ be State Aid staff's role to provide administrative support during this process.

Prusak mentioned that the NSTF could expedite the process and make recommendations directly to State Aid staff for review as they occur.

Gustafson stated that State Aid must hear from the Screening Board on this issue and that constructive input from the NSTF is a critical part of the process.

Kowski added that achieving an equitable method of addressing Needs calculations should be the focus of the NSTF.

Gustafson reiterated that the NSTF meeting was very productive and everyone involved had great comments/input.

Kjonaas replied to an earlier question, in that theoretically, State Aid staff should be responsible to assist in facilitating activities such as the NSTF. However, at this time, State Aid is understaffed with respect to the current workload being addressed. Also, State Aid staff is unsure of the first steps of the NSTF and probably would have limited role initially. In the future, State Aid staff may be able to assist with the facilitating of the NSTF in some manner.

Bloom offered that facilitating the NSTF seems like a large commitment and that utilizing a consultant familiar with the process may be beneficial.

Mathisen inquired on why the NSTF meeting was lengthy with respect to time and wondered if the Screening Board's charge to them was clear.

Gustafson responded that the charge to the NSTF is to analyze everything associated with the Needs software and process. Comments and ideas from the NSTF members will drive different scenarios and potential recommendations to the Screening Board.

Mathisen questioned if this process could become contentious amongst the NSTF members and if the potential facilitator should be a disinterested third party.

Gustafson answered that he doesn't believe that contention will be an issue and that the NSTF members realize that they must work together to address this issue.

Elwood questioned whether you would be able to find a disinterested third party and that the purpose of a facilitator should be to continually use and expand upon the information being gathered.

Gustafson replied that one of the roles of the facilitator would be to touch on past discussions and information.

Salo stated that the current program is inflexible and that an example of this fact is the error Johnston had in preparing the information this year, even with Johnston being very good at administering spreadsheets. Salo believes that a disinterested third party is critical in facilitating the NSTF's work.

Mathisen asked if the use of the term Needs per State Statute guides this analysis in any manner.

Kjonaas responded that that is a very good question and the use of a radical method to calculate Needs would probably be questionable. He stated that the current Screening Board discussions in regards to establishing Needs would be within the legal definition.

Mathisen inquired on the requirement to use the term Needs.

Gustafson replied that this question could be asked of the NSTF by the facilitator.

Bot asked a three-part question regarding the potential of winners and losers resulting from the proposed County system, could relatively simple spreadsheets be developed to administer the Cities' Needs process, and whether the LRRB research project process, where a consultant is utilized, would be applicable to the NSTF.

Gustafson responded that most Cities don't have the staffs to follow the approach being proposed by the Counties. He also reiterated that the NSTF should be able to come to a relatively timely conclusion with the assistance of a facilitator. Per Gustafson, the charge being assigned to the NSTF is different than an LRRB project in that the group is being asked to deliver a specific recommendation.

Bloom added that the LRRB project process typically entails a specific scope.

Keely mentioned an administrative assistance company called Time Savers.

Gustafson believes that the NSTF should be allowed to determine who would best fit the group as a facilitator.

Mathisen asked if the authorization of the use of a facilitator would occur during tomorrow's meeting.

Gustafson mentioned that State Aid staff would hire the facilitator.

Voigt asked if there would be a specific facilitator compensation amount for the Screening Board to approve.

Gustafson stated that the use of the facilitator could be monitored over the next 12 months and reported back to the Screening Board.

Chair Hulsether asked for any further questions or thoughts.

III. Other Discussion Items

A. Report from Project Management Software Committee

Chair Hulsether introduced Voigt as the Chairperson of the Project Management Software Committee (PMSC).

Voigt reported that an RTVision representative presented the One Office software during all of the District Pre-Screening Board meetings. The history of this specific software goes back to the County Engineers developing it with funds from their administrative account. Since then, Kjonaas has arranged for the opportunity that allows Cities to purchase the software package independently. At this time, a limited number of Cities, representing approximately 10% of the overall MSAS allocation, utilize the software. Per Voigt, the PMSC discussed the issues of the significant differences between MSA Cities that ultimately can determine the functionality of this software to them and whether there would be more programming advancements to the current software that allow it to be more applicable to the wide range of potential City projects. Voigt stated that feedback was received from each District and that meeting minutes would be prepared and distributed in the near future (PMSC meeting held

one day prior to Screening Board). In general, the District input consisted of the position to not require the use of this software and allow for the purchase of it through each respective City's construction or maintenance allotment. Voigt stated that Kjonaas will be working with the vendor to hopefully arrive at a favorable price point for the software base package. Voigt mentioned that the implementation of this software could be timely with the potential revisions to the Needs calculations. At this point, the PMSC also recommended that the CEAM Executive Committee continue to gather feedback regarding the possible use of this software, Kjonaas continue to negotiate a software price structure, and State Aid staff determine how to address the issue of competitive bidding requirements.

Chair Hulsether inquired on the possibility of State Aid mandating the use of the One Office software for specific projects.

Kjonaas thanked Voigt for an excellent presentation and stated that he didn't have anything to add. Kjonaas informed the Screening Board that State Aid does not foresee a situation where use of this software would be required for any projects. However, Kjonaas communicated that audits of Federal Aid projects continue to be an issue and that sometimes the audits are even being audited. Kjonaas believes that Federal representatives will continue to apply pressure to insure that all project administration and reporting standards are being satisfied.

Prusak questioned whether Federal project reporting requirements would change depending on the results of the upcoming election.

Bot asked what the initial and annual costs for the software package could be.

Voigt responded that recent vendor price quotes include the e-approval module. At this time, the program with two licenses and 5-year technical support contract would cost $12,425. If the software is hosted on RTVision's server, the cost for the same package would be $10,400. If hosted on RTVisions' server but the City stores all incorporated information, the cost for the package would be $10,765. In regards to having a City's consultants utilize their software for a specific project, the City of Duluth provides a license to the consultant for $1,000.

Matthys stated that the City of Eagan is very interested in the potential utilization of a project management software. However, he questioned whether other packages or vendors had been reviewed and if Cities would be permitted to purchase different project management software with State Aid funds.

Kjonaas replied that State Aid Finance staff seems to be against utilizing construction allotment funds for any software purchases and would rather see maintenance funds spent on this. In regards to other software packages or vendors, Kjonaas stated that RTVision has direct ties to State

Aid and that allowing for the purchase of other softwares may be troublesome.

Chair Hulsether asked Kjonaas if he would like to see Screening Board action on this topic at this time.

Kjonaas responded that the Screening Board or CEAM Executive Committee should request the use of a City's construction allotment through the project engineering reimbursement section.

B. State Aid Report

Kjonaas reported that State Aid items including new DBE requirements of contacting the low bidder prior to project award, future Best Value Contracting training, recently announced retirements of three State Aid staff people, continued focus on design-build projects, ongoing State Aid Rules review process, and flood recovery legislation were covered in detail at each of the District Pre-Screening Board meetings.

Chair Hulsether asked if anyone would have any interest in serving on a Mn/DOT DBE Committee. Mn/DOT is specifically seeking someone with knowledge of local construction contracts.

Kjonaas reiterated the need for a City Engineer to volunteer for this Committee.

Pederson asked if a City's Senior Engineer would be a Committee participant alternative.

Daher informed the group that this committee may meet up to once a week during the active bid letting timeframe.

Gustafson requested that Chair Hulsether solicit the entire CEAM membership for a volunteer.

Bot asked if the Mn/DOT DBE Office should have a staff person familiar with construction contracts and costs.

Kjonaas responded that there is an apparent need, but that existing Mn/DOT staff is being asked to provide support of this office.

C. Legislative Update

Sonnenberg provided a brief legislative update summary and communicated that he would discuss items such as the recent CEAM Committee Strategic Planning meeting discussions, potential Street Improvement District, State Statute 429 revisions, and potential local option sales tax in detail during tomorrow's meeting.

D. Complete Streets

Pederson listed the members of the CEAM Complete Streets Committee. Pederson communicated that the intent of the Complete Streets legislation is “not all modes for all roads, but is the right modes for the right roads”. She stated that incorporating Complete Streets standards would require that the Section 8820 State Aid Rules to become more flexible. Pederson stated that several resources such as existing State Aid Rules, Mn/DOT Bikeway Manual, AASHTO Green Book, Walkable Communities Guidelines, and others are being utilized as potential State Aid Rules changes are being considered. Per the discussions of this committee, another consideration that must be addressed is how different Cities would approach the administration of new rules or standards. This process is nearing the completion of a rough draft of possible rules changes and this preliminary document will be distributed for comments in the near future. Initial feedback from some rural County Engineers has not been favorable. Thus, comments from City Engineers in regards to the draft rule changes are very important. Pederson stressed that the Complete Streets advocates are being very proactive and the engineering profession must respond accordingly.

Schoonhoven inquired on what the ultimate review and possible approval timeframes are.

Pederson replied that the rough draft will be distributed in December and the final draft will be reviewed at the CEAM Business Meeting in January.

Olson asked if transit modes were being ~~address~~ addressed at this time.

Pederson answered that only the bicycle mode is currently being reviewed.

Schoonhoven asked if pedestrian facilities are being considered.

Pederson stated that only the on-road bicycle mode is being analyzed.

Daher communicated that Cities should be working on their respective ADA Transition Plans to address pedestrian facility needs.

Pederson stated that Cities typically review ADA requirements as they pertain to buildings and typically utilize their alternative transportation plans to ensure that all corridor users are being appropriately addressed.

Daher responded that ADA requirements are being mandated to roadway corridors through the Department of Justice.

Pederson replied that ADA compliance may be addressed through a City’s Human Services Department.

Kjonaas stated that the State Aid Rule making process is being appropriately addressed and could potentially be delayed to incorporate the Complete Streets standards. He mentioned that one possibility may be to include State Aid guidelines that address the Complete Streets standards.

Pederson communicated that State Aid should keep moving on the 30 rule changes being considered.

Kjonaas stated that a placeholder could be created within the State Aid Rules to address the Complete Streets standards for a limited time.

IV. Motion to adjourn until 8:30 AM Wednesday morning by Mathisen and seconded by Schoonhoven. Motion carried unanimously.

Meeting was adjourned at 3:45 PM.

2010 MUNICIPAL SCREENING BOARD
FALL MEETING MINUTES
October 26 & 27, 2010

Wednesday Morning Session, October 27, 2010

I. Chair Hulsether called the session to order at 8:35 AM.

Chair Hulsether stated that we will review Tuesday's business and take action on the following items:

A. Needs and Apportionment Data (Pages 40-85, Handout)

Chair Hulsether asked if there were any comments or changes to the needs and apportionment data before we sign the letter to the Commissioner.

Motion by Bot, seconded by Matthys to accept the needs and apportionment data as presented. Motion carried unanimously. The original letter to the Commissioner of Transportation was then signed by each Screening Board Member.

B. Research Account (Pages 110)

Chair Hulsether stated that in the past, a certain amount of money has been set aside by the Municipal Screening Board for research projects. The maximum amount to be set aside from the Municipal State Aid Street (MSAS) funds is ½ of 1 percent of the preceding year's apportionment sum. There was no additional discussion or comments.

Motion by Mathisen, seconded by Schoonhoven to approve an amount of $636,577 (not to exceed ½ of 1% of the 2010 MSAS Apportionment sum of $127,315,538) to be set aside from the 2011 Apportionment fund and be credited to the Research Account. Motion carried unanimously.

C. Transportation Revolving Loan Fund (Pages 111-112)

Chair Hulsether asked if there were any comments. If we do not want to have funds placed in this loan fund, then no motion is necessary. There was no discussion or comments.

No motion received.

D. Review, discuss and give direction to the Needs Study Task Force.

Chair Hulsether briefly reviewed yesterday's NSTF presentation provided by Gustafson and the idea of utilizing a facilitator to assist in the NSTF's future efforts.

Mathisen commended the NSTF for the work that has already been done.

Elwood communicated that the NSTF anticipates meeting several times prior to the spring Screening Board meeting and requested that a funding source for a facilitator be determined.

Matthys asked that the CEAM Executive Committee approve the selection of a facilitator.

Ahl suggested that a $5,000 funding limit be established for compensating the facilitator.

Skallman informed everyone that costs up to $100,000 could be authorized from the State Aid administrative account.

Ahl stated that maybe $10,000 would be a more appropriate threshold.

Chair ~~Hulsehter~~ Hulsether asked for anymore discussion or questions and possibly a motion authorizing the compensation of a NSTF facilitator not to exceed $10,000.

Motion by Elwood, seconded by Mathisen to authorize the hiring of an NSTF facilitator with State Aid administrative funds for an amount not to exceed $10,000.

Matthys inquired on who would ultimately chose the facilitator.

Elwood stated that the NSTF Chairperson should select the facilitator.

Matthys added that the NSTF Chairperson's facilitator selection should be approved by the CEAM Executive Committee.

Previous motion was amended to include facilitator selection by the NSTF Chairperson with CEAM Executive Committee approval. Motion carried unanimously.

II. If necessary discussion of other items.

A. Continuation/discussion on report from Project Management Software Committee

Chair Hulsether opened the discussion with PMSC's report.

Voigt asked that a recommendation be provided by the Screening Board to authorize the use of each City's maintenance and/or construction (within project engineering reimbursement) allocations to fund the acquisition of the One Office project management software.

Skallman asked for further clarification on which allocation funds would be utilized for this purpose.

Voigt stated that it may be beneficial to allow the use of construction funds outside of a particular project to purchase the software.

Mathisen stated that if construction funds are used, it may be more appropriate if the software expenditure is within a specific project's costs.

Keely offered that if may be best if State Aid staff determines which funds can be used to purchase the software.

Mathisen inquired on how compatible the One Office software is for other City related projects.

Pederson responded that the City of Bloomington is utilizing the software on every Public Works infrastructure project.

Elwood asked if action on this topic is necessary at this time.

Chair Hulsether asked for Skallman's input.

Skallman stated that action to direct State Aid staff would be beneficial.

Chair Hulsether asked for further discussion or a motion regarding this topic.

Elwood stated that he personally did not have enough information to currently proceed with action on this issue.

Motion by Mathisen, seconded by Prusak that State Aid staff further research this topic and determine how the Cities' purchase of the One Office software can be authorized.

Kjonaas added that State Aid has historically not allowed the purchase of computers or software with construction fund allocations.

Motion passed with two Screening Board members opposing (Elwood and Matthys).

B. Continuation of State Aid Report

Chair Hulsether asked for additional State Aid related items or discussion of items brought forward yesterday. No discussion was initiated.

C. Continuation of Legislative Update

Chair Hulsether asked Sonnenberg, CEAM Legislative Committee Chair, to expand upon current and upcoming legislative topics. Sonnenberg stated that the recent CEAM Committee Strategic Planning meeting was beneficial in determining the direction and charge of the Legislative

Committee. Sonnenberg also mentioned that this committee is always open to thoughts and feedback from CEAM members in regards to any legislative items. During the upcoming State Legislature session, CEAM in conjunction with the League of Minnesota Cities will focus on items such as expansion of roadway improvement funding, potential Street Improvement District legislation (similar to sidewalks), changes to State Statute 429 (establishing an assessment amount threshold prior to the need for the benefits test, percentage of appraised value, other City assessment approaches, etc.), implementation of local option sales taxes, dedication of a portion of property taxes to transportation, repeal of State sales taxes on City purchases, and other relevant topics. However, due to the uncertainties associated with the forthcoming State budget deficit and new Governor/Legislature, issues such as tax reform, funding priorities, and Local Government Aid's future will most likely be the priorities of the session. Sonnenberg asked for any input or questions.

Mathisen asked if the State Statute 429 revisions will only be looked at with respect to project benefits incurred by immediately adjacent properties.

Sonnenberg verified that the revisions would only be applicable to immediately adjacent properties.

Mathisen asked if assessments could continue to be administered on a front footage basis.

Elwood stated that the City of Minneapolis utilizes an influence area approach for some improvement projects.

Schoonhoven suggested that the previously mentioned percentage of appraised value criteria should only be applicable to land values.

Elwood inquired on the timeline of upcoming legislative activities.

Sonnenberg stated that the Legislative Committee would be ~~meetings~~ meeting prior to the end of the year and could gather input from City representatives shortly thereafter.

Strauss asked if anyone is familiar with how the State of Wisconsin allows for the administration of public improvement assessments.

Sonnenberg replied that Wisconsin can administer assessments through their Police Powers provision for the common benefit of all.

Strauss inquired on the possibility of Minnesota implementing changes to administer assessments similar to Wisconsin.

Sonnenberg mentioned that the focus may be on the percentage of value criteria to determine the need for the assessments benefit test.

Chair Hulsether asked for further legislative item questions.

Schoonhoven asked about the potential authorization of local option sales taxes.

Sonnenberg replied that the focus of the CEAM Legislative Committee will be on expediting local option sales tax measures that pertain to street and transportation improvements. Currently, State Legislature approval is required for all local option sales taxes.

Schoonhoven inquired on the potential of authorizing local option sales tax for specific causes.

Sonnenberg responded that potential approval of any measures pertaining to local option sales taxes is an unknown and that legislative action regarding these issues has historically been very difficult.

Kjonaas mentioned that amending State Statute 429 to address the trade publication requirement should be addressed by the Legislature. Per Kjonaas, including the State Aid website as an acceptable advertisement publication outlet would seem to be appropriate.

Schoonhoven asked if the State Aid website could be utilized for any City project.

Kjonaas answered that the only requirement is that the advertisement be submitted by the City Engineer.

Kjonaas mentioned that another legislative issue is the new timber haulers laws and how these measures may impact bridge inspections and/or loadings.

Sonnenberg asked Kjonaas to provide him additional information outlining this issue.

Chair Hulsether asked for any other legislative topics or questions.

D. Continuation of Complete Streets Discussion

Chair Hulsether asked for additional Complete Street items or discussion of items brought forward yesterday. Pederson replied that she did not have anything to add beyond what has already been communicated.

Mathisen inquired on what is exactly being mandated by the Complete Streets legislation.

Skallman responded that nothing is being mandated at this point and that the legislation only applies to Mn/DOT Trunk Highways with expansion beyond that not being in the foreseeable future.

Mathisen asked if the conversion of 4-lane roadway sections to 3-lane would be considered a Complete Streets activity.

Skallman answered that revising roadway typical sections could be considered positive to Complete Streets advocates and that local officials should take credit for these changes as they may benefit the Complete Streets approach.

Bot inquired on whether the Unencumbered Construction Fund balance was continuing to grow and if advancements should be further encouraged.

Ahl stated that typically a dozen Cities pursue advancements on an annual basis.

Kjonaas stated that the Unencumbered Construction Fund balance is acceptable and the advancement process is functioning well.

Bot asked that Kjonaas report on the Unencumbered Construction Fund balance at the spring Screening Board meeting.

Ahl asked that the Screening Board formally direct the Unencumbered Construction Funds Subcommittee to review the current balance and potential balance reduction measures.

Motion by Bot, seconded by Mathisen to direct the Unencumbered Construction Funds Subcommittee to review the current balance and potential balance reduction measures. Motion carried unanimously.

III. Other Discussion Topics

Mathisen inquired on the most recent sign retro reflectivity implementation timeframes.

Kjonaas responded that the Cities must have a sign assessment or management method in place by the end of 2011 and then replace regulatory, warning, and ground-mounted guide signs (except street name) by 2015.

Bloom offered to send anyone the LRRB Sign Retro Reflectivity Toolkit.

Mathisen inquired on whether others received an attorney's letter asking for information regarding the use of Best Value Contracting.

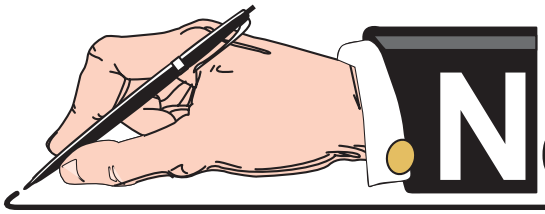
Matthys stated that he had received a similar letter.

IV. Chair Hulsether said he would entertain a motion for adjournment.

Motion by Strauss, seconded by Matthys to adjourn the meeting at 9:32 AM. Motion approved unanimously.

Respectfully submitted,

Municipal Screening Board Secretary
Hutchinson City Engineer



NOTES and COMMENTS

UNIT PRICES

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

AND GRAPHS

UNIT PRICE STUDY

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

These prices will be applied against the quantities in the Needs Study computation program to compute the 2011 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 2010 construction costs.

MN/DOT railroad office furnished a letter detailing railroad costs from 2010 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 2010 needs study are found in the Screening Board resolutions included in this booklet.

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	7446	4.65	3.67	3.14
2006	7751	4.10	4.10	3.28
2007	7967	2.79	4.04	3.19
2008	8310	4.31	4.43	3.46
2009	8570	3.13	3.79	3.54
2010	8800	2.68	3.40	3.54
2011				

The ENR CCI percent of increase from the previous year is used to calculate the Unit Prices in the bolded years. Example: The 2010 Annual Percent of Increase of 2.68% will be used in the 2011 Needs Study to compute the January 2012 apportionment

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ENR Construction Cost Index

for 2010
Used in the 2011 Needs Study
for the January 2012 allocation

In 2009, the annual average CCI increased 8570% from the base year of 1913.
In 2010, the annual average CCI increased 8800% from the base year of 1913.
The annual CCI increased 2.68% in 2010. This is computed by:

(8800-8570) *100 /8570 = 2.68%

ENR Construction Cost Index

for 2009
Used in the 2010 Needs Study
for the January 2011 allocation

In 2008, the annual average CCI increased 8310% from the base year of 1913.
In 2009, the annual average CCI increased 8570% from the base year of 1913.
The annual CCI increased 3.13% in 2009. This is computed by:

(8570-8310) *100 /8310 = 3.13%

Unit Costs used in the 2009 Needs Study to compute the January 2010 allocation were based on actual State Aid projects awarded in 2008.

2011 UNIT PRICE RECOMMENDATIONS

Needs Item		2010 Need Prices	Subcommittee Recommended Prices for 2011		Screening Board Approved Prices For 2011
Grading (Excavation)	Cu. Yd.	$4.90	**$5.05**	*	
Class 5 Base #2211	Ton	10.10	**10.40**	*	
All Bituminous	Ton	56.75	**60.00**	*	
Sidewalk Construction	Sq. Yd.	27.85	**28.60**	*	
Curb and Gutter Construction	Lin.Ft.	11.00	**11.30**	*	
Storm Sewer Adjustment	Mile	94,200	**95,600**		
Storm Sewer	Mile	295,400	**301,300**		
Street Lighting	Mile	100,000	**100,000**	*	
Traffic Signals	Per Sig	136,000	**136,000**	*	
Signal Needs Based On Projected Traffic					
Projected Traffic Percentage X Unit Price = Needs Per Mile					
0 - 4,999 .25		$136,000 = $34,000	**34,000**	*	
5,000 - 9,999 .50		136,000 = 68,000	**68,000**	*	
10,000 & Over 1.00		136,000 = 136,000	**136,000**	*	
Right of Way (Needs Only)	Acre	98,850	**100,000**	*	
Engineering	Percent	22	**22**		
Railroad Grade Crossing					
Signs	Unit	2,500	**2,500**		
Pavement Marking	Unit	2,500	**2,500**		
Signals (Single Track-Low Speed)	Unit	250,000	**275,000**		
Signals & Gate (Multiple Track - High & Low Speed)	Unit	275,000	**300,000**		
Concrete Xing Material(Per Track)	Lin.Ft.	1,800	**1,800**		
Bridges					
0 to 149 Ft.	Sq. Ft.	120.00	**115.00**		
150 to 499 Ft.	Sq. Ft.	120.00	**115.00**		
500 Ft. and over	Sq. Ft.	120.00	**115.00**		
Railroad Bridges over Highways					
Number of Tracks - 1	Lin.Ft.	10,200	**10,200**	*	
Additional Track (each)	Lin.Ft.	8,500	**8,500**	*	

***2.68% Construction Cost Index can be applied based on the Engineering News Record CCI**

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 2010 was $34,294,796 or 0.69% of the total Needs. For example, an urban road segment with 2 traffic lanes, 2 parking lanes, over 1,000 traffic, storm sewer and one traffic signal would receive $11,700 in maintenance needs per mile.

2.68% Construction Cost Index from the Engineering News Record applied to all maintenance needs costs

EXISTING FACILITIES ONLY

	2010 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
2.68% CCI			$2,002	$3,286		
Traffic Lane Per Mile	$1,950	$3,200	**$2,000**	**$3,300**		
2.68% CCI			2,002	2,002		
Parking Lane Per Mile	1,950	1,950	**2,000**	**2,000**		
2.68% CCI			719	1,335		
Median Strip Per Mile	700	1,300	**725**	**1,350**		
2.68% CCI			719	719		
Storm Sewer Per Mile	700	700	**725**	**725**		
2.68% CCI			719	719		
Per Traffic Signal	700	700	**725**	**725**		
Normal M.S.A.S. Streets			6,546	6,546		
Minimum Allowance Per Mile	6,375	6,375	**6,550**	**6,550**		

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

(Existing surface width minus (the # of traffic lanes x 12)) / 8 = # of parking lanes.

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

This item was 0.69% of the total needs last year

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A HISTORY OF THE ANNUAL MAINTENANCE NEEDS COSTS

(COMPUTED ON EXISTING MILEAGE ONLY)

21-Apr-11

Year	Traffic Lane Per Mile		Parking Lane Per Mile		Median Strip Per Mile		Storm Sewer Per Mile		Per Traffic Signal		Minimum Maintenance Allowance Per Mile	
	Under 1000 ADT	Over 1000 ADT	Under 1000 ADT	Over 1000 ADT	Under 1000 ADT	Over 1000 ADT	Under 1000 ADT	Over 1000 ADT	Under 1000 ADT	Over 1000 ADT	Under 1000 ADT	Over 1000 ADT
1986	$300	$500	$100	$100	$100	$200	$100	$100	$100	$100	$1,000	$1,000
1987	300	500	100	100	100	200	100	100	100	100	1,000	1,000
1988	600	1,000	200	200	200	400	200	200	400	400	2,000	2,000
1989	1,200	2,000	1,200	1,200	400	800	400	400	400	400	4,000	4,000
1990	1,200	2,000	1,200	1,200	400	800	400	400	400	400	4,000	4,000
1991	1,200	2,000	1,200	1,200	400	800	400	400	400	400	4,000	4,000
1992	1,200	2,000	1,200	1,200	400	800	400	400	400	400	4,000	4,000
1993	1,320	2,200	1,320	1,320	440	880	440	440	440	440	4,400	4,400
1994	1,320	2,200	1,320	1,320	440	880	440	440	440	440	4,400	4,400
1995	1,320	2,200	1,320	1,320	440	880	440	440	440	440	4,400	4,400
1996	1,320	2,200	1,320	1,320	440	880	440	440	440	440	4,400	4,400
1998	1,320	2,200	1,320	1,320	440	880	440	440	440	440	4,400	4,400
1999	1,360	2,260	1,360	1,360	450	900	450	450	450	450	4,500	4,500
2000	1,400	2,300	1,400	1,400	460	910	460	460	460	460	4,600	4,600
2001	1,450	2,400	1,450	1,450	480	950	480	480	480	480	4,800	4,800
2002	1,450	2,400	1,450	1,450	480	950	480	480	480	480	4,800	4,800
2003	1,500	2,500	1,500	1,500	500	980	500	500	500	500	5,000	5,000
2004	1,550	2,575	1,550	1,550	515	1,000	515	515	515	515	5,150	5,150
2005	1,650	2,735	1,650	1,650	550	1,065	550	550	550	550	5,475	5,475
2006	1,725	2,850	1,725	1,725	575	1,125	575	575	575	575	5,720	5,720
2007	1,800	2,970	1,800	1,800	600	1,180	600	600	600	600	5,960	5,960
2008	1,850	3,050	1,850	1,850	620	1,210	620	620	620	620	6,130	6,130
2009	1,900	3,100	1,900	1,900	670	1,260	670	670	670	670	6,180	6,180
2010	1,950	3,200	1,950	1,950	700	1,300	700	700	700	700	6,375	6,375
2011												

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.

25 YEAR CONSTRUCTION NEEDS
FOR EACH INDIVIDUAL CONSTRUCTION ITEM

07-Apr-11

ITEM	2009 APPORTIONMENT NEEDS COST FOR THE JANUARY 2010 DISTRIBUTION	2010 APPORTIONMENT NEEDS COST FOR THE JANUARY 2011 DISTRIBUTION	DIFFERENCE	2011 % OF THE TOTAL
Grading/Excavation	$481,934,748	$513,784,569	$31,849,821	10.35%
Storm Sewer Adjustment	94,354,400	99,319,770	4,965,370	2.00%
Storm Sewer Construction	308,576,059	334,360,306	25,784,247	6.73%
SUBTOTAL GRADING	**$884,865,207**	**$947,464,645**	**$62,599,438**	**19.08%**
Aggregate Base	$537,042,986	$570,471,203	$33,428,217	11.49%
Bituminous Base	573,802,460	611,653,952	37,851,492	12.32%
SUBTOTAL BASE	**$1,110,845,446**	**$1,182,125,155**	**$71,279,709**	**23.81%**
Bituminous Surface	506,044,058	533,371,201	27,327,143	10.74%
Surface Widening	3,930,300	4,788,484	858,184	0.09%
SUBTOTAL SURFACE	**$509,974,358**	**$538,159,685**	**$28,185,327**	**10.84%**
Curb and Gutter	$251,542,163	$275,341,165	$23,799,002	5.55%
Sidewalk	302,823,144	329,809,020	26,985,876	6.64%
Traffic Signals	210,297,100	220,808,920	10,511,820	4.45%
Street Lighting	234,214,000	239,810,000	5,596,000	4.83%
SUBTOTAL MISCELLANEOUS	**$998,876,407**	**$1,065,769,105**	**$66,892,698**	**21.47%**
TOTAL ROADWAY	**$3,504,561,418**	**$3,733,518,590**	**$228,957,172**	**75.20%**
Structures	$201,542,625	$211,292,280	$9,749,655	4.26%
Railroad Crossings	79,218,050	96,362,400	17,144,350	1.94%
Maintenance	32,826,139	34,294,796	1,468,657	0.69%
Engineering	832,771,185	889,058,304	56,287,119	17.91%
SUBTOTAL OTHERS	**$1,146,357,999**	**$1,231,007,780**	**$84,649,781**	**24.80%**
TOTAL	**$4,650,919,417**	**$4,964,526,370**	**$313,606,953**	**100.00%**

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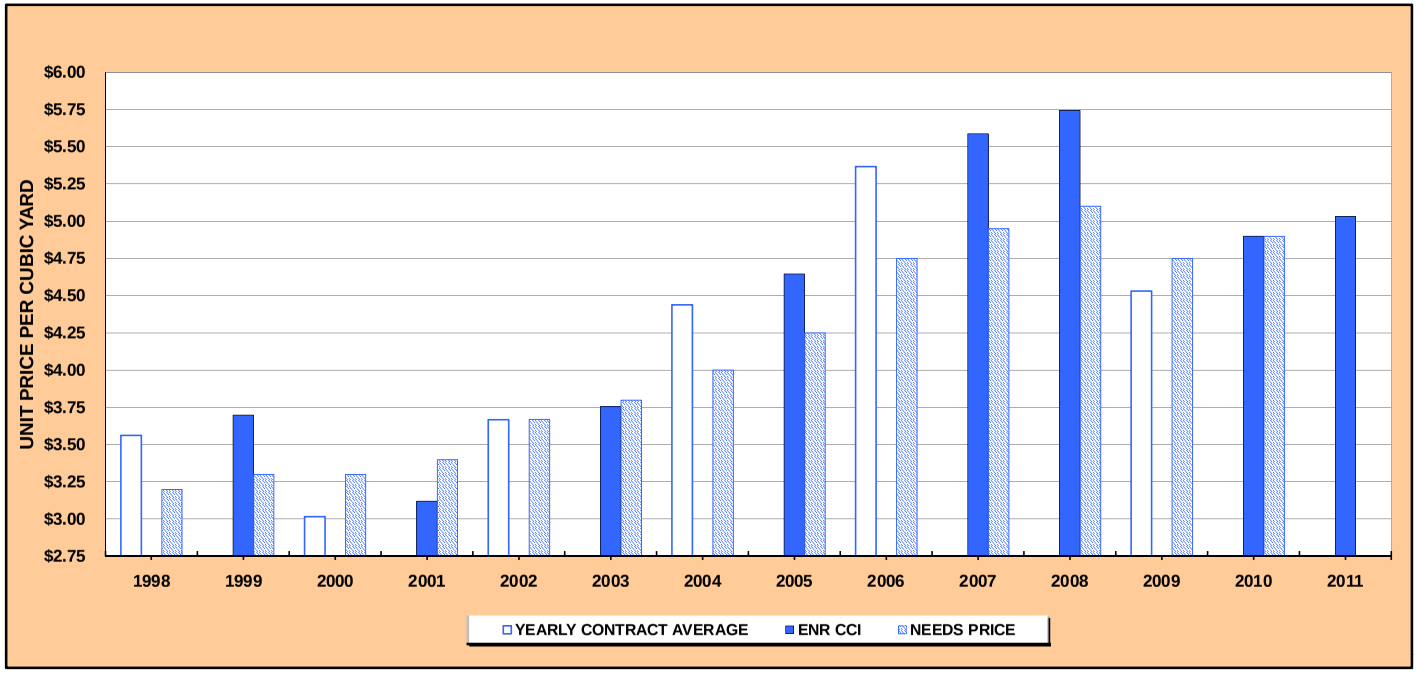
GRADING/EXCAVATION



Needs Year	Number of Cities	Quantity (Cu.Yd)	Total Cost	Yearly Average Contract Price	State Aid Construction Cost Index	Price Used in Needs
1998	60	919,379	$3,273,588	$3.56		$3.20
1999					$3.70	3.30
2000	56	1,157,353	3,490,120	3.02		3.30
2001					3.12	3.40
2002	50	893,338	3,275,650	3.67		3.67
2003					3.75	3.80
2004	56	1,018,912	4,523,089	4.44		4.00

Needs Year	Number of Cities	Quantity (Cu. Yd.)	Total Cost	Yearly Average Contract Price	Engineering News Record Construction Cost Index	Price Used in Needs
2005					$4.65	$4.25
2006	48	587,442	$3,152,838	$5.37		4.75
2007					5.59	4.95
2008					5.74	5.10
2009	47	1,334,769	6,052,005	4.53		4.75
2010					4.90	4.90
2011					5.03	

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2011 NEEDS STUDY IS $5.05 PER CUBIC YARD

Applying the ENR Construction Cost Index of 2.68% to last years 'Price Used in Needs' will result in an increase of $0.13 to the 'Price Used in Needs' in 2010 for a 2011 ENR CCI Cost of $5.03

This item was 10.35% of the total needs last year

The Urban Grading Quantities in the Design Charts used in the Needs Computation program have been inflated by 1.78 and the Rural Grading Quantities by 1.56. See MSB resolutions in the back of the booklet for explanation of these Grading Factors.

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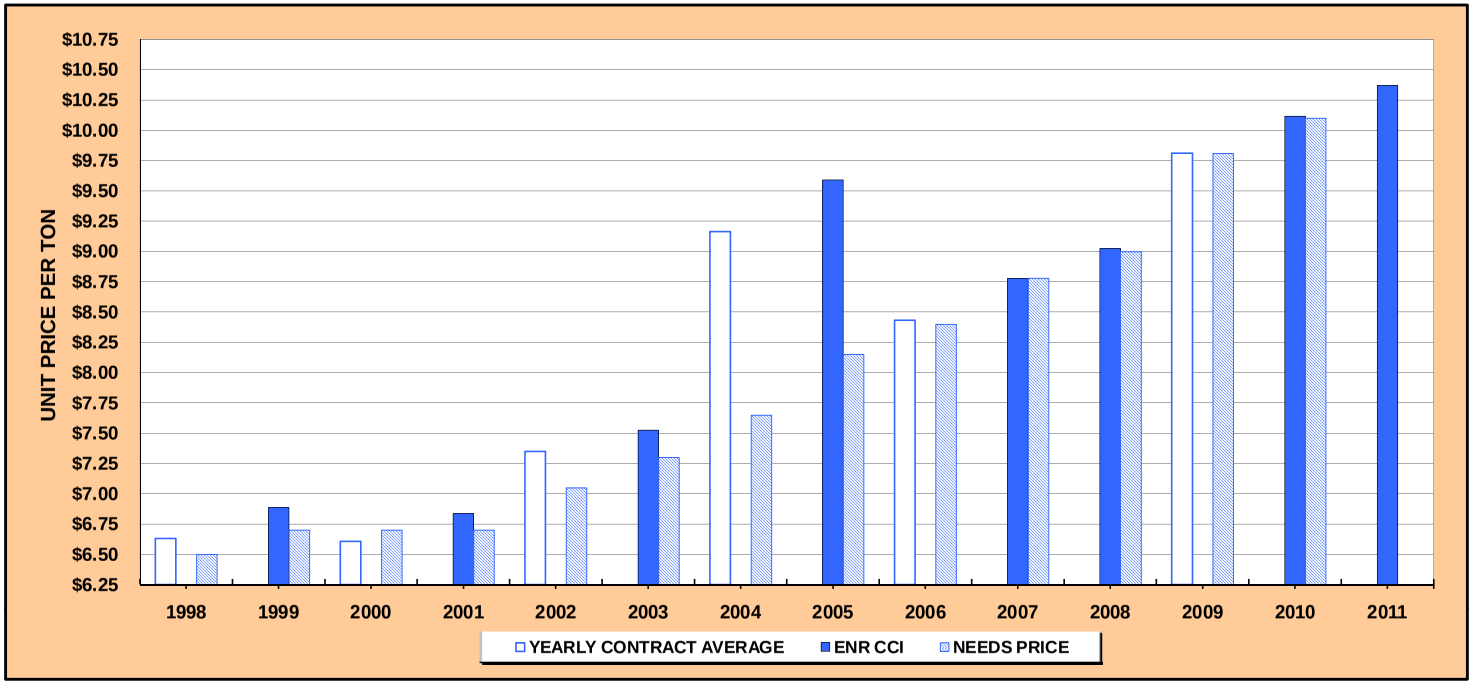
AGGREGATE BASE



Needs Year	Number of Cities	Quantity (Ton)	Total Cost	Yearly Average Contract Price	State Aid Construction Cost Index	Price Used in Needs
1998	67	470,633	$3,118,365	$6.63		$6.50
1999					$6.89	6.70
2000	58	680,735	4,498,220	6.61		6.70
2001					6.84	6.70
2002	52	527,592	3,877,688	7.35		7.05
2003					7.53	7.30
2004	58	573,153	5,252,804	9.16		7.65

Needs Year	Number of Cities	Quantity (Ton)	Total Cost	Yearly Average Contract Price	Engineering News Record Construction Cost Index	Price Used in Needs
2005					$9.59	$8.15
2006	46	355,866	$3,000,906	$8.43		8.40
2007					8.78	8.78
2008					9.02	9.00
2009	45	436,802	4,284,174	9.81		9.81
2010					10.12	10.10
2011					10.37	

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2011 NEEDS STUDY IS $10.40 PER TON

Applying the ENR Construction Cost Index of 2.68% to last years 'Price Used in Needs' will result in an increase of $0.27 to the 'Price Used in Needs' in 2010 for a 2011 ENR CCI Cost of $10.37

This item was 11.49% of the total needs last year

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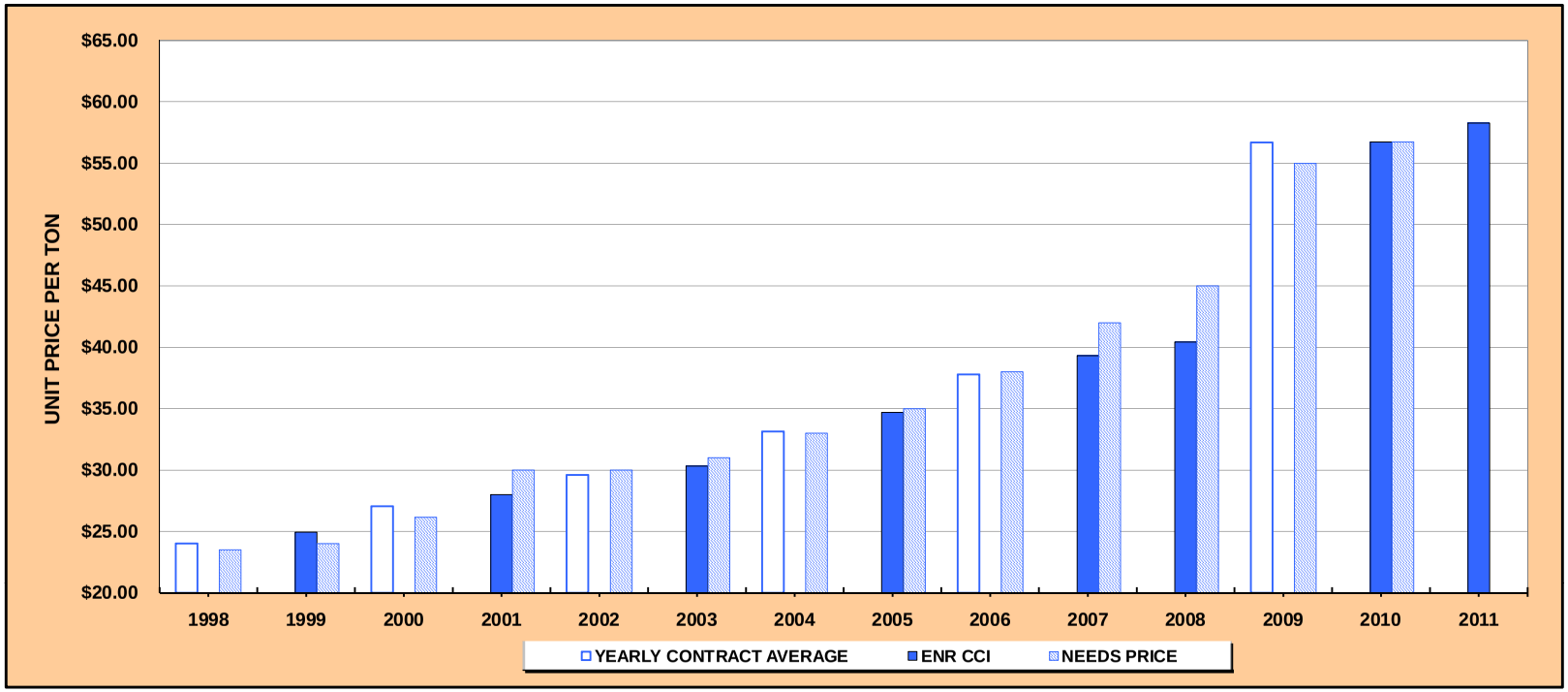
ALL BITUMINOUS BASE & SURFACE



Needs Year	Number of Cities	Quantity (Ton)	Total Cost	Yearly Average Contract Price	State Aid Construction Cost Index	Price Used in Needs
1998	67	505,372	$12,132,901	$24.01		$23.50
1999					$24.93	24.00
2000	51	434,005	11,739,821	27.05		26.17
2001					27.99	30.00
2002	50	371,198	10,989,206	29.60		30.00
2003					30.31	31.00
2004	60	459,606	15,229,960	33.14		33.00

Needs Year	Number of Cities	Quantity (Ton)	Total Cost	Yearly Average Contract Price	Engineering News Record Construction Cost Index	Price Used in Needs
2005					$34.68	$35.00
2006	51	305,073	$11,524,574	$37.78		38.00
2007					39.33	42.00
2008					40.42	45.00
2009	44	277,797	15,744,901	56.68		55.00
2010					56.72	56.75
2011					58.27	

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2011 NEEDS STUDY IS $60.00 PER TON

Applying the ENR Construction Cost Index of 2.68% to last years 'Price Used in Needs' will result in an increase of $1.52 to the 'Price Used in Needs' in 2010 for a 2011 ENR CCI Cost of $58.27

This item was 23.06% of the total needs last year

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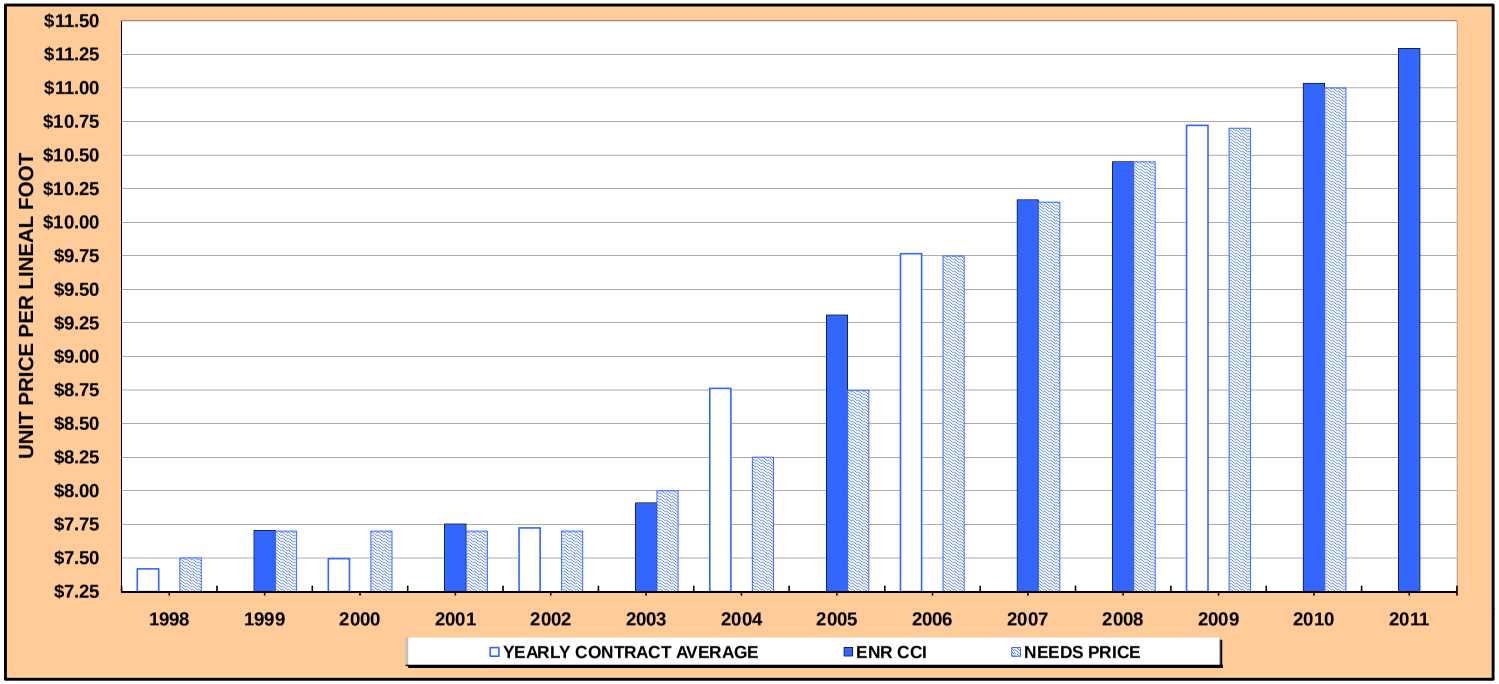
CURB AND GUTTER CONSTRUCTION



Needs Year	Number of Cities	Quantity (Ln. Ft.)	Total Cost	Yearly Average Contract Price	State Aid Construction Cost Index	Price Used in Needs
1998	64	347,973	$2,581,523	$7.42		$7.50
1999					$7.70	7.70
2000	55	418,211	3,133,900	7.49		7.70
2001					7.75	7.70
2002	50	363,497	2,807,345	7.72		7.70
2003					7.91	8.00
2004	59	469,131	4,110,211	8.76		8.25

Needs Year	Number of Cities	Quantity (Ln. Ft.)	Total Cost	Yearly Average Contract Price	Engineering News Record Construction Cost Index	Price Used in Needs
2005					$9.31	$8.75
2006	52	327,171	$3,195,201	$9.77		9.75
2007					10.17	10.15
2008					10.45	10.45
2009	43	262,251	2,812,246	10.72		10.70
2010					11.03	11.00
2011					11.29	

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2011 NEEDS STUDY IS $11.30 PER LIN. FT.

Applying the ENR Construction Cost Index of 2.68% to last years 'Price Used in Needs' will result in an increase of $0.29 to the 'Price Used in Needs' in 2010 for a 2011 ENR CCI cost of $11.29

This item was 5.55% of the total needs last year

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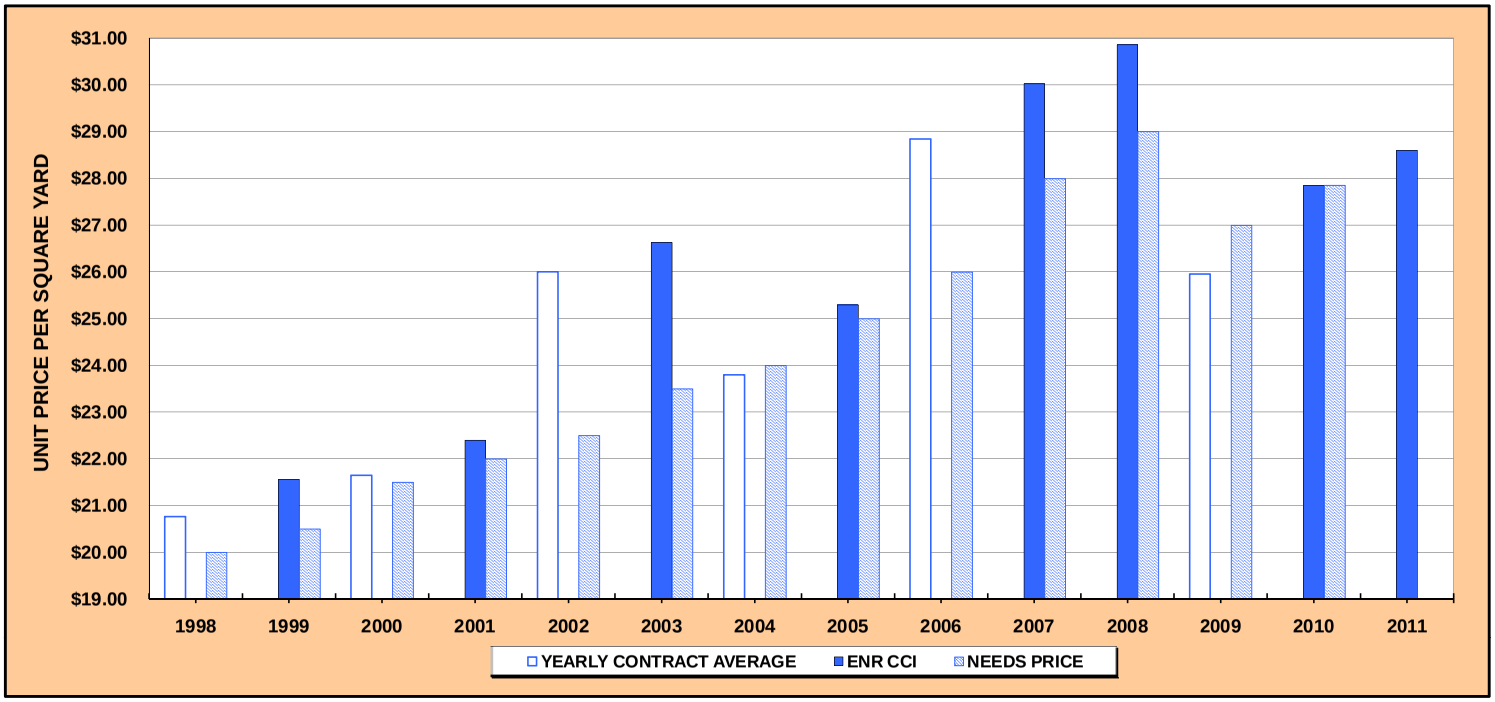
SIDEWALK CONSTRUCTION



Needs Year	Number of Cities	Quantity (Sq.Yd)	Total Cost	Yearly Average Contract Price	State Aid Construction Cost Index	Price Used in Needs
1998	54	71,578	$1,486,101	$20.76		$20.00
1999					$21.56	20.50
2000	45	88,562	1,917,075	21.65		21.50
2001					22.40	22.00
2002	38	61,390	1,596,409	26.00		22.50
2003					26.63	23.50
2004	47	123,460	2,937,553	23.79		24.00

Needs Year	Number of Cities	Quantity (Sq. Yd.)	Total Cost	Yearly Average Contract Price	Engineering News Record Construction Cost Index	Price Used in Needs
2005					$25.29	$25.00
2006	43	69,500	$2,004,367	$28.84		26.00
2007					30.02	28.00
2008					30.86	29.00
2009	44	95,689	2,482,820	25.95		27.00
2010					27.85	27.85
2011					28.60	

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2010 NEEDS STUDY IS $28.60 PER SQ. YD.

Applying the ENR Construction Cost Index of 2.68% to last years 'Price Used in Needs' will result in an increase of $0.75 to the 'Price Used in Needs' in 2010 for a 2011 ENR CCI Cost of $28.60

This item was 6.64% of the total needs last year

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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)
1995	$69,100	$223,000	$20,000		$20,000-80,000
1996	71,200	229,700	20,000		20,000-80,000
1998	76,000	245,000	20,000		24,990-99,990
1999	79,000	246,000	35,000		24,990-99,990
2000	80,200	248,500	50,000		24,990-99,990
2001	80,400	248,000	78,000	**	30,000-120,000
2002	81,600	254,200	78,000		30,000-120,001
2003	82,700	257,375	80,000		31,000-124,000
2004	83,775	262,780	80,000		31,000-124,000
2005	85,100	265,780	82,500		32,500-130,000
2006	86,100	268,035	100,000		32,500-130,000
2007	88,100	271,000	100,000		32,500-130,000
2008	89,700	278,200	100,000		32,500-130,000
2009	92,800	289,300	100,000		32,500-130,000
2010	94,200	295,400	100,000		34,000-136,000
2011					

** Lighting needs were revised to deficient segment only.

MN\DOT'S HYDRAULIC OFFICE RECOMMENDED PRICES FOR 2011:

	Storm Sewer Adjustment	Storm Sewer Construction
2011	**$95,576**	**$301,272**

SUBCOMMITTEE'S RECOMMENDED PRICES FOR 2011:

	Storm Sewer Adjustment	Storm Sewer Construction	Lighting	Signals
2011	**$95,600**	**$301,300**	**$100,000**	**$136,000**

RAILROAD CROSSINGS NEEDS COSTS

NEEDS YEAR	SIGNS (Per Unit)	PAVEMENT MARKING	SIGNALS (Low Speed) (Per Unit)	SIGNALS & GATES (High Speed) (Per Unit)	CONCRETE CROSSING MATERIAL (Per foot/track)
1995	$800	$750	$80,000	$110,000	$750
1996	800	750	80,000	110,000	750
1998	1,000	750	80,000	130,000	750
1999	1,000	750	85,000	135,000	850
2000	1,000	750	110,000	150,000	900
2001	1,000	750	120,000	160,000	900
2002	1,000	750	120,000	160,000	1,000
2003	1,000	750	120,000	160,000	1,000
2004	1,000	750	150,000	187,500	1,000
2005	1,000	750	150,000	187,000	1,000
2006	1,000	750	150,000	200,000	1,000
2007	1,000	750	175,000	200,000	1,000
2008	1,500	1,100	175,000	200,000	1,100
2009	2,000	1,500	225,000	250,000	1,300
2010	2,500	2,500	250,000	275,000	1,800
2011					

MN\DOT'S RAILROAD OFFICE RECOMMENDED PRICES FOR 2011:

	Signs	Pavement Marking	Signals	Sig. & Gates	Concrete X-ing Surf.
2011	$2,500	$2,500	$275,000	$275,000-$350,000	$1,800

SUBCOMMITTEE'S RECOMMENDED PRICES FOR 2011:

2011	**$2,500**	**$2,500**	**$275,000**	**$300,000**	**$1,800**

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Minnesota Department of Transportation

Memo

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

Date: April 27, 2011

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

From: Juanita Voigt
State Aid Hydraulic Specialist

Phone: (651) 366-4469

Subject: State Aid Storm Sewer
Construction Costs for 2010

We have completed our analysis of storm sewer construction costs incurred for 2010 and the following assumptions can be utilized for planning purposes per roadway mile:

- Approximately $301,272 for new construction, and
- Approximately $95,576 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 146 plans for 2010.

CC: Andrea Hendrickson (file)

Minnesota Department of Transportation

Memo

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

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

April 7, 2011

To: Marshall Johnson
Needs Unit – State Aid

From: Susan H. Aylesworth
Manager, Rail Administration Section

Subject: Projected Railroad Grade Crossing Improvements – Cost for 2011

We have projected 2010 costs for railroad/highway improvements at grade crossings. For planning purposes, we recommend using the following figures:

Signals & Gates (single track, low speed, average price)*	$275,000.00
Signals & Gates (multiple track, high/low speed, average price)*	$275,000 - $350,000.00
Signs (advance warning signs and crossbucks)	$2,500 per crossing
Pavement Markings (tape)	$7,500 per crossing
Pavement Markings (paint)	$2,500 per crossing
Crossing Surface (concrete, complete reconstruction)	$1,800 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.

MnDOT State Aid Bridge Office
2010 Calendar Year - - Bridge Cost Report

Separated per Bridge Length < 150'

SORTED BY BRIDGE LENGTH, DOES NOT INCLUDE OVERLAYS

New Bridge Number	Project Type	Project Number	Length	Beam Type Code	Letting Date	Area	Cost	Unit Cost
27J46	SP	027-603-043	20.00	ARCH	4/20/2010	1972	$856,996	$434.58
R0548	*SP*	010-090-001	41.50	T-PED	1/5/2010	581	$55,139	$94.90
28545	SAP	028-599-070	48.52	C-SLAB	7/19/2010	1552	$176,842	$113.94
85572	SAP	085-599-065	49.50	C-SLAB	4/27/2010	1551	$182,850	$117.89
28548	SAP	028-599-068	58.19	C-SLAB	7/16/2010	1707	$206,453	$120.94
66553	*SP*	066-623-009	60.58	PCB	3/25/2010	2383	$321,626	$134.97
79547	SAP	079-605-012	66.67	PCB	5/25/2010	2622	$278,236	$106.12
79549	SAP	079-602-037	66.67	PCB	9/20/2010	2622	$356,638	$136.02
22602	SAP	022-609-008	68.42	PCB	8/10/2010	2418	$248,561	$102.80
38532	SAP	038-603-035	70.42	PCB	11/8/2010	2770	$412,179	$148.80
28542	SAP	028-599-071	73.14	PCB	7/19/2010	2423	$270,270	$111.54
22607	SAP	022-616-021	73.50	C-SLAB	8/10/2010	2891	$329,968	$114.14
28536	SAP	028-599-064	74.00	PCB	4/26/2010	2615	$332,392	$127.11
04508	SAP	004-623-026	75.17	REHAB	5/13/2010	2543	$9,626	$3.79
29530	SP	029-638-009	77.50	C-SLAB	5/18/2010	3049	$314,116	$103.02
11524	SAP	011-607-011	78.00	C-SLAB	8/16/2010	3068	$449,947	$146.66
42564	SP	042-609-031	80.48	PCB	4/27/2010	3166	$301,278	$95.16
28547	SAP	028-599-067	81.98	PCB	7/16/2010	2495	$242,760	$97.30
85567	SAP	085-599-063	84.04	C-SLAB	4/27/2010	2465	$222,560	$90.29
R0549	*SP*	010-090-001	85.00	TRUSS	1/5/2010	1020	$144,401	$141.57
23581	SAP	023-627-017	88.77	PCB	5/13/2010	3138	$593,642	$189.18
64581	SP	064-606-032	88.85	PCB	6/25/2010	3850	$346,218	$89.93
83548	SAP	083-599-070	90.00	TIMBER	5/13/2010	2880	$339,659	$117.94
65561	SAP	065-610-018	90.50	C-SLAB	6/3/2010	3560	$245,942	$69.08

SP DENOTES ECONOMIC STIMULUS (ARRA) PROJECT

MnDOT State Aid Bridge Office
2010 Calendar Year - - Bridge Cost Report

Separated per Bridge Length < 150' (Cont'd)

SORTED BY BRIDGE LENGTH, DOES NOT INCLUDE OVERLAYS

74551	SP	074-607-014	91.73	PCB	6/3/2010	6911	$1,376,049	$199.11
20558	SP	020-599-095	92.84	PCB	6/1/2010	3128	$396,616	$126.80
31562	SAP	031-635-011	93.50	C-SLAB	9/10/2010	4161	$508,492	$122.20
85560	SAP	085-597-004	96.58	C-SLAB	10/26/2010	3558	$366,565	$103.03
51533	SAP	051-599-092	98.00	C-SLAB	5/11/2010	3071	$251,614	$81.93
5853	SP	014-652-009	100.67	REHAB	6/15/2010	3390	$160,133	$47.24
70545	SAP	070-608-019	102.42	PCB	6/15/2010	4848	$665,761	$137.33
85561	SAP	085-599-059	103.04	C-SLAB	6/15/2010	3023	$270,005	$89.32
69691	SAP	LOCAL $	103.06	PCB	6/21/2010	3230	$402,776	$124.70
31550	SAP	031-610-015	103.90	C-SLAB	5/24/2010	4502	$338,963	$75.29
59539	SAP	059-599-067	109.50	C-SLAB	4/27/2010	3431	$259,555	$75.65
59537	SAP	059-602-024	112.50	C-SLAB	6/1/2010	3525	$280,854	$79.67
02580	SP	091-090-043	120.00	TRUSS	4/27/2010	1440	$203,181	$141.10
59540	SAP	059-599-068	122.50	C-SLAB	4/27/2010	3839	$272,929	$71.09
27B58	SP	027-681-027	124.15	PCB	5/11/2010	7242	$1,048,860	$144.83
27B59	SP	027-681-027	124.15	PCB	5/11/2010	7490	$1,231,552	$164.43
55582	SAP	055-599-089	125.50	C-SLAB	3/2/2010	4434	$376,102	$84.82
59538	SAP	059-604-005	129.88	C-SLAB	6/1/2010	4589	$359,458	$78.33
23542	SP	023-599-161	136.00	C-SLAB	7/8/2010	4261	$463,368	$108.75
59536	SP	092-090-050	140.00	TRUSS	10/19/2010	1680	$309,303	$184.11
04527	SAP	004-599-048	143.00	C-SLAB	6/3/2010	4481	$426,014	$95.07
50590	SAP	050-625-012	146.50	C-SLAB	7/12/2010	5177	$440,688	$85.12

SP DENOTES ECONOMIC STIMULUS (ARRA) PROJECT

Total Cost	**$17,647,138**
Total Deck Area	**150,752**
Average Cost per Sq Ft	**$117.06**
Total No. of Bridges < 150'	**46**

MnDOT State Aid Bridge Office
2010 Calendar Year - - Bridge Cost Report

Separated per Bridge Length > 150'

SORTED BY BRIDGE LENGTH, DOES NOT INCLUDE OVERLAYS

New Bridge Number	Project Type	Project Number	Length	Beam Type Code	Letting Date	Area	Cost	Unit Cost
73573	SAP	073-598-016	153.00	C-SLAB	6/2/2010	6018	$550,658	$91.50
67559	SP	067-599-146	159.00	C-SLAB	5/14/2010	4983	$423,360	$84.96
R0594	SP	052-090-003	162.50	TRUSS	6/2/2010	1920	$347,821	$181.16
48533	SP	048-629-010	166.67	C-SLAB	4/23/2010	13389	$2,467,531	$184.30
22610	SP	022-606-016	189.98	PCB	6/3/2010	9974	$940,915	$94.34
73572	SP	073-604-025	191.44	PCB	9/18/2010	30185	$3,293,509	$109.11
27B68	*SP*	091-090-067	200.25	TRUSS	1/7/2010	2728	$529,972	$194.27
76541	SAP	076-599-048	205.15	PCB	6/30/2010	8069	$573,748	$71.11
67560	SAP	067-608-011	230.02	PCB	10/15/2010	8128	$691,095	$85.03
82523	SP	082-090-001	231.17	TRUSS	8/17/2010	3265	$1,249,973	$382.84
L6393	*SP*	091-090-066	261.51	REHAB	2/4/2010	1377	$388,134	$281.87
55586	SP	159-080-014	383.17	PCB	7/21/2010	21585	$1,492,559	$69.15
14551	SAP	014-598-040	398.17	PCB	6/16/2010	14075	$1,199,054	$85.19
55585	SP	159-080-014	423.17	PCB	7/21/2010	23839	$1,765,139	$74.04
02577	SP	002-614-032	473.33	C-SLAB	5/12/2010	46821	$2,856,004	$61.00
L5600	*SP*	178-020-019	678.00	REHAB	2/11/2010	4820	$1,444,109	$299.61
27297	*SP*	091-090-067	693.03	TRUSS	1/7/2010	9635	$1,575,233	$163.49
02579	SP	091-090-043	1001.00	T-PED	4/21/2010	13013	$485,031	$37.27
27549	*SP*	141-262-014	1686.08	REHAB	1/7/2010	118026	$10,339,618	$87.60
30516	SP	030-090-001	1695.00	T-PED	7/20/2010	16950	$747,486	$44.10

SP DENOTES ECONOMIC STIMULUS (ARRA) PROJECT

Total Cost	**$33,360,948**
Total Deck Area	**358,800**
Average Cost per Sq Ft	**$92.98**
Total No. of Bridges > 150'	**20**

MnDOT State Aid Bridge Office
2010 Calendar Year - - Bridge Cost Report

Summary of Structure Type Unit Costs
As Compared to Previous Fiscal Years

STATE AID BRIDGES
SUMMARY OF BRIDGE UNIT COST PER BEAM TYPE

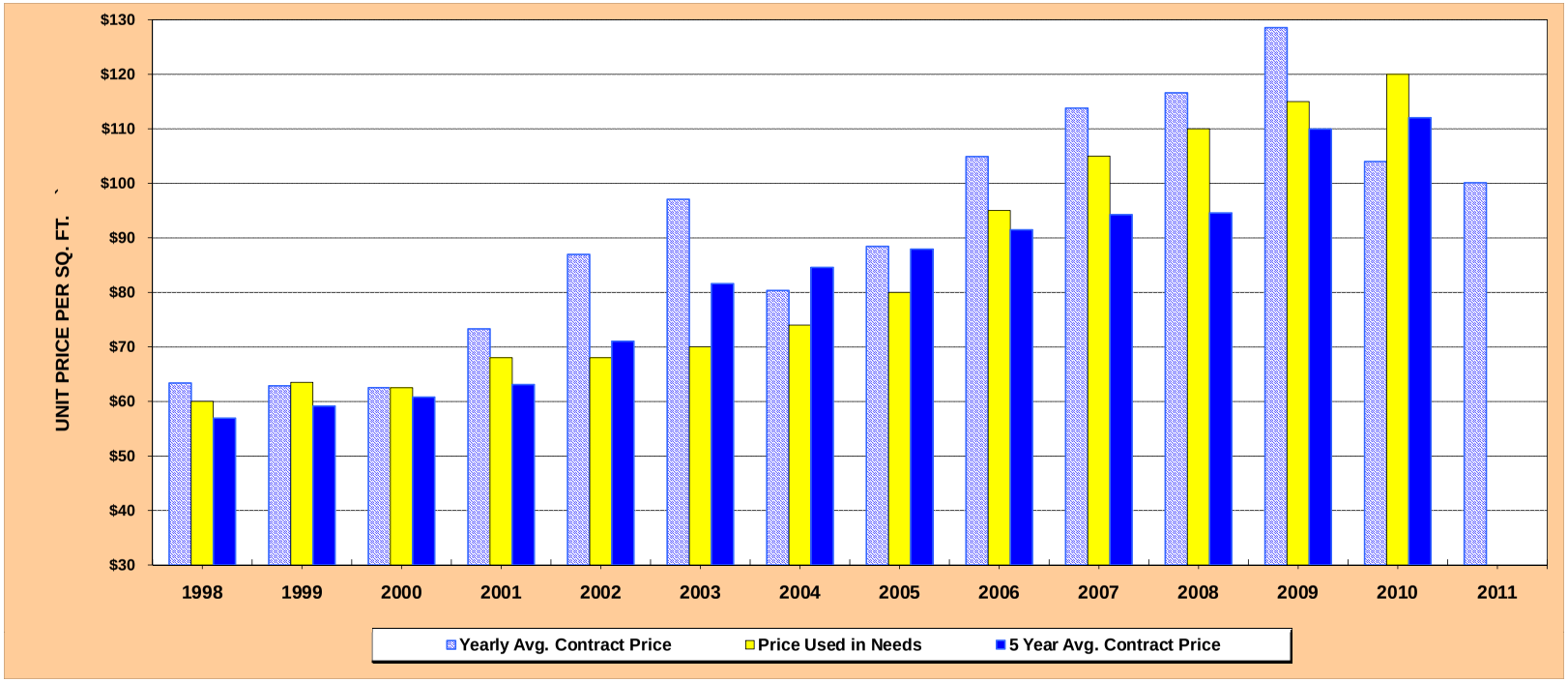
CALENDAR YEAR	2010	2009	2008	2007	2006	2005	2004	2003
TYPE								
C-ARCH	$434.58		$396.53		$669.18		$260.34	$112.04
C-SLAB	$92.06	$97.82	$101.18	$94.51	$85.75	$87.35	$83.51	$79.47
DBL T								$72.02
GLULAM								
PCB	$97.08	$102.52	$115.16	$102.41	$98.46	$85.93	$84.66	$86.70
PCBped			$173.63				$139.87	$111.36
PT SLAB								
R-FRAME					$237.50	$97.17		$140.96
STEEL		$122.76	$156.14	$150.23	$500.87	$123.66		
TRUSS	$168.81	$133.30	$228.88	$145.57	$167.44	$121.45	$176.01	$111.15
TTS	$117.94			$92.64	$127.02	$123.98		$92.52

MnDOT State Aid Bridge Office
2010 Calendar Year - - Bridge Cost Report

Totals for All Bridges Let in CY 2010

Total Cost for all Bridges	**$51,008,086**
Total Deck Area for all Bridges	**509,552**
Average Cost per Sq Ft	**$100.10**
Total Number of Bridges	**66**

ALL BRIDGES



NEEDS YEAR	NUMBER OF PROJECTS	DECK AREA	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5-YEAR AVERAGE CONTRACT PRICE
1998	85	856,829	$54,296,022	$63.37	$60.00	$56.92
1999	88	851,845	53,553,089	62.87	63.50	59.13
2000	78	648,621	40,560,540	62.53	62.50	60.80
2001	83	493,752	36,196,053	73.31	68.00	63.08
2002	105	1,127,085	97,998,501	86.95	68.00	71.04
2003	114	1,708,572	165,859,117	97.07	70.00	81.61
2004	126	977,400	$78,528,140	$80.34	$74.00	$84.58

NEEDS YEAR	NUMBER OF PROJECTS	DECK AREA	TOTAL COST	YEARLY AVERAGE CONTRACT PRICE	PRICE USED IN NEEDS	5-YEAR AVERAGE CONTRACT PRICE
2005	44	$252,713	$22,351,485	$88.45	$80.00	87.93
2006	53	533,871	55,999,602	104.89	95.00	91.47
2007	49	235,505	26,798,183	113.79	105.00	94.26
2008	37	247,120	28,815,052	116.60	110.00	94.58
2009	46	301,827	38,797,162	128.54	115.00	109.97
2010	56	333,867	34,675,259	104.00	120.00	112.02
2011	66	509,552	51,008,086	100.10		

SUBCOMMITTEES RECOMMENDED PRICE FOR THE 2011 NEEDS STUDY IS $115.00 PER SQ. FT.

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RAILROAD BRIDGES OVER HIGHWAYS

22-Apr-11

Needs Year	Number Of Projects	Number of Tracks	Bridge Length	Bridge Cost per Lin. Ft. (Actual)	Cost per Lin. Ft. of 1st Track (Unit Price Study)	Cost per Lin. Ft. of Additional Tracks (Unit Price Study)
1990	1	2	433.38	8,536	4,000	3,000
1991	0	0			4,000	3,000
1992	1	1	114.19	7,619	4,000	3,000
1993	1	1	181.83	7,307	5,000	4,000
1994	0	0			5,000	4,000
1995	0	0			5,000	4,000
1996	1	1	80.83	12,966	5,000	4,000
1998	1	1	261.02	8,698	8,000	6,500
1999	1	1	150.3	8,139	8,200	6,700
2000	2	1	108.58	12,112		
		1	130.08	10,569	9,000	7,500
2001	1	1	163.00	14,182	9,000	7,500
2002	0	0			9,000	7,500
2003	0	0			9,300	7,750
2004	0	0			9,600	8,000
2005	0	0			10,200	8,500
2006	0	0			10,200	8,500
2007	2	1	56.00	12,760	10,200	8,500
		1	135.00	6,483	10,200	8,500
2008	0	0			10,200	8,500
2009	0	0			10,200	8,500
2010					10,200	8,500
2011						

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2011 NEEDS STUDY IS PER LINEAL FOOT FOR THE FIRST TRACK **$10,200**

SUBCOMMITTEE'S RECOMMENDED PRICE FOR THE 2011 NEEDS STUDY IS PER LIN. FT. FOR ADDITIONAL TRACKS **$8,500**

N:\msas\books\2011 June book\Railroad Bridge Costs.xls

All Structures on the MSAS System

Number of Adequate Structures	Number of Deficient Structures	Structures in Needs for Information	Total Structures	Existing Structure Type
174	134	101	409	1 - Bridge
8	12	0	20	3 - Structural Plate Arch
8	11	8	27	4 - Other
42	20	4	66	5 - Box Culvert Single
21	4	1	26	6 - Box Culvert Double
7	0	0	7	7 - Box Culvert Triple
1	0	0	1	8 - Box Culvert Quad
		26	26	Unknown Structure Type
261	**181**	**140**	**582**	**TOTAL**

There are 442 Structures on the MSAS system that qualify for Needs

Box Culvert Unit Prices

June 2011

The recommended prices include two end sections on single box culverts, four end sections on the doubles and six for the triple culverts.

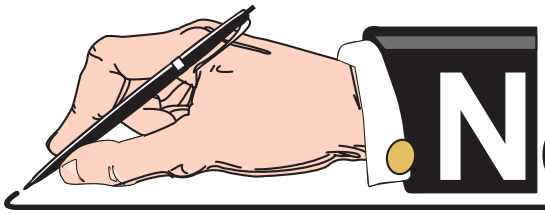
Culvert Size	Current Culvert Cost/Lineal Foot	2006-2010 County Projects	Recommened Culvert Cost/Lineal Foot	Current End Section Cost/pair	2006-2010 County Projects	Recommened End Section Costs
Less than 10'	$400	$430	$430	$11,000	$9,662	$9,662
10 x 4 Single	$500	$450	$450	$11,000	$8,474	$8,474
10 x 5 Single	$500	$493	$493	$11,000	$11,984	$11,984
10 x 6 Single	$500	$523	$523	$11,000	$11,802	$11,802
10 x 7 Single	$600	$699	$699	$16,000	$14,882	$14,882
10 x 8 Single	$600	$555	$555	$16,000	$15,234	$15,234
10 x 9 Single	$600	$596	$596	$20,000	$18,790	$18,790
10 x 10 Single	$600	$710	$710	$20,000	$21,228	$21,228
12 x 4 Single	$600	$555	$555	$11,000	$11,720	$11,720
12 x 5 Single	$600	$542	$542	$12,500	$11,488	$11,488
12 x 6 Single	$600	$438	$438	$15,000	$12,990	$12,990
12 x 7 Single	$600	$420	$420	$15,000	$15,820	$15,820
12 x 8 Single	$700	$628	$628	$20,000	$17,636	$17,636
12 x 9 Single	$700	$643	$643	$20,000	$17,656	$17,656
12 x 10 Single	$800	$718	$718	$24,500	$23,384	$23,384
12 x12 Single	$800	$805	$805	$24,500	$23,790	$23,790
14 x 5 Single	$700	$736	$736	$14,000	$15,700	$15,700
14 x 7 Single	$700	$722	$722	$22,000	$20,736	$20,736
14 x 8 Single	$900	$810	$810	$22,000	$21,768	$21,768
14 x 10 Single	$900	$825	$825	$22,000	$24,694	$24,694
16 x 7 Single		$856	$856		$23,290	$23,290
Less than 10' Double	$800	$860	$860	$22,000	$19,324	$19,324
10 x 4 Double	$1,000	$900	$900	$22,000	$16,948	$16,948
10 x 5 Double	$1,000	$986	$986	$22,000	$23,968	$23,968
10 x 6 Double	$1,000	$1,046	$1,046	$22,000	$23,604	$23,604
10 x 7 Double	$1,200	$1,398	$1,398	$32,000	$29,764	$29,764
10 x 8 Double	$1,200	$1,110	$1,110	$32,000	$30,468	$30,468
10 x 9 Double	$1,200	$1,192	$1,192	$40,000	$37,580	$37,580
10 x 10 Double	$1,200	$1,420	$1,420	$40,000	$42,456	$42,456
12 x 4 Double	$1,200	$1,110	$1,110	$22,000	$23,440	$23,440
12 x 5 Double	$1,200	$1,084	$1,084	$25,000	$22,976	$22,976

Box Culvert Unit Prices

June 2011

The recommended prices include two end sections on single box culverts, four end sections on the doubles and six for the triple culverts.

Culvert Size	Current Culvert Cost/Lineal Foot	2006-2010 County Projects	Recommened Culvert Cost/Lineal Foot	Current End Section Cost/pair	2006-2010 County Projects	Recommened End Section Costs
12 x 6 Double	$1,200	$876	$876	$30,000	$25,980	$25,980
12 x 7 Double	$1,200	$840	$840	$30,000	$31,640	$31,640
12 x 8 Double	$1,400	$1,256	$1,256	$40,000	$35,272	$35,272
12 x 9 Double	$1,400	$1,286	$1,286	$40,000	$35,312	$35,312
12 x 10 Double	$1,600	$1,436	$1,436	$49,000	$46,768	$46,768
12 x12 Double	$1,600	$1,610	$1,610	$49,000	$47,580	$47,580
14 x 5 Double	$1,400	$1,472	$1,472	$28,000	$31,400	$31,400
14x 7 Double	$1,400	$1,444	$1,444	$44,000	$41,472	$41,472
14 x 8 Double	$1,800	$1,620	$1,620	$44,000	$43,536	$43,536
14 x 10 Double	$1,800	$1,650	$1,650	$44,000	$49,388	$49,388
16 x 7 Double		$1,712	$1,712		$46,580	$46,580
Less than 10' Triple	$1,200	$1,290	$1,290	$33,000	$28,986	$28,986
10 x 4 Triple	$1,500	$1,350	$1,350	$33,000	$25,422	$25,422
10 x 5 Triple	$1,500	$1,479	$1,479	$33,000	$35,952	$35,952
10 x 6 Triple	$1,500	$1,569	$1,569	$33,000	$35,406	$35,406
10 x 7 Triple	$1,800	$2,097	$2,097	$48,000	$44,646	$44,646
10 x 8 Triple	$1,800	$1,665	$1,665	$48,000	$45,702	$45,702
10 x 9 Triple	$1,800	$1,788	$1,788	$60,000	$56,370	$56,370
10 x 10 Triple	$1,800	$2,130	$2,130	$60,000	$63,684	$63,684
12 x 4 Triple	$1,800	$1,665	$1,665	$33,000	$35,160	$35,160
12x 5 Triple	$1,800	$1,626	$1,626	$37,500	$34,464	$34,464
12 x 6 Triple	$1,800	$1,314	$1,314	$45,000	$38,970	$38,970
12 x 7 Triple	$1,800	$1,260	$1,260	$45,000	$47,460	$47,460
12 x 8 Triple	$2,100	$1,884	$1,884	$60,000	$52,908	$52,908
12 x 9 Triple	$2,100	$1,929	$1,929	$60,000	$52,968	$52,968
12 x 10 Triple	$2,400	$2,154	$2,154	$73,500	$70,152	$70,152
12 x 12 Triple	$2,400	$2,415	$2,415	$73,500	$71,370	$71,370
14 x 5 Triple	$2,100	$2,208	$2,208	$42,000	$47,100	$47,100
14x 7 Triple	$2,100	$2,166	$2,166	$66,000	$62,208	$62,208
14 x 8 Triple	$2,700	$2,430	$2,430	$66,000	$65,304	$65,304
14 x 10 Triple	$2,700	$2,475	$2,475	$66,000	$74,082	$74,082
16 x 7 Triple		$2,568	$2,568		$69,870	$69,870



NOTES and COMMENTS

Subcommittee

Issues

UNENCUMBERED CONSTRUCTION FUNDS SUBCOMMITTEE

Meeting Minutes
Thursday, April 7, 2011

Welcome – Chuck Ahl

Chuck Ahl called the meeting to order at 10:20 am. In attendance were Chuck Ahl (Maplewood), chair of the UCFS; Shelly Pederson (Bloomington) of the UCFS; Jeff Hulsether (Brainerd) of the UCFS; Julie Skallman, Marshall Johnston, Julee Puffer, and Joan Peters from Mn/DOT. Jeff Hulsether was elected Secretary of the UCFS. Chairman Ahl reviewed the charge from the Municipal Screening Board which was "to direct the Unencumbered Construction Funds Subcommittee to review the current balance and potential balance reduction measures".

Review of Historical Information on Construction fund Balance

Marshall Johnston reviewed historical year end balances along with the relationships between balance and construction allotments and the relationships between balances and various needs adjustments and balance reduction measures. Emphasis was given to the ratio between the amount spent and the amount received each year and it was noted that 1993 was the first year that there was more spent then received. There was a discussion on how much of a fund balance is desirable and that over any 3 or 4 year period there should be the goal of an average spent/received ratio of 1.0. Joan Peters discussed the Advance Guidelines which has a $20 million minimum balance threshold. Julie Skallman stated that State Aid could support and defend a balance of about ½ of the annual allocation, or $50 million, at the Legislature.

There was considerable discussion regarding advances and the need for more detailed discussions at pre-screening board meetings to inform all city engineers of the advance process and associated needs adjustments and to encourage more use of advances.

Julie Skallman stated that some cities may be reluctant to develop a project without assurances that advance funds will be available.

Chairman Ahl stated that one of the options before the Committee is to liberalize the guidelines for advances.

Shelly stated that even though the UCF balance has been growing it appears that previous measures to reduce the balance have been effective.

Joan Peters stated that there is a potential reduction in construction fund balances by closing out projects that are still open and potential requests for the balances on short payments. Short payments occur when there is an insufficient fund balance to pay an entire payment request. Recently, the balances have been paid when the next year's allocation is received. Prior to this practice, the city needed to resubmit a payment request for the balance.

Items that affect year end Construction Fund Balance
Marshall reviewed local decisions that affect the year end Construction Fund Balance such as general fund advances, local construction programs, saving for large projects, and spending local or federal funds on a MSAS route.

Current Adjustments
Marshall reviewed the current adjustments which include the Unencumbered Construction Fund Balance adjustment, the Excess Balance Redistribution as Low Balance Incentive, the Bond Account adjustment, the Non-existing Bridge adjustment, the Right of Way Acquisition adjustment, the Retaining Wall adjustment, and individual adjustment. Marshall pointed out that the Unencumbered Construction Fund Balance adjustment and Bond Account adjustment can be either positive or negative. If a city receives and spends an advance their balance goes negative which results in a positive adjustment. Similarly, bond proceeds applied to a State Aid project qualify for a positive adjustment but can be offset by proceeds not applied to a State Aid project which result in a negative adjustment. There was considerable discussion related to advances and the bond account adjustments. Marshall also noted that the "after the fact" needs for non-existing bridges, right of way, and retaining walls generated $13.75 of allocation last year for each $1,000 of expenditure. At this rate it would take almost 73 years of needs adjustment and associated allocation to reimburse the expense, but the adjustment only lasts for 15 years which returns about 20% of the original expense. Marshall pointed out that the value of the needs have been diluted over the years and could have been as high as $40 or $50 per $1,000 when the after the fact adjustment was created. Discussion continued related to extending the period for after the fact adjustments

Subcommittee Discussion – All

Chairman Ahl started the discussion by noting that advances could be effective in reducing fund balances but not many cities take advantage of the opportunity and questioned if there is a problem with the fund balance and if we should liberalize the guidelines.
Marshall reviewed the history of advances, the rules related to advances and a spreadsheet of individual city fund balances. Approximately 30 cities currently have a negative fund balance. Marshall then reviewed the history of excess balance adjustments and concluded with a spreadsheet that tabulated the history of the Excess Balance Redistribution as Low Balance Incentive since it was enacted in 2004.
Chuck stated that he had heard several comments that the redistribution is working and we should not change the rules.
Shelly Pederson stated that the excess balance adjustment is working and there doesn't appear to be a problem with only a couple of cities having an excess balance adjustment.

Chuck stated that there is about $20 million out there that can be put to work and suggested that cities should be encouraged to use the available funding. Marshall reviewed the history of advances which started at a 5 times annual allocation or $4 million and has been adjusted downwards several times since. There was considerable discussion about the maximum allowable advances.

Recommendations to Municipal Screening Board

Advance Guidelines - The Committee recommended that allowable advances be increased to 4 times the annual construction allocation or $3 million, whichever is less.

Excess Balance Redistribution as Low Balance Incentive – The Committee discussed the history of this adjustment and recommended no change citing the success with fewer cities carrying high balances.

Length of Adjustments – The Committee recommended that the length of "After the Fact" needs adjustments for non-existing bridges, right of way, and retaining walls be increased from 15 years to 30 years effective immediately for project expenses submitted this year that will be first eligible for a needs adjustment in 2012.

Other Items – The Committee recommended that there be a discussion at each of the pre-screening board meetings to:

(1) Gauge the interest among cities to purchase part of a Road Rating Van or coordinate with the counties to rent and use the van they recently purchased.
(2) Distribute information to each city related to open projects and short payments they have on the books that could be requested to lower the Unencumbered Construction Funds balance.
(3) Have a discussion about advance allocations and State Aid bonding as funding options.

Respectfully submitted,

Jeff Hulsether
UCFS Secretary
Brainerd City Engineer

2011 NEEDS STUDY SUBCOMMITTEE
April 11, 2011

The 2011 Needs Study Subcommittee was called to order at 1:10 p.m. on Monday, April 11, 2011, by Chair Maurer. Attendees included the following:

Terry Maurer (Chair), Arden Hills City Engineer; Katy Gehler-Hess, Northfield City Engineer; Russ Matthys, Eagan City Engineer

Minnesota Department of Transportation personnel:
Julie Skallman, State Aid Engineer; Rick Kjonaas, Deputy State Aid Engineer; Marshall Johnston, Manager, Municipal State Aid Needs Unit; Julee Puffer, Municipal State Aid Needs; Deb Hall-Kuglin, Municipal State Aid Needs

Johnston summarized the purpose of the meeting; review and recommend prices to be used to compute 2011 maintenance needs and construction needs apportionments for the Municipal State Aid System. The Construction Cost Index (nationwide) from the Engineering News Record (ENR) is typically referenced as a guide for annual cost differences. The 2010 Annual Percent of Increase of 2.68% is suggested to be used in the 2011 Needs Study. An actual Unit Price study is completed every three years with the next study scheduled to occur in 2012.

Johnston reviewed the 2010 annual maintenance needs costs and the history of annual maintenance needs costs.

Motion by Maurer, seconded by Matthys, to suggest an update of Annual Maintenance Needs Costs as follows. Motion approved unanimously.

	Under 1,000 ADT	**Over 1,000 ADT**
Traffic Lane Per Mile	**$2,000**	**$3,300**
Parking Lane Per Mile	**$2,000**	**$2,000**
Median Strip Per Mile	**$ 725**	**$1,350**
Storm Sewer Per Mile	**$ 725**	**$ 725**
Per Traffic Signal	**$ 725**	**$ 725**
Normal MSAS Streets Minimum Allowance Per Mile	**$6,550**	**$6,550**

Johnston reviewed the individual Unit Prices, including their histories and analysis performed by department personnel, relevant to the calculation of the construction needs.

Motion by Gehler-Hess, seconded by Maurer, to suggest the following updates of Unit Prices. Motion approved unanimously.

Grading/Excavation	**$5.05 per cubic yard**
Aggregate Base	**$10.40 per ton**

All Bituminous Base & Surface	**$60.00 per ton**
Curb and Gutter Construction	**$11.30 per linear foot**
Sidewalk Construction	**$28.60 per square yard**
Storm Sewer Adjustment	**$95,600 per mile**
Storm Sewer Construction	**$301,300 per mile**
Lighting	**$100,000 per mile**
Signals	**$136,000 per mile**
Railroad Crossings	
Signs	**$2,500 per unit**
Pavement Marking	**$2,500 per unit**
Signals (Low Speed)	**$275,000 per unit**
Signals & Gates (High Speed)	**$300,000 per unit**
Concrete Crossing Material	**$1,800 per foot/track**
Bridges	**$115 per square foot**
Railroad Bridges over Highways	
First Track	**$10,200 per linear foot**
Additional Tracks	**$8,500 per linear foot**

Motion by Maurer, seconded by Matthys, to suggest the use of the County State Aid Highway Needs Study Subcommittee's recommendation of updates of Annual Maintenance Needs Costs for box culvert costs. Motion approved unanimously.

Johnston updated the status of the Needs Study Task Force, reminding the committee of the likelihood of significant revisions to the method of determining future MSA needs. Discussion occurred regarding specific Unit Price recommendations, including Right of Way needs and the inclusion of landscaping and retaining wall costs, as well as actual Engineering costs as a percentage of the construction costs.

Motion by Gehler-Hess, seconded by Maurer, to suggest the following updates of Unit Price Recommendations. Motion approved unanimously.

Right of Way (Needs Only)	**$100,000 per acre**
Engineering	**22 %**

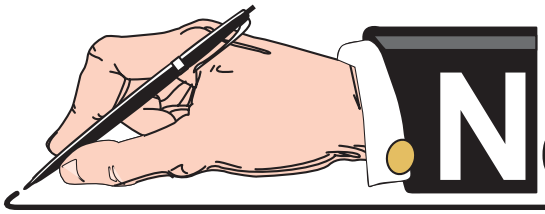
Motion by Matthys, seconded by Maurer, to suggest the Needs Study Task Force evaluate actual Engineering costs as a percentage of the construction costs of Municipal State Aid projects and establish a recommended Unit Price as a component of their final task force recommendation to the Municipal Screening Board. Motion approved unanimously.

Motion by Maurer, seconded by Gehler-Hess, to recommend the completion of a Traffic Signals Unit Price Study for determining future construction needs apportionments. Motion approved unanimously.

The 2011 Needs Study Subcommittee was concluded at 3:00 p.m.

OTHER

TOPICS



NOTES and COMMENTS

MUNICIPAL STATE AID CONSTUCTION ACCOUNT
ADVANCE GUIDELINES

State Aid Advances

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

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

The process used for advancing is dependent on the code levels which are listed below. Code levels for the current year can be obtained from the SAF website in the "Advances" area.

State Aid Advance Code Levels

Guidelines for advances are determined by the following codes.

SEVERE

Code RED - SEVERE- Fund Balances too low. NO ADVANCES - NO EXCEPTIONS

HIGH

Code ORANGE - HIGH - Fund Balance below acceptable levels. Priority system in use. Advances approved thru DSAE and State Aid Engineer only. Resolution required. Approved projects are automatically reserved.

GUARDED

Code BLUE- GUARDED - Fund balance low; balances reviewed monthly. Advances on first-come, first-serve basis. Resolution required. Reserve option available only prior to bid advertisement.

LOW

Code GREEN - LOW - Fund Balance above acceptable level. Advances approved on first-come, first-serve basis while funds are available. Resolution required. High priority projects reserved; others optional.

General Guidelines for State Aid & Federal Aid Advance Construction

Advancing occurs once a cities account balance is zero. A City Council Resolution must be received by State Aid Finance before any funds will be advanced. Once the resolution is received by SAF, the approved amount will appear in the "Available to Advance" column on the cities Status Report in the State Aid Accounting System (SAAS).
Advances are not limited to the projects listed on the resolution. Project payments are processed in the order received by SAF until the maximum advance amount is reached. Resolutions are

good for year of submission only and can not be submitted for multiple years. Advances are repaid from next year's allocation until fully repaid.

Advance funding is not guaranteed. A "Request to Reserve" funding form can be submitted to ensure funds will be available for your project. Once approved, a signed copy will be returned to the Municipality.

A Sample Resolution and a Request to Reserve Funding form can be obtained from SAF website - http://www.dot.state.mn.us/safinance. Mail completed forms to Sandra Martinez in State Aid Finance. Check with your DSAE to see if they want a copy of the forms.

Priority System

A Priority System can be required if the fund balances drop below an acceptable level (Red & Orange Level). This process starts the fall proceeding the advance year. Each city will be required to submit projects to their DSAE for prioritization within the district. The DSAE will submit the prioritized list to SALT for final prioritization.

Requests should include a negative impact statement if project had to be delayed or advance funding was not available. In addition, include the significance of the project.

Priority projects include, but are not limited to projects where agreements have mandated the city's participation, or projects with advanced federal aid. Small over-runs and funding shortfalls may be funded, but require State Aid approval.

Advance Limitations

Statutory - None
Ref. M.S.162.14, Subd 6.
State Aid Rules - None
Ref. State Aid Rules 8820.1500, Subp 10& 10b.
State Aid Guidelines
Advance is limited to three times the municipalities' last construction allotment or $2,000,000, whichever is less. The limit can be administratively adjusted by the State Aid Engineer.

Limitation may be exceeded due to federal aid advance construction projects programmed by the ATP in the STIP where State Aid funds are used in lieu of federal funds. Repayment will be made at the time federal funds are converted. Should federal funds fail to be programmed, or the project (or a portion of the project) be declared federally ineligible, the local agency is required to pay back the advance under a payment plan mutually agreed to between State Aid and the Municipality.

RELATIONSHIP OF CONSTRUCTION BALANCE TO CONSTRUCTION ALLOTMENT

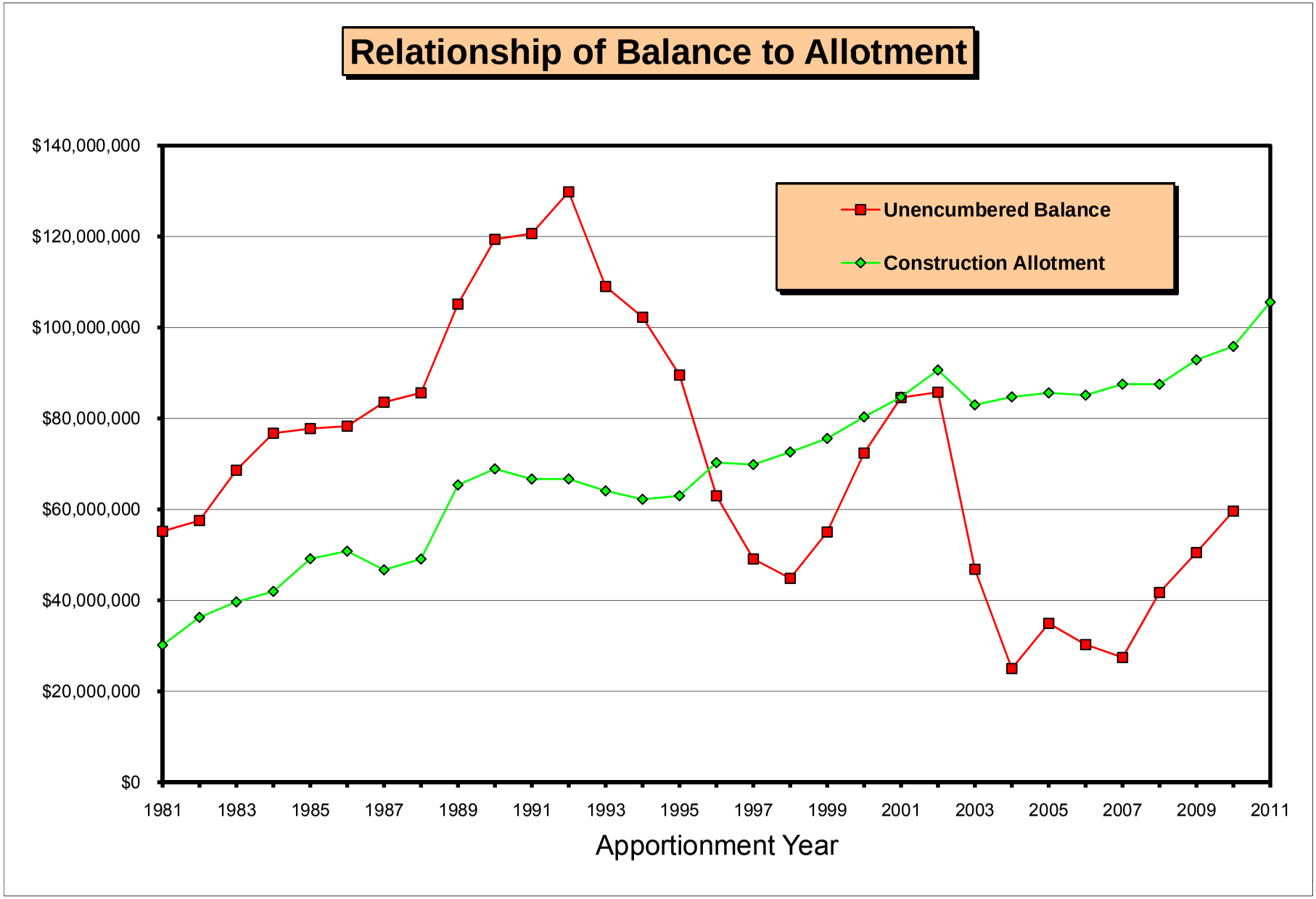
The amount spent on construction projects is computed by the difference between the previous year's and current years unencumbered construction balances plus the current years construction apportionment.

App. Year		No. of Cities	Needs Mileage	January Construction Allotment	31-Dec Unencumbered Construction Balance	Amount Spent on Construction Projects	Ratio of Construction Balance to Construction Allotment	Ratio of Amount spent to Amount Received
1973		94	1,580.45	$15,164,273	$26,333,918	$12,855,250	1.7366	0.8477
1974		95	1608.06	18,052,386	29,760,552	14,625,752	1.6486	0.8102
1975		99	1629.30	19,014,171	33,239,840	15,534,883	1.7482	0.8170
1976		101	1718.92	18,971,282	37,478,614	14,732,508	1.9755	0.7766
1977		101	1748.55	23,350,429	43,817,240	17,011,803	1.8765	0.7285
1978		104	1807.94	23,517,393	45,254,560	22,080,073	1.9243	0.9389
1979		106	1853.71	26,196,935	48,960,135	22,491,360	1.8689	0.8585
1980		106	1889.03	29,082,865	51,499,922	26,543,078	1.7708	0.9127
1981		106	1933.64	30,160,696	55,191,785	26,468,833	1.8299	0.8776
1982		105	1976.17	36,255,443	57,550,334	33,896,894	1.5874	0.9349
1983		106	2022.37	39,660,963	68,596,586	28,614,711	1.7296	0.7215
1984		106	2047.23	41,962,145	76,739,685	33,819,046	1.8288	0.8059
1985		107	2110.52	49,151,218	77,761,378	48,129,525	1.5821	0.9792
1986		107	2139.42	50,809,002	78,311,767	50,258,613	1.5413	0.9892
1987	*	107	2148.07	46,716,190	83,574,312	41,453,645	1.7890	0.8874
1988		108	2171.89	49,093,724	85,635,991	47,032,045	1.7443	0.9580
1989		109	2205.05	65,374,509	105,147,959	45,862,541	1.6084	0.7015
1990		112	2265.64	68,906,409	119,384,013	54,670,355	1.7326	0.7934
1991		113	2330.30	66,677,426	120,663,647	65,397,792	1.8097	0.9808
1992		116	2376.79	66,694,378	129,836,670	57,521,355	1.9467	0.8625
1993		116	2410.53	64,077,980	109,010,201	84,904,449	1.7012	1.3250
1994		117	2471.04	62,220,930	102,263,355	68,967,776	1.6436	1.1084
1995		118	2526.39	62,994,481	89,545,533	75,712,303	1.4215	1.2019
1996		119	2614.71	70,289,831	62,993,508	96,841,856	0.8962	1.3778
1997	**	122	2740.46	69,856,915	49,110,546	83,739,877	0.7030	1.1987
1998		125	2815.99	72,626,164	44,845,521	76,891,189	0.6175	1.0587
1999		126	2859.05	75,595,243	55,028,453	65,412,311	0.7279	0.8653
2000		127	2910.87	80,334,284	72,385,813	62,976,924	0.9011	0.7839
2001		129	2972.16	84,711,549	84,583,631	72,513,731	0.9985	0.8560
2002		130	3020.39	90,646,885	85,771,900	89,458,616	0.9462	0.9869
2003		131	3080.67	82,974,496	46,835,689	121,910,707	0.5645	1.4693
2004		133	3116.44	84,740,941	25,009,033	106,567,597	0.2951	1.2576
2005		136	3190.82	85,619,350	34,947,345	75,681,038	0.4082	0.8839
2006		138	3291.64	85,116,889	30,263,685	89,800,549	0.3556	1.0550
2007		142	3382.28	87,542,451	27,429,964	90,376,172	0.3133	1.0324
2008		143	3453.10	87,513,283	41,732,629	73,210,618	0.4769	0.8366
2009		144	3504.00	92,877,123	50,501,664	84,108,088	0.5437	0.9056
2010		144	3533.22	95,853,558	59,633,260	86,721,962	0.6221	0.9047
2011		147	3583.87	105,569,277				

* 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.

2011 JUNE BOOK/CONSTRUCTION BALANCE TO ALLOTMENT GRAPH.XLS



2011 APPORTIONMENT RANKINGS

MSAS\Books\2011 June Book\ 2011 Apportionment Rankings

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

POPULATION APPORTIONMENT

Rank	Municipality	2010 Total Needs Mileage	2011 Population Apportionment Per Need Mile
1	MINNEAPOLIS	205.63	$35,357
2	FALCON HEIGHTS	3.29	32,929
3	ST PAUL	164.77	32,806
4	HOPKINS	9.99	32,541
5	NEW HOPE	12.70	30,901
6	COON RAPIDS	41.83	28,390
7	CIRCLE PINES	3.53	28,117
8	COLUMBIA HEIGHTS	12.50	27,856
9	ST LOUIS PARK	31.45	27,675
10	NEW BRIGHTON	15.26	27,501
11	WEST ST PAUL	13.55	26,926
12	ST ANTHONY	5.95	26,904
13	VADNAIS HEIGHTS	9.17	26,800
14	OAKDALE	19.30	26,638
15	ROBBINSDALE	10.11	26,265
16	BROOKLYN CENTER	21.35	26,252
17	EAGAN	47.81	25,929
18	RICHFIELD	25.17	25,725
19	SHOREVIEW	19.00	25,653
20	BURNSVILLE	45.04	25,482
21	ARDEN HILLS	7.53	25,311
22	APPLE VALLEY	36.91	25,152
23	EDEN PRAIRIE	47.08	24,974
24	STEWARTVILLE	4.63	24,182
25	BROOKLYN PARK	59.47	23,808
26	CRYSTAL	17.94	23,788
27	WASECA	7.61	23,760
28	WINONA	22.29	23,179
29	MOUND	7.94	23,175
30	PLYMOUTH	58.40	23,158
31	EDINA	40.27	23,107
32	ANOKA	14.73	23,073
33	FRIDLEY	22.87	22,566
34	SOUTH ST PAUL	16.82	22,557

MONEY NEEDS APPORTIONMENT

Rank	Municipality	2010 Total Needs Mileage	2011 Money Needs Apportionment Per Need Mile
1	CROOKSTON	11.65	$30,672
2	DULUTH	114.92	27,989
3	THIEF RIVER FALLS	15.78	27,571
4	DELANO	6.11	27,339
5	MOUND	7.94	26,552
6	EAGAN	47.81	26,313
7	ST PAUL	164.77	26,293
8	BLOOMINGTON	74.85	25,320
9	MINNEAPOLIS	205.63	24,587
10	ST MICHAEL	23.10	24,309
11	HERMANTOWN	15.50	24,299
12	GRAND RAPIDS	23.52	24,234
13	BURNSVILLE	45.04	23,810
14	MAPLE GROVE	56.66	23,720
15	FERGUS FALLS	24.67	23,350
16	COON RAPIDS	41.83	23,174
17	NEW ULM	17.68	23,129
18	ALEXANDRIA	25.02	23,054
19	JORDAN	5.89	22,986
20	BUFFALO	17.19	22,400
21	MAPLEWOOD	36.16	22,390
22	FARIBAULT	24.27	22,350
23	NORTH MANKATO	15.07	22,319
24	ALBERTVILLE	7.15	22,199
25	ST CLOUD	64.89	22,013
26	ROCHESTER	92.37	21,964
27	FAIRMONT	20.13	21,659
28	ST FRANCIS	11.94	21,648
29	COLUMBIA HEIGHTS	12.50	21,615
30	INVER GROVE HEIGHTS	33.30	21,463
31	NEW BRIGHTON	15.26	21,434
32	NORTH ST PAUL	11.39	21,432
33	MOORHEAD	45.24	21,259
34	FOREST LAKE	23.70	21,043

TOTAL APPORTIONMENT

Rank	Municipality	2010 Total Needs Mileage	2011 Total Apportionment Per Need Mile
1	MINNEAPOLIS	205.63	$59,944
2	ST PAUL	164.77	59,099
3	EAGAN	47.81	52,241
4	HOPKINS	9.99	52,002
5	COON RAPIDS	41.83	51,564
6	NEW HOPE	12.70	51,246
7	MOUND	7.94	49,727
8	COLUMBIA HEIGHTS	12.50	49,471
9	BURNSVILLE	45.04	49,292
10	NEW BRIGHTON	15.26	48,936
11	BLOOMINGTON	74.85	46,714
12	CIRCLE PINES	3.53	46,320
13	RICHFIELD	25.17	46,273
14	ST LOUIS PARK	31.45	46,146
15	ST ANTHONY	5.95	44,916
16	FALCON HEIGHTS	3.29	44,686
17	MAPLE GROVE	56.66	44,513
18	DELANO	6.11	43,913
19	CROOKSTON	11.65	43,893
20	PLYMOUTH	58.40	43,676
21	ROCHESTER	92.37	43,247
22	FARMINGTON	16.24	42,822
23	EDEN PRAIRIE	47.08	42,746
24	APPLE VALLEY	36.91	42,557
25	WINONA	22.29	42,187
26	DULUTH	114.92	42,112
27	MAPLEWOOD	36.16	42,021
28	FRIDLEY	22.87	41,888
29	EDINA	40.27	41,447
30	SHOREVIEW	19.00	41,345
31	WEST ST PAUL	13.55	41,300
32	NORTH ST PAUL	11.39	41,123
33	ST CLOUD	64.89	41,061
34	STEWARTVILLE	4.63	41,025

POPULATION APPORTIONMENT			
Rank	Municipality	2010 Total Needs Mileage	2011 Population Apportionment Per Need Mile
35	CHAMPLIN	20.01	$22,489
36	BLAINE	48.71	22,395
37	CHASKA	20.47	22,206
38	WHITE BEAR LAKE	21.06	22,082
39	ROSEVILLE	29.12	22,067
40	FARMINGTON	16.24	21,950
41	SPRING LAKE PARK	5.82	21,877
42	NORTHFIELD	17.06	21,806
43	PRIOR LAKE	20.38	21,528
44	BLOOMINGTON	74.85	21,394
45	ROCHESTER	92.37	21,283
46	ST JOSEPH	5.52	21,029
47	MAPLE GROVE	56.66	20,793
48	WAITE PARK	6.12	20,728
49	CHANHASSEN	21.47	20,692
50	WOODBURY	54.21	20,580
51	KASSON	5.08	20,552
52	HASTINGS	21.24	19,909
53	NORTH ST PAUL	11.39	19,691
54	MAPLEWOOD	36.16	19,631
55	INVER GROVE HEIGHTS	33.30	19,457
56	STILLWATER	17.68	19,392
57	MOUNDS VIEW	12.43	19,267
58	SAVAGE	27.01	19,189
59	ST CLOUD	64.89	19,048
60	MINNETONKA	50.86	19,020
61	WORTHINGTON	11.39	18,827
62	NEW PRAGUE	7.08	18,804
63	COTTAGE GROVE	35.35	18,351
64	MANKATO	38.17	18,241
65	MAHTOMEDI	8.44	18,140
66	FARIBAULT	24.27	18,059
67	MONTICELLO	12.08	17,900
68	WACONIA	10.74	17,827
69	SAUK RAPIDS	14.01	17,625
70	SHAKOPEE	37.02	17,619
71	BYRON	5.40	17,566
72	LAKEVILLE	60.02	17,471

MONEY NEEDS APPORTIONMENT			
Rank	Municipality	2010 Total Needs Mileage	2011 Money Needs Apportionment Per Need Mile
35	ALBERT LEA	24.19	$20,941
36	MINNETONKA	50.86	20,917
37	FARMINGTON	16.24	20,872
38	ST PETER	15.35	20,868
39	RICHFIELD	25.17	20,547
40	RED WING	25.05	20,542
41	PLYMOUTH	58.40	20,519
42	COTTAGE GROVE	35.35	20,484
43	NEW HOPE	12.70	20,345
44	LITCHFIELD	8.77	20,122
45	LA CRESCENT	5.84	19,920
46	LITTLE FALLS	18.34	19,807
47	AUSTIN	29.38	19,788
48	CHISHOLM	8.39	19,620
49	HOPKINS	9.99	19,461
50	REDWOOD FALLS	8.50	19,427
51	LAKEVILLE	60.02	19,350
52	FRIDLEY	22.87	19,322
53	MARSHALL	18.80	19,308
54	GLENCOE	7.99	19,304
55	EAST GRAND FORKS	16.81	19,273
56	ROSEMOUNT	30.96	19,088
57	OWATONNA	28.35	19,008
58	WINONA	22.29	19,008
59	MANKATO	38.17	18,972
60	ANDOVER	42.60	18,873
61	BRAINERD	19.17	18,675
62	WOODBURY	54.21	18,484
63	ST LOUIS PARK	31.45	18,471
64	EDINA	40.27	18,340
65	STILLWATER	17.68	18,245
66	CIRCLE PINES	3.53	18,203
67	MENDOTA HEIGHTS	14.67	18,200
68	ELK RIVER	36.33	18,101
69	ST ANTHONY	5.95	18,013
70	VIRGINIA	17.14	17,894
71	LINO LAKES	23.00	17,887
72	WORTHINGTON	11.39	17,823

TOTAL APPORTIONMENT			
Rank	Municipality	2010 Total Needs Mileage	2011 Total Apportionment Per Need Mile
35	WASECA	7.61	$41,011
36	INVER GROVE HEIGHTS	33.30	40,920
37	ANOKA	14.73	40,824
38	FARIBAULT	24.27	40,409
39	ARDEN HILLS	7.53	40,381
40	JORDAN	5.89	40,230
41	CHASKA	20.47	39,939
42	MINNETONKA	50.86	39,937
43	VADNAIS HEIGHTS	9.17	39,220
44	WOODBURY	54.21	39,064
45	NORTHFIELD	17.06	38,891
46	COTTAGE GROVE	35.35	38,834
47	BROOKLYN CENTER	21.35	38,768
48	SOUTH ST PAUL	16.82	38,753
49	NORTH MANKATO	15.07	38,594
50	ALBERTVILLE	7.15	38,550
51	ROSEVILLE	29.12	38,216
52	BUFFALO	17.19	37,923
53	KASSON	5.08	37,871
54	THIEF RIVER FALLS	15.78	37,728
55	STILLWATER	17.68	37,637
56	NEW ULM	17.68	37,585
57	MANKATO	38.17	37,213
58	CHAMPLIN	20.01	37,195
59	LAKEVILLE	60.02	36,821
60	ST MICHAEL	23.10	36,743
61	WORTHINGTON	11.39	36,649
62	MOORHEAD	45.24	36,620
63	LA CRESCENT	5.84	36,494
64	OAKDALE	19.30	36,201
65	OWATONNA	28.35	35,875
66	HERMANTOWN	15.50	35,854
67	CRYSTAL	17.94	35,771
68	ROBBINSDALE	10.11	35,746
69	WACONIA	10.74	35,441
70	ALBERT LEA	24.19	35,216
71	BROOKLYN PARK	59.47	35,162
72	SAUK RAPIDS	14.01	35,028

POPULATION APPORTIONMENT			
Rank	Municipality	2010 Total Needs Mileage	2011 Population Apportionment Per Need Mile
73	JORDAN	5.89	$17,244
74	VICTORIA	7.43	17,023
75	OWATONNA	28.35	16,867
76	SHOREWOOD	8.58	16,694
77	LITTLE CANADA	11.35	16,625
78	LINO LAKES	23.00	16,599
79	DELANO	6.11	16,574
80	LA CRESCENT	5.84	16,574
81	ALBERTVILLE	7.15	16,351
82	NORTH MANKATO	15.07	16,275
83	GOLDEN VALLEY	23.57	16,203
84	ST PAUL PARK	6.08	16,145
85	BELLE PLAINE	8.46	15,981
86	ORONO	9.45	15,877
87	SARTELL	17.97	15,761
88	INTERNATIONAL FALLS	8.06	15,646
89	BIG LAKE	11.52	15,539
90	BUFFALO	17.19	15,524
91	MOORHEAD	45.24	15,361
92	ISANTI	6.89	15,197
93	AUSTIN	29.38	15,196
94	MENDOTA HEIGHTS	14.67	15,080
95	BEMIDJI	16.92	15,047
96	ZIMMERMAN	6.39	14,715
97	LITCHFIELD	8.77	14,606
98	NEW ULM	17.68	14,456
99	ALBERT LEA	24.19	14,275
100	HUTCHINSON	18.69	14,157
101	DULUTH	114.92	14,122
102	FOREST LAKE	23.70	13,880
103	ANDOVER	42.60	13,813
104	BRAINERD	19.17	13,688
105	GLENCOE	7.99	13,514
106	WILLMAR	26.73	13,415
107	ST PETER	15.35	13,372
108	CROOKSTON	11.65	13,221
109	MARSHALL	18.80	13,157
110	ROSEMOUNT	30.96	13,069
111	ST MICHAEL	23.10	12,434

MONEY NEEDS APPORTIONMENT			
Rank	Municipality	2010 Total Needs Mileage	2011 Money Needs Apportionment Per Need Mile
73	EDEN PRAIRIE	47.08	$17,772
74	ANOKA	14.73	17,751
75	CHASKA	20.47	17,733
76	WACONIA	10.74	17,615
77	EAST BETHEL	28.78	17,456
78	APPLE VALLEY	36.91	17,406
79	SAUK RAPIDS	14.01	17,403
80	KASSON	5.08	17,319
81	WASECA	7.61	17,250
82	OAK GROVE	24.60	17,180
83	LITTLE CANADA	11.35	17,149
84	CLOQUET	21.67	17,143
85	WILLMAR	26.73	17,121
86	NORTHFIELD	17.06	17,085
87	INTERNATIONAL FALLS	8.06	17,062
88	STEWARTVILLE	4.63	16,843
89	NORTH BRANCH	23.93	16,809
90	MINNETRISTA	12.71	16,323
91	SOUTH ST PAUL	16.82	16,195
92	HUTCHINSON	18.69	16,182
93	ROSEVILLE	29.12	16,149
94	BELLE PLAINE	8.46	16,031
95	SARTELL	17.97	15,976
96	HIBBING	53.74	15,915
97	SHOREVIEW	19.00	15,692
98	CORCORAN	15.50	15,310
99	MOUNDS VIEW	12.43	15,242
100	LAKE CITY	8.39	15,208
101	RAMSEY	38.09	15,166
102	SHOREWOOD	8.58	15,109
103	ARDEN HILLS	7.53	15,070
104	ST PAUL PARK	6.08	15,033
105	GOLDEN VALLEY	23.57	15,006
106	OTSEGO	22.51	14,906
107	ISANTI	6.89	14,892
108	CHAMPLIN	20.01	14,706
109	BIG LAKE	11.52	14,478
110	WEST ST PAUL	13.55	14,374
111	BEMIDJI	16.92	14,262

TOTAL APPORTIONMENT			
Rank	Municipality	2010 Total Needs Mileage	2011 Total Apportionment Per Need Mile
73	AUSTIN	29.38	$34,983
74	FOREST LAKE	23.70	34,922
75	BLAINE	48.71	34,922
76	CHANHASSEN	21.47	34,917
77	LITCHFIELD	8.77	34,728
78	PRIOR LAKE	20.38	34,585
79	MOUNDS VIEW	12.43	34,510
80	LINO LAKES	23.00	34,485
81	WHITE BEAR LAKE	21.06	34,442
82	ST PETER	15.35	34,240
83	SPRING LAKE PARK	5.82	33,843
84	FERGUS FALLS	24.67	33,816
85	LITTLE CANADA	11.35	33,774
86	ST FRANCIS	11.94	33,387
87	MENDOTA HEIGHTS	14.67	33,279
88	WAITE PARK	6.12	32,829
89	GLENCOE	7.99	32,818
90	ST JOSEPH	5.52	32,815
91	RED WING	25.05	32,772
92	INTERNATIONAL FALLS	8.06	32,708
93	GRAND RAPIDS	23.52	32,688
94	ANDOVER	42.60	32,686
95	MARSHALL	18.80	32,465
96	ALEXANDRIA	25.02	32,406
97	BRAINERD	19.17	32,363
98	ROSEMOUNT	30.96	32,157
99	MONTICELLO	12.08	32,105
100	BELLE PLAINE	8.46	32,013
101	FAIRMONT	20.13	31,829
102	SHOREWOOD	8.58	31,803
103	SARTELL	17.97	31,737
104	REDWOOD FALLS	8.50	31,502
105	GOLDEN VALLEY	23.57	31,208
106	ST PAUL PARK	6.08	31,178
107	HASTINGS	21.24	31,123
108	BYRON	5.40	31,027
109	CHISHOLM	8.39	30,825
110	SHAKOPEE	37.02	30,804
111	NEW PRAGUE	7.08	30,666

POPULATION APPORTIONMENT			
Rank	Municipality	2010 Total Needs Mileage	2011 Population Apportionment Per Need Mile
112	ELK RIVER	36.33	$12,231
113	RED WING	25.05	12,230
114	REDWOOD FALLS	8.50	12,075
115	ROGERS	12.00	12,013
116	HUGO	20.61	11,987
117	MONTEVIDEO	8.55	11,910
118	LAKE CITY	8.39	11,765
119	ST FRANCIS	11.94	11,739
120	HERMANTOWN	15.50	11,555
121	RAMSEY	38.09	11,487
122	OTSEGO	22.51	11,328
123	CHISHOLM	8.39	11,205
124	LAKE ELMO	14.07	11,126
125	MORRIS	9.03	10,792
126	FERGUS FALLS	24.67	10,466
127	CLOQUET	21.67	10,286
128	FAIRMONT	20.13	10,170
129	THIEF RIVER FALLS	15.78	10,157
130	VIRGINIA	17.14	10,045
131	DAYTON	9.72	9,811
132	WYOMING	13.58	9,710
133	ALEXANDRIA	25.02	9,352
134	MINNETRISTA	12.71	9,314
135	CAMBRIDGE	15.88	9,050
136	BAXTER	16.48	9,037
137	HAM LAKE	32.28	8,926
138	EAST GRAND FORKS	16.81	8,845
139	LITTLE FALLS	18.34	8,625
140	GRAND RAPIDS	23.52	8,454
141	MEDINA	11.45	8,253
142	NORTH BRANCH	23.93	8,135
143	EAST BETHEL	28.78	7,898
144	DETROIT LAKES	22.35	7,262
145	CORCORAN	15.50	7,086
146	OAK GROVE	24.60	6,557
147	HIBBING	53.74	5,973
	TOTAL		**$17,694**

MONEY NEEDS APPORTIONMENT			
Rank	Municipality	2010 Total Needs Mileage	2011 Money Needs Apportionment Per Need Mile
112	PRIOR LAKE	20.38	$13,057
113	HAM LAKE	32.28	12,930
114	WYOMING	13.58	12,885
115	BLAINE	48.71	12,527
116	BROOKLYN CENTER	21.35	12,516
117	LAKE ELMO	14.07	12,475
118	VADNAIS HEIGHTS	9.17	12,420
119	WHITE BEAR LAKE	21.06	12,360
120	HUGO	20.61	14,231
121	CHANHASSEN	21.47	14,224
122	MORRIS	9.03	14,209
123	MONTICELLO	12.08	14,204
124	BAXTER	16.48	14,109
125	ROGERS	12.00	14,043
126	MONTEVIDEO	8.55	13,838
127	BYRON	5.40	13,462
128	SHAKOPEE	37.02	13,185
129	WAITE PARK	6.12	12,101
130	CRYSTAL	17.94	11,983
131	SPRING LAKE PARK	5.82	11,965
132	NEW PRAGUE	7.08	11,862
133	DETROIT LAKES	22.35	11,851
134	ST JOSEPH	5.52	11,786
135	FALCON HEIGHTS	3.29	11,757
136	BROOKLYN PARK	59.47	11,354
137	SAVAGE	27.01	11,225
138	HASTINGS	21.24	11,214
139	MAHTOMEDI	8.44	11,183
140	DAYTON	9.72	11,070
141	VICTORIA	7.43	10,554
142	ORONO	9.45	10,372
143	CAMBRIDGE	15.88	10,307
144	OAKDALE	19.30	9,563
145	MEDINA	11.45	9,538
146	ROBBINSDALE	10.11	9,482
147	ZIMMERMAN	6.39	7,766
			$17,720

TOTAL APPORTIONMENT			
Rank	Municipality	2010 Total Needs Mileage	2011 Total Apportionment Per Need Mile
112	EAST GRAND FORKS	16.81	$28,118
113	VIRGINIA	17.14	27,939
114	VICTORIA	7.43	27,577
115	CLOQUET	21.67	27,429
116	LAKE CITY	8.39	26,973
117	RAMSEY	38.09	26,654
118	ORONO	9.45	26,249
119	OTSEGO	22.51	26,234
120	WILLMAR	26.73	30,536
121	SAVAGE	27.01	30,415
122	HUTCHINSON	18.69	30,339
123	ELK RIVER	36.33	30,331
124	ISANTI	6.89	30,089
125	BIG LAKE	11.52	30,018
126	MAHTOMEDI	8.44	29,323
127	BEMIDJI	16.92	29,309
128	LITTLE FALLS	18.34	28,431
129	HUGO	20.61	26,219
130	ROGERS	12.00	26,056
131	MONTEVIDEO	8.55	25,748
132	MINNETRISTA	12.71	25,637
133	EAST BETHEL	28.78	25,354
134	MORRIS	9.03	25,001
135	NORTH BRANCH	23.93	24,945
136	OAK GROVE	24.60	23,737
137	LAKE ELMO	14.07	23,601
138	BAXTER	16.48	23,146
139	WYOMING	13.58	22,594
140	ZIMMERMAN	6.39	22,481
141	CORCORAN	15.50	22,397
142	HIBBING	53.74	21,888
143	HAM LAKE	32.28	21,855
144	DAYTON	9.72	20,881
145	CAMBRIDGE	15.88	19,357
146	DETROIT LAKES	22.35	19,113
147	MEDINA	11.45	17,791
			$35,414

Local Road Research Board Program

June 2011

March 2011							Funding that is encumbered or tentative for these Fiscal Years					
	TITLE	**PROJECT TOTAL**	**LRRB $**	**Other Source**	LRRB Paid to Date	Other Paid to Date	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014
645	FY2009-2011 Implementation of Research Findings	645,000	645,000		444,400			0	200,600			
	Technology Transfer Center, U of M - Cont. Projects:											
668	FY2011 Technology Transfer Center, U of M - LTAP Program Base	185,000	185,000		100,000				85,000			
	FY2011 Circuit Training & Assist Program (CTAP T2 Center)	84,000	84,000		40,000				44,000			
	FY2011 Mn/DOT Maintenance CTAP Trainer	74,500	74,500		74,500							
	FY2011 Minnesota Maintenance Research Expos	26,000	26,000		6,000				20,000			
	FY2011 Transportation Student Development	5,500	5,500		833				4,667			
675	FY2011 Research Services Salary Support	160,000	160,000		160,000							
676	FY2011 MnROAD Research: Facility Support (FY11/Half Payment FY12)	500,000	500,000		250,000				250,000			
676	FY2011 MnROAD Research: Tech Transfer & Support	70,000	70,000		35,000				35,000			
745	FY2011 Library Services	70,000	70,000		70,000							
768	Geosynthetics in Roadway Design thru 2011	30,000	30,000		25,000					5,000		
840	Performance of PG 52-34 Oil	56,200	56,200		45,600				10,600			
843	Predicting Bumps in Overlays - thru 09- CO PROJECT WITH LAB	64,540	64,540		56,441				8,099			
851*	Allowable Axle Loads on Pavements	126,042	110,000	16,042	110,000	16,042						
854*	The Effects of Implements of Husbandry - Pooled Fund Project	275,239	105,000	170,239	34,484	71,831			41,000	29,516		
863*	Optimal Timing of Preventive Maintenance for Addressing Environmental Aging in HMA Pavements-Pooled Fund Project	286,185	57,237	228,948	4,510	18,038		3,197	15,610	15,610	15,610	6,504
864*	Recycled Asphalt Pavements-Pooled Fund Project	392,000	75,000	317,000	5,000	20,000				15,065	15,000	6,822
865*	Low Temp Cracking in Asphalt Phase II - Pooled Fund Project	475,000	50,000	425,000	40,042	93,428		17,134	16,181			
867*	Composite Pavements - Pooled Fund Project	438,980	50,000	388,980	25,000	89,135			25,000			
868*	HMA Surface Characteristics-Pooled Fund Project	300,000	75,000	225,000	17,925	66,700			4,000	5,500	10,500	
869*	FY2011 TERRA Board	25,000	12,500	12,500	12,500	12,500						
875	Estimating Size Distribution of Suspended Sediments in MN Stormwater	55,000	55,000		55,000							
877	Development and Field Test of Advance Dynamic LED Warning Signals	125,476	125,476		125,476							
878	Porous Asphalt Pavement Performance in Cold Regions	76,700	76,700		22,400			48,600	5,700			
879	Pervious Concrete Pavement in Mn/ROAD Low Volume Road - Pooled Fund Prjct	226,009	50,000	176,009	15,000			35,000				
	FY2010 Program LRRB Contingency Account	50,000	50,000		7,000							
	FY2011 Program LRRB Contingency Account	50,000	50,000						50,000			
885	Research Test Section Tracking Phase II	55,000	55,000		5,000				20,000	10,000	10,000	10,000
886*	Cost-Effective Pavement Preservation Solutions for the Real World	109,984	54,992	54,992	1,706	1,706		19,965	33,036	286		
887*	Structural Evaluation of Asphalt Pavements with Full-depth Reclaimed Base	79,808	39,904	39,904	4,980	4,980		4,272	16,864	13,226	563	
889	Performance of Recycled Asphalt & High RAP Asphalt Mix	60,000	60,000						20,000	36,000	4,000	
890	Speed Impacts of Occasional Hazard Residential Street Warning Signs	79,647	79,647		58,939				10,454	10,254		

Local Road Research Board Program

June 2011

March 2011							Funding that is encumbered or tentative for these Fiscal Years					
	TITLE	**PROJECT TOTAL**	**LRRB $**	**Other Source**	LRRB Paid to Date	Other Paid to Date	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014
891*	Performance Assessment of Oversized Culverts to Accommodate Fish Passage	83,428	41,714	41,714	28,596	28,596			12,554	564		
892	Outreach and Training Program for a Thoughtful Street Tree Master Plan	20,000	20,000					4,170	15,580	250		
893	Performance Based Transportation Construction Contracts	30,000	30,000		7,500			11,700	10,050	750		
894	Assessing and Improving Pollution Prevention by Swales	312,000	312,000		24,000				56,000	137,333	94,167	500
895*	BMP for Large Traffic Site	37,038	33,686	3,352	22,772				6,290	4,625		
896*	Quantifying Moisture Effects in DCP and LWD Tests Using Unsaturated Mechanics	109,900	54,950	54,950					34,023	19,553	1,374	
897	Developing Salt-Tolerant Sod Mixtures for Use as Roadside Turf in Minnesota	176,516	176,516		17,651				30,448	43,834	44,864	39,716
898*	Estimating the Crash Reduction and Vehicle Dynamic Effects of Flashing LED Stop Signs	112,000	37,334	74,666	6,667	6,667			26,934	3,734		
899	Performance Monitoring of Olmsted CR 117 and 104 and Aggregate Base Materials	36,000	36,000						9,500	10,500	5,500	10,500
900	Hennepin/Minneapolis LED Light Study	50,000	50,000		45,000				987	2,763	1,250	
901*	Evaluation of Concrete Admixtures to Increase Delivery Time American Engineering Testing	99,998	49,999	49,999	39,298	39,298			10,701			
902	Simplified Materials Control Schedule for Low Volume Roads	25,000	25,000		10,000				12,500			
903	Sign Reduction & Removal Research	50,000	30,000	20,000					30,000			
904	Stripping of Hot Mixed Asphalt Pavements under Chip Seals	50,000	50,000		18,743					31,257		
905	Measuring the Motor Fuel Use for Non-Highway Purposes	50,000	50,000	**On HOLD**					50,000			
906	Gravel Road Maintenance Independent Online Distance Learning (ODL)	40,000	40,000						5,012	34,988		
907	Impact of Garbage Haulers on Pavement Performance	54,000	54,000						12,750	40,583	667	
908	Best Practices & Policy Guidance	73,759	73,761						30,648	43,113		
909*	Planning and Implementation of Complete Streets at Mulitple Scales	97,064	48,532	48,532								
910*	Partially Grouted Riprap Lab Flume Study	124,091	62,046	62,046								
911*	Best Practices Synthesis and Guidance in At-Grade Trail Crossing Treatments	96,866	48,433	48,433								
912*	Development of a Wirelss WIM System that can be Used for Improved Enforcement of Weight Restrictions (updated title)	90,000	50,000	40,000								
913	LRRB Workshop: Shaping Research on Systems Planning for Local Roads	25,000	25,000						25,000			
914*	Research using waste shingles for stabilization or dust control for gravel roads and shoulders	77,000	38,500	38,500								
915	Implications of modifying State Aid Standards; Urban, New or Reconstruction (Mn Rules 8820.9936) to accommodate various roadway users.	117,700	117,700									
TPF-5(232)	Iowa Peer Exchange -Implements of Husbandry for Bridges	30,000	30,000		30,000				30,000			
998	FY2010 OPERA - Administration	20,000	20,000		20,000							
998	FY2010 OPERA - Projects	70,000	70,000		68,000							
998	FY2011 OPERA - Administration	20,000	20,000		1,980				18,020			

Local Road Research Board Program

June 2011

March 2011							Funding that is encumbered or tentative for these Fiscal Years					
	TITLE	**PROJECT TOTAL**	**LRRB $**	**Other Source**	LRRB Paid to Date	Other Paid to Date	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014
998	FY2011 OPERA - Projects	70,000	70,000						70,000			
999	FY2010 Program Adminsitration (includes web & publishing)	112,329	112,329		112,246							
999	FY2011 Program Administation (includes web & publishing)	119,000	119,000		79,067				37,708			
	TOTALS	7,735,499	5,198,696	2,536,806	2,384,255	468,920	0	144,038	1,412,806	514,303	203,494	74,043

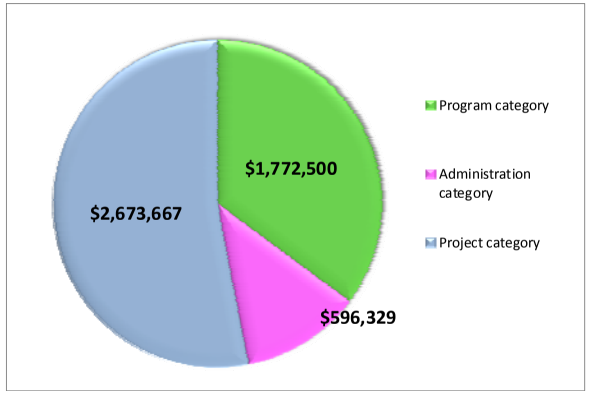
Uncommitted Balance Carryforward	283,367	1,183,776	1,081,114	
Apportionment	2,525,135	2,671,499	2,602,378	2,400,000
FY10 Contingency Carried Forward	43,000			
Amount Available	2,808,502	3,855,275	3,683,492	2,400,000
(BSR) Less Expended	1,480,688	1,361,355		
Less Total Commitments	144,038	1,412,806	514,303	203,494
	0			
Amount Available	**1,183,776**	**1,081,114**	**3,169,189**	**2,196,506**
INV668: U of MN LTAP			375,000	375,000
INV998: Operational Research Program (OPERA)			90,000	90,000
INV676: MnROAD			500,000	500,000
INV676: MnROAD Technology Transfer and Support			70,000	70,000
INV745: Library Services			70,000	70,000
INV675: Research Services			160,000	160,000
INV999: Project Administration			143,000	107,975
INVXXX: Contract for TSs and TRSs			75,000	75,000
INV869: TERRA Board			12,500	12,500
INV645: RIC			220,000	220,000
Contingency Funds			50,000	50,000
Total On-going Program Commitments			1,765,500	1,730,475
Total Available after On-going Program Commitments	**1,183,776**	**1,081,114**	**1,403,689**	**466,031**

Notes:
FY11 is from July 1, 2010 to June 30, 2011.
Pending Projects
On Hold
Projects co-funded from other sources are marked with an *
Projects in green are completed.

Program category	Total LRRB =	1,772,500
Administration category	Total LRRB =	596,329
Project category	Total LRRB =	2,673,667
Research Category		3,607,367
Implementation Category		1,591,329

FY12 INV999 was increased $30,000 due to the potential increase in attendance at the Low Volume Conference (every 4 years).

Note: $2,000.00 refund for FY 10 OPERA funds not used



January 3, 2003

COUNTY HIGHWAY TURNBACK POLICY

Definitions:

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

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

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

MILEAGE CONSIDERATIONS

County State Aid Highway Turnbacks

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

County Road Turnbacks

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

Jurisdictional Exchanges

County Road for MSAS

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

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

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

CSAH for MSAS

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

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

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

NOTE:
When a city receives **less** mileage in a CSAH exchange it will have less mileage to designate within its 20% mileage limitation and may have to revoke mileage the following year when it computes its allowable mileage.
Explanation: After this exchange is completed, a city will have more CSAH mileage and less MSAS mileage than before the exchange. The new CSAH mileage was included in the city's basic mileage when it was MSAS (before the exchange) but is not included when it is CSAH (after the exchange). So, after the jurisdictional exchange the city will have less basic mileage and 20% of that mileage will be a smaller number.
If a city has more mileage designated than the new, lower 20% allowable mileage, the city will be over designated and be required to revoke some mileage. **If a revocation is necessary, it will not have to be done until the following year after a city computes its new allowable mileage.**

MSAS designation on a County Road

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

MISCELLANEOUS

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

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

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

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

Minnesota Department of Transportation
State Aid for Local Transportation
395 John Ireland Boulevard, MS 500
Saint Paul, MN 55155

March 24, 2011

Ms Cindy Voigt
Duluth City Engineer
Room 211 City Hall
411 W. 1st Street
Duluth, MN 55802

RE: City of the First Class

Dear Ms Voigt:

The 2010 federal census has determined the population for the city of Duluth to be 86,265.

State Statute 410.01 defines a First Class City as:
Those having more than 100,000 inhabitants provided that once a city is defined to be of the first class, it shall not be reclassified unless its population decreases by 25 percent from the census figures which last qualified the city for inclusion in the class…

Based on the above statute, Duluth will be considered as a first class city until its population decreases 25% from the last census which qualified the city. The 1970 census was the last that counted Duluth as over 100,000. The population in 1970 was 100,578. A 25% decrease of that is 75,433.

Based on the above statute and the 2010 population, I am pleased to inform you that Duluth will continue to be a permanent member of the Municipal Screening Board.

I am looking forward to your continued input into the decisions made by the Municipal Screening Board.

Sincerely,

Julie Skallman

Julie Skallman
State Aid Engineer

cc: Jean Keely, Chair Municipal Screening Board
Walter Leu, District State Aid Engineer
File

Minnesota Department of Transportation
State Aid for Local Transportation
395 John Ireland Boulevard, MS 500
Saint Paul, MN 55155

March 29, 2011

Mr. Richard Freese
Rochester City Engineer
201 4th Street SE
Rochester, MN 55904

RE: City of the First Class

Dear Mr. Freese:

The 2010 federal census has determined the population for the city of Rochester at 106,769. State Statute 410.01 defines a First Class City as:
Those having more than 100,000 inhabitants provided that once a city is defined to be of the first class, it shall not be reclassified unless its population decreases by 25 percent from the census figures which last qualified the city for inclusion in the class…

State Statute 162.13 subd.3 states in part:
Screening board. … Upon receipt of the information the commissioner shall appoint a board of city engineers. The board shall be composed of one engineer from each state highway construction district, and in addition thereto, one engineer from each city of the first class.

Because the City of Rochester is now considered a First Class City, and with the concurrence of the Commissioner of Transportation, I am appointing Rochester as a permanent member of the Municipal Screening Board.

The city's representative on the Board can be either the city engineer or an engineer appointed by him. If you intend to appoint a representative in your place, I would like his name as soon as you make the appointment.

The next meeting of the Municipal Screening Board is on May 24th and 25th, 2011.

Among its duties, the MSB helps to determine the distribution of the municipalities 9% of the Highway Users Tax Distribution Fund.

I look forward to having your city's input and insight into the important decisions that come before the Municipal Screening Board.

Sincerely,

Julie Skallman
State Aid Engineer

cc: Jean Keely, Chair Municipal Screening Board
Steve Kirsch, District State Aid Engineer
File

2011 Schedule
STATUS OF MUNICIPAL TRAFFIC COUNTING

The current Municipal State Aid Traffic Counting resolution reads:

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

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

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

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

In 1998, cities were given the option of counting on a 2 or 4 year cycle. In 2008, cities were given the option to revise their 2 or 4 year cycle as well as the count year. In 2009, cities were given the option to move to a 4 year cycle with the option to count a subset of locations in the "off cycle" or 2nd year of a 4 year cycle.

Metro District

Two year traffic counting schedule – counted in 2010 and updated in the needs in 2011

Dayton

Two year traffic counting schedule – counted in 2011 and updated in the needs in 2012

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

Four year traffic counting schedule - counted in 2012 and updated in the needs in 2013

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

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

Metro District

Four year traffic counting schedule - counted in 2013 and updated in the needs in 2014

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

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

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

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

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

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

Brooklyn Center
Circle Pines
Farmington
Ham Lake
Hastings
Lakeville
Medina
Mounds View
Orono
Rogers ^
St. Anthony
Savage
Woodbury ^

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

Outstate

Two year traffic counting schedule - counted in 2012 and updated in the needs in 2013

Rochester

Four year traffic counting schedule - to be counted in 2012 and updated in the needs in 2013

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

Four year traffic counting schedule - counted in 2013 and updated in the needs in 2014

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

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

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

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

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

*Duluth counts 1/4 of the city each year

CURRENT RESOLUTIONS
OF THE
MUNICIPAL SCREENING BOARD

May 2011

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

BE IT RESOLVED:

ADMINISTRATION

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

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

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

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

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

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

Appointment to Unencumbered Construction Funds Subcommittee - Revised June 1979

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

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

That any individual or delegation having items of concern regarding the study of State Aid Needs or State Aid Apportionment amounts, and wishing to have consideration given to these items, shall, in a written report, communicate with the State Aid Engineer. The State Aid Engineer with concurrence of the Chair of the Screening Board shall determine which requests are to be referred to the Screening Board for their consideration. This resolution does not

abrogate the right of the Screening Board to call any person or persons before the Board for discussion purposes.

Screening Board Meeting Dates and Locations - June 1996

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

Research Account - Oct. 1961

That an annual resolution be considered for setting aside up to ½ of 1% of the previous years Apportionment fund for the Research Account to continue municipal street research activity.

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

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

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

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

Improper Needs Report - Oct. 1961

That the State Aid Engineer and the District State Aid Engineer are requested to recommend an adjustment of the Needs reporting whenever there is a reason to believe that said reports have deviated from accepted standards and to submit their recommendations to the Screening Board, with a copy to the municipality involved, or its engineer.

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

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

Unit Price Study- Oct. 2006

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

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

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

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

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

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

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

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

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

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

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

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

Population Apportionment - October 1994, 1996

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

DESIGN

Design Limitation on Non-Existing Streets - Oct. 1965

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

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

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

Greater Than Minimum Width (Revised June 1993)

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

Miscellaneous Limitations - Oct. 1961

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

MILEAGE - Feb. 1959 (Revised Oct. 1994. 1998)
That the maximum mileage for Municipal State Aid Street designation shall be 20 percent of the municipality's basic mileage - which is comprised of the total improved mileage of local streets, county roads and county road turnbacks.

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

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

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

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

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

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

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

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

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

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

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

NEEDS COSTS

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

Grading Factors (or Multipliers) October 2007

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

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

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

Roadway Item Unit Prices (Reviewed Annually)			
Right of Way (Needs Only)			$98,850 per Acre
Grading (Excavation)			$4.90 per Cu. Yd.
Base:	Class 5 Gravel	Spec. #2211	$10.10 per Ton
	Bituminous		$56.75 per Ton
Surface:	Bituminous		$56.75 per Ton
Miscellaneous:	Storm Sewer Construction		$295,400 per Mile
	Storm Sewer Adjustment		$94,200 per Mile
	Street Lighting		$100,000 per Mile
	Curb & Gutter Construction		$11.00 per Lin. Ft.
	Sidewalk Construction		$27.85 per Sq. Yd.
	Project Development		22%

Traffic Signal Needs Based On Projected Traffic (every segment)			
Projected Traffic	Percentage X	Unit Price =	Needs Per Mile
0 - 4,999	25%	$136,000	$34,000 per Mile
5,000 - 9,999	50%	$136,000	$68,000 per Mile
10,000 and Over	100%	$136,000	$136,000 per Mile

Bridge Width & Costs - (Reviewed Annually)

All Bridge Unit Costs shall be $120.00 per Sq. Ft.

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

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

RAILROAD CROSSINGS

Railroad Crossing Costs - (Reviewed Annually)

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

Railroad Grade Crossings	
Signals - (Single track - low speed)	$250,000 per Unit
Signals and Gates (Multiple Track – high speed)	$275,000 per Unit
Signs Only (low speed)	$2,500 per Unit
Concrete Crossing Material Railroad Crossings (Per Track)	$1,800 per Linear Foot
Pavement Marking	$2,500 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	$1,950 per Mile	$3,200 per Mile
Parking Lanes: Segment length times number of parking lanes times cost per mile	$1,950 per Mile	$1,950 per Mile
Median Strip: Segment length times cost per mile	$700 per Mile	$1,300 per Mile
Storm Sewer: Segment length times cost per mile	$700 per Mile	$700 per Mile
Traffic Signals: Number of traffic signals times cost per signal	$700 per Unit	$700 per Unit
Minimum allowance per mile is determined by segment length times cost per mile.	$6,375 per Mile	$6,375 per Mile

NEEDS ADJUSTMENTS

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

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

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

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

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

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

Excess Unencumbered Construction Fund Balance Adjustment – Oct. 2002, Jan. 2010

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 $1,500,000, 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 $1,500,000, the adjustment to the Needs will be increased to 2, 3, 4, etc. times the December 31 construction fund balance until such time the Construction Needs are adjusted to zero.

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

Low Balance Incentive – Oct. 2003

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

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

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

'After the Fact' Non Existing Bridge Adjustment-Revised October 1997

That the Construction Needs for all 'non existing' bridges and grade separations be removed from the Needs Study until such time that a construction project is awarded. At that time a Construction Needs adjustment shall be made by annually adding the local cost (which is the total cost less county or trunk highway participation) for a period of 15 years. The total cost shall include project development and construction engineering costs based upon the current Project Development percentage used in the Needs Study.

Excess Maintenance Account – June 2006

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

'After the Fact' Retaining Wall Adjustment Oct. 2006

That retaining wall Needs shall not be included in the Needs study until such time that the retaining wall has been constructed and the actual cost established. At that time a Needs adjustment shall be made by annually adding the local cost (which is the total cost less county or trunk highway participation) for a 15 year period. Documentation of the construction of the retaining wall, including eligible costs, must be submitted to your District State Aid Engineer by July 1 to be included in that years Needs study. After the Fact needs on retaining walls shall begin effective for all projects awarded after January 1, 2006.

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

That any trunk highway turnback which reverts directly to the municipality and becomes part of the State Aid Street system shall not have its Construction Needs considered in the Construction Needs apportionment determination as long as the former trunk highway is fully eligible for 100 percent construction payment from the Municipal Turnback Account.

During this time of eligibility, financial aid for the additional maintenance obligation, of the municipality imposed by the turnback shall be computed on the basis of the current year's apportionment data and shall be accomplished in the following manner.
That the initial turnback adjustment when for less than 12 full months shall provide partial maintenance cost reimbursement by adding said initial adjustment to the Construction Needs which will produce approximately 1/12 of $7,200 per mile in apportionment funds for each month or part of a month that the municipality had maintenance responsibility during the initial year.

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

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

TRAFFIC - June 1971

Traffic Limitation on Non-Existing Streets - Oct. 1965

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

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

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

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

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

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

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