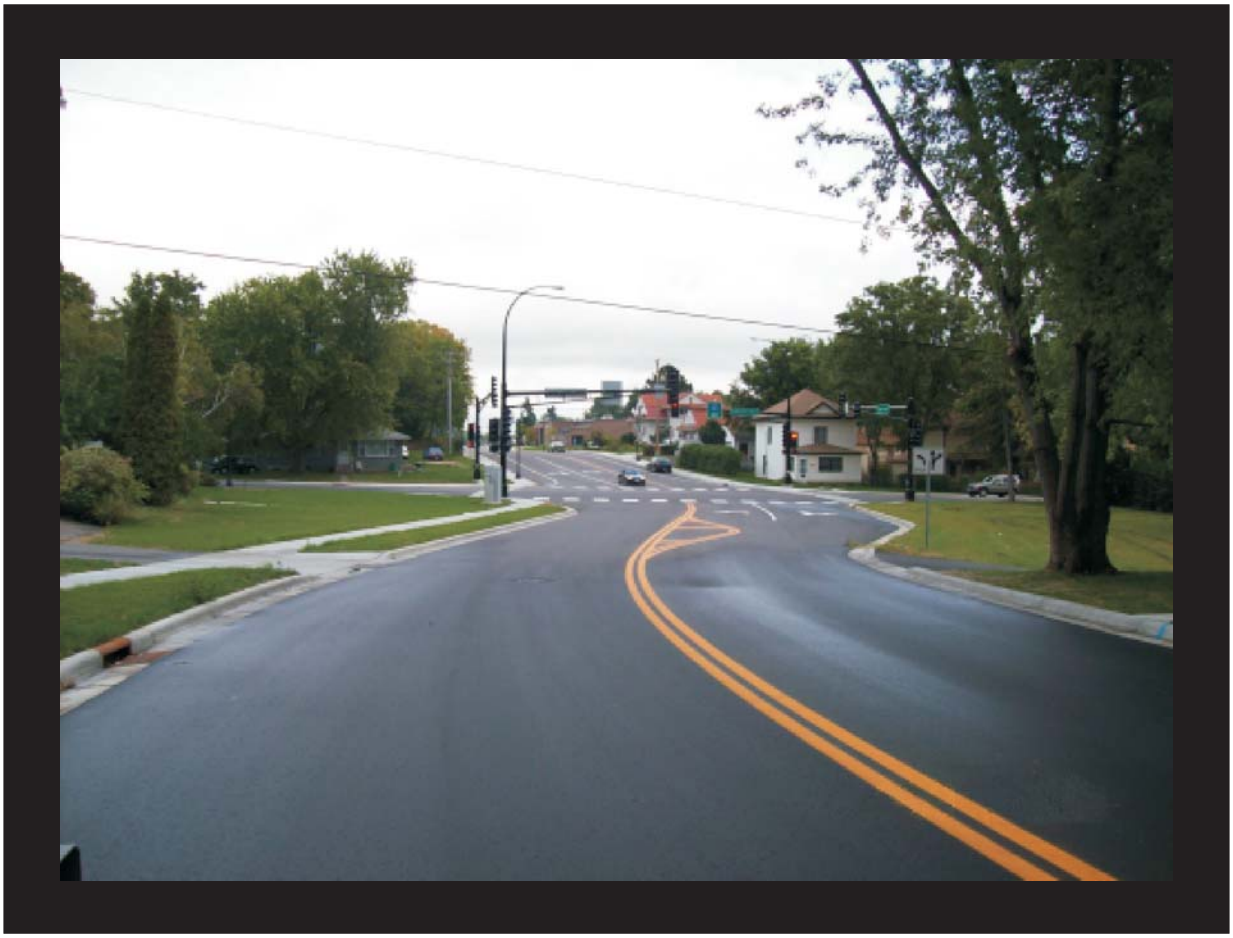
2008
MUNICIPAL STATE AID STREET NEEDS REPORT



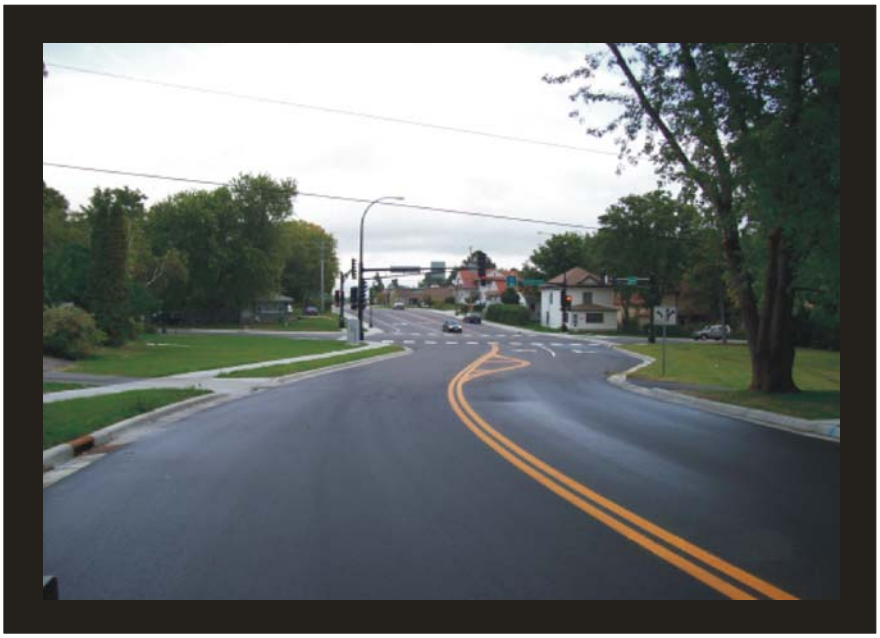
5th St. NE Extension Project
City of Buffalo

MINNESOTA DEPARTMENT OF TRANSPORTATION

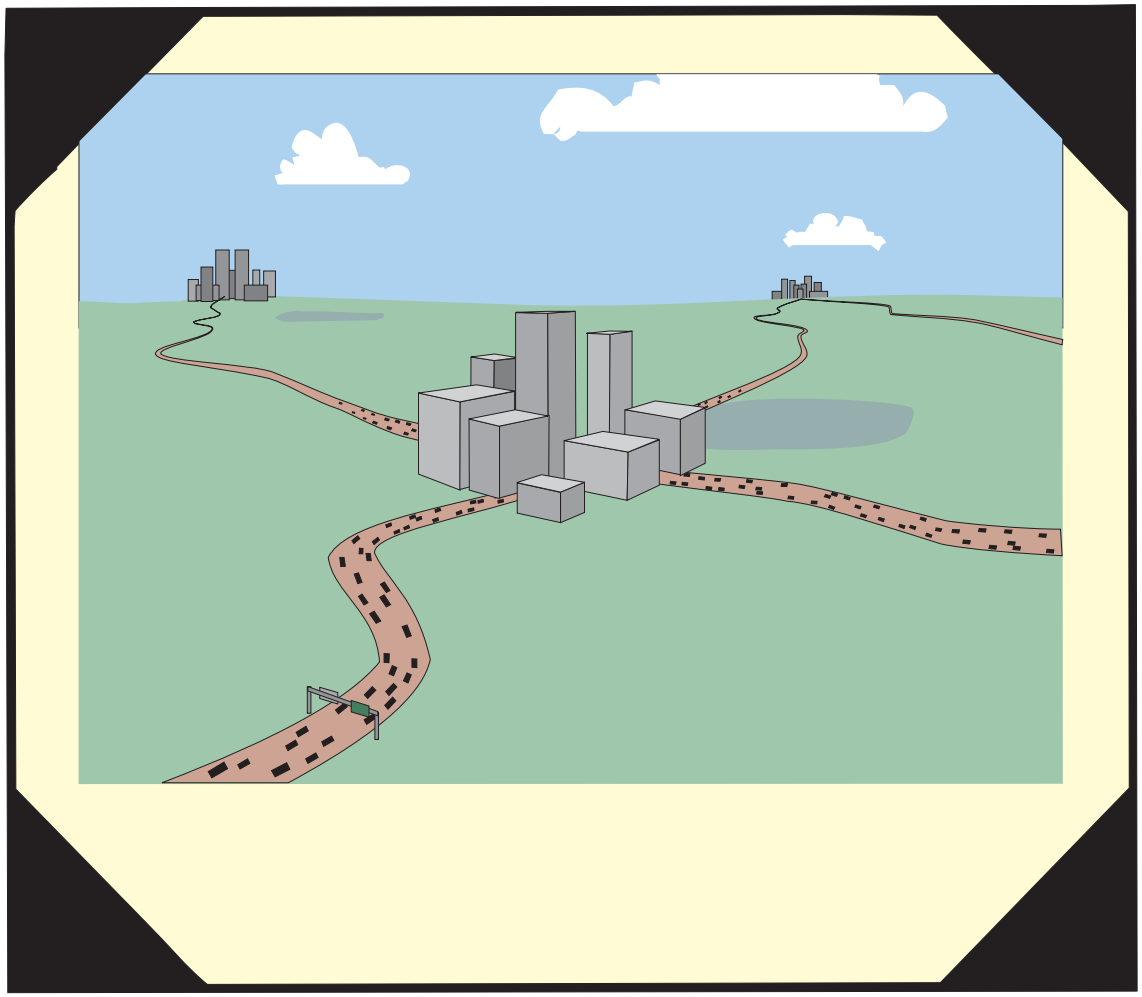
October 2008

5th St. NE Extension Project

This project was an extension of the City of Buffalo's 5th St. NE which is an MSA route. The project provided a new east-west collector route to link T.H. 25 to T.H. 55 through the City of Buffalo. The project included the closing of one railroad crossing and constructing a new railroad crossing on the new route. It also included realignment of the intersection of 5th St. with T.H. 25 (Central Ave) from an offset intersection to a standard 4 leg intersection and a traffic signal was included.The City received a federal grant for construction of the project. Other funding sources included Municipal State Aid.



Thank you to Kelvin Howieson, Terry Nichols, and Justin Kannas for their help in providing this picture for our cover.



If you have a scenic picture or photo, new or historical that represents your city, that could be used for a future book cover, please send it to:

Julee Puffer
MSAS Needs Unit
395 John Ireland Blvd. MS 500
St. Paul, MN 55155
Phone: (651) 366-3813
Fax: (651) 366-3801
Julee.Puffer@ dot.state.mn.us

Maybe you don't like some of the covers. Maybe you just want to show off your city. For any reason, if you would like to see something different on the cover of your MSAS books, we would appreciate your ideas!

Thank you to those that have already contributed!

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Minnesota Department of Transportation

MEMO
State Aid for Local Transportation
Mail Stop 500, 4th Floor
395 John Ireland Boulevard
St. Paul, MN 55155-1899

Office Tel.: 651 366-3800
Fax: 651 366-3801

September 19, 2008

To: **Municipal Engineers**

From: **R. Marshall Johnston**
Manager, MSAS Needs Unit

Subject: **2008 Municipal State Aid Needs Report**

Enclosed is a copy of the '2008 Municipal State Aid Needs Report' which will be reviewed by the Municipal Screening Board on October 21st and 22nd to make a final determination of the annual money needs.

The Municipal State Aid Needs Unit in conjunction with the Office of Finance has compiled this report. If you have any questions or suggestions concerning this book, contact me at (651) 366-3815 or Marshall.Johnston@dot.state.mn.us.

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

Introduction letter.doc

PREFACE

The "2008 Municipal State Aid Street Needs Report" is presented to the Municipal Screening Board for use in making their annual construction (money) needs recommendation to the Commissioner of Transportation.

This submittal is required by Mn. Statute 162.13 Sub .3 and is to be made to the Commissioner on or before November 1 of each year for his determination.

The construction (money) needs data contained in this publication has been compiled from reports submitted by each municipality. The construction needs are calculated by applying the unit prices, as determined by the Municipal Screening Board at their spring meeting in June 2008, to the quantities in the appropriate design group.

The population data is combined with the Commissioner's final construction (money) needs and the result will be used to determine the 2009 allocation which will be reported in the "2009 Municipal State Aid Apportionment Data" to be published in January 2009.

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.

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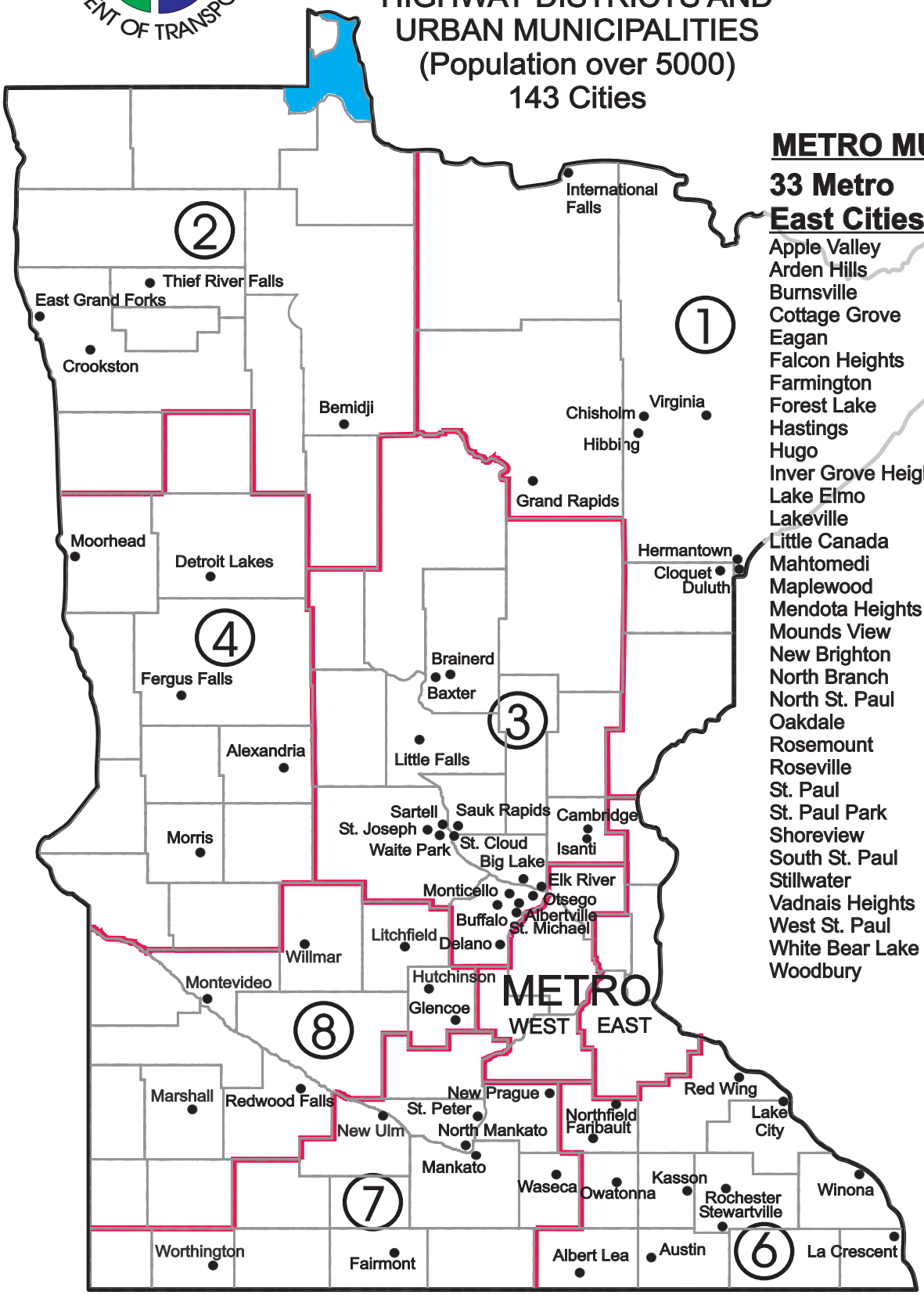
STATE OF MINNESOTA

HIGHWAY DISTRICTS AND URBAN MUNICIPALITIES (Population over 5000) 143 Cities



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METRO MUNICIPALITIES

33 Metro East Cities

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

48 Metro West Cities

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

October 2008

2008 MUNICIPAL SCREENING BOARD

screening board stuff\2008\Screening Board October 2008.xls 10-Sep-08

OFFICERS

Chair	Mel Odens	Willmar	(320) 235-4202
Vice Chair	Shelly Pederson	Bloomington	(952) 563-4870
Secretary	Jeff Hulsether	Brainerd	(218) 828-2309

MEMBERS

District	Years Served	Representative	City	Phone
1	2008-2010	Jim Prusak	Cloquet	(218) 879-6758
2	2006-2008	Craig Gray	Bemidji	(218) 759-3576
3	2006-2008	Terry Maurer	Elk River	(651) 644-4389
4	2007-2009	Bob Zimmerman	Moorhead	(218) 299-5390
Metro-West	2007-2009	Jean Keely	Blaine	(763) 784-6700
6	2007-2009	Katy Gehler-Hess	Northfield	(507) 645-3006
7	2008-2010	Ken Saffert	Mankato	(507) 387-8631
8	2006-2008	Glenn Olson	Marshall	(507) 537-6774
Metro-East	2008-2010	Russ Matthys	Eagan	(651) 675-5637
Cities	Permanent	Cindy Voigt	Duluth	(218) 730-5200
of the	Permanent	Don Elwood	Minneapolis	(612) 673-3622
First Class	Permanent	Paul Kurtz	Saint Paul	(651) 266-6203

ALTERNATES

District	Year Beginning		City	Phone
1	2011	Jason Fisher	Chisholm	(218) 254-7907
2	2009	Greg Boppre	East Grand Forks	(218) 773-1185
3	2009	Steve Bot	St. Michael	(763) 497-2041
4	2010	Gary Nansen	Detroit Lakes	(218) 299-5390
Metro-West	2010	Tom Mathisen	Crystal	(763) 531-1160
6	2010	Don Borcherding	Stewartville	(507) 288-6464
7	2011	Jon Rippke	North Mankato	(507) 625-4171
8	2009	Kent Exner	Hutchinson	(320) 234-4212
Metro-East	2011	Mark Graham	Vadnais Heights	(651) 204-6050

18-Sep-08

2008 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
Dave Kildahl, Chair Crookston (218) 281-6522 Expires after 2008	Lee Gustafson, Chair Minnetonka (952) 939-8200 Expires after 2008
Craig Gray Bemidji (218) 759-3581 Expires after 2009	Mike Metso Past Chair (218) 727-3282 Expires after 2009
Deb Bloom Roseville (651) 792-7000 Expires after 2010	Chuck Ahl Maplewood (651) 770-4552 Expires after 2010

miscellaneous/subcommittees 2008.xls

MUNICIPAL SCREENING BOARD REPRESENTATIVES

DISTRICTS

MSAS/excel/2008/October 2008 book/Past Screening Board Members.xls 18-Sep-08

YEAR	DISTRICT 1	DISTRICT 2	DISTRICT 3	DISTRICT 4	METRO WEST	DISTRICT 6	DISTRICT 7	DISTRICT 8	METRO EAST
1986	BUSBY Hibbing	SANDERS E. Gr. Forks	SCHWENINGER Brainerd	EDWARDS Fergus Falls	RUDRUD Bloomington	MURPHY Austin	MENK St. Peter	RODEBERG Montevideo	GATLIN White Bear Lk
1987	BUSBY	SANDERS	SCHWENINGER	EDWARDS	OTTENSMANN Coon Rapids	MURPHY	HAFFIELD Worthington	RODEBERG	SIGGERUD Burnsville
1988	BUSBY	WALKER Th River Falls	MAURER Elk River	EDWARDS	OTTENSMANN	MURPHY	HAFFIELD	BETTENDORF Litchfield	SIGGERUD
1989	DRAGISICH Virginia	WALKER	MAURER	MOEN Alexandria	OTTENSMANN	DRAKE Red Wing	HAFFIELD	BETTENDORF	SIGGERUD
1990	DRAGISICH	WALKER	MAURER	MOEN	EASTLING Richfield	DRAKE	MCCLURG New Ulm	BETTENDORF	HAIDER Maplewood
1991	PRUSAK Cloquet	KILDAHL Crookston	WILLIAMSON Sauk Rapids	MOEN	EASTLING	DRAKE	MCCLURG	SWANSON Willmar	HAIDER
1992	PRUSAK	KILDAHL	WILLIAMSON	REIMER Moorhead	EASTLING	PUTNAM Owatonna	MCCLURG	SWANSON	HAIDER
1993	PRUSAK	KILDAHL	WILLIAMSON	REIMER	ANDERSON Prior Lake	PUTNAM	SAFFERT Mankato	SWANSON	BACHMEIER Oakdale
1994	PRUSAK	BOELL Bemidji	KREKLAU Buffalo	REIMER	ANDERSON	PUTNAM	SAFFERT	VICTOR Marshall	BACHMEIER
1995	HALTER Grand Rapids	SANDERS E. Gr. Forks	KREKLAU	NANSEN Det. Lakes	ANDERSON	MALIN Winona	SAFFERT	RODEBERG Hutchinson	BACHMEIER
1996	HALTER	SANDERS	KREKLAU	NANSEN	BITTLE Champlin	MALIN	READ Fairmont	RODEBERG	JESSUP Woodbury
1997	HALTER	KILDAHL Crookston	WOTZKA Sartell,Waite Park	NANSEN	BITTLE	MALIN	READ	SARFF Litchfield	JESSUP
1998	SALO Hermantown	KILDAHL	WOTZKA	SCHOONHOVEN Alexandria	BITTLE	OLSON Albert Lea	READ	SARFF	JESSUP
1999	SALO	KILDAHL	WOTZKA	SCHOONHOVEN	GUSTAFSON Minnetonka	OLSON	KOEHLER New Ulm	SARFF	BURCH White Bear Lk
2000	SALO	METSO Bemidji	KOSHAK Otsego	SCHOONHOVEN	GUSTAFSON	OLSON	KOEHLER	ODENS Willmar	BURCH
2001	SALO Hermantown	SANDERS E. Gr. Forks	KOSHAK	EDWARDS Fergus Falls	PEDERSON Bloomington	MURRAY Faribault	KOEHLER	ODENS	BURCH
2002	SUIHKONEN Hibbing	SANDERS	WEISS Monticello	EDWARDS	PEDERSON	MURRAY	LOOSE St. Peter	ODENS	AHL Maplewood
2003	SUIHKONEN Hibbing	KILDAHL Crookston	WEISS	EDWARDS	PEDERSON	MURRAY	LOOSE	BERRYMAN Montevideo	AHL
2004	SUIHKONEN Hibbing	KILDAHL	WEISS	KUHN Morris	GRAY Anoka	JOHNSON Owatonna	LOOSE	BERRYMAN	AHL
2005	PAGEL Grand Rapids	KILDAHL	WEISS	KUHN	GRAY	JOHNSON	SALSBURY Waseca	BERRYMAN	BLOOM Roseville
2006	PAGEL	FREEBURG Bemidji	MAUER Elk River	KUHN	GRAY	JOHNSON	SALSBURY	OLSON Marshall	BLOOM
2007	PAGEL	FREEBURG	MAUER	ZIMMERMAN Moorhead	HAUKAAS/KEELY Fridley/Blaine	GEHLER-HESS Northfield	SALSBURY	OLSON	BLOOM
2008	PRUSAK Cloquet	GRAY Bemidji	MAUER	ZIMMERMAN	KEELY Blaine	GEHLER-HESS	SAFFERT Mankato	OLSON	MATTHYS Eagan

MUNICIPAL SCREENING BOARD REPRESENTATIVES

CITIES OF THE FIRST CLASS AND OFFICERS

YEAR	MPLS	ST. PAUL	DULUTH	CHAIR	VICE CHAIR	SECRETARY
1986	HOSHAW	PETERSON	CARLSON	ANDERSON Prior Lake	SAFFERT Mankato	MOORE Plymouth
1987	HOSHAW	KUHFELD	CARLSON	SAFFERT Mankato	MOORE Plymouth	RUDRUD Bloomington
1988	HOSHAW	KUHFELD	CARLSON	MOORE Plymouth	RUDRUD Bloomington	BULLERT Northfield
1989	HOSHAW	KUHFELD	LARSON	RUDRUD Bloomington	BULLERT Northfield	GRUBE St. Louis Park
1990	HOSHAW	KUHFELD	LARSON	BULLERT Northfield	GRUBE St. Louis Park	EDWARDS Fergus Falls
1991	HOSHAW	KUHFELD	LARSON	GRUBE St. Louis Park	EDWARDS Fergus Falls	GRAY Eden Prairie
1992	HOSHAW	KUHFELD	LARSON	EDWARDS Fergus Falls	GRAY Eden Prairie	LARSON Duluth
1993	SPURRIER	KUHFELD	LARSON	GRAY Eden Prairie	LARSON Duluth	SONNENBERG Minnetonka
1994	KANNANKUTTY	KUHFELD	LARSON	LARSON Duluth	SONNENBERG Minnetonka	SWANSON Willmar
1995	KANNANKUTTY	ST MARTIN	LARSON	SONNENBERG Minnetonka	SWANSON Willmar	BACHMEIER Oakdale
1996	KANNANKUTTY	ST MARTIN	LARSON	SONNENBERG BACHMEIER	BACHMEIER Oakdale	RODEBERG Hutchinson
1997	KANNANKUTTY	WARN	BEEMAN	BACHMEIER Oakdale	RODEBERG Hutchinson	ASHFELD Maple Grove
1998	KANNANKUTTY	WARN	WINSON	RODEBERG Hutchinson	ASHFELD Maple Grove	HALTER Grand Rapids
1999	KANNANKUTTY	WARN	WINSON	RODEBERG ASHFELD	VACANT	JESSUP Woodbury
2000	KANNANKUTTY SONNENBERG	WARN	BRINK	ASHFELD Maple Grove	JESSUP Woodbury	DRAKE Red Wing
2001	SONNENBERG	WARN	METSO	JESSUP Woodbury	DRAKE Red Wing	GUSTAFSON Minnetonka
2002	SONNENBERG OGREN	WARN KURTZ	METSO	DRAKE Red Wing	GUSTAFSON Minnetonka	METSO Duluth
2003	OGREN FABRY	KURTZ	METSO	GUSTAFSON Minnetonka	METSO Duluth	HAGEN St. Louis Park
2004	FABRY	KURTZ	METSO	METSO Duluth	HAGEN St. Louis Park	GAETZ St.Cloud
2005	FABRY	KURTZ	METSO	METSO Duluth	GAETZ St.Cloud	AHL Maplewood
2006	RAE	KURTZ	BENNING VOIGT	GAETZ St. Cloud	AHL Maplewood	ODENS Willmar
2007	RAE/ELWOOD	KURTZ	VOIGT	AHL Maplewood	ODENS Willmar	PEDERSON Bloomington
2008	ELWOOD	KURTZ	VOIGT	ODENS Willmar	PEDERSON Bloomington	HULSETHER Brainerd

2008 MUNICIPAL SCREENING BOARD
Spring Meeting Minutes
May 28 & 29, 2008

Wednesday, May 28. 2008

I. Opening by Municipal Screening Board Chair Mel Odens

The 2008 Spring Municipal Screening Board Meeting was called to order at 1:05 p.m. on Wednesday, May 28, 2008

A. Chair Odens introduced the Head Table and Subcommittee members

Mel Odens, Willmar - Chair, Municipal Screening Board
Rick Kjonaas, MN/DOT – Deputy State Aid Engineer
Marshall Johnston, Mn\DOT - Manager, Municipal State Aid Needs Unit
Dave Kildahl, Crookston - Chair, Needs Study Subcommittee
Lee Gustafson, Minnetonka - Chair, Unencumbered Construction Funds Subcommittee
Mike Metso, - Past Chair, Municipal Screening Board
Chuck Ahl, Maplewood - Past Chair, Municipal Screening Board
Jeff Hulsether, Brainerd - Secretary, Municipal Screening Board

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

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

C. Recognized Screening Board Alternates:

District 2	Greg Boppre, East Grand Forks
District 3	Steve Bot, St. Michael
District 8	Kent Exner, Hutchinson

D. Recognized Department of Transportation personnel:

Patti Loken	State Aid Programs Engineer
Walter Leu	District 1 State Aid Engineer
Lou Tasa	District 2 State Aid Engineer
Kelvin Howieson	District 3 State Aid Engineer
Merle Earley	District 4 State Aid Engineer
Steve Kirsch	District 6 State Aid Engineer
Doug Haeder	District 7 State Aid Engineer
Tom Behm	District 8 State Aid Engineer
Greg Coughlin	Metro State Aid Engineer
Mike Kowski	Assistant Metro State Aid Engineer

E. Recognized others in Attendance:

Larry Veek, Minneapolis
Jim Vanderhoof, St. Paul
Patrick Mlaker, Duluth
Dave Sonnenberg, Chair, CEAM Legislative Committee

II. Review of the '2008 Municipal Screening Board Data' booklet

A. The October 2007 Screening Board minutes were presented for approval (Pages 12-25).

Motion made by Olson, seconded by Maurer, to approve the minutes as presented. Motion carried unanimously.

B. Marshall Johnston began his review of the Introductory information in the booklet Pages 1-27

Johnston stated that the introductory material was discussed in detail at the District pre-Screening Board meetings.

C. Unit Price Recommendations

Note: Dave Kildahl, NSS Chair, was available for questions and explanations of their recommendations.

a. The Engineering News Record (ENR) Construction Cost Index (CCI) average of 2.79% was applied to the 2007 unit prices to determine the 2008 unit prices. The ENR CCI calculations are on pages 30-31.

b. Explanation of Grading Factors Pages 32 & 36

Johnston explained that the 7 items shown in bold on page 36 will not be included in the cost study after last year as they are included in the Grading Factor. The Grading Factor will be reviewed in more detail this fall when it is applied for the first time and the effects of how the factor redistributes the allocations are determined.

c. Unit Price Recommendations of the Needs Study Subcommittee are shown on Pages 33-34. All unit prices have been increased by the ENR CCI except bituminous, which will be discussed when reviewing individual unit prices. Maintenance needs adjustment recommendations are shown on page 34 in bold. The maintenance needs were increased by the CCI and rounded.

D. Review of Unit Prices and Graphs

Johnston led the group through a discussion of the recommended unit prices and graphs (pages 37-51)

Johnston explained that the unit cost studies occur every third year and that this is the first year that the ENR CCI has been used two years in a row. A formal unit cost study will be conducted next year based on the actual unit prices from construction projects approved in 2008. Next year's unit prices will be the basis for applying the CCI over the following two years.

The first graph (page 37) shows Grading/Excavation and a recommended unit price of $5.10 per cubic yard. Johnston explained that the volume of grading/excavation will be calculated and applied to the rural or urban grading factor multipliers (page 32) and the unit price to compute grading needs.

The bituminous base & surfacing (graph page 39) represents the largest percentage of needs, slightly over 20%, Applying the CCI to this item would have resulting in a unit price of $43.09. The NSS determined that the calculated unit price was too low and recommends a unit price adjustment to $45.00 per ton.

In 2001, the bridge unit costs for various lengths were combined to a single unit cost. Johnston noted that Bridge # 27J32 was not included in the calculation of the average cost due to its unusually high cost per sq. ft.

The Screening Board will be taking action on the recommended unit cost adjustments at the meeting on Thursday.

Kjonaas reported Johnston will begin collecting data for the next unit price study and that everyone should have received an e-mail requesting that an excel spreadsheet with the abstract of the low bid be submitted along with the Report of State Aid Contract to simplify the data collection process.

E. Other Topics

a. State Aid Fund Advances Pages 79-80

b. Relationship of Construction Balance to Construction Allotment Pages 81-82

c. 2008 Apportionment Rankings Pages 83-85

d. Local Road Research Board program Pages 86-87

e. County Highway Turnback policy Pages 88-89

Johnston explained that if you receive a county road turnback it must be designated on your system as a turnback within two years. After two years, the options are limited to a MSA or local designation.

f. Status of Municipal Traffic Counting Pages 90-93

Johnston reported that pages 90 – 93 are a draft traffic counting schedule. A questionnaire has been sent to cities in the metro district to determine if they are interested in changing the dates of their counts to balance the workload. Currently, all 81 cities in the metro are counted on the same year along with select outstate cities. Several cities have responded that they are willing to adjust their schedule.

g. Current Resolutions of the Municipal Screening Board Pages 94-104

F. East Grand Forks State Park Road Account issue

Johnston reported that the State Park Road Account is part of the CSAH state funding that can be spent on CSAH, County Roads, MSA, and township roads. The State Aid Rules state that use of the funds must receive approval of the appropriate Screening Board.

Greg Boppre, East Grand Forks explained that this was an assessment project in 2006 and that the State was assessed for DNR owned property through the normal 429 process. In January, 2007, the city was notified that the state wanted to use to State Park Road Account to pay the assessment.

Johnston reported that to release the funds from the State Park Road Account, a copy of the minutes stating that the Screening Board has approved the release of the funds to the city is required.

Odens stated that the Screening Board will take action on this item at their meeting on Thursday.

G. Review Combined Subcommittee minutes and recommendations. Pages 55-75

Private Streets

Gustafson led the discussion on the issue of private roads (Orono) and stated that the topic was thoroughly reviewed at each of the District pre-screening board meetings and that there was a consensus on the issue.

The combined subcommittee was asked by the DSAE to look at the Resolution adopted by the City of Orono to determine if the Resolution met the intent of the Fall Screening Board.

The subcommittee reviewed several documents including the resolution, covenants, and easements and felt there that there was a process clearly laid out for the City of Orono to accept the private streets as public streets within Section 3 of the Declaration of Covenants. Conflicts between the easements and Declaration of Covenants were discussed along with maintenance, public utilities, zoning issues, and others. The discussions resulted in the two options listed on Page 60 and the 2 motions listed on the

action items being recommended by the joint subcommittee, those being:

a. The City Council Resolution does not meet the intent of the fall 2007 MSB motion.
b. The City shall successfully complete the process defined in Section 3 of the Declaration of Covenants.

The final recommendation regarding this item is that the City shall submit a revised Certification of Mileage form by September 1, 2008.

Keely stated that at the metro prescreening board meeting, the metro district recommended an amendment to the motion. Matthys offered "Upon the City's completion of the process defined in Section 3, the City shall void the covenant with the affected property owners" as the amendment.

Ahl stated that many of the members of the Metro District felt that there should not be any covenants whatsoever over a public street and that the covenants should be voided. The Board may want to discuss whether the amendment is appropriate or if it is going too far.

Johnston stated that the intent of the motion on page 60 was that if Orono completed the process in Section 3, the MSB would consider that adequate to convert the streets from private to public.

Gray asked if the City could complete the process in Section 3 and still require the property owners to perform their own maintenance.

Matthys stated that was the concern in the metro District.

Ahl expressed a concern related to having the Screening Board dictate how a city can fund local improvements or maintenance.

Prusak stated that the roads are open to the public for travel and questioned if this is really an issue.

Metso stated that we have a process where 20% of the jurisdictional mileage of public streets in eligible for State Aid designation. If a city does not have jurisdiction over some portion of the mileage in the city, why should they receive the benefit of receiving financial assistance as if they were public. Many

communities have similar situations with private streets within their jurisdictions, but are not counted as part of their public street mileage,

Odens suggested that the Board consider the parts of the subcommittee's recommendation starting with the finding that Orono's Resolution does not meet the intent of the Fall 2007 MSB motion. No discussion.

Odens asked for discussion on part b. "The City shall successfully complete the process defined in Section 3 of the Declaration of Covenants.

Olson stated that Orono needs to follow a process to define the right of way and accept the private streets as publicly owned and maintained streets, How the city pays for the maintenance should not be an issue.

Gustafson stated that there needs to be a recordable document making the street public to offset the recorded covenants which identify the streets as private. A title search would then identify the street as being public.

Gustafson stated that he and Kjonaas offered to meet with the City of Orono following the subcommittee meeting to clarify the position of the subcommittee and their recommendation to the MSB.

Metso reminded the Board that their concern should be the appropriate distribution of State Aid funds based on the rules and that the Board should not get involved in legal issues between a City and its residents.

Odens asked if there were any comments on item #2 on the list of Action items, that the City of Orono shall submit a revised 2007 Certification of Mileage form by September 1, 2008. No discussion.

Odens asked for any comments on Action Item #3 – Definition of public Streets.

Gustafson stated that the subcommittee felt that a definition for a public road is not needed at this time.

Stormwater BMP's

Johnston reported that the subcommittee recommended that stormwater BMP costs not be studied at this time and that it may be more appropriate for other agencies to study these costs. If the MSB determines that BMP costs should be studied, the study should occur next year with the unit cost study.

Non-Existing Road Recommendation (page 65)

Johnston stated that there are over 250 miles of non-existing roads on the system that are drawing full needs, many of which have been on the system for many years. The Statute allows non-existing roads to be on the system but the Screening Board can adjust the length of time that they generate needs.

Odens stated that potential options for regulating non-existing streets include: should they be allowed; should there be a time restriction; and should there be a maximum percentage of a system.

Prusak stated that if non-existing roads are not allowed or limited that cities will redirect the designation to other streets with little or no intent to build them. This is a non-issue.

Matthys expressed concerns with non-existing segments drawing significant or greater needs based on location and projected traffic volumes.

Maurer stated that Elk Rivers non-existing roads are based on transportation and interregional corridor plans. With available funding, they cannot predict when the streets will be constructed.

III. Other Discussion Items

A. State Aid report - Rick Kjonaas and others

Kjonaas gave the Board an explanation of the Flexible Account issue. The new transportation bill requires that the entire flexible account (40M) be prioritized for turnbacks. 75% goes to counties and 25% to cities. The proposal is to budget 100% to turnbacks in the first 2 years of the 6 year bill. If the turnback funds are not needed in years 3 thru 6, a portion of the fund will be directed to the regional significance account, which is a new use permitted by the new law.

Kjonaas stated that advances should be readily available in August for the 2009 allocation.

B. Legislative Update - Dave Sonnenberg

Sonnenberg discussed the highlights of the legislative session including the Transportation Bill; Transportation Policy Bill; Omnibus Tax Bill; Utility Disconnect Bill; Federal Highway Trust fund; Street Improvement District Bill; Bonding Bills; Competitive Bid Threshold Increase; and the 2nd Transportation Policy Bill.

II. G Joint Subcommittee Recommendations

Private Streets (cont.)
Note: Kevin Hoglund representing Orono arrived at the meeting.

Gustafson stated that he briefed Hoglund on the earlier discussion and asked Hoglund to explain to the Board what the City of Orono is requesting or looking for.

Hoglund explained the process taken to date by the city. The City of Orono was prepared to take action to correct the private road issue as discussed by the Fall Screening Board. When preparing the Resolution the City attempted to clarify exactly what the City was supposed to do, based on the minutes of the meeting. The City Attorney prepared a resolution which was approved prior to the deadline and submitted to State Aid. State Aid responded that the Resolution did not meet the intent of the Screening Board. At the subcommittee meeting, they asked for further clarification of the intent of the Screening Board and what specific steps must be taken for the roads to become city streets. The City is willing to move ahead with the process, they just need to know what the process is.

Hoglund requested 3 items from the Screening Board:

1. That the Screening Board provides the clarification necessary and allows an extended period of time, through September 1st, for the City to process the requirements.
2. That the Screening Board not discuss penalties at this time and focus on the clarification. If the City is unable to comply by September 1st, than penalties could be discussed at the Fall Screening Board.
3. Following the clarification at this meeting, that a representative from the Screening Board and State Aid meet with the City to

review what the City is intending to do to insure that it meets the intent of the Screening Board.

Gray asked if it was the intent of the City to enact the provisions of Section 3 of the covenants.

Hoglund stated that the City is waiting for the direction from the Screening Board, at which time they will discuss with the City Attorney and the Council. It is the intent to move forward provided the requirements are acceptable to them.

Olson stated that all of the other cities understand what a public street is and that the Screening Board should not be giving legal advice on how to convert the private streets to public.

Voigt agreed that the Screening Board may not be able to provide clear direction on the process.

Hoglund stated that the City has argued that there are easements over the road and that the City has interpreted the easements such that the City has jurisdiction over the roads.

Hoglund stated that following the Fall screening board meeting there was no official notification to the City from the Screening Board of exactly what the process was so they relied on their interpretation of the minutes to develop the Resolution.

Zimmerman asked how many residents are affected

Hoglund was unsure

Odens asked how many miles of private streets there are.

Kjonaas responded 18 miles.

Metso asked if Orono has ever taken over a private street.

Hoglund stated not to his knowledge.

Odens asked for additional comments and thanked Hoglund for discussing Orono's perspective on the issue. Odens asked for a motion to adjourn until 8:30 Thursday morning.

Motion by Gray, Second by Keely, to adjourn to 8:30 a.m., Thursday morning. – Motion passes unanimously.

2008 MUNICIPAL SCREENING BOARD
Spring Meeting Minutes
May 28 & 29, 2008

THURSDAY MORNING SESSION
May 29, 2008

Screening Board Chair Odens call the meeting to order at 8:38 a.m.

Attendance Note: All Screening Board members present.

Odens stated that there is an amendment to the agenda to include an action item on the Flex account

A. Unit Price recommendations of the Needs Study Subcommittee Pages 33-34

   Odens asked if there were any comments on the Unit Price recommendations – no comments.

   Motion by Voigt, Second by Zimmerman to approve the unit price recommendations. Motion passed unanimously.

B East Grand Forks State Park Road Account issue.

   Motion by Gray, second by Saffert, that the Screening Board approve the requested funding from the State Park Road Account for S.A.P. 60-600-05, Motion passes unanimously.

C. Combined Subcommittee Recommendations Pages 60-65
   a. Orono City Council Resolution does not satisfy the 2007 MSB motion. Page 60

      Olson stated that he would like to make a motion for discussion as follows: Orono City Council Resolution does not satisfy the 2007 MSB motion. To meet the intent of the MSB motion, the City shall covert the private streets to public streets either by exercising Section 3 of the declaration document, dedication of the public streets or by permanent easement.

      Maurer seconded the motion.

Olson stated that, based on the discussion yesterday, it is not the MSBs mission to tell them how to accomplish the conversion. The intent is to give Orono direction that the street must be converted to public by a method of their choice such that they will be obviously recognizable as a public street without restriction.

Odens stated a concern about the time frame and that the City of Orono's initial attempt did not meet the time frame because they stated they did not have clear enough direction in October. The MSB should suggest that one way they could do it is through section 3 but more importantly, they should follow the advice of their attorney.

Olson stated that the time is already past and that the streets remain private, and will continue to be private until Orono takes specific action to make them public.

Gray stated that the date should be a 2nd motion and the MSB should act on the motion on the table first.

Matthys stated that the motion would result in exercising Section 3 and would require Orono to dissolve the covenants. The motion addressed the concerns of the metro district.

Gustafson stated that the streets already have an easement but there are conflicts with the covenants. The motion should say to show proof of dedication.

Olson agreed that to show proof of dedication was the intent.

Metso stated that for clarity the motion should include part b, which requires Orono to submit a revised Certification of Mileage by September so that State Aid can proceed with their processing for the remainder of the year and the Certification needs to accurately reflect the mileage of public streets as of September 1st.

Odens questioned if it is realistic to expect a certification by September 1st.

Metso stated that State Aid needs something in place for them to proceed with for this year's data. The timeline for completing the conversion from private to public is completely up to Orono. The subcommittee's recommendation was trying to get a process (time frame) in place that allows State Aid to proceed with what they need to do, not a time frame for Orono to complete the conversions.

Prusak asked if it would be easier for the MSB to simply state that we do not recognize these roads as public streets and as a result they need to be removed from the Certification of Mileage until such time that they are duly dedicated as public streets.

Kjonaas stated that if the MSB approved the motion declaring the Resolution insufficient, that State Aid would take action unilaterally, if necessary, to make a new certification of mileage.

Keely asked how to proceed with the proposed amendment approved by the Metro District that was discussed yesterday.

Odens ruled that the amendment should stand as a separate motion since in involves a separate action.

Metso stated that the motion on the table includes provisions for the requirements necessary to consider the streets as public, therefore, if the amendment is considered, it should be part of the original motion.

Odens stated his original concern with the motion was the two parts and thought that the question should be split. If the MSB does not agree with the subcommittee recommendation that the Resolution does not satisfy the Boards intent, then the second part it is a mute issue.

Olson asked if there was a way to simplify the motion to something that states that the Resolution does not satisfy the MSB intent; that the streets are currently considered private; and that we are suggesting possible methods to them to consider to accomplish the conversion.

Gray questioned what was wrong with the motion on Page 60.

Olson stated that the motion as written stated that they "shall" accomplish the conversion by a specified method.

Gustafson reiterated that the city has an easement but they have a conflict in documents with the covenant. By some process, they need to remove the conflict and exercising Section 3 of the covenants is one method to accomplish that.

Gray asked to have the question called.

Motion by Olson, second by Maurer that: The Orono City Council Resolution does not satisfy the 2007 MSB motion. To meet the intent of the MSB motion, the City shall covert the private streets

to public streets by exercising Section 3 of the declaration document, dedication of the public streets or by permanent easement. – Motion failed 11-1

Maurer commented that the motion on page 60 is worded fine and would include parts a & b.

Motion by Maurer, second by Gray: a. The City Council Resolution does not meet the intent of the Fall MSB motion; and b. The City shall successfully complete the process defined in Section 3 of the Declaration of Covenants.

Keely moves to amend the motion to include "Upon the City's completion of the process defined in Section 3, the City shall void the covenant with the affected property owners". Second by Matthys,

Elwood commented that the entire covenant need not be voided. If they chose to exercise Section 3 that would resolve the problem.

Matthys stated that the concern from Metro was the language in the covenant stating that the property owners would provide maintenance.

Sonnenberg recommended breaking the motion into 4 parts as follows:

1. Orono Resolution 5711 does not satisfy the 2007 MSB motion.
2. The City must have delivered to it public ownership of the property for public R/W purposes or a permanent public R/W easement.
3. All conflicting documents, easements and covenants must be revoked by the responsible authority.
4. These actions must be in place prior to September 1, 2008 or the mileage under consideration shall be revoked.

Odens called for any additional discussion on the amendment to the original motion.

Motion by Keely, second by Matthys to amend the motion to include "Upon the City's completion of the process defined in Section 3, the City shall void the covenant with the affected property owners". Motion fails 9-3.

Odens called for discussion on the original motion.

Keely stated that Sonnenberg's proposed language would satisfy the concerns of the metro because it addresses resolving the conflicting language between the easements and the covenants.

Gray suggested that items 1 thru 3 of the proposed language should be grouped into a single motion.

Gray withdraws his second of the original motion

Maurer withdraws the motion.

Motion by Keely, second by Matthys that Orono Resolution 5711 does not satisfy the 2007 MSB motion; the City must have delivered to it public ownership of the property for public R/W purposes or a permanent public R/W easement; all conflicting documents, easements and covenants must be revoked by the responsible authority. Motion passes unanimously.

b. Orono shall submit a revised 2007 Certification of Mileage by September 1, 2008. Page 62

Olson stated that Kjonaas can unilaterally adjust eligible mileage without a certification.

Sonnenberg suggested an either or. Either submit a corrected certification or have State Aid make the adjustment unilaterally.

Johnston stated that the September 1st date is plenty of time for State Aid calculations but also allows time to bring the matter to the Fall Screening Board if they are not in full compliance. The intent of the re-certification was to have Orono subtract out the private road mileage and certify the actual public road mileage, as of September 1, 2008.

Kjonaas commented that State Aid needs to stop overpaying Orono and if there is not a recertification and revocation of mileage, State Aid will use their best guess to adjust Orono's 2009 allocation accordingly.

Gray stated that to make it clear to Orono a motion is necessary and offered a motion directing the State Aid Engineer that any private road that has not been made a public street by September 1, 2008, shall be removed from Orono's 2007 Certification of Mileage.

Johnston explained the process State Aid would use to adjust the needs if a recertification does not occur.

Motion by Gray, second by Matthys, directing the State Aid Engineer that any private road that has not been made a public street by September 1, 2008, shall be removed from Orono's 2007 Certification of Mileage. Motion passes unanimously.

Maurer asked if the Boards action would be formally transmitted to the city.

Motion by Maurer, second by Voigt, directing the District State Aid Engineer to send a letter to Orono with excerpts of the minutes explaining what they need to do. Motion passes unanimously.

Odens asked if anyone on the Board wanted to take action on the definition of a public Street – No Discussion.

c. Not appropriate for SA staff to study BMP's at this time. Page 64

Odens stated that if the Board was in agreement with the subcommittees recommendation, no action would be necessary.

No discussion

d. Refer issues identified with 'non existing segments' back to the Joint Subcommittee

Matthys offered a motion to refer the non-existing segment issue to the joint subcommittee, second by Zimmerman.

Elwood expressed a concern that it is difficult for agencies to put together long range transportation plans given the time it takes for the plans to become reality. Non-existing roads should not be an issue.

Gustafson stated that if the motion passes, the joint subcommittee would appreciate some specific direction as to what needs to be looked at.

Gray raised a concern about maintenance needs on non-existing routes and projected traffic counts. A previous resolution provides for a maximum ADT of 4999. Items for review should be the traffic counts used, maintenance, and time limits of how long they should draw construction needs.

Saffert stated that there should not be a problem if we follow the rules that we have now. The only question would be a time limit. The system works with the existing rules.

Keely stated that some growing cities have comprehensive transportation plans showing future collectors that may take an extended period of time to construct. Time restrictions should not be applied. If they are, there should be an exemption for future collectors that are documented within a comprehensive plan.

Matthys added the 1965 Resolution and the percentage of mileage as items that the subcommittee should review.

Maurer reiterated his comments from the previous day stating that if time limits or percentages are enacted cities will be forced to hide the miles on their systems with no intent of building a project.

Kildahl stated that some direction is necessary.

Gray stated that he did not want to tie the hands of the committee

Motion by Matthys, second by Zimmerman to refer the non-existing segment issue to the joint subcommittee

District 1	Yes
District 2	Yes
District 3	no
District 4	Yes
Metro West	Yes
District 6	Yes
District 7	Yes
District 8	Yes
Metro East	Yes
Duluth	No
Minneapolis	No
St. Paul	Yes

Motion passes 9 in favor-3 opposed

II. If necessary
   A. Continuation of State Aid report

Kjonaas gave a brief review of the Flexible Account issue.

Odens asked for any comments from the Board – No Comments

Motion by Zimmerman, second by Olson to approve the proposed budget for the Flexible Account as presented by Kjonaas. Motion passes unanimously.

Kjonaas discussed the e-advertising available on MN/DOT's website and reiterated the need to submit an excel spreadsheet of the low bid tabulation along with the report of State Aid Contract.

B. Continuation of Legislative Update

Sonnenberg reported that the Central Corridor on Washington was approved by the Met Council yesterday on an 11 to 1 vote.

Kjonaas reported that the truck weight issue was addressed in legislation. LMC is deciphering the bill and will put out a white paper to explain the legislation.

III. Any other Discussion Topics

None

IV. Thank you to the following by Chair Odens
A. Dave Kildahl, Chair of the Needs Study Subcommittee
B. Lee Gustafson, Chair of the Unencumbered Construction Funds Subcommittee
C. Mike Metso and Chuck Ahl Past Chairs of the Municipal Screening Board
C. Screening Board members and Board Alternates
D. DSAE's; Mn/DOT staff and support staff

V. Fall Screening Board meeting will be Tuesday and Wednesday, October 21 and 22 at Madden's on Gull Lake near Brainerd.

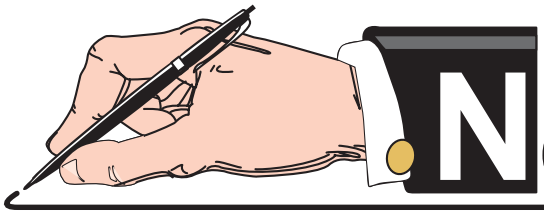
VI. Motion for adjournment

Motion by Zimmerman, second by Saffert, to adjourn at 10:03 a.m., Motion passes unanimously.

Respectfully submitted,

Jeffrey M. Hulsether

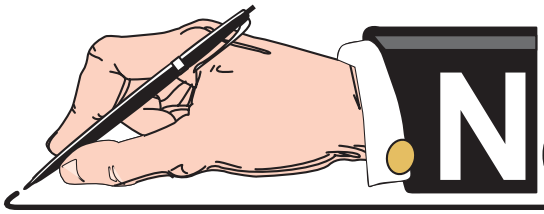
Jeffrey M. Hulsether
MSA Screening Board Secretary
Brainerd City Engineer



NOTES and COMMENTS

Subcommittee

Issues



NOTES and COMMENTS

COMBINED SUBCOMMITTEE MEETING

Web/Teleconference
Meeting Minutes
Wednesday September 17, 2008
8:30 am to 9:40 am

Welcome - Greg Coughlin

Greg Coughlin called the meeting to order at 8:30 am. In attendance via telephone were Lee Gustafson (Minnetonka) chair of the UCFS, Mike Metso (Past President), Chuck Ahl (Maplewood) of the UCFS and Dave Kildahl (Thief River Falls) chair of the NSS, Craig Gray (Bemidji) and Deb Bloom (Roseville) of the NSS. Also in attendance were Mel Odens, chair of the MSB and Rick Kjonaas (via telephone), Greg Coughlin, Mike Kowski and Marshall Johnston from Mn/DOT.

Background on Orono issue - Marshall Johnston, Mike Kowski

Marshall Johnston presented information on the history of the Orono issue, and reviewed the attached HISTORY OF ORONO ISSUE document.
Greg added there were several meetings with District State Aid staff and City of Orono staff in the timeframe between April 07 and Fall 07 screening meetings. Greg also mentioned poor communication and clarification of requirements has set us back about six months.
This issue has been before the subcommittee several times and there was no discussion on the background information presented by Marshall.

Update on actions since Spring 2008 MSB Meeting - Greg Coughlin, Mike Kowski

DSAE letter to Orono

Greg reviewed the letter he sent to Orono. Per Municipal Screening Board motion, the letter included excerpts from the Spring 2008 MSB meeting minutes and outlined what the city needed to do to come into statutory compliance.
Please see the attached letter dated June 30, 2008.

Certification of Mileage and system revision submittals by city

Mike Kowski explained that the city has met all criteria requested by the MSB. They submitted a revised Certification of Mileage prior to September 1, 2008. They removed all of the local private road mileage (13.84 miles) from their calculations, which resulted in them having an excess of 2.94 miles on their MSAS system. The city then submitted a system revision requesting to revoke 2.98 miles from their MSAS system. This initial request was reviewed and commented on. Suggestions were made regarding the potential payback if certain routes were revoked. The City prepared a second proposal for revocation of routes which was reviewed and given preliminary approval. The roads remaining on the MSAS system continue to meet the criteria to be designated as MSAS.
Please see the attached revised Certification of Mileage form and
Letter from Mayor of Orono dated August 11, 2008

Summary of Adjustment options – Marshall Johnston

Marshall reviewed seven different adjustment options that he had prepared. The adjustments ranged from a minimum of a zero retroactive adjustment, to a maximum of a 5 plus 2 year retroactive adjustment. The maximum adjustment is based on the 5 year historical time period for an adjustment plus the two years since the inequity was reported and Orono continued to be over paid. . Marshall presented a history of adjustments between 2000 and 2008 which included the background on the five year historical adjustment. The subcommittee had lengthy discussions about many of these

adjustments. Please see the attached documents titled SUMMARY OF ADJUSTMENT OPTIONS and HISTORY OF INDIVIDUAL ADJUSTMENTS.

DSAE Recommendation – Greg Coughlin
Greg presented his recommendation as directed by the MSB.
Please see the attached document titled DSAE recommendation to combined subcommittee for his explanation of this recommendation:

> **for an adjustment retroactive, 1 ¾ years, to April 2007 when the City of Orono self reported inaccuracies in their approach. I believe if the Municipal Screening Board(MSB) subcommittees and the MSB agrees to this recommendation, the Orono private road matter will be resolved**.

Motion by Mike Metso to accept the DSAE recommendation
Motion died for lack of a second.

Subcommittee Discussion - All

Chuck Ahl stated that the city has a responsibility to live with the consequences of this adjustment. It is not a penalty. They actually received other cities money for many years and we need to correct this inequity. Should be a minimum of a 5 year adjustment.
Lee Gustafson said he came into the meeting prepared to impose the maximum adjustment possible.
Marshall stated that he had reviewed Orono's mileages going back 11 years, and this excess mileage was included for at least that long.
Lee stated that based on Marshall's research and the handout titled HISTORY OF INDIVIDUAL ADJUSTMENTS (attached) the city should receive at least a five year adjustment.
Mike M. asked Dave Kildahl, as a consulting engineer, to give his perspective.
Dave said that this really puts the consultant in a bad position, and that he would not bring the issue to the attention of SA without the city's knowledge. He then said that he feels the city should receive at least a five year adjustment.
Deb Bloom stated she feels that the city engineer usually brings the question to State Aid's attention.
Arden Hills had a consulting engineer when they received their Individual Adjustment for having a private road on the MSAS system, and she was told that the city engineer at that time brought it to State Aid's attention. She said all of these adjustments are made because a city has been collecting money they are not entitled to.

> **Motion by Dave Kildahl, Second by Craig Gray that the city of Orono receive a 5 year retroactive adjustment for the Needs generated by the excess mileage they had on the MSAS system because of using private roads in their computations.**

Lee said the city had a staff engineer for many years who was familiar with the State Aid system and he feels the city knew these were private roads. He will support the five year adjustment.
Mike M. noted he is struggling with not going along with the DSAE recommendation, but will agree to support the motion for a five year retroactive adjustment.
Chuck agreed with Mike about not going along with the DSAE recommendation, but for equity he feels that the five year adjustment should be imposed.

Mike K. inquired as to what the city's options were if they disagree with the MSB's final action. He stated he had a meeting with the mayor and city attorney from Orono and he expects to have another to explain this adjustment.
Rick Kjonaas explained that, according to Julie Skallman, the MSB motion is a recommendation to the Commissioner of Transportation. If the city disagrees, their next step is to schedule a meeting with Julie, as the Commissioner's representative. At this meeting, the city would present its case, and Julie, taking the MSB's motion into consideration, would make the final decision.
Lee stated that they all acknowledge and appreciate the efforts of the city. They came forward on their own and we all acknowledge their honesty and integrity. He stated that this adjustment could have been longer. It could have been from 11 to 25 years. We know they have been receiving other city's money for at least 11 years.
Mike M. stated that we have not made a recommendation on a pay back period.
Craig stated that a payback period should be at least 5 years.
Deb stated that we should work with the city on a time line.
Rick K. feels that State Aid could negotiate a pay back with the city based on its construction and maintenance schedules.
Lee proposed the following friendly amendment:

> **A repayment schedule for the negative adjustment should be made within a 3 to 5 year time period based on discussions between the city and the DSAE.**

Dave and Craig agreed to the friendly amendment.
The motion was called.
Motion carries unanimously

Greg thanked the subcommittee for the opportunity to present a DSAE recommendation and indicated he will support decisions of the subcommittee and MSB.

The meeting was then adjourned.

Respectfully submitted,

R. Marshall Johnston
Municipal State Aid Needs Unit
For the Combined Subcommittee

Recommendation of the Subcommittee to the MSB

That the city of Orono receive a 5 year retroactive adjustment for the Needs generated by the excess mileage they had on the MSAS system because of using private roads in their computations. Based upon discussions between the city and the DSAE, the city shall have from three to five years to repay the excess funds they have received.

HISTORY OF ORONO ISSUE

ISSUE
The MSB has determined that Orono has been using private roads in the total mileage used to compute the amount of MSAS mileage available to the city.
They now have to determine if Orono should receive an adjustment to their Needs.

TIMELINE

April 2007
Orono inquired as to whether they were computing their mileage correctly.

Fall 2007
Presentation by Orono City Administrator at Metro Pre Screening Board meeting

Fall 2007
Discussed at Combined Subcommittee meeting of September 19, 2007. Their recommendations to the MSB:

1. Do not allow cities to include privately maintained roads in their computations.
2. Ask the MSB to define city streets as used in this context.
3. Notify all cities of our policy not to include these types of roads in the computations.
4. Any city whose MSAS system is over designated because of including theseroad types in their computations must come into compliance.
5. A negative Needs adjustment of up to five years for past excess mileage.

Fall 2007
Motions passed by the MSB at its October 24, 2007 meeting

1. Motion by Bloom, seconded by Salsbury. Orono's private roads should not be included towards the centerline mileage for the Certificate of Needs Mileage and should not count towards their total mileage in the City of Orono.
2. Motion by Pagel, seconded by Mathison that if the City of Orono accepts these private roads as public streets prior to December 31, 2007, that there would be no Needs adjustment.
3. Motion by Bloom, seconded by Maurer that the Board request the DSAE research what has been done in the past for adjustments and if the deadline is not met in the previous motion, that DSAE come forward with a recommendation of adjustment at the spring screening board meeting based on what the research is. Ask the Needs Study Subcommittee and UCFS to consider the need for a formal definition.

December 2007
City passed CC resolution 5711 titled 'A RESOLUTION DESIGNATING PRIVATELY MAINTAINED ROADS AS CITY STREETS' on December 10, 2007.

<u>Spring 2008</u>
Discussed at Combined Subcommittee meeting of April 23, 2008. Their recommendations to the MSB:

1. The NSS/UCFS has reviewed the City of Orono Resolution No. 5711 and found that it does not satisfy the 2007 MSB motion.
2. Recommend to the DSAE and the MSB that any "private street" segments not made "public streets" by September 1, 2008, shall be removed from the 2007 certification of mileage (submitted 1/15/2008)
3. The NSS/UCFS advised the MSB that a definition for public streets is not needed at this time.

<u>Spring 2008 MSB Meeting</u>
Presentation by a representative of Orono.

<u>Motions of the Spring 2008 MSB</u>

1. Motion by Keely, second by Matthys that Orono Resolution 5711 does not satisfy the 2007 MSB motion; the City must have delivered to it public ownership of the property for public R/W purposes or a permanent public R/W easement; all conflicting documents, easements and covenants must be revoked by the responsible authority.
2. Motion by Gray, second by Matthys, directing the State Aid Engineer that any private road that has not been made a public street by September 1, 2008, shall be removed from Orono's 2007 Certification of Mileage.
3. Motion by Maurer, second by Voigt, directing the District State Aid Engineer to send a letter to Orono with excerpts of the minutes explaining what they need to do.

Letter sent by DSAE on June 30, 2008 explaining what Orono needed to do.

Revised Certification of Mileage received from Orono in late August 2008.

System revision request received form Orono in late August requesting to revoke 2.98 miles from their MSAS system.

Minnesota Department of Transportation

Metro District
Office of State Aid
1500 West County Road B2
Roseville, MN 55113-3174

Office Tel: 651-234-7760
Office Fax: 651-234-7765

June 30, 2008

James M. White, Mayor
City of Orono
PO Box 66
Crystal Bay, MN 55323-0066

Dear Mr. White:

The intent of this letter is to provide clarification from the Municipal Screening Board to the City of Orono on the matter of private roads and the relationship to the City's State Aid system.

The Municipal Screening Board met on May 28 and 29, 2008 to discuss the matter of private roads within the City of Orono. Prior to the Screening Board meeting, the topic was thoroughly reviewed by combined Screening Board subcommittees and the District Pre-Screening Board meeting. City representatives attended and participated in all these meetings.

The concern of the State Aid office and the Municipal Screening Board is the appropriate distribution of State Aid funding based on Minnesota statutes and State Aid rules. State statute 162.09 allows up to 20% of the jurisdictional mileage of public streets to be eligible for State Aid designation. A city must have jurisdiction over the mileage in order to receive financial assistance. The Municipal Screening Board's direction includes defining and implementing a recordable documented process which accepts private roads as publicly owned and maintained streets. The following two motions were passed by the Municipal Screening Board on May 29, 2008.

The City of Orono resolution 5711 does not satisfy the 2007 Munici;al Screeeng Board motion; and the city must have delivered to it public ownership of the property for public right of way purposes or a permanent public right of way easement; and all conflicting documents, easements and covenants must be revoked by the responsible authority.

Any private road that has not been made a public street by September 1, 2008 shall be removed from Orono's 2007 certification of mileage.

Given this second motion, I would encourage the city to reduce its State Aid mileage today and then continue to increase the system size on an annual basis as private roads become public streets.

.

Please contact me at 651-234-7761 if the city desires further clarification on this matter.

Sincerely,

Greg M. Coughlin, PE
Metro District State Aid Engineer

Cc: Mel Odens, Chair, Municipal Screening Board
Lee Gustafson, Chair, Municipal Screening Board subcommittee
Rick Kjonaas, SALT
Marshall Johnston, SALT
Mike Kowski, Metro State Aid
Kevin Hoglund, Bonestroo

2007
ANNUAL CERTIFICATION OF MILEAGE

SEE INSTRUCTIONS INCLUDED IN PACKET
*RECORD REVISIONS ON BACK OF FORM

	Municipal Mileage as of Dec. 31, 2006				Revisions During Current Year (+ or -)				Municipal Mileage as of Dec. 31, 2007			
	Non-Existing	Unimproved	Improved	Total	Non-Existing	Unimproved	Improved	Total	Non-Existing	Unimproved	Improved	Total
	I	II	III	IV	V	VI	VII	VIII	IX	X	XI	XII
MILEAGE NOT CONSIDERED IN THE COMPUTATION OF BASIC MILEAGE												
1. Trunk Highways			3.22	3.22							3.22	3.22
2. Trunk Highways Turnbacks (Designated as MSAS - mileage above 20%)												
3. County State Aid Highways (Exclude mileage designated as MSAS)			25.94	25.94							25.94	25.94
4. County State Aid Highway Turnbacks (Designated as MSAS - mileage above 20%)												
5. Total Mileage of Line 1 Thru 4	Previous =		29.16		(+ or -) Adjustment =				Current =		29.16	
BASIC MILEAGE: MILEAGE CONSIDERED IN THE COMPUTATION OF ALLOWABLE MILEAGE												
6. Municipal State Aid Streets (Exclude Trunk and County Highway Turnbacks and Mileage Partly Outside the City Limits)			12.43	12.43			-2.98	-2.98			9.45	9.45
7. County Road Turnbacks (Designated as MSAS)												
8. County Roads (Exclude mileage designated as MSAS)			0.12	0.12							0.12	0.12
9. Other Local Roads And Streets - not designated (Include T.H. & CSAH frontage roads)			51.71	51.71			-13.84	-13.84			37.87	37.87
10. Total Improved Basic Mileage (lines 6 + 7 + 8 + 9)	Previous =		64.26		(+ or -) Adjustment =		-16.82		Current =		47.44	

11. Percentage Limitation Allowed by Statute — X **0.20**

12. MAXIMUM MILEAGE ALLOWED FOR M.S.A.S. DESIGNATIONS (Col XI, Line 10 Times Line 11). — 9.49

13. Total Municipal State Aid Street Designated (Colum XII, Line 2 + 4 + 6 + 7). — 9.45

14. Total Miles of T.H. & County Highway Turnbacks designated as MSAS Above 20% (Col. XII Line 2 + 4 + 7). — (-) _____

15. Mileage designated MSAS - not including T.H. and C.R. Turnback mileage (Line 13 minus Line 14). — (-) 9.45

16. MSAS Mileage Partly Outside the City Limits — (-) _____

17. Municipal State Aid Street Mileage Over/Under Maximum Allowed. (Line 12 minus line 15 minus Line 16). — 0.04

I hereby certify that the total Improved Mileage (Col.XI. Line 5 + 10) in the Municipality of Orono as of December 31, 2007 is 76.60 Miles.

Signed Tom Kellogg Title City Engineer Date 8/22/08 REV

N:\MSAS\EXCEL\MILEAGE CERTIFICATION\2007 CERTIFICATION OF MILEAGE FORM.XLS

AUG 18 2008

CITY of ORONO

Municipal Offices

Street Address:
2750 Kelley Parkway
Orono, MN 55356

Mailing Address:
P.O. Box 66
Crystal Bay, MN 55323-0066

August 11, 2008

Mr. Greg Coughlin, PE
Metro District State Aid Engineer
Mn/DOT, Waters Edge
1500 West County Road B-2
Roseville, MN 55113-3174

Re: Orono State Aid System

Dear Mr. Coughlin:

The City or Orono has reviewed your letter dated June 30, 2008 detailing the requirements set forth by the Municipal Screening Board related to the City's private road issue. The City understands the Screening Board's request to revoke the existing covenants and any conflicts that may exist between other documents, including easements, in order to satisfy the Screening Board that these are publicly owned roadways. The City of Orono wants to take the required action necessary to meet the requirements of the Screening Board as well as meeting the State Aid Rules that are in place for the Municipal State Aid Street (MSAS) funding program.

The City has closely reviewed the process it would need to implement in order to make the required changes to the system. In order to take over the large number of roadways as public roadways, a substantial amount of time will be required to resolve existing covenants and easements that are in place.

The City also understands the Screening Board's desire to resolve this issue in a timely manner and has set the date of September 1, 2008 as the deadline to modify the City's existing State Aid Street system based on roadways currently under the jurisdiction of the City. Due to the tight timeline, the City agrees to remove the existing roadways in question from the calculation of state aid mileage and remove the required number of miles from the City's existing MSAS system now.

Based on the City's inventory of roadways, the number of miles that will be removed from the MSAS calculation is 17.25 miles. This equates to 3.45 miles of State Aid road mileage. The City currently has 0.51 miles of undesignated state aid mileage so the total number of State Aid road mileage to be removed from the system will be at least 2.94 miles.

Telephone (952) 249-4600 • Fax (952) 249-4616
www.ci.orono.mn.us

The attached MSA System Revisions map and chart provide details on the roadways that the City would remove from the State Aid system. The City is requesting that the Mn/DOT State Aid Office implement these changes at this time in order to meet the September 1, 2008 timeline set by the Screening Board. The City will provide assistance necessary to accomplish this and will submit a revised 2007 Annual Certification of Mileage.

The City reserves the right to include additional miles of road in the MSAS calculation in future years once the City has clarified the covenants and easements on its private roads.

The City appreciates your efforts in this matter and is committed to resolving this issue. Should you have any questions, please contact me at 952-473-9777.

Sincerely,

James M. White

James M. White
Mayor

Enclosures: Orono MSA System Revisions Map
Orono MSA System Revisions Chart

SUMMARY OF ADJUSTMENT OPTIONS

Orono submitted an adjusted 2007 Certification of Mileage by the September 1 deadline set by the MSB. They will be coming into statutory compliance for the January 2009 allocation. The requested 2.98 miles of MSAS system revocations have preliminary approval from State Aid.
The final step in this process is for the MSB, with a recommendation by the Combined Subcommittee, to decide if and how a retroactive negative Needs adjustment should be applied.

Orono currently requests 25% of their total allotment to their maintenance account. They can adjust this percentage, but they cannot exceed 35% of their total allocation without getting a variance from the Variance Committee.

FUTURE ALLOCATIONS

No matter which option is selected, the MSAS mileage for Orono will be reduced by at least 2.94 miles in 2009. The MSAS mileage will increase as the 13.84 miles of private roads become public streets.

Orono's Needs will decrease from $11,838,061 to approximately $8,000,000 in 2009.

By reducing its system size, before any adjustments are applied, and using last years allocation, Orono's 2009 construction allocation will be approximately $178,720 and its maintenance allocation about $59,573.

ADJUSTMENT OPTIONS

Zero Adjustment

The city will receive no retroactive adjustment. Future MSAS allocations would be based on 2.98 fewer miles.

One Year retroactive adjustment

Orono has received Needs on these 2.98 miles for at least one year after they self reported in April 2007.
Based on actual Needs of the revoked segments, this would be a **$3,883,575** Needs adjustment or approximately $55,496 in actual dollars.
Repayment could be lump sum or multi year

One and 9/12 Year retroactive adjustment

Orono has received Needs on these 2.98 miles for one and 9/12 years after they self reported in April 2007.
Based on actual Needs of the revoked segments, this would be a **$6,765,464** Needs adjustment or approximately $96,678 in actual dollars.
Repayment could be lump sum or multi year

Two Year retroactive adjustment

Orono has received Needs on these 2.98 miles for two extra years after they self reported.
Based on actual Needs of the revoked segments, this would be a **$7,726,094** Needs adjustment or approximately $110,406 in actual dollars.
Repayment could be lump sum or multi year.

Five Year retroactive adjustment

Historically, a five year adjustment has been computed when the first year of the inequity cannot be easily determined.
Based on actual Needs of the revoked segments, this would be a **$17,688,164** Needs adjustment or approximately $252,764 in actual dollars.
Repayment would have to be multi year.

Five plus one and 9/12 retroactive adjustment

Base adjustment on the historical five year period plus the one and 9/12 years since the inequity was reported and we continued to overpay Orono.

Based on actual Needs of the revoked segments, this would be a **$22,554,845** Needs adjustment or approximately $322,309 in actual dollars.

Repayment would have to be multi year.

Five plus two retroactive adjustment

Base adjustment on the historical five year period plus the two years since the inequity was reported and we continued to overpay Orono.

Based on actual Needs of the revoked segments, this would be a **$23,515,475** Needs adjustment or approximately $336,036 in actual dollars.

Repayment would have to be multi year.

ORONO

NEEDS GENERATED BY SEGMENTS THE CITY HAS PROPOSED TO REVOKE

Segment Number	2008 Allocation	2007 Allocation	2006 Allocation	2005 Allocation	2004 Allocation	2003 Allocation	2002 Allocation
101-040	$487,825	$466,026	$419,733	$401,593	$387,882	$376,544	$376,207
101-050	308,981	295,173	265,853	254,363	245,677	238,496	238,225
104-035	196,856	166,128	152,582	144,570	139,340	135,071	121,433
105-005	759,314	756,619	699,125	671,030	650,137	632,422	543,062
105-020	1,133,592	1,130,419	1,044,364	1,002,401	971,201	944,769	811,722
106-010	210,187	209,077	195,768	189,598	185,025	181,157	157,524
108-020	694,300	731,413	676,561	611,431	590,670	574,944	495,735
111-010	92,520	87,664	63,166	**new in 2006**			
Total	$3,883,575	$3,842,519	$3,517,152	$3,274,986	$3,169,932	$3,083,404	$2,743,908

From 2002 through 2007, the Needs generated by segment 152-104-035 are are calculated using a proportion of 0.16/0.63 of a longer segment.
From 2002 through 2005, the Needs generated by segment 152-108-020 are calculated using a proportion of 0.45/1.10 minus the railroad needs of a longe segment.

One Year Needs Adjustment based on 2008 is	**$3,883,575 or approximately**	**$55,496**	**actual dollars**
One Year and 9/12 Needs Adjustment based on 2008, and 2007 after city notified SA in April 2007 is	**$6,765,464 or approximately**	**$96,678**	**actual dollars**
Five Year Adjustment based on 2008-2004 is	**$17,688,164 or approximately**	**$252,764**	**actual dollars**
Five plus one and 9/12 adjustment based on 2008-2002 is	**$22,554,845 or approximately**	**$322,309**	**actual dollars**

The city will be revoking 2.98 of their 12.43 miles on the MSAS system.

Their adjusted Needs in 2008 were $11,838,061

Their adjusted Needs in 2009 will be approximately $7,954,486

MSAS/excel/Orono segment allocations 2008-2002.xls

HISTORY OF INDIVIDUAL ADJUSTMENTS

From 2000 to 2008

If an inequity has existed for longer than five years, and the first year of the inequity cannot be easily determined, a five year adjustment has historically been applied.

If the length of time an inequity has been included can be easily determined, an adjustment from the first year to the current year has historically been applied.

Since the January 2000 allocation the following cities have received Individual Adjustments:

2000 None

2001, 2002, 2003 Arden Hills- private road on MSAS system.
Four year negative Needs adjustment received in 2001 Based on year private road was designated as MSAS. Total $1,445,443
One year negative Needs adjustment in 2002. Total $449,912.
One year negative Needs adjustment in 2003 Total $533,702.
Total negative adjustment for city is $2,429,057 over a three year period

2001 Maplewood truck routes
A route which had been restricting trucks was removed from the system in 1998. The city added that route back onto their MSAS system in 2001.

2001 Ramsey speed humps
The city was notified that speed humps were not allowed on MSAS routes. The city removed the speed humps.
No adjustment applied

2001, 2002 Edina Combination Routes
Per MSB resolution, the Needs from 1.99 miles of combination routes were removed in 2001.
An negative adjustment of $2,785,982 for the 1.99 miles of combination routes in 2002.
An two year estimated negative adjustment of over $5M.

2002, 2003, 2004, 2005, 2006 Robbinsdale Combination routes
A negative adjustment of $687,962 for 0.74 miles of combination routes in 2002.
A negative adjustment of $763,925 in 2003.
A negative adjustment of $1,477,845 in 2004
A negative adjustment of $1,531,502 in 2005
A negative adjustment of $1,602,835 in 2006
Total negative adjustment was $6,064,069

2003 Alexandria non qualifying bridge Needs
A one time negative adjustment for up to 5 years of Needs was $30,130

2003 Chaska non qualifying bridge Needs
A one time negative adjustment for up to 5 years of Needs was $134,860

2003 Minneapolis non qualifying bridge Needs
A one time negative adjustment for up to 5 years of Needs was $32,200,220

2003 St. Paul non qualifying bridge Needs
A one time negative adjustment for up to 5 years of Needs was $5,473,341

2004 73 cities Street Lighting
A one time one year positive adjustment of $9,962,160

2004 Brainerd THTB incorrectly coded
A one time one year negative adjustment of $2,357,895

2004 Maple Grove incorrectly computed non existing bridge adjustment
A one time one year positive needs adjustment of $645,000

2004 St. Francis incorrectly computed non existing bridge adjustment
A one time one year positive needs adjustment of $680,000

2005 Marshall Excess Balance adjustment
A one time one year positive adjustment of $1,538,905

2005 New Ulm Low Balance Incentive adjustment
A one time one year negative adjustment of $96,064

2006 Andover incorrectly computed non existing bridge adjustment
A one time one year negative adjustment of $377,400

2006 Chanhassen segment incorrectly removed from needs
A one time one year positive adjustment of $2,241,645

2006 Chanhassen bridge incorrectly generating needs
A one time five year negative (unknown year) adjustment of $2,820,816

2006 Fridley Soil Factor revision
A one time one year positive adjustment of $1,602,781

2006 Inver Grove Heights segment not removed from needs
A one time negative eleven year (from year of revocation) of $7,680,750

2006 North Mankato segment not removed from needs
A one time seven year negative adjustment (from year of revocation) of $978,583

2006 Richfield 'After the Fact' right of way adjustment
A one time one year positive adjustment of $1,472,480

2007 None

2008 Shakopee THTB incorrectly coded in needs
A one time four year negative (from year of designation) of $4,359,892

2008 Duluth THTB incorrectly coded in needs
A one time five year (unknown year) positive adjustment of $1,030,699

2008 Duluth THTB Maintenance incorrectly computed
A one time negative actual dollar adjustment of $81,285. This is not a needs adjustment.

DSAE recommendation to combined subcommittee
Orono Private Roads
Greg Coughlin 9/17/08

From the Fall 2007 Municipal Screening Board motion, the DSAE will come forward with a recommendation of adjustment based on research of past adjustments.

Marshall has provided a summary of past adjustments between 2000 and 2008. The summary includes a host of adjustments and types of adjustments including soil factors, speed bumps, bridge needs, maintenance, right of way, truck routes, private roads and more. Most were negative adjustments, about a quarter were positive adjustments and one was no adjustment. Even though these adjustments were all very different in nature and their outcomes were different, there is one common theme. As I understand, all these past adjustments have been recognized or precipitated by actions at the District State Aid offices or the SALT office in St Paul. For this reason, and given the fact that Kevin Hoglund at Bonestroo, Inc and the City of Orono came forward and self reported an inaccuracy in their needs reporting, this matter is very different from past adjustments.

You are all aware this system was built to be a self reporting system. It's a system that expects users to do the right thing. It's a system built on honesty and integrity. State Aid staff oversight is kept to a minimum and there is no intent that we become officers to police the system. That is the way I'd like to keep it.

In April 2007, the City of Orono through Kevin Hoglund approached the District State Aid office and inquired whether they were computing their mileage correctly. As Metro's DSAE, this is an approach I support and would expect all my cities and counties take and not fear coming to ask the questions because of potential penalties or adjustments. If adjustments for this case are too severe, you will be setting the bar very high and there will be no desire for anyone to come forward to self report inaccuracies.

My recommendation is based on self reporting, it is based on honesty, fairness and reason, it is not arbitrary, it is defensible, it is the only one I can justify, it is based on my expectations of all cities and counties, it is the same position I would support if any of you came forward in a similar fashion, and it's based on the fact that the City of Orono has done exactly everything I have asked of them.

My recommendation is for an adjustment retroactive, 1 ¾ years, to April 2007 when the City of Orono self reported inaccuracies in their approach. I believe if the Municipal Screening Board(MSB) subcommittees and the MSB agrees to this recommendation, the Orono private road matter will be resolved.

Thank you for the opportunity to work with the City of Orono and provide my recommendation to the combined subcommittee.

THEORETICAL 2009 M.S.A.S. POPULATION APPORTIONMENT

The 2000 Federal Census or the State Demographer's and Metropolitan Council's 2007 population estimate, whichever is greater, will be used to allocate 50% of the funds for the 2009 apportionment.

The following revision to the 1st Special Session 2001, Chapter 8, Article 2, Section 6 session law was passed during the 2002 legislative session:

> Sec. 6. [STATE AID FOR CITIES.]
>
> A city that has previously been classified as having a population of 5,000 or more for the purposes of Minnesota Statutes, chapter 162, and that has a population greater than 4,900 but less than 5,000 according to the 2000 federal census, is deemed to have a population of 5,000 for purposes of Minnesota Statutes, chapter 162~~, until June 30, 2004.~~

Chisholm, whose population fell to 4,960 in the 2000 federal census is the only city affected by this law change. Chisholm will be included in the State Aid allocation with a population of 5000.

Fifty percent of the total sum is distributed on a prorated share that each city population bears to the total population. Each city will earn approximately **$15.70** per capita in apportionment from the 2009 population apportionment distribution. This projection will be somewhat revised when the actual revenue for the 2009 apportionment becomes available.

Any adjustments made to the 2007 population estimates will be presented in the January 2009 booklet. These adjustments could include population adjustments due to annexations and detachments and any revisions to the 2007 estimates.

Based upon the 2007 population estimates, there are no new cities with a population of over 5000. However, Chisago City and Wyoming, in Chisago County, have each annexed a portion of Wyoming Township. Their unofficial populations are 6,310 for Wyoming and 5,365 for Chisago City. They are included in this estimate with these populations and will be adjusted when the official population estimate is received from the State Demographers Office. This potentially brings the number of cities sharing in the MSAS allocation to 145.

2009 POPULATION SUMMARY

The 2008 and 2009 populations used for allocation are based on 2000 Federal Census
or State Demographer and Met Council estimates, whichever is greater.
The populations used for Chisago City and Wyoming are unofficial

N:\MSAS\EXCEL\2008\OCTOBER 2008 BOOK \POPULATION SUMMARY OCTOBER 2008.XLS

Municipality	2000 Census	2006 Population Estimates	2007 Population Estimates	Population used for 2008 Allocation	Population to be used for 2009 Allocation	Difference between Populations used in 2008 & 2009 Allocation
Albert Lea	**18,366**	18,184	**18,125**	18,366	**18,366**	0
Albertville	**3,621**	5,856	**5,942**	5,856	**5,942**	86
Alexandria	**9,115**	11,323	**11,481**	11,323	**11,481**	158
Andover	**26,588**	30,207	**30,598**	30,207	**30,598**	391
Anoka	**18,076**	18,076	**18,038**	18,076	**18,076**	0
Apple Valley	**45,527**	48,832	**49,456**	48,832	**49,456**	624
Arden Hills	**9,652**	9,903	**9,985**	9,903	**9,985**	82
Austin	**23,314**	23,702	**23,671**	23,702	**23,671**	(31)
Baxter	**5,555**	7,594	**7,758**	7,594	**7,758**	164
Belle Plaine	**3,789**	6,595	**6,744**	6,595	**6,744**	149
Bemidji	**11,931**	13,074	**13,143**	13,074	**13,143**	69
Big Lake	**6,063**	9,035	**9,277**	9,035	**9,277**	242
Blaine	**44,942**	54,927	**56,575**	54,927	**56,575**	1,648
Bloomington	**85,172**	85,832	**85,504**	85,832	**85,504**	(328)
Brainerd	**13,382**	13,947	**13,959**	13,947	**13,959**	12
Brooklyn Center	**29,172**	27,901	**27,907**	29,172	**29,172**	0
Brooklyn Park	**67,388**	71,942	**72,724**	71,942	**72,724**	782
Buffalo	**10,104**	13,776	**13,950**	13,776	**13,950**	174
Burnsville	**60,220**	61,048	**61,393**	61,048	**61,393**	345
Cambridge	**5,520**	7,382	**7,615**	7,382	**7,615**	233
Champlin	**22,193**	23,860	**23,990**	23,860	**23,990**	130
Chanhassen	**20,321**	22,017	**22,395**	22,017	**22,395**	378
Chaska	**17,449**	23,216	**23,775**	23,216	**23,775**	559
Chisago City	**2,622**				**5,365**	5,365
Chisholm	**4,960**	4,676	**4,645**	5,000	**5,000**	0
Circle Pines	**4,663**	5,153	**5,250**	5,153	**5,250**	97
Cloquet	**11,201**	11,714	**11,753**	11,714	**11,753**	39
Columbia Heights	**18,520**	18,288	**18,124**	18,520	**18,520**	0
Coon Rapids	**61,607**	63,649	**63,081**	63,649	**63,081**	(568)
Corcoran	**5,630**	5,800	**5,791**	5,800	**5,791**	(9)
Cottage Grove	**30,582**	33,529	**33,788**	33,529	**33,788**	259
Crookston	**8,192**	7,950	**8,051**	8,192	**8,192**	0
Crystal	**22,698**	22,306	**22,138**	22,698	**22,698**	0
Dayton	**4,699**	5,013	**5,015**	5,013	**5,015**	2
Delano	**3,837**	5,050	**5,222**	5,050	**5,222**	172
Detroit Lakes	**7,425**	8,195	**8,283**	8,195	**8,283**	88

Municipality	2000 Census	2006 Population Estimates	2007 Population Estimates	Population used for 2008 Allocation	Population to be used for 2009 Allocation	Difference between Populations used in 2008 & 2009 Allocation
Duluth	**86,319**	85,170	**85,439**	86,319	**86,319**	0
Eagan	**63,557**	66,508	**67,106**	66,508	**67,106**	598
East Bethel	**10,941**	12,142	**12,124**	12,142	**12,124**	(18)
East Grand Forks	**7,501**	7,934	**7,879**	7,934	**7,879**	(55)
Eden Prairie	**54,901**	61,325	**62,090**	61,325	**62,090**	765
Edina	**47,425**	46,896	**47,090**	47,425	**47,425**	0
Elk River	**16,447**	22,550	**23,187**	22,550	**23,187**	637
Fairmont	**10,889**	10,720	**10,675**	10,889	**10,889**	0
Falcon Heights	**5,572**	5,776	**5,709**	5,776	**5,709**	(67)
Faribault	**20,835**	22,733	**22,798**	22,733	**22,798**	65
Farmington	**12,382**	17,495	**18,589**	17,495	**18,589**	1,094
Fergus Falls	**13,620**	13,949	**13,971**	13,949	**13,971**	22
Forest Lake	**14,440**	17,424	**17,494**	17,424	**17,494**	70
Fridley	**27,449**	26,603	**26,459**	27,449	**27,449**	0
Glencoe	**5,453**	5,758	**5,751**	5,758	**5,751**	(7)
Golden Valley	**20,281**	20,355	**20,362**	20,355	**20,362**	7
Grand Rapids	**7,892**	8,790	**8,926**	8,790	**8,926**	136
Ham Lake	**12,710**	15,005	**15,290**	15,005	**15,290**	285
Hastings	**18,204**	21,998	**22,439**	21,998	**22,439**	441
Hermantown	**8,047**	9,192	**9,269**	9,192	**9,269**	77
Hibbing	**17,071**	16,283	**16,170**	17,071	**17,071**	0
Hopkins	**17,145**	17,389	**17,526**	17,389	**17,526**	137
Hugo	**6,363**	10,361	**12,022**	10,361	**12,022**	1,661
Hutchinson	**13,081**	13,977	**14,021**	13,977	**14,021**	44
International Falls	**6,707**	6,335	**6,283**	6,707	**6,707**	0
Inver Grove Heights	**29,751**	33,139	**33,608**	33,139	**33,608**	469
Isanti	**2,324**	5,206	**5,485**	5,206	**5,485**	279
Jordan	**3,833**	5,146	**5,316**	5,146	**5,316**	170
Kasson	**4,398**	5,504	**5,520**	5,504	**5,520**	16
LaCrescent	**4,923**	5,158	**5,157**	5,158	**5,157**	(1)
Lake City	**5,054**	5,339	**5,317**	5,339	**5,317**	(22)
Lake Elmo	**6,863**	7,695	**8,182**	7,695	**8,182**	487
Lakeville	**43,128**	52,323	**53,829**	52,323	**53,829**	1,506
Lino Lakes	**16,791**	19,736	**19,851**	19,736	**19,851**	115
Litchfield	**6,562**	6,869	**6,871**	6,869	**6,871**	2
Little Canada	**9,771**	10,082	**10,157**	10,082	**10,157**	75
Little Falls	**7,723**	8,407	**8,427**	8,407	**8,427**	20
Mahtomedi	**7,563**	8,039	**8,005**	8,039	**8,005**	(34)
Mankato	**32,427**	35,493	**36,240**	35,493	**36,240**	747
Maple Grove	**50,365**	58,491	**59,458**	58,491	**59,458**	967
Maplewood	**34,947**	36,397	**36,663**	36,397	**36,663**	266
Marshall	**12,717**	13,031	**13,040**	13,031	**13,040**	9

Municipality	2000 Census	2006 Population Estimates	2007 Population Estimates	Population used for 2008 Allocation	Population to be used for 2009 Allocation	Difference between Populations used in 2008 & 2009 Allocation
Mendota Heights	**11,434**	11,566	**11,752**	11,566	**11,752**	186
Minneapolis	**382,618**	387,970	**388,020**	387,970	**388,020**	50
Minnetonka	**51,301**	51,519	**51,499**	51,519	**51,499**	(20)
Minnetrista	**4,358**	5,902	**6,234**	5,902	**6,234**	332
Montevideo	**5,346**	5,463	**5,467**	5,463	**5,467**	4
Monticello	**7,868**	11,136	**11,253**	11,136	**11,253**	117
Moorhead	**32,179**	35,225	**35,853**	35,225	**35,853**	628
Morris	**5,173**	5,184	**5,223**	5,184	**5,223**	39
Mound	**9,435**	9,800	**9,753**	9,800	**9,753**	(47)
Mounds View	**12,738**	12,680	**12,634**	12,738	**12,738**	0
New Brighton	**22,206**	22,325	**22,391**	22,325	**22,391**	66
New Hope	**20,873**	20,904	**20,824**	20,904	**20,873**	(31)
New Prague	**4,559**	6,787	**7,003**	6,787	**7,003**	216
New Ulm	**13,594**	13,610	**13,568**	13,610	**13,594**	(16)
North Branch	**8,023**	10,468	**10,462**	10,468	**10,462**	(6)
North Mankato	**11,800**	12,817	**12,935**	12,817	**12,935**	118
North St. Paul	**11,929**	11,776	**11,695**	11,929	**11,929**	0
Northfield	**17,147**	19,413	**19,859**	19,413	**19,859**	446
Oak Grove	**6,903**	8,249	**8,433**	8,249	**8,433**	184
Oakdale	**26,653**	27,249	**27,518**	27,249	**27,518**	269
Orono	**7,538**	7,842	**7,841**	7,842	**7,841**	(1)
Otsego	**6,389**	11,660	**12,499**	11,660	**12,499**	839
Owatonna	**22,436**	24,725	**25,090**	24,725	**25,090**	365
Plymouth	**65,894**	70,676	**71,147**	70,676	**71,147**	471
Prior Lake	**15,917**	21,542	**22,111**	21,542	**22,111**	569
Ramsey	**18,510**	22,059	**22,408**	22,059	**22,408**	349
Red Wing	**16,116**	16,329	**16,338**	16,329	**16,338**	9
Redwood Falls	**5,459**	5,307	**5,271**	5,459	**5,459**	0
Richfield	**34,439**	33,099	**33,107**	34,439	**34,439**	0
Robbinsdale	**14,123**	13,698	**13,551**	14,123	**14,123**	0
Rochester	**86,806**	98,649	**100,845**	98,649	**100,845**	2,196
Rogers	**3,588**	6,570	**6,971**	6,570	**6,971**	401
Rosemount	**14,619**	20,207	**20,917**	20,207	**20,917**	710
Roseville	**33,690**	33,969	**34,099**	33,969	**34,099**	130
Saint Anthony	**8,102**	5,291	**8,500**	8,102	**8,500**	398
Saint Cloud	**59,111**	64,711	**65,246**	64,711	**65,246**	535
Saint Francis	**4,910**	7,201	**7,473**	7,201	**7,473**	272
Saint Joseph	**4,681**	5,873	**6,066**	5,873	**6,066**	193
Saint Louis Park	**44,126**	44,569	**45,216**	44,569	**45,216**	647
Saint Michael	**9,099**	14,698	**14,883**	14,698	**14,883**	185
Saint Paul	**287,151**	286,620	**287,669**	287,151	**287,669**	518
Saint Paul Park	**5,070**	5,323	**5,344**	5,323	**5,344**	21

Municipality	2000 Census	2006 Population Estimates	2007 Population Estimates	Population used for 2008 Allocation	Population to be used for 2009 Allocation	Difference between Populations used in 2008 & 2009 Allocation
Saint Peter	**9,747**	10,887	**10,966**	10,887	**10,966**	79
Sartell	**9,666**	13,917	**14,259**	13,917	**14,259**	342
Sauk Rapids	**10,221**	12,679	**12,885**	12,679	**12,885**	206
Savage	**21,115**	25,065	**25,293**	25,065	**25,293**	228
Shakopee	**20,570**	30,971	**32,567**	30,971	**32,567**	1,596
Shoreview	**25,924**	26,093	**26,159**	26,093	**26,159**	66
Shorewood	**7,400**	7,499	**7,611**	7,499	**7,611**	112
South St. Paul	**20,167**	20,024	**20,135**	20,167	**20,167**	0
Spring Lake Park	**6,772**	6,513	**6,690**	6,772	**6,772**	0
Stewartville	**5,431**	5,759	**5,784**	5,759	**5,784**	25
Stillwater	**15,143**	17,929	**18,112**	17,929	**18,112**	183
Thief River Falls	**8,410**	8,509	**8,515**	8,509	**8,515**	6
Vadnais Heights	**13,069**	13,019	**13,038**	13,069	**13,069**	0
Victoria	**4,025**	6,039	**6,330**	6,039	**6,330**	291
Virginia	**9,157**	8,776	**8,732**	9,157	**9,157**	0
Waconia	**6,821**	9,557	**9,701**	9,557	**9,701**	144
Waite Park	**6,568**	6,738	**6,729**	6,738	**6,729**	(9)
Waseca	**9,617**	9,828	**9,827**	9,828	**9,827**	(1)
West St. Paul	**19,405**	18,816	**18,914**	19,405	**19,405**	0
White Bear Lake	**24,325**	24,245	**24,776**	24,325	**24,776**	451
Willmar	**18,488**	18,948	**19,040**	18,948	**19,040**	92
Winona	**27,069**	27,324	**27,458**	27,324	**27,458**	134
Woodbury	**46,463**	55,395	**57,279**	55,395	**57,279**	1,884
Worthington	**11,287**	11,349	**11,379**	11,349	**11,379**	30
Wyoming	**3,048**				**6,310**	**6,310**
TOTAL	**3,342,287**	**3,584,815**	**3,622,088**	**3,598,283**	**3,644,069**	**45,786**

2009 TENTATIVE POPULATION APPORTIONMENT

N:\MSAS\EXCEL\2008\OCTOBER 2008 BOOK\ POPULATION APPORTIONMENT FOR 2009.XLS

Municipality	Population Used for 2008 Allocation	Population to be used for 2009 Allocation	2008 Apport. Using 2000 Census or 06 Estimate	2009 Apport. Using 2000 Census or 07 Estimate	Difference Between 2007 & 08 Apport.	% Increase (Decrease)
Albert Lea	18,366	18,366	$291,950	**$288,282**	($3,668)	-1.26%
Albertville	5,856	5,942	93,088	**93,269**	181	0.19%
Alexandria	11,323	11,481	179,993	**180,212**	219	0.12%
Andover	30,207	30,598	480,177	**480,282**	105	0.02%
Anoka	18,076	18,076	287,340	**283,730**	(3,610)	-1.26%
Apple Valley	48,832	49,456	776,245	**776,286**	41	0.01%
Arden Hills	9,903	9,985	157,420	**156,730**	(690)	-0.44%
Austin	23,702	23,671	376,772	**371,552**	(5,220)	-1.39%
Baxter	7,594	7,758	120,716	**121,773**	1,057	0.88%
Belle Plaine	6,595	6,744	104,836	**105,857**	1,021	0.97%
Bemidji	13,074	13,143	207,827	**206,299**	(1,528)	-0.74%
Big Lake	9,035	9,277	143,622	**145,616**	1,994	1.39%
Blaine	54,927	56,575	873,132	**888,030**	14,898	1.71%
Bloomington	85,832	85,504	1,364,405	**1,342,114**	(22,291)	-1.63%
Brainerd	13,947	13,959	221,705	**219,107**	(2,598)	-1.17%
Brooklyn Center	29,172	29,172	463,725	**457,898**	(5,827)	-1.26%
Brooklyn Park	71,942	72,724	1,143,607	**1,141,512**	(2,095)	-0.18%
Buffalo	13,776	13,950	218,986	**218,966**	(20)	-0.01%
Burnsville	61,048	61,393	970,433	**963,655**	(6,778)	-0.70%
Cambridge	7,382	7,615	117,346	**119,529**	2,183	1.86%
Champlin	23,860	23,990	379,284	**376,559**	(2,725)	-0.72%
Chanhassen	22,017	22,395	349,987	**351,523**	1,536	0.44%
Chaska	23,216	23,775	369,047	**373,184**	4,137	1.12%
Chisago City	**0**	**5,365**		**84,212**	84,212	**100.00%**
Chisholm	5,000	5,000	79,481	**78,483**	(998)	-1.26%
Circle Pines	5,153	5,250	81,913	**82,407**	494	0.60%
Cloquet	11,714	11,753	186,208	**184,481**	(1,727)	-0.93%
Columbia Heights	18,520	18,520	294,398	**290,699**	(3,699)	-1.26%
Coon Rapids	63,649	63,081	1,011,779	**990,151**	(21,628)	-2.14%
Corcoran	5,800	5,791	92,198	**90,898**	(1,300)	-1.41%
Cottage Grove	33,529	33,788	532,985	**530,353**	(2,632)	-0.49%
Crookston	8,192	8,192	130,222	**128,586**	(1,636)	-1.26%
Crystal	22,698	22,698	360,813	**356,279**	(4,534)	-1.26%
Dayton	5,013	5,015	79,688	**78,718**	(970)	-1.22%
Delano	5,050	5,222	80,276	**81,967**	1,691	2.11%
Detroit Lakes	8,195	8,283	130,270	**130,014**	(256)	-0.20%
Duluth	86,319	86,319	1,372,147	**1,354,906**	(17,241)	-1.26%
Eagan	66,508	67,106	1,057,226	**1,053,329**	(3,897)	-0.37%
East Bethel	12,142	12,124	193,012	**190,304**	(2,708)	-1.40%
East Grand Forks	7,934	7,879	126,121	**123,673**	(2,448)	-1.94%
Eden Prairie	61,325	62,090	974,836	**974,596**	(240)	-0.02%

Municipality	Population Used for 2008 Allocation	Population to be used for 2009 Allocation	2008 Apport. Using 2000 Census or 06 Estimate	2009 Apport. Using 2000 Census or 07 Estimate	Difference Between 2007 & 08 Apport.	% Increase (Decrease)
Edina	47,425	47,425	$753,879	**$744,407**	($9,472)	-1.26%
Elk River	22,550	23,187	358,460	**363,955**	5,495	1.53%
Fairmont	10,889	10,889	173,094	**170,919**	(2,175)	-1.26%
Falcon Heights	5,776	5,709	91,817	**89,611**	(2,206)	-2.40%
Faribault	22,733	22,798	361,369	**357,849**	(3,520)	-0.97%
Farmington	17,495	18,589	278,105	**291,782**	13,677	4.92%
Fergus Falls	13,949	13,971	221,737	**219,296**	(2,441)	-1.10%
Forest Lake	17,424	17,494	276,976	**274,595**	(2,381)	-0.86%
Fridley	27,449	27,449	436,336	**430,853**	(5,483)	-1.26%
Glencoe	5,758	5,751	91,530	**90,271**	(1,259)	-1.38%
Golden Valley	20,355	20,362	323,568	**319,612**	(3,956)	-1.22%
Grand Rapids	8,790	8,926	139,728	**140,107**	379	0.27%
Ham Lake	15,005	15,290	238,523	**240,000**	1,477	0.62%
Hastings	21,998	22,439	349,685	**352,214**	2,529	0.72%
Hermantown	9,192	9,269	146,118	**145,491**	(627)	-0.43%
Hibbing	17,071	17,071	271,365	**267,955**	(3,410)	-1.26%
Hopkins	17,389	17,526	276,420	**275,097**	(1,323)	-0.48%
Hugo	10,361	12,022	164,701	**188,703**	24,002	14.57%
Hutchinson	13,977	14,021	222,182	**220,081**	(2,101)	-0.95%
International Falls	6,707	6,707	106,616	**105,276**	(1,340)	-1.26%
Inver Grove Heights	33,139	33,608	526,785	**527,528**	743	0.14%
Isanti	5,206	5,485	82,756	**86,095**	3,339	4.03%
Jordan	5,146	5,316	81,802	**83,443**	1,641	2.01%
Kasson	5,504	5,520	87,493	**86,645**	(848)	-0.97%
La Crescent	5,158	5,157	81,993	**80,947**	(1,046)	-1.28%
Lake City	5,339	5,317	84,870	**83,458**	(1,412)	-1.66%
Lake Elmo	7,695	8,182	122,321	**128,429**	6,108	4.99%
Lakeville	52,323	53,829	831,738	**844,927**	13,189	1.59%
Lino Lakes	19,736	19,851	313,728	**311,591**	(2,137)	-0.68%
Litchfield	6,869	6,871	109,191	**107,851**	(1,340)	-1.23%
Little Canada	10,082	10,157	160,266	**159,429**	(837)	-0.52%
Little Falls	8,407	8,427	133,640	**132,274**	(1,366)	-1.02%
Mahtomedi	8,039	8,005	127,790	**125,650**	(2,140)	-1.67%
Mankato	35,493	36,240	564,205	**568,841**	4,636	0.82%
Maple Grove	58,491	59,458	929,786	**933,283**	3,497	0.38%
Maplewood	36,397	36,663	578,575	**575,481**	(3,094)	-0.53%
Marshall	13,031	13,040	207,144	**204,682**	(2,462)	-1.19%
Mendota Heights	11,566	11,752	183,856	**184,465**	609	0.33%
Minneapolis	387,970	388,020	6,167,260	**6,090,556**	(76,704)	-1.24%
Minnetonka	51,519	51,499	818,958	**808,354**	(10,604)	-1.29%
Minnetrista	5,902	6,234	93,820	**97,852**	4,032	4.30%
Montevideo	5,463	5,467	86,841	**85,813**	(1,028)	-1.18%
Monticello	11,136	11,253	177,020	**176,633**	(387)	-0.22%
Moorhead	35,225	35,853	559,945	**562,767**	2,822	0.50%
Morris	5,184	5,223	82,406	**81,983**	(423)	-0.51%
Mound	9,800	9,753	155,783	**153,088**	(2,695)	-1.73%
Mounds View	12,738	12,738	202,486	**199,942**	(2,544)	-1.26%
New Brighton	22,325	22,391	354,883	**351,460**	(3,423)	-0.96%

Municipality	Population Used for 2008 Allocation	Population to be used for 2009 Allocation	2008 Apport. Using 2000 Census or 06 Estimate	2009 Apport. Using 2000 Census or 07 Estimate	Difference Between 2007 & 08 Apport.	% Increase (Decrease)
New Hope	20,904	20,873	$332,295	**$327,633**	($4,662)	-1.40%
New Prague	6,787	7,003	107,888	**109,923**	2,035	1.89%
New Ulm	13,610	13,594	216,348	**213,378**	(2,970)	-1.37%
North Branch	10,468	10,462	166,402	**164,217**	(2,185)	-1.31%
North Mankato	12,817	12,935	203,742	**203,034**	(708)	-0.35%
North St. Paul	11,929	11,929	189,626	**187,244**	(2,382)	-1.26%
Northfield	19,413	19,859	308,594	**311,717**	3,123	1.01%
Oak Grove	8,249	8,433	131,128	**132,369**	1,241	0.95%
Oakdale	27,249	27,518	433,156	**431,936**	(1,220)	-0.28%
Orono	7,842	7,841	124,658	**123,076**	(1,582)	-1.27%
Otsego	11,660	12,499	185,350	**196,191**	10,841	5.85%
Owatonna	24,725	25,090	393,034	**393,825**	791	0.20%
Plymouth	70,676	71,147	1,123,482	**1,116,759**	(6,723)	-0.60%
Prior Lake	21,542	22,111	342,437	**347,065**	4,628	1.35%
Ramsey	22,059	22,408	350,655	**351,727**	1,072	0.31%
Red Wing	16,329	16,338	259,570	**256,449**	(3,121)	-1.20%
Redwood Falls	5,459	5,459	86,778	**85,687**	(1,091)	-1.26%
Richfield	34,439	34,439	547,450	**540,572**	(6,878)	-1.26%
Robbinsdale	14,123	14,123	224,502	**221,682**	(2,820)	-1.26%
Rochester	98,649	100,845	1,568,147	**1,582,914**	14,767	0.94%
Rogers	6,570	6,971	104,438	**109,420**	4,982	4.77%
Rosemount	20,207	20,917	321,215	**328,324**	7,109	2.21%
Roseville	33,969	34,099	539,979	**535,235**	(4,744)	-0.88%
St. Anthony	8,102	8,500	128,791	**133,420**	4,629	3.59%
St. Cloud	64,711	65,246	1,028,661	**1,024,134**	(4,527)	-0.44%
St. Francis	7,201	7,473	114,469	**117,300**	2,831	2.47%
St. Joseph	5,873	6,066	93,359	**95,215**	1,856	1.99%
St. Louis Park	44,569	45,216	708,479	**709,733**	1,254	0.18%
St. Michael	14,698	14,883	233,643	**233,611**	(32)	-0.01%
St. Paul	287,151	287,669	4,564,618	**4,515,397**	(49,221)	-1.08%
St. Paul Park	5,323	5,344	84,616	**83,882**	(734)	-0.87%
St. Peter	10,887	10,966	173,062	**172,128**	(934)	-0.54%
Sartell	13,917	14,259	221,228	**223,816**	2,588	1.17%
Sauk Rapids	12,679	12,885	201,548	**202,249**	701	0.35%
Savage	25,065	25,293	398,439	**397,012**	(1,427)	-0.36%
Shakopee	30,971	32,567	492,322	**511,188**	18,866	3.83%
Shoreview	26,093	26,159	414,780	**410,605**	(4,175)	-1.01%
Shorewood	7,499	7,611	119,206	**119,466**	260	0.22%
South St. Paul	20,167	20,167	320,579	**316,551**	(4,028)	-1.26%
Spring Lake Park	6,772	6,772	107,649	**106,297**	(1,352)	-1.26%
Stewartville	5,759	5,784	91,546	**90,789**	(757)	-0.83%
Stillwater	17,929	18,112	285,004	**284,295**	(709)	-0.25%
Thief River Falls	8,509	8,515	135,261	**133,656**	(1,605)	-1.19%
Vadnais Heights	13,069	13,069	207,748	**205,138**	(2,610)	-1.26%
Victoria	6,039	6,330	95,997	**99,359**	3,362	3.50%
Virginia	9,157	9,157	145,562	**143,733**	(1,829)	-1.26%
Waconia	9,557	9,701	151,920	**152,272**	352	0.23%

Municipality	Population Used for 2008 Allocation	Population to be used for 2009 Allocation	2008 Apport. Using 2000 Census or 06 Estimate	2009 Apport. Using 2000 Census or 07 Estimate	Difference Between 2007 & 08 Apport.	% Increase (Decrease)
Waite Park	6,738	6,729	$107,109	**$105,622**	($1,487)	-1.39%
Waseca	9,828	9,827	156,228	**154,250**	(1,978)	-1.27%
West St. Paul	19,405	19,405	308,466	**304,591**	(3,875)	-1.26%
White Bear Lake	24,325	24,776	386,676	**388,897**	2,221	0.57%
Willmar	18,948	19,040	301,202	**298,861**	(2,341)	-0.78%
Winona	27,324	27,458	434,349	**430,995**	(3,354)	-0.77%
Woodbury	55,395	57,279	880,572	**899,080**	18,508	2.10%
Worthington	11,349	11,379	180,405	**178,609**	(1,796)	-1.00%
Wyoming	**0**	**6,310**		**99,044**	99,044	**100.00%**
TOTAL	**3,598,283**	**3,644,069**	**$57,199,134**	**$57,199,134**	**$0**	

Population apportionment equals total population apportionment divided by the total population times the city's population.

2008	$57,199,134 / 3,598,283	Equals	$15.8962	Per person
2009	$57,199,134 / 3,644,069	Equals	$15.6965	Per person

The population difference between 2008 and 2009 for allocation purposes is 45,786

53 Cities Increased their population allocation.
92 Cities Decreased their population allocation.

EFFECTS OF THE 2008 M.S.A.S NEEDS STUDY UPDATE

EFFECTS OF THE REVISIONS TO THE 2007 UPDATE MADE IN 2008 FOR THE JANUARY 2009 APPORTIONMENT

Does not include the new cities of Chisago City and Wyoming

Municipality	2006 Unadjusted Construction Needs	Effect of Normal Update	% Change	Effect of Traffic Update	% Change	Effect of Roadway Unit Cost Update	% Change	Effect of Structure and Railroad Update	% Change	Addition of Grading Factor	% Change	2007 Unadjusted Construction Needs	Net Change	% of change 2007 to 2008
Albert Lea	$29,452,651	($758,455)	-2.58%	$0		$900,640	3.06%	$53,497	0.18%	$1,932,928	6.56%	$31,581,261	$2,128,610	7.23%
Albertville	9,420,210	239,849	2.55%	0		338,196	3.59%	427	0.00%	755,147	8.02%	10,753,829	1,333,619	14.16%
Alexandria	32,400,036	(1,310,963)	-4.05%	0		1,086,220	3.35%	1,708	0.01%	2,190,470	6.76%	34,367,471	1,967,435	6.07%
Andover	40,456,712	(2,293,151)	-5.67%	43,618	0.11%	1,342,642	3.32%	427	0.00%	2,053,261	5.08%	41,603,509	1,146,797	2.83%
Anoka	13,659,251	62,122	0.45%	0		523,405	3.83%	0		875,304	6.41%	15,120,082	1,460,831	10.69%
Apple Valley	38,253,517	486,773	1.27%	(20,644)	-0.05%	1,433,957	3.75%	0		2,880,648	7.53%	43,034,251	4,780,734	12.50%
Arden Hills	7,558,372	(150,147)	-1.99%	0		257,961	3.41%	427	0.01%	470,564	6.23%	8,137,177	578,805	7.66%
Austin	40,684,388	(937,021)	-2.30%	0		877,618	2.16%	513,497	1.26%	1,735,548	4.27%	42,874,030	2,189,642	5.38%
Baxter	12,699,745	(1,155,360)	-9.10%	(6,740)	-0.05%	444,328	3.50%	214	0.00%	592,034	4.66%	12,574,221	(125,524)	-0.99%
Belle Plaine	9,361,640	(1,015,336)	-10.85%	532	0.01%	309,829	3.31%	0		590,948	6.31%	9,247,613	(114,027)	-1.22%
Bemidji	16,912,570	(2,099,198)	-12.41%	140,571	0.83%	532,457	3.15%	854	0.01%	986,244	5.83%	16,473,498	(439,072)	-2.60%
Big Lake	8,699,688	(179,352)	-2.06%	8,687	0.10%	312,460	3.59%	0		593,508	6.82%	9,434,991	735,303	8.45%
Blaine	34,226,280	325,816	0.95%	0		1,240,571	3.62%	0		1,954,080	5.71%	37,746,747	3,520,467	10.29%
Bloomington	116,916,402	(11,062,295)	-9.46%	(987,933)	-0.84%	3,826,962	3.27%	147,303	0.13%	6,705,016	5.73%	115,545,455	(1,370,947)	-1.17%
Brainerd	15,247,970	(526,081)	-3.45%	67,149	0.44%	542,086	3.56%	854	0.01%	1,076,104	7.06%	16,408,082	1,160,112	7.61%
Brooklyn Center	15,909,292	(300,560)	-1.89%	(171,885)	-1.08%	590,544	3.71%	0		939,667	5.91%	16,967,058	1,057,766	6.65%
Brooklyn Park	37,741,438	2,805,626	7.43%	(405,838)	-1.08%	1,536,366	4.07%	427	0.00%	2,815,221	7.46%	44,493,240	6,751,802	17.89%
Buffalo	21,960,498	(571,439)	-2.60%	0		723,949	3.30%	1,281	0.01%	1,521,862	6.93%	23,636,151	1,675,653	7.63%
Burnsville	59,118,284	797,301	1.35%	(170,001)	-0.29%	2,200,395	3.72%	1,281	0.00%	4,963,255	8.40%	66,910,515	7,792,231	13.18%
Cambridge	7,550,405	(697,098)	-9.23%	14,395	0.19%	217,355	2.88%	60,976	0.81%	282,239	3.74%	7,428,272	(122,133)	-1.62%
Champlin	13,672,210	3,576,279	26.16%	(49,959)	-0.37%	642,224	4.70%	0		1,275,097	9.33%	19,115,851	5,443,641	39.82%
Chanhassen	15,764,413	543,472	3.45%	(56,551)	-0.36%	592,278	3.76%	0		1,013,873	6.43%	17,857,485	2,093,072	13.28%
Chaska	19,851,372	1,753,331	8.83%	51,539	0.26%	678,661	3.42%	52,082	0.26%	1,255,278	6.32%	23,642,263	3,790,891	19.10%
Chisholm	8,768,337	413,653	4.72%	11,014	0.13%	316,210	3.61%	0		713,981	8.14%	10,223,195	1,454,858	16.59%
Circle Pines	3,344,294	217,279	6.50%	5,302	0.16%	129,237	3.86%	0		323,301	9.67%	4,019,413	675,119	20.19%
Cloquet	23,311,292	(1,081,674)	-4.64%	0		762,795	3.27%	1,280	0.01%	1,531,456	6.57%	24,525,149	1,213,857	5.21%
Columbia Heights	16,738,550	(492,614)	-2.94%	0		584,630	3.49%	213	0.00%	1,349,151	8.06%	18,179,930	1,441,380	8.61%
Coon Rapids	45,223,984	6,299,408	13.93%	0		1,608,701	3.56%	231,605	0.51%	2,792,179	6.17%	56,155,877	10,931,893	24.17%
Corcoran	9,131,755	(854,895)	-9.36%	0		226,751	2.48%	0		123,912	1.36%	8,627,523	(504,232)	-5.52%
Cottage Grove	44,543,200	(26,370)	-0.06%	(335,751)	-0.75%	1,533,809	3.44%	0		3,039,039	6.82%	48,753,927	4,210,727	9.45%
Crookston	21,364,197	(461,017)	-2.16%	0		378,099	1.77%	119,792	0.56%	829,579	3.88%	22,230,650	866,453	4.06%
Crystal	16,350,611	(464,797)	-2.84%	0		571,515	3.50%	854	0.01%	978,295	5.98%	17,436,478	1,085,867	6.64%
Dayton	7,155,790	(320,277)	-4.48%	0		217,727	3.04%	0		372,616	5.21%	7,425,856	270,066	3.77%
Delano	10,551,364	49,968	0.47%	0		324,744	3.08%	68,320	0.65%	717,156	6.80%	11,711,552	1,160,188	11.00%
Detroit Lakes	15,548,303	267,053	1.72%	0		556,622	3.58%	1,708	0.01%	935,869	6.02%	17,309,555	1,761,252	11.33%
Duluth	153,101,514	(1,522,066)	-0.99%	(702,994)	-0.46%	4,682,722	3.06%	207,498	0.14%	10,434,952	6.82%	166,201,626	13,100,112	8.56%
Eagan	42,327,440	4,121,045	9.74%	28,945	0.07%	1,691,761	4.00%	427	0.00%	4,035,030	9.53%	52,204,648	9,877,208	23.34%
East Bethel	29,253,238	2,078,418	7.10%	26,587	0.09%	1,023,771	3.50%	0		634,460	2.17%	33,016,474	3,763,236	12.86%
East Grand Forks	18,879,717	(878,466)	-4.65%	0		548,003	2.90%	131,089	0.69%	1,423,525	7.54%	20,103,868	1,224,151	6.48%
Eden Prairie	56,600,052	(704,875)	-1.25%	(377,404)	-0.67%	1,998,661	3.53%	0		3,980,174	7.03%	61,496,608	4,896,556	8.65%
Edina	44,126,915	(2,195,258)	-4.97%	0		1,435,339	3.25%	127,264	0.29%	3,110,317	7.05%	46,604,577	2,477,662	5.61%
Elk River	33,138,809	2,164,545	6.53%	106,200	0.32%	1,243,055	3.75%	1,891	0.01%	1,986,342	5.99%	38,640,842	5,502,033	16.60%
Fairmont	27,570,159	(1,722,931)	-6.25%	0		875,221	3.17%	2,318	0.01%	1,943,057	7.05%	28,667,824	1,097,665	3.98%
Falcon Heights	2,545,504	(69,736)	-2.74%	0		89,657	3.52%	0		178,172	7.00%	2,743,597	198,093	7.78%
Faribault	34,076,798	(2,800,750)	-8.22%	0		968,971	2.84%	114,045	0.33%	2,089,072	6.13%	34,448,136	371,338	1.09%
Farmington	20,334,271	826,095	4.06%	(213,434)	-1.05%	650,892	3.20%	16,140	0.08%	1,216,533	5.98%	22,830,497	2,496,226	12.28%

Municipality	2006 Unadjusted Construction Needs	Effect of Normal Update	% Change	Effect of Traffic Update	% Change	Effect of Roadway Unit Cost Update	% Change	Effect of Structure and Railroad Update	% Change	Addition of Grading Factor	% Change	2007 Unadjusted Construction Needs	Net Change	% of change 2007 to 2008
Fergus Falls	$34,889,072	($808,380)	-2.32%	($751)	0.00%	$1,052,409	3.02%	$107,090	0.31%	$2,230,229	6.39%	$37,469,669	$2,580,597	7.40%
Forest Lake	26,525,045	4,477,773	16.88%	(204,826)	-0.77%	1,044,476	3.94%	0		2,152,686	8.12%	33,995,154	7,470,109	28.16%
Fridley	26,067,510	(720,839)	-2.77%	0		923,435	3.54%	640	0.00%	1,926,603	7.39%	28,197,349	2,129,839	8.17%
Glencoe	8,214,627	468,473	5.70%	16,073	0.20%	314,706	3.83%	0		661,050	8.05%	9,674,929	1,460,302	17.78%
Golden Valley	22,390,814	(109,726)	-0.49%	0		727,987	3.25%	4,270	0.02%	1,510,290	6.75%	24,523,635	2,132,821	9.53%
Grand Rapids	21,669,901	(788,522)	-3.64%	0		727,249	3.36%	854	0.00%	1,474,516	6.80%	23,083,998	1,414,097	6.53%
Ham Lake	31,554,035	(6,918,749)	-21.93%	40,416	0.13%	868,418	2.75%	0		1,260,506	3.99%	26,804,626	(4,749,409)	-15.05%
Hastings	15,668,137	(1,056,859)	-6.75%	(5,066)	-0.03%	564,606	3.60%	0		1,052,232	6.72%	16,223,050	554,913	3.54%
Hermantown	16,287,471	2,128,590	13.07%	238,262	1.46%	642,052	3.94%	0		1,251,600	7.68%	20,547,975	4,260,504	26.16%
Hibbing	53,958,977	(2,223,598)	-4.12%	140,548	0.26%	1,604,754	2.97%	2,989	0.01%	2,728,169	5.06%	56,211,839	2,252,862	4.18%
Hopkins	12,653,298	(542,884)	-4.29%	0		426,525	3.37%	0		929,531	7.35%	13,466,470	813,172	6.43%
Hugo	17,706,748	(563,584)	-3.18%	13,920	0.08%	518,219	2.93%	0		795,384	4.49%	18,470,687	763,939	4.31%
Hutchinson	19,184,787	(809,654)	-4.22%	177,236	0.92%	627,139	3.27%	52,887	0.28%	1,288,584	6.72%	20,520,979	1,336,192	6.96%
International Falls	9,186,785	(626,116)	-6.82%	0		313,824	3.42%	0		760,104	8.27%	9,634,597	447,812	4.87%
Inver Grove Heights	44,954,753	(298,143)	-0.66%	(47,980)	-0.11%	1,620,921	3.61%	0		3,394,488	7.55%	49,624,039	4,669,286	10.39%
Isanti	4,981,796	(102,829)	-2.06%	0		145,913	2.93%	1,281		207,761	4.17%	5,233,922	252,126	5.06%
Jordan	8,331,795	(172,897)	-2.08%	(18,625)		244,963	2.94%	32,391		475,217	5.70%	8,892,844	561,049	6.73%
Kasson	5,862,482	(43,994)	-0.75%	0		210,934	3.60%	0		436,745	7.45%	6,466,167	603,685	10.30%
La Crescent	7,948,295	(408,456)	-5.14%	(5,715)	-0.07%	268,956	3.38%	0		654,791	8.24%	8,457,871	509,576	6.41%
Lake City	7,237,804	442,893	6.12%	0		289,589	4.00%	0		515,897	7.13%	8,486,183	1,248,379	17.25%
Lake Elmo	9,962,173	14,737	0.15%	218,183	2.19%	365,380	3.67%	1,037	0.01%	498,721	5.01%	11,060,231	1,098,058	11.02%
Lakeville	57,707,921	714,917	1.24%	0		2,061,008	3.57%	1,708	0.00%	4,042,325	7.00%	64,527,879	6,819,958	11.82%
Lino Lakes	23,912,276	465,398	1.95%	(17,283)	-0.07%	873,434	3.65%	0		1,895,742	7.93%	27,129,567	3,217,291	13.45%
Litchfield	10,710,096	(423,116)	-3.95%	983	0.01%	370,025	3.45%	0		752,010	7.02%	11,409,998	699,902	6.53%
Little Canada	11,954,711	(1,163,875)	-9.74%	92,781	0.78%	333,434	2.79%	1,281	0.01%	647,087	5.41%	11,865,419	(89,292)	-0.75%
Little Falls	18,268,151	1,822,711	9.98%	0		735,644	4.03%	1,464	0.01%	1,376,924	7.54%	22,204,894	3,936,743	21.55%
Mahtomedi	6,010,728	(28,143)	-0.47%	0		205,773	3.42%	0		331,122	5.51%	6,519,480	508,752	8.46%
Mankato	37,460,185	(894,752)	-2.39%	0		1,336,640	3.57%	14,543	0.04%	2,754,392	7.35%	40,671,008	3,210,823	8.57%
Maple Grove	62,318,570	1,892,891	3.04%	236,675	0.38%	2,343,869	3.76%	1,708	0.00%	4,954,243	7.95%	71,747,956	9,429,386	15.13%
Maplewood	39,335,496	280,276	0.71%	0		454,961	1.16%	0		3,946,094	10.03%	44,016,827	4,681,331	11.90%
Marshall	18,604,818	2,733,511	14.69%	0		752,323	4.04%	20,203	0.11%	1,683,116	9.05%	23,793,971	5,189,153	27.89%
Mendota Heights	14,158,340	2,738,122	19.34%	(19,394)	-0.14%	612,777	4.33%	0		1,214,388	8.58%	18,704,233	4,545,893	32.11%
Minneapolis	330,471,224	(16,897,277)	-5.11%	330,498	0.10%	9,430,322	2.85%	384,971	0.12%	20,347,150	6.16%	344,066,888	13,595,664	4.11%
Minnetonka	56,356,731	(183,213)	-0.33%	106,091	0.19%	2,016,123	3.58%	854	0.00%	4,342,998	7.71%	62,639,584	6,282,853	11.15%
Minnetrista	14,629,242	981,802	6.71%	0		536,696	3.67%	0		1,157,338	7.91%	17,305,078	2,675,836	18.29%
Montevideo	7,061,159	16,053	0.23%	0		263,506	3.73%	0		558,245	7.91%	7,898,963	837,804	11.86%
Monticello	9,754,088	864,034	8.86%	0		385,260	3.95%	0		707,631	7.25%	11,711,013	1,956,925	20.06%
Moorhead	50,168,343	4,679,556	9.33%	0		1,561,719	3.11%	525,436	1.05%	3,536,473	7.05%	60,471,527	10,303,184	20.54%
Morris	5,582,856	1,144,557	20.50%	0		251,627	4.51%	0		482,151	8.64%	7,461,191	1,878,335	33.64%
Mound	12,367,553	(472,230)	-3.82%	0		416,500	3.37%	0		918,570	7.43%	13,230,393	862,840	6.98%
Mounds View	12,775,220	(194,644)	-1.52%	8,627	0.07%	448,213	3.51%	0		841,354	6.59%	13,878,770	1,103,550	8.64%
New Brighton	19,143,670	(433,779)	-2.27%	0		575,689	3.01%	3,416	0.02%	1,096,556	5.73%	20,385,552	1,241,882	6.49%
New Hope	16,152,222	(568,947)	-3.52%	0		505,691	3.13%	1,495	0.01%	1,069,941	6.62%	17,160,402	1,008,180	6.24%
New Prague	5,728,985	(152,146)	-2.66%	0		203,819	3.56%	0		390,079	6.81%	6,170,737	441,752	7.71%
New Ulm	21,317,174	89,619	0.42%	0		636,952	2.99%	4,880	0.02%	1,432,999	6.72%	23,481,624	2,164,450	10.15%
North Branch	16,193,194	(800,903)	-4.95%	0		479,026	2.96%	427	0.00%	1,305,679	8.06%	17,177,423	984,229	6.08%
North Mankato	16,641,614	365,009	2.19%	121,580	0.73%	642,217	3.86%	0		1,383,202	8.31%	19,153,622	2,512,008	15.09%
North Saint Paul	13,585,740	(633,724)	-4.66%	0		469,783	3.46%	0		1,017,559	7.49%	14,439,358	853,618	6.28%
Northfield	13,991,500	4,270,835	30.52%	23,161	0.17%	546,415	3.91%	114,570	0.82%	1,020,894	7.30%	19,967,375	5,975,875	42.71%
Oak Grove	26,157,447	586,506	2.24%	0		946,387	3.62%	0		1,593,232	6.09%	29,283,572	3,126,125	11.95%
Oakdale	10,672,066	(1,237,472)	-11.60%	21,412	0.20%	345,152	3.23%	0		568,816	5.33%	10,369,974	(302,092)	-2.83%

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Orono	$12,496,602	($435,724)	-3.49%	($50,929)	-0.41%	$417,222	3.34%	$427	0.00%	$714,354	5.72%	$13,141,952	$645,350	5.16%
Otsego	20,344,513	639,101	3.14%	0		771,009	3.79%	0		1,458,684	7.17%	23,213,307	2,868,794	14.10%
Owatonna	33,234,935	(640,543)	-1.93%	43,634	0.13%	922,442	2.78%	33,563	0.10%	1,824,754	5.49%	35,418,785	2,183,850	6.57%
Plymouth	60,259,453	(1,693,047)	-2.81%	(750,268)	-1.25%	2,113,298	3.51%	1,708	0.00%	5,113,777	8.49%	65,044,921	4,785,468	7.94%
Prior Lake	18,492,914	(96,725)	-0.52%	(114,956)	-0.62%	656,569	3.55%	0		1,319,188	7.13%	20,256,990	1,764,076	9.54%
Ramsey	36,869,770	10,729	0.03%	15,195	0.04%	1,362,434	3.70%	0		2,185,188	5.93%	40,443,316	3,573,546	9.69%
Red Wing	31,849,439	(2,339,415)	-7.35%	136,877	0.43%	1,017,155	3.19%	2,318	0.01%	2,098,826	6.59%	32,765,200	915,761	2.88%
Redwood Falls	10,449,062	(122,181)	-1.17%	891	0.01%	369,005	3.53%	0		874,894	8.37%	11,571,671	1,122,609	10.74%
Richfield	29,308,524	(1,799,720)	-6.14%	0		965,897	3.30%	2,135	0.01%	1,696,586	5.79%	30,173,422	864,898	2.95%
Robbinsdale	10,282,436	1,114,511	10.84%	0		407,968	3.97%	1,677	0.02%	865,628	8.42%	12,672,220	2,389,784	23.24%
Rochester	84,486,801	6,559,477	7.76%	0		2,976,823	3.52%	398,476	0.47%	6,241,971	7.39%	100,663,548	16,176,747	19.15%
Rogers	7,445,316	(52,007)	-0.70%	35,990	0.48%	290,404	3.90%	0		486,437	6.53%	8,206,140	760,824	10.22%
Rosemount	29,632,083	1,291,582	4.36%	(33,719)	-0.11%	1,092,089	3.69%	1,708	0.01%	2,114,958	7.14%	34,098,701	4,466,618	15.07%
Roseville	25,711,400	850,675	3.31%	0		922,006	3.59%	2,135	0.01%	1,951,986	7.59%	29,438,202	3,726,802	14.49%
St Anthony	6,868,648	(357,188)	-5.20%	6,741	0.10%	234,149	3.41%	0		503,372	7.33%	7,255,722	387,074	5.64%
St Cloud	78,994,294	5,358,746	6.78%	77,396	0.10%	2,804,694	3.55%	385,880	0.49%	5,015,733	6.35%	92,636,743	13,642,449	17.27%
St Francis	16,245,873	589,260	3.63%	(4,361)	-0.03%	578,691	3.56%	0		726,730	4.47%	18,136,193	1,890,320	11.64%
St Joseph	4,227,008	463,424	10.96%	0		177,453	4.20%	0		331,312	7.84%	5,199,197	972,189	23.00%
St Louis Park	37,862,339	(1,868,826)	-4.94%	0		1,171,878	3.10%	66,551	0.18%	2,541,327	6.71%	39,773,269	1,910,930	5.05%
St Michael	23,327,861	10,974,251	47.04%	0		1,223,067	5.24%	0		2,700,070	11.57%	38,225,249	14,897,388	63.86%
St Paul	261,348,193	(13,490,492)	-5.16%	0		7,035,649	2.69%	1,526,734	0.58%	15,798,139	6.04%	272,218,223	10,870,030	4.16%
St Paul Park	7,361,427	(1,249,517)	-16.97%	0		222,202	3.02%	1,037	0.01%	447,259	6.08%	6,782,408	(579,019)	-7.87%
St Peter	18,448,240	(556,479)	-3.02%	112,983	0.61%	641,049	3.47%	0		1,336,789	7.25%	19,982,582	1,534,342	8.32%
Sartell	17,503,618	(154,676)	-0.88%	0		639,298	3.65%	0		1,153,750	6.59%	19,141,990	1,638,372	9.36%
Sauk Rapids	14,073,645	(970,762)	-6.90%	(14,999)	-0.11%	491,147	3.49%	427	0.00%	924,244	6.57%	14,503,702	430,057	3.06%
Savage	20,020,532	659,681	3.30%	(48,533)	-0.24%	675,174	3.37%	0		1,142,195	5.71%	22,449,049	2,428,517	12.13%
Shakopee	27,315,646	524,596	1.92%	(33,445)	-0.12%	968,319	3.54%	2,562	0.01%	1,614,533	5.91%	30,392,211	3,076,565	11.26%
Shoreview	20,583,032	(667,479)	-3.24%	(148,647)	-0.72%	625,061	3.04%	0		855,960	4.16%	21,247,927	664,895	3.23%
Shorewood	7,728,977	(8,031)	-0.10%	0		254,781	3.30%	0		546,948	7.08%	8,522,675	793,698	10.27%
South St Paul	16,749,600	(842,630)	-5.03%	0		599,942	3.58%	0		1,477,456	8.82%	17,984,368	1,234,768	7.37%
Spring Lake Park	3,588,675	110,955	3.09%	0		141,980	3.96%	0		244,355	6.81%	4,085,965	497,290	13.86%
Stewartville	5,531,888	(622,919)	-11.26%	0		179,067	3.24%	0		417,644	7.55%	5,505,680	(26,208)	-0.47%
Stillwater	13,826,529	471,883	3.41%	0		526,105	3.81%	0		1,106,734	8.00%	15,931,251	2,104,722	15.22%
Thief River Falls	22,230,070	423,454	1.90%	20,640	0.09%	655,450	2.95%	118,291	0.53%	1,610,158	7.24%	25,058,063	2,827,993	12.72%
Vadnais Heights	7,575,322	(239,307)	-3.16%	6,344	0.08%	262,110	3.46%	0		414,923	5.48%	8,019,392	444,070	5.86%
Victoria	6,472,537	(1,153,686)	-17.82%	21,808	0.34%	197,018	3.04%	0		379,290	5.86%	5,916,967	(555,570)	-8.58%
Virginia	17,448,905	(301,233)	-1.73%	190,902	1.09%	540,776	3.10%	0		1,197,939	6.87%	19,077,289	1,628,384	9.33%
Waconia	10,608,783	(304,339)	-2.87%	27,946	0.26%	377,649	3.56%	0		774,236	7.30%	11,484,275	875,492	8.25%
Waite Park	4,741,436	1,382,144	29.15%	(200,280)	-4.22%	187,745	3.96%	1,708	0.04%	282,925	5.97%	6,395,678	1,654,242	34.89%
Waseca	7,452,518	986,131	13.23%	(16,025)	-0.22%	287,425	3.86%	1,708	0.02%	628,545	8.43%	9,340,302	1,887,784	25.33%
West St Paul	10,297,636	1,761,245	17.10%	0		441,368	4.29%	0		830,845	8.07%	13,331,094	3,033,458	29.46%
White Bear Lake	16,360,622	(344,847)	-2.11%	0		566,461	3.46%	854	0.01%	1,124,511	6.87%	17,707,601	1,346,979	8.23%
Willmar	26,800,514	(891,457)	-3.33%	0		906,558	3.38%	2,135	0.01%	1,791,821	6.69%	28,609,571	1,809,057	6.75%
Winona	23,344,772	(770,103)	-3.30%	97,441	0.42%	865,927	3.71%	0		1,520,466	6.51%	25,058,503	1,713,731	7.34%
Woodbury	51,845,985	(2,983,754)	-5.76%	74,993	0.14%	1,790,613	3.45%	0		3,148,457	6.07%	53,876,294	2,030,309	3.92%
Worthington	13,009,952	(553,804)	-4.26%	0		342,996	2.64%	23,912	0.18%	904,016	6.95%	13,727,072	717,120	5.51%
STATE TOTAL	$3,896,589,388	($20,064,383)	-0.51%	($2,074,170)	-0.05%	$128,709,560	3.30%	$5,716,040	0.15%	$260,209,791	6.68%	$4,269,086,226	$372,496,838	9.56%

MILEAGE, NEEDS AND APPORTIONMENT

The amount to be allocated in 2009 is unknown at this time so an estimated amount of $114,398,269 is used in this report. This is the amount that was allocated for the 2008 apportionment. The actual amount will be announced in January 2009 when the Commissioner of Transportation makes a determination of the 2009 apportionment.

The estimated Maintenance and Construction amounts are not computed in this booklet because of a city's option of receiving a minimum of $1,500 per mile or a percentage up to a maximum of 35% of their total allocation for Maintenance. If a city desires to receive more than the minimum or make a change to their request to cover future maintenance, the city has to inform the Municipal State Aid Needs Unit prior to December 15 of their intention. Annually, a memo is sent prior to this date to each city engineer informing him or her of this option.

The continuous increase in M.S.A.S. mileage is due to the increase in the total improved local street mileage of which 20% is allowed for M.S.A. street designation, Trunk and County Turnbacks, and the growing number of cities over 5,000 population.

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M.S.A.S. Mileage, Needs and Apportionment 1958 to 2008

Appt. Year	Number of of Municipalities	Needs Mileage	Unadjusted 25 Year Construction Needs	Total Apportionment	Adjusted 25 Year Construction Needs	Total Apportionment Per Needs Mileage	Apportionment Per $1000 of Adjusted Needs
1958	58	920.40	$190,373,337	$7,286,074	$190,373,337	$7,916.20	$19.1363
1959	59	938.36	195,749,800	8,108,428	195,749,800	8,641.06	20.7112
1960	59	968.82	214,494,178	8,370,596	197,971,488	8,639.99	21.1409
1961	77	1131.78	233,276,540	9,185,862	233,833,072	8,116.30	19.6419
1962	77	1140.83	223,014,549	9,037,698	225,687,087	7,922.04	20.0226
1963	77	1161.06	221,458,428	9,451,125	222,770,204	8,140.08	21.2127
1964	77	1177.11	218,487,546	10,967,128	221,441,346	9,317.00	24.7631
1965	77	1208.81	218,760,538	11,370,240	221,140,776	9,406.14	25.7081
1966	80	1271.87	221,992,032	11,662,274	218,982,273	9,169.39	26.6284
1967	80	1309.93	213,883,059	12,442,900	213,808,290	9,498.90	29.0983
1968	84	1372.36	215,390,936	14,287,775	215,206,878	10,411.10	33.1954
1969	86	1412.57	209,136,115	15,121,277	210,803,850	10,704.80	35.8658
1970	86	1427.59	205,103,671	16,490,064	206,350,399	11,550.98	39.9565
1971	90	1467.30	204,854,564	18,090,833	204,327,997	12,329.33	44.2691
1972	92	1521.41	217,915,457	18,338,440	217,235,062	12,053.58	42.2087
1973	94	1580.45	311,183,279	18,648,610	309,052,410	11,799.56	30.1706
1974	95	1608.06	324,787,253	21,728,373	321,833,693	13,512.17	33.7571
1975	99	1629.30	422,560,903	22,841,302	418,577,904	14,019.09	27.2844
1976	101	1718.92	449,383,835	22,793,386	444,038,715	13,260.29	25.6660
1977	101	1748.55	488,779,846	27,595,966	483,467,326	15,782.20	28.5396
1978	104	1807.94	494,433,948	27,865,892	490,165,460	15,413.06	28.3785
1979	106	1853.71	529,996,431	30,846,555	523,460,762	16,640.44	29.4188
1980	106	1889.03	623,880,689	34,012,618	609,591,579	18,005.34	27.8609
1981	109	1933.64	695,487,179	35,567,962	695,478,283	18,394.30	25.5442
1982	105	1976.17	705,647,888	41,819,275	692,987,088	21,161.78	30.2978
1983	106	2022.37	651,402,395	46,306,272	631,554,858	22,897.03	36.5498
1984	106	2047.23	635,420,700	48,580,190	613,448,456	23,729.72	39.7013
1985	107	2110.52	618,275,930	56,711,674	589,857,835	26,870.95	48.1983
1986	107	2139.42	552,944,830	59,097,819	543,890,225	27,623.29	54.3012
1987	107	2148.07	551,850,149	53,101,745	541,972,837	24,720.68	48.9738
1988	108	2171.89	545,457,364	58,381,022	529,946,820	26,880.28	55.0588
1989	109	2205.05	586,716,169	76,501,442	588,403,918	34,693.74	64.9777
1990	112	2265.64	969,735,729	81,517,107	969,162,426	35,979.73	41.9909
1991	113	2330.30	1,289,813,259	79,773,732	1,240,127,592	34,233.25	32.1058
1992	116	2376.79	1,374,092,030	81,109,752	1,330,349,165	34,125.75	30.4150
1993	116	2410.53	1,458,214,849	82,954,222	1,385,096,428	34,413.27	29.8910
1994	117	2471.04	1,547,661,937	80,787,856	1,502,960,398	32,693.87	26.8269
1995	118	2526.39	1,582,491,280	81,718,700	1,541,396,875	32,346.04	26.4612
1996	119	2614.71	1,652,360,408	90,740,650	1,638,227,013	34,703.91	27.6275
1997	122	2740.46	1,722,973,258	90,608,066	1,738,998,615	33,063.09	25.9148
1998	125	2815.99	1,705,411,076	93,828,258	1,746,270,860	33,319.81	26.7316
1999	126	2859.05	1,927,808,456	97,457,150	1,981,933,166	34,087.25	24.4674
2000	127	2910.87	2,042,921,321	103,202,769	2,084,650,298	35,454.27	24.6423
2001	129	2972.16	2,212,783,436	108,558,171	2,228,893,216	36,525.01	24.2606
2002	130	3020.39	2,432,537,238	116,434,082	2,441,083,093	38,549.35	23.7741
2003	131	3080.67	2,677,069,498	108,992,464	2,663,903,876	35,379.47	20.3866
2004	133	3116.44	2,823,888,537	110,890,581	2,898,358,498	35,582.45	19.0811
2005	136	3190.82	2,986,013,788	111,823,549	3,086,369,911	35,045.40	18.0717
2006	138	3291.64	3,272,908,979	111,487,130	3,356,466,332	33,869.78	16.5713
2007	142	3382.28	3,663,172,809	114,419,009	3,760,234,514	33,828.96	15.1929
2008	143	3453.10	3,896,589,388	114,398,269	4,005,371,748	33,129.15	14.2871
2009	145	3492.40	4,274,459,266	114,398,269	4,343,821,298	32,756.35	13.1578

*All figures for 2009 are estimated until the potential new cities of Chisago City and Wyoming submit their MSAS mileages and Needs.

MSAS NEEDS MILEAGE COMPARISON

Does not include the potential new cities of Chisago City and Wyoming

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CITY	2007 MSAS NEEDS MILEAGE	2008 MSAS NEEDS MILEAGE	DIFFERENCE IN MILEAGE
ALBERT LEA	23.40	23.40	
ALBERTVILLE	7.15	7.15	
ALEXANDRIA	23.17	23.17	
ANDOVER	41.75	42.08	0.33
ANOKA	12.64	13.14	0.50
APPLE VALLEY	36.91	36.91	
ARDEN HILLS	7.53	7.53	
AUSTIN	28.61	28.62	0.01
BAXTER	16.04	16.04	
BELLE PLAINE	8.46	8.46	
BEMIDJI	16.99	16.64	(0.35)
BIG LAKE	10.47	10.65	0.18
BLAINE	46.40	47.87	1.47
BLOOMINGTON	75.34	72.54	(2.80)
BRAINERD	16.56	16.56	
BROOKLYN CENTER	21.40	21.40	
BROOKLYN PARK	58.65	59.36	0.71
BUFFALO	17.26	17.08	(0.18)
BURNSVILLE	44.73	45.04	0.31
CAMBRIDGE	13.08	13.08	
CHAMPLIN	19.81	19.92	0.11
CHANHASSEN	21.22	21.47	0.25
CHASKA	21.44	20.47	(0.97)
CHISHOLM	7.99	7.99	
CIRCLE PINES	3.22	3.53	0.31
CLOQUET	21.67	21.67	
COLUMBIA HEIGHTS	12.50	12.50	
COON RAPIDS	41.83	41.83	
CORCORAN	14.80	14.80	
COTTAGE GROVE	35.51	35.51	
CROOKSTON	11.65	11.65	
CRYSTAL	17.88	17.88	
DAYTON	9.72	9.72	
DELANO	6.11	6.11	
DETROIT LAKES	21.05	22.05	1.00
DULUTH	114.62	114.84	0.22
EAGAN	47.71	47.63	(0.08)
EAST BETHEL	28.85	28.85	
EAST GRAND FORKS	16.01	16.01	
EDEN PRAIRIE	46.95	47.08	0.13
EDINA	40.27	40.27	
ELK RIVER	34.71	36.36	1.65
FAIRMONT	19.70	19.70	
FALCON HEIGHTS	3.29	3.29	
FARIBAULT	23.60	23.60	
FARMINGTON	14.88	16.23	1.35
FERGUS FALLS	24.67	24.67	
FOREST LAKE	23.05	24.08	1.03

CITY	2007 MSAS NEEDS MILEAGE	2008 MSAS NEEDS MILEAGE	DIFFERENCE IN MILEAGE
FRIDLEY	22.87	22.87	
GLENCOE	7.88	8.02	0.14
GOLDEN VALLEY	23.57	23.57	
GRAND RAPIDS	16.99	17.00	0.01
HAM LAKE	31.24	31.24	
HASTINGS	21.43	21.24	(0.19)
HERMANTOWN	14.08	15.50	1.42
HIBBING	53.74	53.74	
HOPKINS	9.99	9.99	
HUGO	20.61	20.61	
HUTCHINSON	19.10	19.10	
INTERNATIONAL FALLS	8.06	8.06	
INVER GROVE HEIGHTS	30.87	32.51	1.64
ISANTI	6.79	6.79	
JORDAN	5.89	5.89	
KASSON	5.08	5.08	
LA CRESCENT	5.84	5.84	
LAKE CITY	7.56	8.39	0.83
LAKE ELMO	14.39	14.38	(0.01)
LAKEVILLE	60.02	60.02	
LINO LAKES	23.09	23.09	
LITCHFIELD	8.77	8.77	
LITTLE CANADA	11.16	11.25	0.09
LITTLE FALLS	16.83	18.34	1.51
MAHTOMEDI	8.62	8.62	
MANKATO	33.30	33.31	0.01
MAPLE GROVE	54.24	55.75	1.51
MAPLEWOOD	34.35	35.73	1.38
MARSHALL	15.64	18.47	2.83
MENDOTA HEIGHTS	14.67	14.67	
MINNEAPOLIS	208.02	207.88	(0.14)
MINNETONKA	50.86	50.86	
MINNETRISTA	11.41	12.71	1.30
MONTEVIDEO	8.55	8.55	
MONTICELLO	11.40	12.08	0.68
MOORHEAD	42.66	43.61	0.95
MORRIS	8.83	9.03	0.20
MOUND	8.17	8.17	
MOUNDS VIEW	12.43	12.43	
NEW BRIGHTON	15.26	15.26	
NEW HOPE	12.70	12.70	
NEW PRAGUE	6.95	6.95	
NEW ULM	16.11	16.11	
NORTH BRANCH	22.53	22.53	
NORTH MANKATO	14.33	15.07	0.74
NORTH ST PAUL	11.40	11.40	
NORTHFIELD	15.03	17.06	2.03

CITY	2007 MSAS NEEDS MILEAGE	2008 MSAS NEEDS MILEAGE	DIFFERENCE IN MILEAGE
OAK GROVE	24.14	24.56	0.42
OAKDALE	19.30	19.30	
ORONO	12.43	12.43	
OTSEGO	21.65	22.41	0.76
OWATONNA	26.25	26.25	
PLYMOUTH	57.15	57.80	0.65
PRIOR LAKE	19.92	20.41	0.49
RAMSEY	36.03	37.47	1.44
RED WING	24.54	24.65	0.11
REDWOOD FALLS	8.20	8.20	
RICHFIELD	25.11	25.11	
ROBBINSDALE	9.37	10.11	0.74
ROCHESTER	78.30	84.55	6.25
ROGERS	11.72	11.72	
ROSEMOUNT	30.96	30.96	
ROSEVILLE	29.12	29.12	
ST ANTHONY	5.95	5.95	
ST CLOUD	63.22	64.78	1.56
ST FRANCIS	11.55	11.94	0.39
ST JOSEPH	5.52	5.52	
ST LOUIS PARK	31.38	31.38	
ST MICHAEL	20.92	22.92	2.00
ST PAUL	164.81	164.81	
ST PAUL PARK	6.08	6.08	
ST PETER	15.26	15.26	
SARTELL	17.97	17.97	
SAUK RAPIDS	14.01	14.01	
SAVAGE	26.10	26.13	0.03
SHAKOPEE	35.00	35.80	0.80
SHOREVIEW	19.52	19.52	
SHOREWOOD	8.61	8.61	
SOUTH ST PAUL	16.82	16.82	
SPRING LAKE PARK	5.82	5.82	
STEWARTVILLE	4.59	4.59	
STILLWATER	16.23	16.51	0.28
THIEF RIVER FALLS	15.23	15.50	0.27
VADNAIS HEIGHTS	8.45	8.45	
VICTORIA	6.44	6.44	
VIRGINIA	15.91	15.91	
WACONIA	10.13	10.12	(0.01)
WAITE PARK	6.12	6.12	
WASECA	6.71	7.61	0.90
WEST ST PAUL	13.54	13.54	
WHITE BEAR LAKE	20.35	20.35	
WILLMAR	24.76	24.76	
WINONA	22.29	22.29	
WOODBURY	53.67	53.78	0.11
WORTHINGTON	11.39	11.39	
TOTAL	**3,453.10**	**3,492.40**	**39.30**

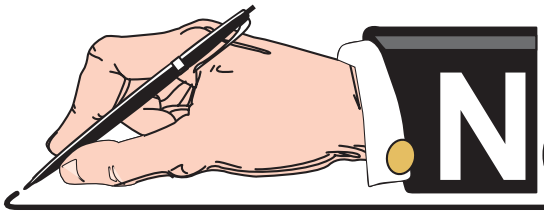
2008 Itemized Tabulation of Needs

The 2008 money needs reflects an increase due to the updating of the needs, new designations and an increase in unit prices. See the Screening Board Resolutions in the back of this book for the unit prices used in the 2008 needs computation.

The 2008 itemized tabulation of needs on the following page shows all the construction items except the "after the fact needs" used in the Municipal State Aid Needs Study. The tabulation is provided to give each municipality the opportunity to compare its needs of the individual construction items to that of other cities.

The overall average cost per mile is $1,157,679. Oakdale has the lowest cost per mile with $537,304 while Delano has the highest cost with $1,916,784 per mile.

The seven cities that exceed $1,600,000 per mile are listed alphabetically as follows: Crookston, Delano, Minneapolis, Mound, Saint Michael, Saint Paul and Thief River Falls. The three cities that are less than $600,000 per mile are: Cambridge, Corcoran and Oakdale.



NOTES and COMMENTS

2008 Item By Item Tabulation Of Needs

MUNICIPALITY	CITY NUMBER	GRADING	COMPLETE STORM SEWER	PARTIAL STORM SEWER	BASE	SURFACE	CURB AND GUTTER	SIDEWALK	SIGNALS	LIGHTING	STRUCTURES	RAILROAD CROSSINGS	ENGINEERING	MAINTENANCE	TOTAL NEEDS	TOTAL MILEAGE	COST PER MILE	MUNICIPALITY
ALBERT LEA	101	$3,615,567	$2,123,920	$609,960	$6,532,002	$2,740,815	$1,623,821	$2,488,722	$1,167,400	$1,576,000	$928,600	$2,296,100	$5,654,643	$223,711	$31,581,261	23.40	$1,349,627	ALBERT LEA
ALBERTVILLE	242	1,412,573	839,560	290,628	2,529,639	853,290	690,747	1,064,590	263,575	626,000	0	201,100	1,929,776	52,351	10,753,829	7.15	1,504,032	ALBERTVILLE
ALEXANDRIA	102	4,109,805	3,819,720	461,955	7,755,759	3,052,395	2,061,421	2,839,361	1,409,200	1,689,000	0	804,400	6,160,661	203,794	34,367,471	23.17	1,483,275	ALEXANDRIA
ANDOVER	198	3,977,174	6,897,180	159,666	6,964,191	4,295,115	2,972,868	3,919,785	1,794,000	2,669,000	0	233,100	7,454,055	267,375	41,603,509	42.08	988,677	ANDOVER
ANOKA	103	1,637,313	1,987,700	136,344	2,983,869	1,635,480	1,005,185	1,354,532	641,225	913,000	0	0	2,704,819	120,615	15,120,082	13.14	1,150,691	ANOKA
APPLE VALLEY	186	5,418,462	1,562,360	1,491,711	10,496,061	4,962,510	2,233,378	3,313,163	3,084,250	2,387,000	0	0	7,688,754	396,602	43,034,251	36.91	1,165,924	APPLE VALLEY
ARDEN HILLS	187	880,201	911,840	143,520	1,537,776	855,360	537,172	747,214	288,600	434,000	0	289,100	1,457,453	54,941	8,137,177	7.53	1,080,634	ARDEN HILLS
AUSTIN	104	3,246,445	1,957,120	563,316	5,936,706	3,371,400	1,433,901	1,885,609	1,625,650	1,429,000	12,391,000	1,064,400	7,679,007	290,476	42,874,030	28.62	1,498,044	AUSTIN
BAXTER	230	1,107,411	981,340	182,091	2,447,694	2,075,355	764,784	848,366	1,181,700	349,000	0	252,550	2,241,867	142,063	12,574,221	16.04	783,929	BAXTER
BELLE PLAINE	239	1,105,396	845,120	235,911	1,931,499	978,660	625,590	963,670	274,950	567,000	0	0	1,656,118	63,699	9,247,613	8.46	1,093,098	BELLE PLAINE
BEMIDJI	105	1,844,716	706,120	516,672	3,389,958	2,022,660	961,861	1,321,269	1,099,475	928,000	0	578,200	2,941,167	163,400	16,473,498	16.64	989,994	BEMIDJI
BIG LAKE	232	1,110,194	1,281,580	18,837	1,988,280	1,079,280	532,959	820,700	354,250	492,000	0	0	1,689,175	67,736	9,434,991	10.65	885,915	BIG LAKE
BLAINE	106	3,655,137	4,392,400	491,556	6,281,244	4,968,495	2,299,306	2,822,541	3,293,550	2,420,000	0	0	6,737,328	385,190	37,746,747	47.87	788,526	BLAINE
BLOOMINGTON	107	12,584,924	6,888,840	3,208,569	24,938,280	10,886,130	8,435,419	10,194,254	6,066,775	6,057,000	2,594,680	2,099,800	20,670,031	920,753	115,545,455	72.54	1,592,852	BLOOMINGTON
BRAINERD	108	2,012,798	155,680	679,029	3,697,317	2,025,675	1,076,803	1,248,334	982,475	947,000	0	490,200	2,929,367	163,404	16,408,082	16.56	990,826	BRAINERD
BROOKLYN CENTER	109	1,757,649	611,600	672,750	3,361,050	2,493,315	994,967	1,201,673	1,599,325	1,028,000	0	0	3,018,478	228,251	16,967,058	21.40	792,853	BROOKLYN CENTER
BROOKLYN PARK	110	5,265,917	2,832,820	968,760	9,548,334	6,899,715	1,463,702	1,978,409	3,984,175	2,981,000	0	71,100	7,918,668	580,640	44,493,240	59.36	749,549	BROOKLYN PARK
BUFFALO	213	2,846,737	2,710,500	247,572	5,111,901	2,002,635	1,388,557	2,071,934	779,675	1,227,000	0	879,300	4,238,481	131,859	23,636,151	17.08	1,383,850	BUFFALO
BURNSVILLE	179	9,284,071	2,557,600	1,716,858	18,224,163	5,899,815	4,211,238	4,854,513	3,575,975	3,561,000	0	522,300	11,969,656	533,326	66,910,515	45.04	1,485,580	BURNSVILLE
CAMBRIDGE	218	527,923	517,080	74,451	893,097	1,319,220	284,626	403,071	609,050	277,000	1,099,560	0	1,321,120	102,074	7,428,272	13.08	567,911	CAMBRIDGE
CHAMPLIN	193	2,385,139	1,542,900	165,048	4,233,528	2,365,605	1,035,440	1,351,429	1,171,625	1,264,000	0	0	3,413,238	187,899	19,115,851	19.92	959,631	CHAMPLIN
CHANHASSEN	194	1,896,517	1,014,700	632,385	3,495,798	2,619,360	1,250,175	1,344,614	1,339,000	766,000	120,960	0	3,185,492	192,484	17,857,485	21.47	831,741	CHANHASSEN
CHASKA	196	2,706,532	2,830,040	152,490	4,437,216	2,124,720	1,252,590	1,927,949	1,005,225	1,327,000	1,363,505	126,200	4,235,765	153,031	23,642,263	20.47	1,154,971	CHASKA
CHISAGO CITY	250	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**CHISAGO CITY**
CHISHOLM	111	1,342,686	803,420	252,057	2,485,062	839,655	618,760	959,523	278,525	570,000	178,050	0	1,832,101	63,356	10,223,195	7.99	1,279,499	CHISHOLM
CIRCLE PINES	244	604,760	133,440	79,833	1,073,007	355,275	338,791	261,145	117,000	310,000	0	0	720,115	26,047	4,019,413	3.53	1,138,644	CIRCLE PINES
CLOQUET	112	2,933,787	2,729,960	235,911	5,419,359	2,323,440	1,470,840	1,925,542	888,550	1,479,000	0	570,300	4,394,875	153,585	24,525,149	21.67	1,131,756	CLOQUET
COLUMBIA HEIGHTS	113	2,523,671	1,184,280	469,131	4,607,181	1,483,380	1,140,769	1,633,222	562,250	1,112,000	0	88,050	3,256,863	119,133	18,179,930	12.50	1,454,394	COLUMBIA HEIGHTS
COON RAPIDS	114	5,222,817	505,960	2,550,171	9,702,135	5,487,615	3,343,322	4,868,375	3,249,675	2,880,000	7,839,120	0	10,042,828	463,859	56,155,877	41.83	1,342,479	COON RAPIDS
CORCORAN	215	1,589,077	297,460	0	2,291,859	1,011,150	118,075	182,033	481,000	1,044,000	0	0	1,543,229	69,640	8,627,523	14.80	582,941	CORCORAN
COTTAGE GROVE	180	5,709,597	4,898,360	576,771	10,885,464	4,367,475	3,237,714	3,963,633	2,412,800	2,496,000	1,162,800	0	8,736,335	306,978	48,753,927	35.51	1,372,963	COTTAGE GROVE
CROOKSTON	115	1,551,701	608,820	306,774	2,833,812	1,335,420	669,241	960,016	455,000	608,000	8,805,480	2,600	3,990,115	103,671	22,230,650	11.65	1,908,210	CROOKSTON
CRYSTAL	116	1,829,895	2,218,440	105,846	3,368,169	2,039,805	974,152	1,544,482	807,625	820,000	0	477,700	3,120,946	129,418	17,436,478	17.88	975,195	CRYSTAL
DAYTON	229	778,146	1,089,760	0	1,602,963	702,222	634,525	333,500	315,900	589,000	0	0	1,330,124	49,716	7,425,856	9.72	763,977	DAYTON
DELANO	247	1,341,492	1,378,880	72,657	2,404,809	722,655	636,657	981,476	203,125	591,000	1,232,000	0	2,104,244	42,557	11,711,552	6.11	1,916,784	DELANO
DETROIT LAKES	117	2,324,587	1,398,340	189,267	3,357,882	2,566,530	972,878	751,361	845,000	1,025,000	0	600,400	3,086,876	191,434	17,309,555	22.05	785,014	DETROIT LAKES
DULUTH	118	20,376,165	5,479,380	4,605,198	44,012,556	12,434,265	7,800,025	9,803,392	6,682,000	9,464,000	13,866,820	826,500	29,777,054	1,074,271	166,201,626	114.84	1,447,245	DULUTH
EAGAN	195	7,547,697	998,020	2,101,671	14,207,112	5,754,240	1,458,613	2,938,657	3,791,125	3,283,000	0	305,100	9,324,756	494,657	52,204,648	47.63	1,096,046	EAGAN
EAST BETHEL	203	3,543,073	5,145,780	398,268	5,370,102	3,550,005	2,544,605	3,904,328	993,200	1,489,000	0	0	5,926,442	151,671	33,016,474	28.85	1,144,499	EAST BETHEL
EAST GRAND FORKS	119	2,683,338	1,089,760	78,039	4,989,654	1,918,080	1,022,743	201,115	776,425	1,066,000	2,337,500	203,700	3,600,603	136,911	20,103,868	16.01	1,255,707	EAST GRAND FORKS
EDEN PRAIRIE	181	7,444,941	3,689,060	1,685,463	14,286,384	6,071,805	4,335,685	4,137,111	3,551,275	3,306,000	1,542,688	0	11,011,095	435,101	61,496,608	47.08	1,306,215	EDEN PRAIRIE
EDINA	120	5,817,868	2,046,080	1,054,872	10,973,556	4,609,665	2,575,022	2,199,215	3,210,025	3,037,000	2,322,830	37,100	8,334,316	387,028	46,604,577	40.27	1,157,303	EDINA
ELK RIVER	204	4,132,950	5,276,440	149,799	6,983,307	4,527,270	2,216,321	3,377,195	2,087,475	2,050,000	0	642,800	6,917,584	279,701	38,640,842	36.36	1,062,729	ELK RIVER
FAIRMONT	123	3,634,493	3,372,140	92,391	6,738,291	2,432,340	1,456,491	2,277,428	1,244,100	1,339,000	0	755,900	5,135,363	189,887	28,667,824	19.70	1,455,219	FAIRMONT
FALCON HEIGHTS	124	333,285	152,900	72,657	590,526	321,705	154,588	287,448	135,850	179,000	0	0	490,152	25,486	2,743,597	3.29	833,920	FALCON HEIGHTS
FARIBAULT	125	3,912,751	2,154,500	401,856	7,356,636	2,854,710	1,799,515	2,434,318	1,450,475	1,641,000	2,747,260	1,301,700	6,172,037	221,378	34,448,136	23.60	1,459,667	FARIBAULT
FARMINGTON	212	3,606,394	2,843,940	8,073	5,129,865	1,808,550	1,159,844	1,385,504	774,150	1,296,000	283,360	333,100	4,098,327	103,390	22,830,497	16.23	1,406,685	FARMINGTON
FERGUS FALLS	126	4,444,049	1,348,300	771,420	9,282,555	3,217,590	1,672,001	1,673,909	1,600,300	2,001,000	1,809,060	2,695,300	6,713,410	240,775	37,469,669	24.67	1,518,835	FERGUS FALLS
FOREST LAKE	214	4,156,970	5,354,280	58,305	7,937,415	2,429,865	2,098,894	2,849,337	888,225	1,973,000	0	0	6,104,186	144,677	33,995,154	24.08	1,411,759	FOREST LAKE
FRIDLEY	127	3,607,511	1,631,860	952,614	6,504,777	2,787,615	1,591,769	2,667,420	1,114,100	1,756,000	0	320,650	5,045,551	217,482	28,197,349	22.87	1,232,940	FRIDLEY
GLENCOE	226	1,236,546	886,820	146,211	2,214,513	951,345	604,649	909,208	375,050	548,000	0	0	1,731,913	70,674	9,674,929	8.02	1,206,350	GLENCOE
GOLDEN VALLEY	128	2,836,439	1,262,120	661,986	5,210,631	2,616,795	1,417,667	1,617,823	1,313,975	1,220,000	94,756	1,670,000	4,382,880	218,563	24,523,635	23.57	1,040,460	GOLDEN VALLEY
GRAND RAPIDS	129	2,758,106	2,960,700	135,447	4,983,930	2,090,115	1,311,405	2,068,222	789,100	1,216,000	0	490,200	4,136,715	144,058	23,083,998	17.00	1,357,882	GRAND RAPIDS
HAM LAKE	197	2,400,998	5,109,640	48,438	4,266,495	2,864,385	2,158,079	1,914,522	1,065,025	2,002,000	0	0	4,802,509	172,535	26,804,626	31.24	858,023	HAM LAKE
HASTINGS	130	1,968,199	425,340	170,430	3,585,888	2,451,375	1,046,154	1,321,588	1,251,250	916,000	0	0	2,889,968	196,858	16,223,050	21.24	763,797	HASTINGS
HERMANTOWN	202	2,341,108	3,558,400	0	4,197,141	1,892,610	1,308,100	1,673,909	1,022,775	760,000	0	0	3,685,892	108,040	20,547,975	15.50	1,325,676	HERMANTOWN
HIBBING	131	7,088,679	4,581,440	473,616	15,573,861	5,245,412	2,501,742	2,582,247	2,158,975	4,027,000	32,000	1,486,700	10,065,374	394,793	56,211,839	53.74	1,045,996	HIBBING
HOPKINS	132	1,738,765	1,028,600	333,684	3,179,187	1,227,735	747,041	1,133,030	824,850	742,000	0	0	2,410,079	101,499	13,466,470	9.99	1,347,995	HOPKINS
HUGO	224	3,378,372	1,826,460	0	4,268,637	1,693,080	724,980	941,050	716,300	1,498,000	0	0	3,310,312	113,496	18,470,687	20.61	896,200	HUGO
HUTCHINSON	133	2,410,396	1,006,360	600,990	4,339,143	2,219,040	1,232,864	1,332,260	1,031,875	1,133,000	841,500	531,600	3,669,389	172,562	20,520,979	19.10	1,074,397	HUTCHINSON
INTERNATIONAL FALLS	134	1,421,740	150,120	359,697	2,604,186	954,945	595,813	918,256	299,325	540,000	0	0	1,725,699	64,816	9,634,597	8.06	1,195,359	INTERNATIONAL FALLS
INVER GROVE HEIGHTS	178	6,360,953	5,251,420	740,025	12,010,527	4,303,530	2,959,503	4,382,567	1,865,175	2,568,000	0	0	8,897,175	285,164	49,624,039	32.51	1,526,424	INVER GROVE HEIGHTS
ISANTI	245	388,621	486,500	0	684,360	670,185	305,675	471,221	220,675	205,000	58,600	763,300	935,913	43,872	5,233,922	6.79	770,828	ISANTI
JORDAN	246	888,942	964,660	86,112	1,582,551	734,580	488,840	753,681	231,075	360,000	561,000	603,300	1,596,045	42,058	8,892,844	5.89	1,509,821	JORDAN
KASSON	240	816,985	850,680	38,571	1,459,377	616,545	424,845	524,001	181,675	354,000	0	0	1,158,668	40,820	6,466,167	5.08	1,272,868	KASSON
LA CRESCENT	236	1,224,742	647,740	215,280	2,241,270	694,350	521,938	684,371	189,800	473,000	0	0	1,516,350	49,030	8,457,871	5.84	1,448,266	LA CRESCENT
LAKE CITY	234	1,007,022	158,460	489,762	1,701,477	971,325	663,340	977,213	293,475	632,000	0	0	1,516,699	75,410	8,486,183	8.39	1,011,464	LAKE CITY
LAKE ELMO	206	1,030,986	1,234,320	41,262	2,717,604	1,317,690	537,140	833,692	468,650	816,000	0	2,600	1,979,990	80,297	11,060,231	14.38	769,140	LAKE ELMO
LAKEVILLE	188	7,893,369	5,179,140	1,360,749	14,171,139	7,068,780	4,279,496	4,842,420	3,348,475	3,580,000	0	748,400	11,543,839	512,072	64,527,879	60.02	1,075,106	LAKEVILLE
LINO LAKES	210	3,546,101	4,069,920	19,734	6,011,100	2,557,890	1,574,283	2,020,111	774,150	1,553,000	0	0	4,867,787	135,491	27,129,567	23.09	1,174,949	LINO LAKES
LITCHFIELD	135	1,406,678	1,498,420	157,872	2,503,107	1,034,550	786,777	1,020,510	285,025	602,000	0	0	2,044,886	70,173	11,409,998	8.77	1,301,026	LITCHFIELD
LITTLE CANADA	200	1,210,428	778,400	286,143	2,145,222	1,101,960	704,123	1,076,190	495,625	644,000	1,101,600	111,300	2,124,100	86,328	11,865,419	11.25	1,054,704	LITTLE CANADA
LITTLE FALLS	136	2,575,472	2,340,760	270,894	4,669,641	2,274,075	1,390,572	2,130,543	846,950	1,271,000	0	291,700	3,973,559	169,728	22,204,894	18.34	1,210,736	LITTLE FALLS
MAHTOMEDI	219	629,865	1,081,420	10,764	1,210,941	780,840	325,883	434,275	423,150	401,000	0	0	1,165,590	55,752	6,519,480	8.62	756,320	MAHTOMEDI
MANKATO	137	5,152,295	1,442,820	1,004,640	10,295,613	4,229,910	2,152,950	3,369,481	2,883,725	1,986,000	421,020	89,100	7,266,065	377,389	40,671,008	33.31	1,220,985	MANKATO
MAPLE GROVE	189	9,267,055	5,204,160	1,272,843	17,903,484	7,943,895	4,001,643	4,498,712	4,101,500	3,168,000	0	1,036,400	12,847,496	502,768	71,747,956	55.75	1,286,959	MAPLE GROVE
MAPLEWOOD	138	5,510,822	4,175,560	531,921	10,068,930	4,386,510	2,727,263	3,922,859	2,049,450	2,438,000	0	0	7,878,492	327,020	44,016,827	35.73	1,231,929	MAPLEWOOD
MARSHALL	139	3,148,288	2,557,600	297,804	5,721,345	2,294,505	1,265,954	1,629,539	818,350	1,253,000	364,320	0	4,257,158	186,108	23,793,971	18.47	1,288,250	MARSHALL
MENDOTA HEIGHTS	140	2,302,153	1,239,880	572,286	4,555,026	1,740,600	1,196,046	1,844,139	695,825	1,084,000	0	0	3,350,592	123,686	18,704,233	14.67	1,274,999	MENDOTA HEIGHTS
MINNEAPOLIS	141	38,060,593	9,176,780	11,922,027	72,710,766	25,213,950	18,349,053	28,013,913	16,411,200	16,734,000	38,275,760	5,190,000	61,612,768	2,396,078	344,066,888	207.88	1,655,123	MINNEAPOLIS
MINNETONKA	142	8,123,787	5,140,220	950,820	15,062,913	5,860,395	3,862,889	5,076,363	2,970,500	3,437,000	0	530,200	11,223,322	401,175	62,639,584	50.86	1,231,608	MINNETONKA
MINNETRISTA	243	2,164,858	3,124,720	9,867	3,827,376	1,289,205	1,252,496	965,468	413,075	1,089,000	0	0	3,109,935	59,078	17,305,078	12.71	1,361,532	MINNETRISTA
MONTEVIDEO	143	1,044,216	314,140	189,267	1,865,178	933,435	527,508	717,547	325,975	495,000	0	0	1,410,703	75,994	7,898,963	8.55	923,855	MONTEVIDEO
MONTICELLO	222	1,323,615	1,565,140	103,155	1,941,678	1,459,485	751,345	1,121,372	557,375	687,000	0	0	2,092,235	108,613	11,711,013	12.08	969,455	MONTICELLO
MOORHEAD	144	6,615,376	1,884,840	959,790	12,956,958	5,166,180	2,668,971	3,148,791	2,776,150	2,323,000	9,440,420	1,252,950	10,822,549	455,552	60,471,527	43.61	1,386,644	MOORHEAD
MORRIS	190	901,856	847,900	23,322	1,647,432	1,021,545	397,130	555,176	293,475	360,000	0	0	1,330,525	82,830	7,461,191	9.03	826,267	MORRIS
MOUND	145	1,718,230	1,395,560	260,130	3,104,028	918,810	884,890	1,323,212	389,350	803,000	0	0	2,375,387	57,796	13,230,393	8.17	1,619,387	MOUND
MOUNDS VIEW	146	1,573,747	1,615,180	146,211	2,740,176	1,247,715	1,016,283	1,560,055	477,425	921,000	0	0	2,485,514	95,464	13,878,770	12.43	1,116,554	MOUNDS VIEW
NEW BRIGHTON	147	2,076,991	1,768,080	330,096	4,011,039	1,740,510	1,114,628	1,649,694	678,925	1,012,000	141,450	2,087,800	3,654,470	119,869	20,385,552	15.26	1,335,882	NEW BRIGHTON
NEW HOPE	182	2,001,284	86,180	783,978	3,670,722	1,592,235	959,978	1,375,847	819,000	905,000	1,285,200	479,850	3,071,037	130,091	17,160,402	12.70	1,351,213	NEW HOPE
NEW PRAGUE	237	729,644	461,480	181,194	1,299,897	714,375	406,151	626,110	225,875	369,000	0	0	1,103,021	53,990	6,170,737	6.95	887,876	NEW PRAGUE
NEW ULM	148	2,680,515	650,520	660,192	4,822,794	1,954,485	1,253,559	1,924,469	758,550	1,141,000	1,305,600	1,959,500	4,204,461	165,979	23,481,624	16.11	1,457,581	NEW ULM
NORTH BRANCH	225	2,875,105	753,380	31,395	4,473,846	1,704,948	335,456	615,293	810,550	1,778,000	267,540	333,100	3,075,295	123,515	17,177,423	22.53	762,424	NORTH BRANCH
NORTH MANKATO	150	2,587,313	747,820	529,230	5,122,053	2,067,390	1,123,195	1,452,233	1,078,025	859,000	0	0	3,424,580	162,783	19,153,622	15.07	1,270,977	NORTH MANKATO
NORTH ST PAUL	151	1,903,476	864,580	476,307	3,461,913	1,322,235	936,844	1,423,117	534,625	834,000	0	0	2,586,563	95,698	14,439,358	11.40	1,266,610	NORTH ST PAUL
NORTHFIELD	149	1,961,907	1,398,340	334,581	3,612,168	1,974,150	939,570	1,489,440	801,125	875,000	2,027,520	830,500	3,573,747	149,327	19,967,375	17.06	1,170,421	NORTHFIELD
OAK GROVE	223	3,317,986	4,450,780	0	6,720,741	2,637,495	1,824,174	2,497,625	798,200	1,652,000	0	0	5,257,782	126,789	29,283,572	24.56	1,192,328	OAK GROVE
OAKDALE	185	1,063,998	736,700	142,623	1,948,293	2,049,525	218,781	312,185	1,388,725	500,000	0	0	1,839,385	169,759	10,369,974	19.30	537,304	OAKDALE

ORONO	152	1,398,111	1,979,360	0	2,832,588	1,238,760	785,716	1,119,458	507,000	807,000	0	37,100	2,355,120	81,739	13,141,952	12.43	1,057,277	ORONO
OTSEGO	217	2,728,566	3,349,900	0	4,882,932	2,609,640	1,337,433	2,056,129	728,325	1,212,000	0	0	4,159,085	149,297	23,213,307	22.41	1,035,846	OTSEGO
OWATONNA	153	3,465,804	1,754,180	554,346	6,850,908	3,084,255	1,548,892	2,409,320	1,594,450	1,735,000	4,969,720	864,500	6,342,906	244,504	35,418,785	26.25	1,349,287	OWATONNA
PLYMOUTH	155	9,645,668	3,372,140	1,044,108	18,622,044	7,123,590	2,051,220	1,762,301	4,559,750	4,104,000	101,520	446,400	11,623,200	588,980	65,044,921	57.80	1,125,345	PLYMOUTH
PRIOR LAKE	201	2,478,346	2,221,220	178,503	4,379,958	2,135,205	1,414,722	1,629,742	819,975	1,223,000	0	0	3,625,747	150,572	20,256,990	20.41	992,503	PRIOR LAKE
RAMSEY	199	4,211,765	6,038,160	365,976	6,971,481	4,358,520	2,729,324	4,308,878	1,279,200	2,665,000	0	0	7,244,234	270,778	40,443,316	37.47	1,079,352	RAMSEY
RED WING	156	3,925,999	3,733,540	331,890	7,049,727	2,948,985	1,886,734	2,888,458	1,463,150	1,713,000	0	741,900	5,870,344	211,473	32,765,200	24.65	1,329,217	RED WING
REDWOOD FALLS	207	1,636,500	1,020,260	232,323	2,996,460	942,705	690,684	1,048,437	266,500	605,000	0	0	2,076,551	56,251	11,571,671	8.20	1,411,179	REDWOOD FALLS
RICHFIELD	157	3,180,989	1,693,020	962,481	5,297,589	3,079,170	2,270,554	3,432,962	1,486,550	2,042,000	0	1,065,500	5,392,383	270,224	30,173,422	25.11	1,201,650	RICHFIELD
ROBBINSDALE	158	1,619,091	711,680	347,139	2,951,820	1,258,200	799,899	1,013,289	514,475	715,000	0	379,750	2,268,274	93,603	12,672,220	10.11	1,253,434	ROBBINSDALE
ROCHESTER	159	11,704,593	4,803,840	1,635,231	23,189,706	10,482,480	4,169,294	4,900,681	7,182,500	4,916,000	7,094,340	1,702,900	17,991,955	890,028	100,663,548	84.55	1,190,582	ROCHESTER
ROGERS	238	909,933	808,980	25,116	1,608,057	1,552,005	404,918	373,404	672,425	286,000	0	0	1,460,988	104,314	8,206,140	11.72	700,183	ROGERS
ROSEMOUNT	208	3,956,127	4,450,780	121,095	7,074,999	3,769,290	1,797,589	2,529,003	1,376,050	1,826,000	0	863,400	6,108,154	226,214	34,098,701	30.96	1,101,379	ROSEMOUNT
ROSEVILLE	160	3,667,184	1,256,560	1,079,091	6,802,029	3,024,135	1,359,861	2,654,341	1,199,575	1,814,000	205,200	880,500	5,267,345	228,381	29,438,202	29.12	1,010,927	ROSEVILLE
SARTELL	220	2,158,061	2,482,540	127,374	3,764,583	2,149,290	1,230,449	1,790,576	754,325	1,115,000	0	0	3,425,883	143,909	19,141,990	17.97	1,065,219	SARTELL
SAUK RAPIDS	191	1,728,697	1,181,500	339,963	3,188,367	1,694,115	971,050	1,073,203	687,050	817,000	0	89,100	2,589,415	144,242	14,503,702	14.01	1,035,239	SAUK RAPIDS
SAVAGE	211	2,596,738	1,932,100	98,670	4,405,698	3,050,550	1,099,025	988,842	1,638,000	1,131,000	1,267,680	0	4,005,833	234,913	22,449,049	26.13	859,129	SAVAGE
SHAKOPEE	166	3,088,982	2,282,380	356,109	6,383,214	4,235,863	1,540,809	1,937,722	1,901,250	1,505,000	0	1,399,600	5,418,804	342,478	30,392,211	35.80	848,944	SHAKOPEE
SHOREVIEW	167	4,076,077	1,303,820	774,111	3,441,546	2,297,205	1,438,590	2,221,429	830,375	904,000	0	0	3,803,175	157,599	21,247,927	19.52	1,088,521	SHOREVIEW
SHOREWOOD	216	1,023,097	1,523,440	38,571	1,808,262	701,190	591,774	233,856	431,600	593,000	0	0	1,527,856	50,029	8,522,675	8.61	989,858	SHOREWOOD
SOUTH ST PAUL	168	2,763,667	336,380	340,860	5,083,911	1,925,460	855,783	1,240,301	825,175	1,239,000	0	0	3,214,316	159,515	17,984,368	16.82	1,069,225	SOUTH ST PAUL
SPRING LAKE PARK	183	457,082	0	183,885	801,063	585,990	226,211	446,774	286,000	320,000	0	0	727,541	51,419	4,085,965	5.82	702,056	SPRING LAKE PARK
ST ANTHONY	161	941,566	425,340	252,954	1,776,762	661,950	495,142	530,033	382,850	435,000	0	0	1,298,353	55,772	7,255,722	5.95	1,219,449	ST ANTHONY
ST CLOUD	162	9,381,987	7,353,100	1,186,731	18,591,597	9,214,380	5,264,623	6,745,052	5,285,800	3,627,000	6,893,040	1,883,350	16,593,873	616,210	92,636,743	64.78	1,430,021	ST CLOUD
ST FRANCIS	235	1,801,950	2,868,960	0	4,308,453	1,396,395	1,138,800	1,755,602	516,100	1,032,000	0	0	3,260,019	57,914	18,136,193	11.94	1,518,944	ST FRANCIS
ST JOSEPH	233	619,766	475,380	72,657	1,108,080	691,290	423,719	390,079	211,900	236,000	0	0	930,353	39,973	5,199,197	5.52	941,884	ST JOSEPH
ST LOUIS PARK	163	4,753,595	614,380	1,440,582	8,758,008	3,916,125	2,383,266	2,222,299	2,334,475	2,176,000	3,561,300	138,200	7,105,611	369,428	39,773,269	31.38	1,267,472	ST LOUIS PARK
ST MICHAEL	227	5,050,597	5,387,640	0	9,429,975	2,844,540	2,315,146	3,249,073	1,012,050	1,938,000	0	0	6,869,946	128,282	38,225,249	22.92	1,667,768	ST MICHAEL
ST PAUL	164	29,553,776	1,601,280	10,875,228	56,706,120	19,456,965	14,515,356	18,541,904	12,538,825	12,700,000	38,340,640	6,864,400	48,772,801	1,750,928	272,218,223	164.81	1,651,709	ST PAUL
ST PAUL PARK	184	836,634	606,040	94,185	1,535,994	718,335	405,983	591,397	304,850	368,000	0	54,600	1,213,524	52,866	6,782,408	6.08	1,115,528	ST PAUL PARK
ST PETER	165	2,500,469	2,390,800	209,898	4,488,975	1,807,290	1,204,691	1,845,792	733,850	1,086,000	0	0	3,578,907	135,910	19,982,582	15.26	1,309,475	ST PETER
STEWARTVILLE	228	781,212	319,700	176,709	1,419,174	543,375	339,031	439,263	149,175	313,000	0	0	985,741	39,300	5,505,680	4.59	1,199,495	STEWARTVILLE
STILLWATER	169	2,102,178	950,760	242,190	4,041,351	1,810,035	745,064	1,103,334	978,900	967,000	0	0	2,846,980	143,459	15,931,251	16.51	964,946	STILLWATER
THIEF RIVER FALLS	170	3,011,743	2,101,680	142,623	5,577,354	1,868,985	1,195,213	992,148	808,600	1,133,000	2,086,920	1,500,600	4,492,152	147,045	25,058,063	15.50	1,616,649	THIEF RIVER FALLS
VADNAIS HEIGHTS	209	851,376	572,680	103,155	1,845,792	863,550	510,894	840,855	387,725	545,000	0	0	1,434,627	63,738	8,019,392	8.45	949,040	VADNAIS HEIGHTS
VICTORIA	241	709,486	647,740	3,588	1,267,245	695,655	371,873	557,177	270,075	295,000	0	0	1,059,924	39,204	5,916,967	6.44	918,784	VICTORIA
VIRGINIA	171	3,225,775	1,112,000	327,405	4,868,397	1,828,980	844,130	1,301,462	1,010,100	1,003,000	0	0	3,414,678	141,362	19,077,289	15.91	1,199,221	VIRGINIA
WACONIA	231	1,448,256	1,053,620	243,087	2,591,775	1,191,060	717,058	1,071,231	370,175	650,000	0	0	2,053,975	94,038	11,484,275	10.12	1,134,810	WACONIA
WAITE PARK	221	529,217	236,300	80,730	1,165,860	883,125	204,130	292,581	598,650	175,000	0	1,022,400	1,141,359	66,326	6,395,678	6.12	1,045,045	WAITE PARK
WASECA	172	1,175,719	505,960	149,799	2,098,845	865,305	600,294	877,714	262,925	544,000	0	519,400	1,671,992	68,349	9,340,302	7.61	1,227,372	WASECA
WEST ST PAUL	173	1,554,135	920,180	389,298	2,843,595	1,571,850	843,000	1,299,490	759,200	639,000	0	0	2,380,347	130,999	13,331,094	13.54	984,571	WEST ST PAUL
WHITE BEAR LAKE	174	2,103,485	1,698,580	280,761	3,846,195	2,156,580	926,196	936,990	982,475	972,000	0	473,200	3,162,825	168,314	17,707,601	20.35	870,152	WHITE BEAR LAKE
WILLMAR	175	3,406,924	2,474,200	371,358	6,397,263	3,183,840	1,481,052	2,071,760	1,524,250	1,449,000	0	865,500	5,109,538	274,886	28,609,571	24.76	1,155,475	WILLMAR
WINONA	176	3,000,203	1,028,600	525,642	5,740,335	2,922,615	1,654,881	1,997,752	1,737,775	1,739,000	0	0	4,476,300	235,400	25,058,503	22.29	1,124,204	WINONA
WOODBURY	192	5,889,330	4,728,780	764,244	11,079,180	6,930,180	3,464,120	4,360,817	4,064,125	2,441,000	0	0	9,618,794	535,724	53,876,294	53.78	1,001,791	WOODBURY
WORTHINGTON	177	1,691,080	108,420	273,585	3,021,300	1,279,080	746,508	7,105	479,050	774,000	2,787,400	0	2,456,858	102,686	13,727,072	11.39	1,205,186	WORTHINGTON
WYOMING	249	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0	**WYOMING**
TOTAL		**$503,388,460**	**$295,155,380**	**$86,793,720**	**$939,080,664**	**$412,824,045**	**$237,946,717**	**$313,221,953**	**$208,743,275**	**$228,606,000**	**$186,151,319**	**$61,349,550**	**$764,117,645**	**$31,707,498**	**$4,269,086,226**	**3,492.40**	**$1,157,679**	**TOTAL**

Percent of Total Needs - 2008	11.79%	6.91%	2.03%	22.00%	9.67%	5.57%	7.34%	4.89%	5.35%	4.36%	1.44%	17.90%	0.74%	100.00%
Percent of Total Needs - 2007	10.31%	7.10%	2.07%	22.08%	9.71%	5.68%	7.35%	5.32%	5.63%	4.40%	1.62%	17.89%	0.78%	100.00%
Difference	1.49%	-0.19%	-0.04%	-0.08%	-0.04%	-0.10%	-0.01%	-0.43%	-0.28%	-0.04%	-0.19%	0.01%	-0.04%	

18-Sep-08

COMPARISON OF NEEDS BETWEEN 2007 AND 2008

Does NOT include the potential new cities of Chisago City and Wyoming

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Needs Year	Grading	Complete Storm Sewer	Storm Sewer Adjustment	Base Needs	Surface Needs	Total Shoulder Needs	Curb & Gutter Construction
2007	$400,496,836	$279,135,312	$80,801,796	$865,313,434	$380,270,436	$2,569,932	$222,481,559
2008	$503,388,460	$295,155,380	$86,793,720	$939,080,664	$412,824,045	$0	$237,946,717
Difference	$102,891,624	$16,020,068	$5,991,924	$73,767,230	$32,553,609	($2,569,932)	$15,465,158
%	25.69%	5.74%	7.42%	8.52%	8.56%	-100.00%	6.95%

Needs Year	Sidewalk Construction	Traffic Signal Construction	Street Lighting Construction	Total Structure Needs	Railroad Crossing Needs	Engineering	Total Maintenance Needs
2007	$288,146,824	$208,087,750	$220,694,000	$173,274,149	$63,553,125	$697,140,950	$30,626,495
2008	$313,221,953	$208,743,275	$228,606,000	$186,151,319	$61,349,550	$764,117,645	$31,707,498
Difference	$25,075,129	$655,525	$7,912,000	$12,877,170	($2,203,575)	$66,976,695	$1,081,003
%	8.70%	0.32%	3.59%	7.43%	-3.47%	9.61%	3.53%

Needs Year	Total Money Needs	Total Mileage	After the fact Retaining Wall Needs	After the fact Right of way Needs	After the fact Bridge Needs	Overall Apportionment Needs	Needs To Apport. Ratio
2007	$3,896,589,388	3453.10	$227,623	$85,510,379	$38,047,087	$4,020,146,854	35.1417
2008	$4,269,086,226	3492.40	$244,794	$85,014,980	$38,047,087	$4,392,148,293	38.3935
Difference	$372,496,838	39.30	$17,171	($495,399)	$0	$372,001,439	3.2518
%	9.56%	1.14%	7.54%	-0.58%	0.00%	9.25%	

TENTATIVE 2009 CONSTRUCTION NEEDS and CONSTRUCTION NEEDS APPORTIONMENT

These tabulations show each municipality's tentative adjusted construction needs and tentative construction needs apportionment based on a projected apportionment amount. The actual amount of the road user fund for distribution to the Municipal State Aid Account will not be available until January 2009.

50% of the total apportionment is determined on a prorated share that each city's adjusted construction needs bears to the total of all the adjusted construction needs.

The 25-year construction needs shown on this report are computed from the annual Needs Updates submitted by each city. The adjusted 25 year construction needs are the result of adding or subtracting the Municipal Screening Board mandated adjustments.

The September 1, 2008 unencumbered construction fund balance was used as the adjustment in this report. The unencumbered balance as of December 31, 2008 will be used for the 2009 January apportionment.

This summary provides specific data and shows the impact of the adjustments to each municipality for the Screening Board's use in establishing the 2009 Tentative Construction Needs Apportionment Determination.

The adjustments are listed individually in the section of this booklet titled Adjustments to the 25 Year Construction Needs.

2008 ADJUSTED CONSTRUCTION NEEDS

Estimate for January 2009 apportionment

includes the potential new cities of Chisago City and Wyoming based upon their estimated mileage times the lowest Needs cost per mile of any other city

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Municipality	2007 Unadjusted 25-Year Construction Needs	(+ or -) Unencumbered Construction Fund Balance Adjustment	Excess Balance Adjustment to Low Balance Incentive	(+ or -) Bond Account Adjustment	(+) After the Fact Non-Existing Bridge Adjustment	(+) After the Fact R/W Acquisition Adjustment	(+) After the Fact Retaining Wall Adjustment	(-) Excess Maintenance Account Adjustment	(+ or -) Individual Adjustments	Total Affect Of Adjustments	2008 Adjusted Construction Needs
Albert Lea	$31,581,261	($1,005,831)				$6,827				($999,004)	$30,582,257
Albertville	10,753,829	(656,368)								(656,368)	10,097,461
Alexandria	34,367,471	0	$370,245							370,245	34,737,716
Andover	41,603,509	0	448,200	$1,760,000		5,296	$20,197			2,233,693	43,837,202
Anoka	15,120,082	(999,115)				4,650				(994,465)	14,125,617
Apple Valley	43,034,251	0	463,614	(180,000)		126,066				409,680	43,443,931
Arden Hills	8,137,177	(689,489)								(689,489)	7,447,688
Austin	42,874,030	(2,564,642)	(2,564,642)			301,895				(4,827,389)	38,046,641
Baxter	12,574,221	344,107	135,464			468,225				947,796	13,522,017
Belle Plaine	9,247,613	(227,856)								(227,856)	9,019,757
Bemidji	16,473,498	(357,098)				56,122				(300,976)	16,172,522
Big Lake	9,434,991	0	101,644							101,644	9,536,635
Blaine	37,746,747	(2,619,557)				415,341				(2,204,216)	35,542,531
Bloomington	115,545,455	(3,487,971)				16,363,191	55,013			12,930,233	128,475,688
Brainerd	16,408,082	(1,180,997)				640,266				(540,731)	15,867,351
Brooklyn Center	16,967,058	0	182,788			1,309,990				1,492,778	18,459,836
Brooklyn Park	44,493,240	467,915	479,332	(185,000)		721,219				1,483,466	45,976,706
Buffalo	23,636,151	634,081	254,635	(140,000)		1,426,785				2,175,501	25,811,652
Burnsville	66,910,515	0	720,836			6,260				727,096	67,637,611
Cambridge	7,428,272	0	80,026	146,142						226,168	7,654,440
Champlin	19,115,851	(782,720)				75,229				(707,491)	18,408,360
Chanhassen	17,857,485	1,360,408	192,381							1,552,789	19,410,274
Chaska	23,642,263	(494,489)			$408,699					(85,790)	23,556,473
Chisago City	2,686,520	0								0	2,686,520
Chisholm	10,223,195	(329,908)								(329,908)	9,893,287
Circle Pines	4,019,413	0	43,302							43,302	4,062,715
Cloquet	24,525,149	0	264,213							264,213	24,789,362
Columbia Heights	18,179,930	(841,240)				3,130				(838,110)	17,341,820
Coon Rapids	56,155,877	(483,230)	604,975	2,840,000	1,050,431	2,290,994				6,303,170	62,459,047
Corcoran	8,627,523	(145,208)				19,296				(125,912)	8,501,611
Cottage Grove	48,753,927	(30,117)	525,233		51,603	525,651				1,072,370	49,826,297
Crookston	22,230,650	200,000	239,494							439,494	22,670,144
Crystal	17,436,478	378,792	187,846							566,638	18,003,116
Dayton	7,425,856	0	80,000			5,281				85,281	7,511,137
Delano	11,711,552	(173,268)	126,170							(47,098)	11,664,454
Detroit Lakes	17,309,555	0	186,478			49,500				235,978	17,545,533
Duluth	166,201,626	(559,018)	1,790,513			2,421,341				3,652,836	169,854,462
Eagan	52,204,648	2,815,357	562,408			974,253				4,352,018	56,556,666
East Bethel	33,016,474	(1,325,748)				94,298				(1,231,450)	31,785,024
East Grand Forks	20,103,868	(248,765)	216,582							(32,183)	20,071,685
Eden Prairie	61,496,608	(6,275,806)	(6,275,806)	(37,303)	336,529					(12,252,386)	49,244,222
Edina	46,604,577	(565,015)	502,077		1,107,123	398,370				1,442,555	48,047,132
Elk River	38,640,842	0	416,283			1,563,629				1,979,912	40,620,754
Fairmont	28,667,824	0	308,842							308,842	28,976,666
Falcon Heights	2,743,597	(105,173)		(27,988)						(133,161)	2,610,436
Faribault	34,448,136	666,493	371,114			298,486				1,336,093	35,784,229
Farmington	22,830,497	0	245,956		1,271,879	60,819				1,578,654	24,409,151
Fergus Falls	37,469,669	(527,809)	403,666			94,773				(29,370)	37,440,299
Forest Lake	33,995,154	(1,046,428)				79,655				(966,773)	33,028,381

Municipality	2007 Unadjusted 25-Year Construction Needs	(+ or -) Unencumbered Construction Fund Balance Adjustment	Excess Balance Adjustment to Low Balance Incentive	(+ or -) Bond Account Adjustment	(+) After the Fact Non-Existing Bridge Adjustment	(+) After the Fact R/W Acquisition Adjustment	(+) After the Fact Retaining Wall Adjustment	(-) Excess Maintenance Account Adjustment	(+ or -) Individual Adjustments	Total Affect Of Adjustments	2008 Adjusted Construction Needs
Fridley	$28,197,349	($588,701)	$303,774			$95,081				($189,846)	$28,007,503
Glencoe	9,674,929	499,984	104,229	($421,000)						183,213	9,858,142
Golden Valley	24,523,635	(795,042)								(795,042)	23,728,593
Grand Rapids	23,083,998	(241,229)	248,687	558,180		310,719				876,357	23,960,355
Ham Lake	26,804,626	(3,136,744)	(9,410,232)			236,431				(12,310,545)	14,494,081
Hastings	16,223,050	(805,943)								(805,943)	15,417,107
Hermantown	20,547,975	(211,182)	221,366			314,097				324,281	20,872,256
Hibbing	56,211,839	(1,116,096)				133,300				(982,796)	55,229,043
Hopkins	13,466,470	0	145,076			1,000				146,076	13,612,546
Hugo	18,470,687	(293,135)	198,987			125,690				31,542	18,502,229
Hutchinson	20,520,979	(300,548)	221,075	(345,000)	$829,686	341,250				746,463	21,267,442
International Falls	9,634,597	0	103,795							103,795	9,738,392
Inver Grove Heights	49,624,039	(1,879,320)				791,192				(1,088,128)	48,535,911
Isanti	5,233,922	(222,765)								(222,765)	5,011,157
Jordan	8,892,844	(301,750)								(301,750)	8,591,094
Kasson	6,466,167	(334,925)								(334,925)	6,131,242
La Crescent	8,457,871	0	91,118							91,118	8,548,989
Lake City	8,486,183	(426,579)				7,000				(419,579)	8,066,604
Lake Elmo	11,060,231	(445,049)		580,000		6,310				141,261	11,201,492
Lakeville	64,527,879	1,949,221	695,168	4,125,000	959,382	3,773,131	$118,042			11,619,944	76,147,823
Lino Lakes	27,129,567	0	292,271			412,101				704,372	27,833,939
Litchfield	11,409,998	(930,815)								(930,815)	10,479,183
Little Canada	11,865,419	3,202	127,828	(15,000)						116,030	11,981,449
Little Falls	22,204,894	1,453,690	239,216			1,455,462				3,148,368	25,353,262
Mahtomedi	6,519,480	(1,176,613)	(1,176,613)							(2,353,226)	4,166,254
Mankato	40,671,008	(830,171)				416,833				(413,338)	40,257,670
Maple Grove	71,747,956	910,430	772,950		10,833,248	4,341,965				16,858,593	88,606,549
Maplewood	44,016,827	1,378,857	474,199	4,545,000		4,738,115				11,136,171	55,152,998
Marshall	23,793,971	(880,174)				20,206				(859,968)	22,934,003
Mendota Heights	18,704,233	(320,887)				44,304				(276,583)	18,427,650
Minneapolis	344,066,888	(17,901,217)			1,918,503	2,319,091				(13,663,623)	330,403,265
Minnetonka	62,639,584	(1,458,894)	674,825			2,094,013				1,309,944	63,949,528
Minnetrista	17,305,078	(839,657)								(839,657)	16,465,421
Montevideo	7,898,963	355,652	85,097			31,070				471,819	8,370,782
Monticello	11,711,013	(821,190)				149,510				(671,680)	11,039,333
Moorhead	60,471,527	(3,021,637)			1,149,085	719,287				(1,153,265)	59,318,262
Morris	7,461,191	160,234	80,380			10,500				251,114	7,712,305
Mound	13,230,393	(40,803)	142,533			1,309,579				1,411,309	14,641,702
Mounds View	13,878,770	(1,039,711)	(1,039,711)							(2,079,422)	11,799,348
New Brighton	20,385,552	22,760	219,616							242,376	20,627,928
New Hope	17,160,402	(923,873)								(923,873)	16,236,529
New Prague	6,170,737	(592,884)								(592,884)	5,577,853
New Ulm	23,481,624	(882,495)								(882,495)	22,599,129
North Branch	17,177,423	(633,658)		(583,210)						(1,216,868)	15,960,555
North Mankato	19,153,622	(52,758)	206,345	920,000						1,073,587	20,227,209
North St. Paul	14,439,358	1,321,670	155,557			461,369				1,938,596	16,377,954
Northfield	19,967,375	(1,322,250)	(1,322,250)							(2,644,500)	17,322,875
Oak Grove	29,283,572	(507,136)				243,097				(264,039)	29,019,533
Oakdale	10,369,974	938,974	111,717			452,854				1,503,545	11,873,519
Orono	13,141,952	(688,675)				41,351				(647,324)	12,494,628
Otsego	23,213,307	(341,577)	250,080			248,688				157,191	23,370,498
Owatonna	35,418,785	(690,308)	381,571			119,703				(189,034)	35,229,751
Plymouth	65,044,921	0	700,738		3,688,316	365,456				4,754,510	69,799,431
Prior Lake	20,256,990	0	218,231			72,533				290,764	20,547,754
Ramsey	40,443,316	(60,779)	435,701		437,787	500				813,209	41,256,525

Municipality	2007 Unadjusted 25-Year Construction Needs	(+ or -) Unencumbered Construction Fund Balance Adjustment	Excess Balance Adjustment to Low Balance Incentive	(+ or -) Bond Account Adjustment	(+) After the Fact Non-Existing Bridge Adjustment	(+) After the Fact R/W Acquisition Adjustment	(+) After the Fact Retaining Wall Adjustment	(-) Excess Maintenance Account Adjustment	(+ or -) Individual Adjustments	Total Affect Of Adjustments	2008 Adjusted Construction Needs
Red Wing	$32,765,200	($141,064)	$352,984			$774,553				$986,473	$33,751,673
Redwood Falls	11,571,671	(477,690)		($190,000)						(667,690)	10,903,981
Richfield	30,173,422	(704,202)	325,062			3,128,369				2,749,229	32,922,651
Robbinsdale	12,672,220	(1,374,316)	(1,374,316)							(2,748,632)	9,923,588
Rochester	100,663,548	2,000,000	1,084,462			521,613				3,606,075	104,269,623
Rogers	8,206,140	(639,393)								(639,393)	7,566,747
Rosemount	34,098,701	(726,153)	367,350		$1,756,490	369,250				1,766,937	35,865,638
Roseville	29,438,202	(719,742)				91,009				(628,733)	28,809,469
Saint Anthony	7,255,722	0	78,167	(420,000)						(341,833)	6,913,889
Saint Cloud	92,636,743	(1,985,353)				2,086,112				100,759	92,737,502
Saint Francis	18,136,193	0	195,384							195,384	18,331,577
Saint Joseph	5,199,197	(300,853)								(300,853)	4,898,344
Saint Louis Park	39,773,269	(817,571)				477,778				(339,793)	39,433,476
Saint Michael	38,225,249	0	411,806			86,132				497,938	38,723,187
Saint Paul	272,218,223	(6,310,452)			3,256,020	11,297,125	$51,542			8,294,235	280,512,458
Saint Paul Park	6,782,408	(176,364)			671,027	65,293				559,956	7,342,364
Saint Peter	19,982,582	278,231	215,275			57,382				550,888	20,533,470
Sartell	19,141,990	583,099	206,219	1,055,000		193,878				2,038,196	21,180,186
Sauk Rapids	14,503,702	1,662,957	156,250			445,208				2,264,415	16,768,117
Savage	22,449,049	(1,089,713)		(261,949)		400,000				(951,662)	21,497,387
Shakopee	30,392,211	426,447	327,419							753,866	31,146,077
Shoreview	21,247,927	553,861	228,907			34,532				817,300	22,065,227
Shorewood	8,522,675	(178,307)				181,002				2,695	8,525,370
South St. Paul	17,984,368	(628,074)								(628,074)	17,356,294
Spring Lake Park	4,085,965	(810)	44,019			188,005				231,214	4,317,179
Stewartville	5,505,680	341,498	59,313							400,811	5,906,491
Stillwater	15,931,251	392,484	171,630			19,061				583,175	16,514,426
Thief River Falls	25,058,063	0	269,954			49,883				319,837	25,377,900
Vadnais Heights	8,019,392	(197,986)	86,394							(111,592)	7,907,800
Victoria	5,916,967	(141,552)								(141,552)	5,775,415
Virginia	19,077,289	(605,154)								(605,154)	18,472,135
Waconia	11,484,275	(319,986)								(319,986)	11,164,289
Waite Park	6,395,678	(238,751)				687,300				448,549	6,844,227
Waseca	9,340,302	(308,702)		(165,000)						(473,702)	8,866,600
West St. Paul	13,331,094	(988,679)								(988,679)	12,342,415
White Bear Lake	17,707,601	(170,589)	190,766							20,177	17,727,778
Willmar	28,609,571	(188,692)	308,215			167,616				287,139	28,896,710
Winona	25,058,503	0	269,959		2,549,303	8,000				2,827,262	27,885,765
Woodbury	53,876,294	2,829,909	580,417	2,950,000	5,771,976	6,675,762				18,808,064	72,684,358
Worthington	13,727,072	(1,172,830)	(1,172,830)			491				(2,345,169)	11,381,903
Wyoming	2,686,520	0								0	2,686,520
STATE TOTAL	$4,274,459,266	($70,452,701)	$0	$16,507,872	$38,047,087	$85,014,980	$244,794	$0	$0	$69,362,032	$4,343,821,298

TENTATIVE 2009 ADJUSTED CONSTRUCTION NEEDS APPORTIONMENT

Needs Value: $1,000 in construction needs = approximately $13.16 in apportionment

includes the potential new cities of Chisago City and Wyoming based upon their estimated mileage times the lowest Needs cost per mile of any other city

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Municipality	2008 Adjusted Construction Needs	Construction Needs Apportion-ment Minus Turnback Maintenance	(+) TH Turnback Main-tenance Allowance	2009 Construction Needs Apportion-ment	% Of Total Dist.
Albert Lea	$30,582,257	$402,395		$402,395	0.7035
Albertville	10,097,461	132,860		132,860	0.2323
Alexandria	34,737,716	457,072		457,072	0.7991
Andover	43,837,202	576,801		576,801	1.0084
Anoka	14,125,617	185,862		185,862	0.3249
Apple Valley	43,443,931	571,627		571,627	0.9994
Arden Hills	7,447,688	97,995		97,995	0.1713
Austin	38,046,641	500,610		500,610	0.8752
Baxter	13,522,017	177,920		177,920	0.3111
Belle Plaine	9,019,757	118,680		118,680	0.2075
Bemidji	16,172,522	212,795		212,795	0.3720
Big Lake	9,536,635	125,481		125,481	0.2194
Blaine	35,542,531	467,662		467,662	0.8176
Bloomington	128,475,688	1,690,458		1,690,458	2.9554
Brainerd	15,867,351	208,779	$2,664	211,443	0.3697
Brooklyn Center	18,459,836	242,891		242,891	0.4246
Brooklyn Park	45,976,706	604,952		604,952	1.0576
Buffalo	25,811,652	339,625		339,625	0.5938
Burnsville	67,637,611	889,962		889,962	1.5559
Cambridge	7,654,440	100,716	10,800	111,516	0.1950
Champlin	18,408,360	242,214		242,214	0.4235
Chanhassen	19,410,274	255,397		255,397	0.4465
Chaska	23,556,473	309,951		309,951	0.5419
Chisago City	2,686,520	35,349		35,349	0.0618
Chisholm	9,893,287	130,174		130,174	0.2276
Circle Pines	4,062,715	53,456		53,456	0.0935
Cloquet	24,789,362	326,174		326,174	0.5702
Columbia Heights	17,341,820	228,180		228,180	0.3989
Coon Rapids	62,459,047	821,824		821,824	1.4368
Corcoran	8,501,611	111,863		111,863	0.1956
Cottage Grove	49,826,297	655,605		655,605	1.1462
Crookston	22,670,144	298,289		298,289	0.5215
Crystal	18,003,116	236,881		236,881	0.4141
Dayton	7,511,137	98,830		98,830	0.1728
Delano	11,664,454	153,479		153,479	0.2683
Detroit Lakes	17,545,533	230,861		230,861	0.4036
Duluth	169,854,462	2,234,911	19,728	2,254,639	3.9417
Eagan	56,556,666	744,161		744,161	1.3010
East Bethel	31,785,024	418,221		418,221	0.7312
East Grand Forks	20,071,685	264,099		264,099	0.4617
Eden Prairie	49,244,222	647,946		647,946	1.1328
Edina	48,047,132	632,195		632,195	1.1053
Elk River	40,620,754	534,480		534,480	0.9344
Fairmont	28,976,666	381,269		381,269	0.6666
Falcon Heights	2,610,436	34,348		34,348	0.0600
Faribault	35,784,229	470,842		470,842	0.8232
Farmington	24,409,151	321,171		321,171	0.5615
Fergus Falls	37,440,299	492,632	2,160	494,792	0.8650
Forest Lake	33,028,381	434,581		434,581	0.7598
Fridley	28,007,503	368,517		368,517	0.6443
Glencoe	9,858,142	129,711		129,711	0.2268
Golden Valley	23,728,593	312,216		312,216	0.5458
Grand Rapids	23,960,355	315,266		315,266	0.5512

Municipality	2008 Adjusted Construction Needs	Construction Needs Apportion-ment Minus Turnback Maintenance	(+) TH Turnback Main-tenance Allowance	2009 Construction Needs Apportion-ment	% Of Total Dist.
Ham Lake	$14,494,081	$190,710		$190,710	0.3334
Hastings	15,417,107	202,855		202,855	0.3546
Hermantown	20,872,256	274,633		274,633	0.4801
Hibbing	55,229,043	726,693		726,693	1.2705
Hopkins	13,612,546	179,111		179,111	0.3131
Hugo	18,502,229	243,449		243,449	0.4256
Hutchinson	21,267,442	279,833		279,833	0.4892
International Falls	9,738,392	128,136		128,136	0.2240
Inver Grove Heights	48,535,911	638,626		638,626	1.1165
Isanti	5,011,157	65,936		65,936	0.1153
Jordan	8,591,094	113,040		113,040	0.1976
Kasson	6,131,242	80,674		80,674	0.1410
La Crescent	8,548,989	112,486		112,486	0.1967
Lake City	8,066,604	106,139		106,139	0.1856
Lake Elmo	11,201,492	147,387		147,387	0.2577
Lakeville	76,147,823	1,001,938		1,001,938	1.7517
Lino Lakes	27,833,939	366,233	$2,016	368,249	0.6438
Litchfield	10,479,183	137,883		137,883	0.2411
Little Canada	11,981,449	157,650		157,650	0.2756
Little Falls	25,353,262	333,593		333,593	0.5832
Mahtomedi	4,166,254	54,819		54,819	0.0958
Mankato	40,257,670	529,702		529,702	0.9261
Maple Grove	88,606,549	1,165,867		1,165,867	2.0383
Maplewood	55,152,998	725,692		725,692	1.2687
Marshall	22,934,003	301,761		301,761	0.5276
Mendota Heights	18,427,650	242,467		242,467	0.4239
Minneapolis	330,403,265	4,347,381		4,347,381	7.6004
Minnetonka	63,949,528	841,435		841,435	1.4711
Minnetrista	16,465,421	216,649		216,649	0.3788
Montevideo	8,370,782	110,141		110,141	0.1926
Monticello	11,039,333	145,253		145,253	0.2539
Moorhead	59,318,262	780,498		780,498	1.3645
Morris	7,712,305	101,477		101,477	0.1774
Mound	14,641,702	192,653		192,653	0.3368
Mounds View	11,799,348	155,253		155,253	0.2714
New Brighton	20,627,928	271,418		271,418	0.4745
New Hope	16,236,529	213,637		213,637	0.3735
New Prague	5,577,853	73,392		73,392	0.1283
New Ulm	22,599,129	297,355		297,355	0.5199
North Branch	15,960,555	210,006		210,006	0.3671
North Mankato	20,227,209	266,146		266,146	0.4653
North St. Paul	16,377,954	215,498		215,498	0.3768
Northfield	17,322,875	227,931		227,931	0.3985
Oak Grove	29,019,533	381,833		381,833	0.6676
Oakdale	11,873,519	156,229		156,229	0.2731
Orono	12,494,628	164,402		164,402	0.2874
Otsego	23,370,498	307,504		307,504	0.5376
Owatonna	35,229,751	463,546		463,546	0.8104
Plymouth	69,799,431	918,407		918,407	1.6056
Prior Lake	20,547,754	270,363		270,363	0.4727
Ramsey	41,256,525	542,845		542,845	0.9490
Red Wing	33,751,673	444,098		444,098	0.7764
Redwood Falls	10,903,981	143,472		143,472	0.2508
Richfield	32,922,651	433,190		433,190	0.7573
Robbinsdale	9,923,588	130,573		130,573	0.2283
Rochester	104,269,623	1,371,959		1,371,959	2.3986
Rogers	7,566,747	99,562		99,562	0.1741
Rosemount	35,865,638	471,913		471,913	0.8250
Roseville	28,809,469	379,069		379,069	0.6627

Municipality	2008 Adjusted Construction Needs	Construction Needs Apportion-ment Minus Turnback Maintenance	(+) TH Turnback Main-tenance Allowance	2009 Construction Needs Apportion-ment	% Of Total Dist.
Saint Anthony	$6,913,889	$90,972		$90,972	0.1590
Saint Cloud	92,737,502	1,220,222	$0	1,220,222	2.1333
Saint Francis	18,331,577	241,203		241,203	0.4217
Saint Joseph	4,898,344	64,451		64,451	0.1127
Saint Louis Park	39,433,476	518,858		518,858	0.9071
Saint Michael	38,723,187	509,512		509,512	0.8908
Saint Paul	280,512,458	3,690,928		3,690,928	6.4528
Saint Paul Park	7,342,364	96,609		96,609	0.1689
Saint Peter	20,533,470	270,175		270,175	0.4723
Sartell	21,180,186	278,685		278,685	0.4872
Sauk Rapids	16,768,117	220,632		220,632	0.3857
Savage	21,497,387	282,858		282,858	0.4945
Shakopee	31,146,077	409,814	6,624	416,438	0.7280
Shoreview	22,065,227	290,330		290,330	0.5076
Shorewood	8,525,370	112,175		112,175	0.1961
South St. Paul	17,356,294	228,371		228,371	0.3993
Spring Lake Park	4,317,179	56,805		56,805	0.0993
Stewartville	5,906,491	77,716		77,716	0.1359
Stillwater	16,514,426	217,294		217,294	0.3799
Thief River Falls	25,377,900	333,917		333,917	0.5838
Vadnais Heights	7,907,800	104,049		104,049	0.1819
Victoria	5,775,415	75,992		75,992	0.1329
Virginia	18,472,135	243,053		243,053	0.4249
Waconia	11,164,289	146,898		146,898	0.2568
Waite Park	6,844,227	90,055		90,055	0.1574
Waseca	8,866,600	116,665		116,665	0.2040
West St. Paul	12,342,415	162,399		162,399	0.2839
White Bear Lake	17,727,778	233,259		233,259	0.4078
Willmar	28,896,710	380,217		380,217	0.6647
Winona	27,885,765	366,915		366,915	0.6415
Woodbury	72,684,358	956,366		956,366	1.6720
Worthington	11,381,903	149,761		149,761	0.2618
Wyoming	2,686,520	35,350		35,350	0.0618
STATE TOTAL	$4,343,821,298	$57,155,143	$43,992	$57,199,135	100.0000

Construction Needs Apportionment = $57,155,143/ $4,343,821,298=0.0131578

x City's Adjusted Construction Needs + TH Turnback Maintenance Allowance

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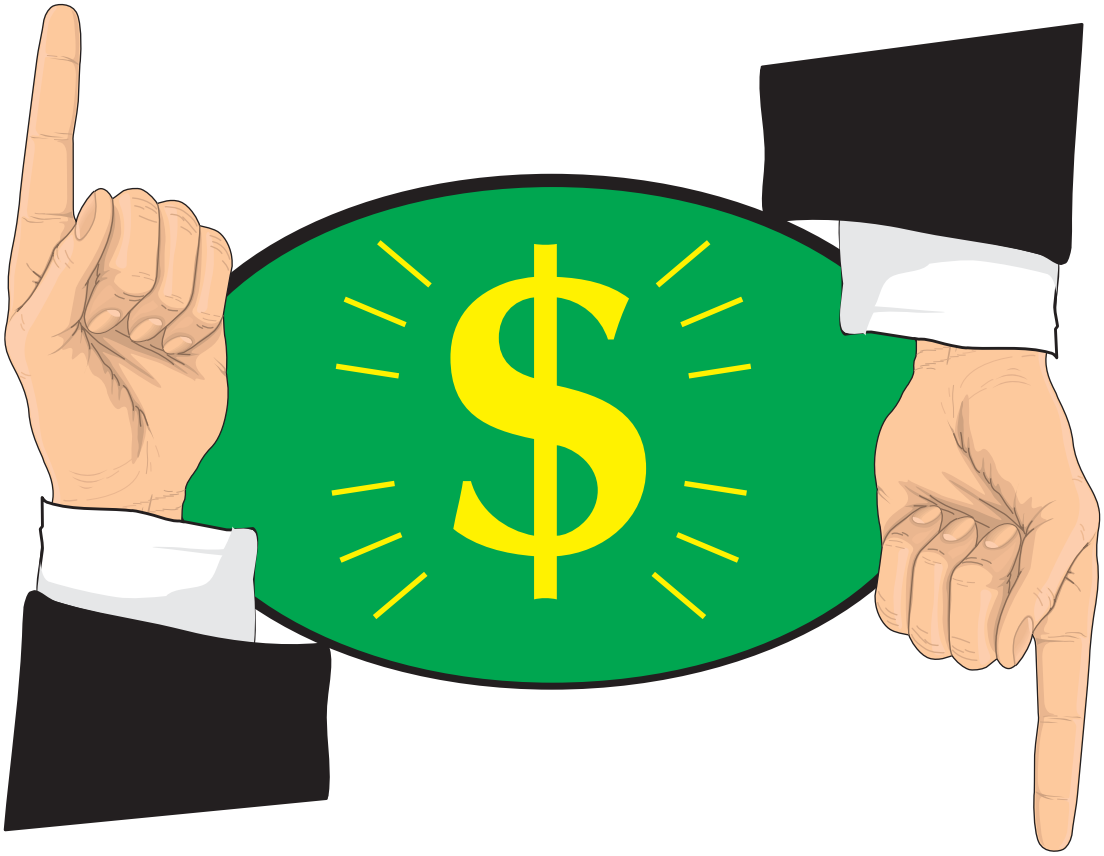
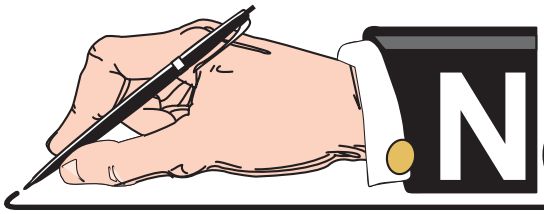
Adjustments to the 25 Year



Construction Needs



NOTES and COMMENTS

UNENCUMBERED CONSTRUCTION FUND BALANCE ADJUSTMENT

The unencumbered amount available as of December 31, 2008 will be used as a deduction from each city's total needs adjustment for the 2009 apportionment. The September 2, 2008 balance was used in this booklet for estimation purposes.

The total fund balance decreased by $37,183,679 between August 31, 2007 and December 31, 2007. The total fund balance increased by $5,839,058 between August 31, 2007 and September 2, 2008. The September 2, 2008 unencumbered balance available includes the 2008 total construction apportionment amount of $87,513,282. Remaining bond principal owed has been deducted from the unencumbered balance available.

Municipalities	Unencumbered Balance Available 12-31-2007	Unencumbered Balance Available 09-02-2008	Difference Between 09-02-08 and 12-31-2007	Percentage of Total Amount in 9-02-08 Account	Ratio bet Balance & City's 2008 Construction Allotment
Albert Lea	$696,861	**$1,005,831**	$308,970	1.428	1.908
Albertville	443,397	**656,368**	212,971	0.932	3.082
Alexandria	217,103	**0**	(217,103)	0.000	0.000
Andover	(550,265)	**0**	550,265	0.000	0.000
Anoka	644,099	**999,115**	355,016	1.418	2.814
Apple Valley	259,656	**0**	(259,656)	0.000	0.000
Arden Hills	495,746	**689,489**	193,743	0.979	3.559
Austin	2,292,304	**2,564,642**	272,338	3.640	3.065
Baxter	(641,111)	**(344,107)**	297,004	(0.488)	(1.159)
Belle Plaine	0	**227,856**	227,856	0.323	1.000
Bemidji	222,319	**357,098**	134,779	0.507	1.063
Big Lake	690,115	**0**	(690,115)	0.000	0.000
Blaine	1,609,864	**2,619,557**	1,009,693	3.718	2.594
Bloomington	2,186,269	**3,487,971**	1,301,702	4.951	1.657
Brainerd	767,546	**1,180,997**	413,451	1.676	2.856
Brooklyn Center	204,890	**0**	(204,890)	0.000	0.000
Brooklyn Park	(776,000)	**(467,915)**	308,085	(0.664)	(0.366)
Buffalo	(1,027,629)	**(634,081)**	393,548	(0.900)	(1.611)
Burnsville	6,429	**0**	(6,429)	0.000	0.000
Cambridge	0	**0**	0	0.000	0.000
Champlin	354,324	**782,720**	428,396	1.111	1.827
Chanhassen	0	**(1,360,408)**	(1,360,408)	(1.931)	(2.859)
Chaska	0	**494,489**	494,489	0.702	1.000
Chisago City	0	**0**	0	0.000	0.000
Chisholm	178,252	**329,908**	151,656	0.468	2.175
Circle Pines	130,938	**0**	(130,938)	0.000	0.000
Cloquet	218,481	**0**	(218,481)	0.000	0.000
Columbia Heights	0	**841,240**	841,240	1.194	2.099
Coon Rapids	279,601	**483,230**	203,629	0.686	0.307
Corcoran	0	**145,208**	145,208	0.206	1.000
Cottage Grove	(1,081,255)	**30,117**	1,111,372	0.043	0.026
Crookston	(300,000)	**(200,000)**	100,000	(0.284)	(0.605)
Crystal	(780,242)	**(378,792)**	401,450	(0.538)	(0.944)
Dayton	139,780	**0**	(139,780)	0.000	0.000
Delano	0	**173,268**	173,268	0.246	1.000
Detroit Lakes	0	**0**	0	0.000	0.000
Duluth	(846,967)	**559,018**	1,405,985	0.793	0.227
Eagan	(4,964,935)	**(2,815,357)**	2,149,578	(3.996)	(1.683)
East Bethel	875,933	**1,325,748**	449,815	1.882	2.947
East Grand Forks	6,967	**248,765**	241,798	0.353	0.836
Eden Prairie	4,622,289	**6,275,806**	1,653,517	8.908	3.795
Edina	0	**565,015**	565,015	0.802	0.535
Elk River	(616,944)	**0**	616,944	0.000	0.000

Municipalities	Unencumbered Balance Available 12-31-2007	Unencumbered Balance Available 09-02-2008	Difference Between 09-02-08 and 12-31-2007	Percentage of Total Amount in 9-02-08 Account	Ratio bet Balance & City's 2008 Construction Allotment
Fairmont	$88,450	**$0**	($88,450)	0.000	0.000
Falcon Heights	22,251	**105,173**	82,922	0.149	1.268
Faribault	(747,597)	**(666,493)**	81,104	(0.946)	(1.028)
Farmington	1,056,931	**0**	(1,056,931)	0.000	0.000
Fergus Falls	0	**527,809**	527,809	0.749	0.973
Forest Lake	559,614	**1,046,428**	486,814	1.485	2.150
Fridley	819,894	**588,701**	(231,193)	0.836	0.983
Glencoe	(579,999)	**(499,984)**	80,015	(0.710)	(3.623)
Golden Valley	466,117	**795,042**	328,925	1.128	1.921
Grand Rapids	106,883	**241,229**	134,346	0.342	0.767
Ham Lake	2,672,772	**3,136,744**	463,972	4.452	5.807
Hastings	379,373	**805,943**	426,570	1.144	1.889
Hermantown	137,573	**211,182**	73,609	0.300	0.666
Hibbing	394,935	**1,116,096**	721,161	1.584	1.430
Hopkins	1,060,755	**0**	(1,060,755)	0.000	0.000
Hugo	0	**293,135**	293,135	0.416	0.930
Hutchinson	0	**300,548**	300,548	0.427	0.632
International Falls	123,921	**0**	(123,921)	0.000	0.000
Inver Grove Heights	1,011,329	**1,879,320**	867,991	2.667	2.165
Isanti	108,479	**222,765**	114,286	0.316	1.949
Jordan	152,757	**301,750**	148,993	0.428	2.025
Kasson	173,138	**334,925**	161,787	0.475	2.070
La Crescent	(92,555)	**0**	92,555	0.000	0.000
Lake City	288,386	**426,579**	138,193	0.605	3.087
Lake Elmo	325,081	**445,049**	119,968	0.632	2.544
Lakeville	(3,432,115)	**(1,949,221)**	1,482,894	(2.767)	(1.269)
Lino Lakes	0	**0**	0	0.000	0.000
Litchfield	767,508	**930,815**	163,307	1.321	5.700
Little Canada	(254,434)	**(3,202)**	251,232	(0.005)	(0.013)
Little Falls	(1,876,235)	**(1,453,690)**	422,545	(2.063)	(3.440)
Mahtomedi	989,854	**1,176,613**	186,759	1.670	6.300
Mankato	0	**830,171**	830,171	1.178	1.000
Maple Grove	(1,710,430)	**(910,430)**	800,000	(1.292)	(0.588)
Maplewood	(2,166,668)	**(1,378,857)**	787,811	(1.957)	(1.486)
Marshall	435,998	**880,174**	444,176	1.249	1.982
Mendota Heights	30,702	**320,887**	290,185	0.455	1.106
Minneapolis	14,283,657	**17,901,217**	3,617,560	25.409	2.554
Minnetonka	0	**1,458,894**	1,458,894	2.071	0.920
Minnetrista	561,789	**839,657**	277,868	1.192	3.022
Montevideo	(260,000)	**(355,652)**	(95,652)	(0.505)	(1.983)
Monticello	588,612	**821,190**	232,578	1.166	3.531
Moorhead	2,559,367	**3,021,637**	462,270	4.289	2.967
Morris	(285,201)	**(160,234)**	124,967	(0.227)	(1.282)
Mound	(225,385)	**40,803**	266,188	0.058	0.153
Mounds View	759,090	**1,039,711**	280,621	1.476	3.705
New Brighton	(500,000)	**(22,760)**	477,240	(0.032)	(0.048)
New Hope	474,289	**923,873**	449,584	1.311	2.214
New Prague	455,461	**592,884**	137,423	0.842	4.314
New Ulm	539,678	**882,495**	342,817	1.253	1.800
North Branch	460,291	**633,658**	173,367	0.899	2.197
North Mankato	(177,925)	**52,758**	230,683	0.075	0.138
North St. Paul	(1,632,318)	**(1,321,670)**	310,648	(1.876)	(4.255)
Northfield	951,072	**1,322,250**	371,178	1.877	3.562
Oak Grove	127,456	**507,136**	379,680	0.720	1.336
Oakdale	(1,400,000)	**(938,974)**	461,026	(1.333)	(2.037)

Municipalities	Unencumbered Balance Available 12-31-2007	Unencumbered Balance Available 09-02-2008	Difference Between 09-02-08 and 12-31-2007	Percentage of Total Amount in 9-02-08 Account	Ratio bet Balance & City's 2008 Construction Allotment
Orono	$699,892	**$688,675**	($11,217)	0.977	3.125
Otsego	118,956	**341,577**	222,621	0.485	0.953
Owatonna	2,765	**690,308**	687,543	0.980	0.829
Plymouth	0	**0**	0	0.000	0.000
Prior Lake	0	**0**	0	0.000	0.000
Ramsey	702,836	**60,779**	(642,057)	0.086	0.105
Red Wing	(241,076)	**141,064**	382,140	0.200	0.297
Redwood Falls	305,956	**477,690**	171,734	0.678	2.782
Richfield	626,099	**704,202**	78,103	1.000	0.936
Robbinsdale	1,031,642	**1,374,316**	342,674	1.951	4.011
Rochester	(1,776,075)	**(2,000,000)**	(223,925)	(2.839)	(0.789)
Rogers	486,499	**639,393**	152,894	0.908	4.182
Rosemount	0	**726,153**	726,153	1.031	0.974
Roseville	87,166	**719,742**	632,576	1.022	1.052
St. Anthony	0	**0**	0	0.000	0.000
St. Cloud	1,511,398	**1,985,353**	473,955	2.818	1.222
St. Francis	285,525	**0**	(285,525)	0.000	0.000
St. Joseph	155,458	**300,853**	145,395	0.427	2.069
St. Louis Park	0	**817,571**	817,571	1.160	1.000
St. Michael	(338,444)	**0**	338,444	0.000	0.000
St. Paul	5,819,877	**6,310,452**	490,575	8.957	1.150
St. Paul Park	148,988	**176,364**	27,376	0.250	1.187
St. Peter	(156,451)	**(278,231)**	(121,780)	(0.395)	(0.665)
Sartell	(924,000)	**(583,099)**	340,901	(0.828)	(1.369)
Sauk Rapids	(2,081,235)	**(1,662,957)**	418,278	(2.360)	(3.976)
Savage	589,718	**1,089,713**	499,995	1.547	1.801
Shakopee	(848,893)	**(426,447)**	422,446	(0.605)	(0.682)
Shoreview	(1,255,148)	**(553,861)**	701,287	(0.786)	(0.790)
Shorewood	3,949	**178,307**	174,358	0.253	1.023
South St. Paul	616,820	**628,074**	11,254	0.891	1.520
Spring Lake Park	87,051	**810**	(86,241)	0.001	0.007
Stewartville	(474,690)	**(341,498)**	133,192	(0.485)	(2.564)
Stillwater	(763,201)	**(392,484)**	370,717	(0.557)	(1.059)
Thief River Falls	210,501	**0**	(210,501)	0.000	0.000
Vadnais Heights	0	**197,986**	197,986	0.281	0.835
Victoria	0	**141,552**	141,552	0.201	1.000
Virginia	312,359	**605,154**	292,795	0.859	2.067
Waconia	31,573	**319,986**	288,413	0.454	1.109
Waite Park	69,505	**238,751**	169,246	0.339	1.411
Waseca	194,672	**308,702**	114,030	0.438	1.591
West St. Paul	653,995	**988,679**	334,684	1.403	2.954
White Bear Lake	0	**170,589**	170,589	0.242	0.366
Willmar	27,066	**188,692**	161,626	0.268	0.366
Winona	0	**0**	0	0.000	0.000
Woodbury	(3,920,609)	**(2,829,909)**	1,090,700	(4.017)	(2.144)
Worthington	879,104	**1,172,830**	293,726	1.665	3.993
Wyoming	0	**0**	0	0.000	0.000
TOTAL	**$27,429,964**	**$70,452,701**	**$43,022,737**	100.0000	0.8051

Excess Unencumbered Construction Fund Balance Adjustment

Screening Board Resolution states:

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

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

Screening Board Resolution states:

That the amount of the Excess Unencumbered Construction Fund Balance Adjustment shall be redistributed to the Construction Needs of all municipalities whose December 31 construction fund balance is less than one times their January construction allotment of the same year. This redistribution shall 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.

The September 2, 2008 balance is used for this estimate. The final adjustment will be made using the December 31, 2008 construction fund balances.

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EXCESS BALANCE ADJUSTMENT REDISTRIBUTED AS LOW BALANCE INCENTIVE

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Municipalities	January 2008 Construction Allotment	Unencumbered Balance Available (9/02/08)	Ratio bet. Balance & City's 2008 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	2007 Unadjusted 25-Year Construction Needs	Low Balance Incentive Factor	Low Balance Incentive
Albert Lea	$527,163	$1,005,831	1.908						
Albertville	212,971	656,368	3.082			No Adjustment			
Alexandria	480,843	0	0.000				$34,367,471	0.0152	$370,245
Andover	766,802	0	0.000				41,603,509	0.0184	448,200
Anoka	355,016	999,115	2.814						
Apple Valley	1,064,131	0	0.000				43,034,251	0.0191	463,614
Arden Hills	193,743	689,489	3.559			No Adjustment			
Austin	836,682	2,564,642	3.065	2009	1	($2,564,642)			
Baxter	297,004	(344,107)	(1.159)				12,574,221	0.0056	135,464
Belle Plaine	227,856	227,856	1.000						
Bemidji	335,833	357,098	1.063						
Big Lake	193,542	0	0.000				9,434,991	0.0042	101,644
Blaine	1,009,693	2,619,557	2.594						
Bloomington	2,104,787	3,487,971	1.657						
Brainerd	413,451	1,180,997	2.856						
Brooklyn Center	622,369	0	0.000				16,967,058	0.0075	182,788
Brooklyn Park	1,279,322	(467,915)	(0.366)				44,493,240	0.0197	479,332
Buffalo	393,548	(634,081)	(1.611)				23,636,151	0.0105	254,635
Burnsville	1,363,114	0	0.000				66,910,515	0.0296	720,836
Cambridge	195,714	0	0.000				7,428,272	0.0033	80,026
Champlin	428,395	782,720	1.827						
Chanhassen	475,862	(1,360,408)	(2.859)				17,857,485	0.0079	192,381
Chaska	494,489	494,489	1.000						
Chisago City		0	0.000						
Chisholm	151,656	329,908	2.175						
Circle Pines	123,533	0	0.000				4,019,413	0.0018	43,302
Cloquet	336,111	0	0.000				24,525,149	0.0109	264,213
Columbia Heights	400,706	841,240	2.099						
Coon Rapids	1,574,819	483,230	0.307				56,155,877	0.0249	604,975
Corcoran	145,208	145,208	1.000						
Cottage Grove	1,157,829	30,117	0.026				48,753,927	0.0216	525,233
Crookston	330,463	(200,000)	(0.605)				22,230,650	0.0098	239,494
Crystal	401,450	(378,792)	(0.944)				17,436,478	0.0077	187,846
Dayton	135,001	0	0.000				7,425,856	0.0033	80,000
Delano	173,268	173,268	0.000				11,711,552	0.0052	126,170
Detroit Lakes	265,317	0	0.000				17,309,555	0.0077	186,478

Municipalities	January 2008 Construction Allotment	Unencumbered Balance Available (9/02/08)	Ratio bet. Balance & City's 2008 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	2007 Unadjusted 25-Year Construction Needs	Low Balance Incentive Factor	Low Balance Incentive
Duluth	$2,465,415	$559,018	0.227				$166,201,626	0.0736	$1,790,513
Eagan	1,672,820	(2,815,357)	(1.683)				52,204,648	0.0231	562,408
East Bethel	449,815	1,325,748	2.947						
East Grand Forks	297,400	248,765	0.836				20,103,868	0.0089	216,582
Eden Prairie	1,653,517	6,275,806	3.795	2009	1	($6,275,806)			
Edina	1,055,734	565,015	0.535				46,604,577	0.0206	$502,077
Elk River	823,158	0	0.000				38,640,842	0.0171	416,283
Fairmont	537,775	0	0.000				28,667,824	0.0127	308,842
Falcon Heights	82,922	105,173	1.268						
Faribault	648,429	(666,493)	(1.028)				34,448,136	0.0152	371,114
Farmington	429,422	0	0.000				22,830,497	0.0101	245,956
Fergus Falls	542,240	527,809	0.973				37,469,669	0.0166	403,666
Forest Lake	486,814	1,046,428	2.150						
Fridley	598,807	588,701	0.983				28,197,349	0.0125	303,774
Glencoe	138,015	(499,984)	(3.623)				9,674,929	0.0043	104,229
Golden Valley	413,925	795,042	1.921						
Grand Rapids	314,352	241,229	0.767				23,083,998	0.0102	248,687
Ham Lake	540,184	3,136,744	5.807	2007	3	(9,410,232)			
Hastings	426,570	805,943	1.889						
Hermantown	317,009	211,182	0.666				20,547,975	0.0091	221,366
Hibbing	780,569	1,116,096	1.430						
Hopkins	320,177	0	0.000				13,466,470	0.0060	145,076
Hugo	315,151	293,135	0.930				18,470,687	0.0082	198,987
Hutchinson	475,548	300,548	0.632				20,520,979	0.0091	221,075
International Falls	224,385	0	0.000				9,634,597	0.0043	103,795
Inver Grove Heights	867,991	1,879,320	2.165						
Isanti	114,286	222,765	1.949						
Jordan	148,993	301,750	2.025						
Kasson	161,787	334,925	2.070						
La Crescent	188,710	0	0.000				8,457,871	0.0037	91,118
Lake City	138,193	426,579	3.087			No Adjustment			
Lake Elmo	174,968	445,049	2.544						
Lakeville	1,536,480	(1,949,221)	(1.269)				64,527,879	0.0286	695,168
Lino Lakes	496,675	0	0.000				27,129,567	0.0120	292,271
Litchfield	163,307	930,815	5.700			No Adjustment			
Little Canada	251,232	(3,202)	(0.013)				11,865,419	0.0053	127,828
Little Falls	422,545	(1,453,690)	(3.440)				22,204,894	0.0098	239,216
Mahtomedi	186,759	1,176,613	6.300	2009	1	(1,176,613)			
Mankato	830,171	830,171	1.000						

Municipalities	January 2008 Construction Allotment	Unencumbered Balance Available (9/02/08)	Ratio bet. Balance & City's 2008 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	2007 Unadjusted 25-Year Construction Needs	Low Balance Incentive Factor	Low Balance Incentive
Maple Grove	$1,547,956	($910,430)	(0.588)				$71,747,956	0.0318	$772,950
Maplewood	928,188	(1,378,857)	(1.486)				44,016,827	0.0195	474,199
Marshall	444,176	880,174	1.982						
Mendota Heights	290,185	320,887	1.106						
Minneapolis	7,009,579	17,901,217	2.554						
Minnetonka	1,585,143	1,458,894	0.920				62,639,584	0.0277	674,825
Minnetrista	277,868	839,657	3.022			No Adjustment			
Montevideo	179,348	(355,652)	(1.983)				7,898,963	0.0035	85,097
Monticello	232,578	821,190	3.531			No Adjustment			
Moorhead	1,018,490	3,021,637	2.967						
Morris	124,967	(160,234)	(1.282)				7,461,191	0.0033	80,380
Mound	266,188	40,803	0.153				13,230,393	0.0059	142,533
Mounds View	280,621	1,039,711	3.705	2009	1	($1,039,711)			
New Brighton	477,240	(22,760)	(0.048)				20,385,552	0.0090	219,616
New Hope	417,215	923,873	2.214						
New Prague	137,423	592,884	4.314			No Adjustment			
New Ulm	490,278	882,495	1.800						
North Branch	288,367	633,658	2.197						
North Mankato	382,147	52,758	0.138				19,153,622	0.0085	206,345
North St. Paul	310,648	(1,321,670)	(4.255)				14,439,358	0.0064	155,557
Northfield	371,178	1,322,250	3.562	2009	1	(1,322,250)			
Oak Grove	379,680	507,136	1.336						
Oakdale	461,026	(938,974)	(2.037)				10,369,974	0.0046	111,717
Orono	220,342	688,675	3.125			No Adjustment			
Otsego	358,353	341,577	0.953				23,213,307	0.0103	250,080
Owatonna	832,650	690,308	0.829				35,418,785	0.0157	381,571
Plymouth	1,531,072	0	0.000				65,044,921	0.0288	700,738
Prior Lake	395,487	0	0.000				20,256,990	0.0090	218,231
Ramsey	577,674	60,779	0.105				40,443,316	0.0179	435,701
Red Wing	474,776	141,064	0.297				32,765,200	0.0145	352,984
Redwood Falls	171,734	477,690	2.782						
Richfield	752,353	704,202	0.936				30,173,422	0.0134	325,062
Robbinsdale	342,674	1,374,316	4.011	2009	1	(1,374,316)			
Rochester	2,533,706	(2,000,000)	(0.789)				100,663,548	0.0446	1,084,462
Rogers	152,894	639,393	4.182			No Adjustment			
Rosemount	745,903	726,153	0.974				34,098,701	0.0151	367,350
Roseville	684,298	719,742	1.052						
Saint Anthony	166,654	0	0.000				7,255,722	0.0032	78,167
Saint Cloud	1,624,103	1,985,353	1.222						

Municipalities	January 2008 Construction Allotment	Unencumbered Balance Available (9/02/08)	Ratio bet. Balance & City's 2008 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	2007 Unadjusted 25-Year Construction Needs	Low Balance Incentive Factor	Low Balance Incentive
Saint Francis	$256,872	$0	0.000				$18,136,193	0.0080	$195,384
Saint Joseph	145,395	300,853	2.069						
Saint Louis Park	817,571	817,571	1.000						
Saint Michael	430,465	0	0.000				38,225,249	0.0169	411,806
Saint Paul	5,487,565	6,310,452	1.150						
Saint Paul Park	148,636	176,364	1.187						
Saint Peter	418,486	(278,231)	(0.665)				19,982,582	0.0088	215,275
Sartell	425,901	(583,099)	(1.369)				19,141,990	0.0085	206,219
Sauk Rapids	418,278	(1,662,957)	(3.976)				14,503,702	0.0064	156,250
Savage	604,995	1,089,713	1.801						
Shakopee	625,157	(426,447)	(0.682)				30,392,211	0.0135	327,419
Shoreview	701,287	(553,861)	(0.790)				21,247,927	0.0094	228,907
Shorewood	174,358	178,307	1.023						
South Saint Paul	413,302	628,074	1.520						
Spring Lake Park	120,382	810	0.007				4,085,965	0.0018	44,019
Stewartville	133,192	(341,498)	(2.564)				5,505,680	0.0024	59,313
Stillwater	370,717	(392,484)	(1.059)				15,931,251	0.0071	171,630
Thief River Falls	338,611	0	0.000				25,058,063	0.0111	269,954
Vadnais Heights	237,216	197,986	0.835				8,019,392	0.0035	86,394
Victoria	141,552	141,552	1.000						
Virginia	292,795	605,154	2.067						
Waconia	288,413	319,986	1.109						
Waite Park	169,246	238,751	1.411						
Waseca	194,030	308,702	1.591						
West Saint Paul	334,684	988,679	2.954						
White Bear Lake	465,819	170,589	0.366				17,707,601	0.0078	190,766
Willmar	515,408	188,692	0.366				28,609,571	0.0127	308,215
Winona	604,029	0	0.000				25,058,503	0.0111	269,959
Woodbury	1,320,091	(2,829,909)	(2.144)				53,876,294	0.0238	580,417
Worthington	293,726	1,172,830	3.993	2009	1	($1,172,830)			
Wyoming	0	0	0.000						
TOTAL	**$87,513,282**	**$70,452,701**				**($24,336,400)**	**$2,258,989,428**	**1.0000**	**$24,336,400**

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

FOR THE OCTOBER 2008 ESTIMATE OF THE JANUARY 2009 ALLOCATION

(Next years estimated adjustment)

Eight cities with over $1 million and three times their January 2008 construction allotment in their September 2, 2008 account balance had $24,336,400 in needs redistributed to 78 cities with less than one times their allotment in their account.

Nine cities have over three times their January 2008 construction allotment as their September 2 account balance, but receive no adjustment because the balance is less than $1 million.

FOR THE OCTOBER 2007 ESTIMATE OF THE JANUARY 2008 ALLOCATION

(Last years estimated adjustment)

Six cities with over $1 million and three times their January 2007 construction allotment in their September 1, 2007 account balance had $18,785,765 in needs redistributed to 75 cities with less than one times their allotment in their account.

Seven cities had over three times their January 2007 construction allotment as their September 1 account balance, but received no adjustment because the balance was less than $1 million.

FOR THE ACTUAL JANUARY 2008 ALLOCATION

(This years actual adjustment)

Two cities with over $1 million and three times their January 2007 construction allotment in their December 31, 2007 account balance had $6,406,299 in needs redistributed to 88 cities with less than one times their allotment in their account.

Five other cities had over three times their January 2007 construction allotment as their December 31, 2007 account balance, but received no adjustment because the balance was less than $1 million.

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UNAMORTIZED BOND ACCOUNT BALANCE

(Amount as of December 31, 2007)

(For Reference, see Bond Adjustment Resolution)

The average principal and interest on all Bond sales cannot exceed 90 percent of the last construction apportionment preceding the Bond sale.
COLUMN B: Total Disbursements and Obligations: The amount of bond applied toward State Aid projects. A Report Of State Contract must be submitted by December 31 of the previous year to get credit for the expenditure.
COLUMN C: Unencumbered Bond Balance Available: The amount of the bond not applied toward a State Aid project.
COLUMN D: Unamortized Bond Balance: The remaining bond principal to be paid on the issue. This payment is made from the city's construction account. Interest payments are made from the maintenance account and are not reflected in this chart.

The bond account adjustment is computed by using two steps.
Step 1: (A minus B) Amount of issue minus disbursements = unencumbered balance.
Step 2: (D minus C) Unamortized bond balance minus unencumbered balance = bond account adjustment.

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Municipality	Date of Issue	(A) Amount of Issue	(B) Total Amount Applied Toward State Aid Projects	(C) (A Minus B) Amount Not Applied Toward State Aid Projects	(D) Remaining Amount of Principal To Be Paid	(D minus C) Bond Account Adjustment
Andover	6-28-01	$2,755,000	$2,755,000	$0	$1,760,000	**$1,760,000**
Apple Valley	3/01/03	5,380,000	0	5,380,000	5,380,000	**0**
Apple Valley	2-01-04	855,000	0	855,000	675,000	**(180,000)**
Brooklyn Park	10/24/05	2,710,000	0	2,710,000	2,525,000	**(185,000)**
Buffalo	6-29-05	845,000	0	845,000	705,000	**(140,000)**
Cambridge	5-01-01	340,000	311,142	28,858	175,000	**146,142**
Coon Rapids	11/29/05	3,555,000	3,555,000	0	2,840,000	**2,840,000**
Eden Prairie	7-01-92	1,940,000	1,902,697	37,303	0	**(37,303)**
Falcon Heights	4-21-80	170,000	142,012	27,988	0	**(27,988)**
Glencoe	06-01-03	974,000	0	974,000	708,000	**(266,000)**
Glencoe	08-01-98	155,000	0	155,000	0	**(155,000)**
Golden Valley	02/20/07	2,560,000	0	2,560,000	2,560,000	**0**
Grand Rapids	08-29-05	1,105,000	768,180	336,820	895,000	**558,180**
Hutchinson	09-13-05	700,000	0	700,000	355,000	**(345,000)**
Lake Elmo	10-01-01	1,080,000	1,080,000	0	580,000	**580,000**
Lakeville	08-21-00	4,290,000	4,290,000	0	3,295,000	**3,295,000**
Lakeville	12-01-01	1,080,000	1,080,000	0	830,000	**830,000**
Little Canada	11-01-93	315,000	300,000	15,000	0	**(15,000)**
Maplewood	08-01-04	5,355,000	5,355,000	0	4,545,000	**4,545,000**
North Branch	10-23-00	320,000	161,790	158,210	0	**(158,210)**
North Branch	8-01-02	785,000	0	785,000	570,000	**(215,000)**
North Branch	8-01-04	1,360,000	0	1,360,000	1,150,000	**(210,000)**
North Mankato	08-01-98	1,900,000	1,900,000	0	920,000	**920,000**
Redwood Falls	12-01-82	215,000	25,000	190,000	0	**(190,000)**
Sartell	07-24-00	1,650,000	1,650,000	0	1,055,000	**1,055,000**
Savage	04-02-00	800,000	0	800,000	470,000	**(330,000)**
Savage	06-17-96	717,775	488,051	229,724	297,775	**68,051**
St. Anthony	07-01-00	950,000	0	950,000	**530,000**	**(420,000)**
Waseca	05-01-05	805,000	0	805,000	640,000	**(165,000)**
Woodbury	07-20-01	4,589,700	4,589,700	0	2,950,000	**2,950,000**
TOTAL		$50,256,475	$30,353,572	$19,902,903	$36,410,775	**$16,507,872**

AFTER THE FACT NON-EXISTING BRIDGE ADJUSTMENT

To compensate for not allowing needs for non-existing structures in the needs study, the Municipal Screening Board passed in the following resolution:

"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 included in the Needs Study.

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Municipality	MSAS Number	Structure Number	First Year of Adjustment	Year of Apport-ionment Expiration	15 Years Amount Expired	Type of Funds	Project Development & Constuction Engineering	Project Needs	Total Needs Adjustment
Chaska	107		1997	2011			$62,344	$346,355	**$408,699**
Coon Rapids	120		1999	2013			160,235	890,196	**1,050,431**
Cottage Grove	111		1997	2011			7,872	43,731	**51,603**
Eden Prairie	107		1997	2011			51,335	285,194	**336,529**
Edina	174		1997	2011			168,883	938,240	**1,107,123**
Farmington	107		2008	2022		Local Funds	229,355	1,042,524	**1,271,879**
Hutchinson	108		1998	2012			212,207	617,479	**829,686**
Lakeville	122		1996	2010			146,346	813,036	**959,382**
Maple Grove	127	97986	2000	2014		MSAS	17,926	99,588	
	135	27A49	2002	2016		Local Funds	125,466	627,329	
	134	27A40	2002	2016		MSAS	62,150	310,749	
	138	27A69	2003	2017		Local Funds	645,000	3,348,800	
	138	27A69	2004	2018		Local Funds	174,300	1,100,000	
	106	27A98	2008	2022		Local Funds	779,366	3,542,574	**10,833,248**
Minneapolis	419		1996	2010			292,653	1,625,850	**1,918,503**
Moorhead	135		1998	2012			175,284	973,801	**1,149,085**
Plymouth	153		1999	2013			171,465	952,585	
	165-007	27A95	2004	2018		MSAS	311,915	1,559,577	
	164-009	27A68	2004	2018		MSAS	115,462	577,312	**3,688,316**
Ramsey	104		1998	2012			54,554	303,077	
	109-002	02569	2006	2020		MSAS	13,359	66,797	**437,787**
Rosemount	104-004	19557	2006	2020		MSAS	292,748	1,463,742	**1,756,490**
Saint Paul	288-003	62598	2005	2019		MSAS, Local	281,122	1,142,855	
	288-004	62616	2006	2020		MSAS	284,960	1,424,802	
	302-002	62617	2006	2020		MSAS	20,380	101,901	**3,256,020**
St. Paul Park	108-001	82027	2006	2020		MSAS	111,838	559,189	**671,027**
Winona	125-006	85555	2007	2021		MSAS	459,710	2,089,593	**2,549,303**
Woodbury	108		1996	2010			253,835	1,410,197	
	102	82518	2006	2020		Local	684,657	3,423,287	**5,771,976**
TOTAL					**$0**		**$6,366,727**	**$31,680,360**	**$38,047,087**

PROJECT LISTING OF RIGHT-OF-WAY ACQUISITION

Acquired in 2007

EXCEL\2008\October 2008 Book\Right of Way Projects 2007 for 2009.xls

MUNICIPALITY	PROJECT	PROJECT AMOUNT	TOTAL ADJUSTMENT
Buffalo	213-117-001	$1,253,922	**$1,253,922**
Coon Rapids	114-104-016	88,980	
	114-127-004	300,000	**388,980**
Duluth	118-147-018	2,382	
	118-151-010	1,270	
	118-160-020	169,871	
	118-178-005	274,983	
	118-196-003	433,491	
	118-200-001	83,810	
	118-201-001	420,846	
	118-202-001	302,253	**1,688,906**
Eagan	195-112-007	597,292	**597,292**
East Bethel	203-103-003	1,750	
	203-109-001	662	**2,412**
Elk River	204-104-007	110,831	**110,831**
Grand Rapids	129-117-001	242,864	**242,864**
Ham Lake	197-107-002	661	**661**
Inver Grove Heights	178-111-001	776,192	**776,192**
Lakeville	188-118-002	478,520	
	188-129-001	531,014	**1,009,534**
Marshall	139-112-005	7,781	**7,781**
Moorhead	144-116-010	97,435	
	144-128-009	998	
	144-128-010	763	
	144-135-005	14,695	**113,891**
Oak Grove	223-103-001	1,085	
	223-120-001	51,912	
	223-121-001	39,951	**92,948**
Otsego	217-107-004	62,912	**62,912**
Plymouth	155-164-011	236,250	**236,250**
Rosemount	208-104-003	79,800	**79,800**
Waite Park	221-101-002	457,819	**457,819**
Woodbury	192-108-003	(1,750,399)	
	192-127-001	775,000	**(975,399)**
			$6,147,596

NEEDS ADJUSTMENT FOR RIGHT-OF-WAY ACQUISITION

(For reference, see Right-of-Way Resolution)

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MUNICIPALITY	1992-2006 RIGHT-OF-WAY EXPENDITURES	+	2007 RIGHT-OF-WAY EXPENDITURES	-	EXPIRED RIGHT-OF-WAY EXPENDITURES	=	TOTAL RIGHT-OF-WAY ADJUSTMENT FOR 2009 APPORTIONMENT
Albert Lea	**$6,827**		--		--		**$6,827**
Albertville	**--**		--		--		**--**
Alexandria	**--**		--		--		**--**
Andover	**5,296**		--		--		**5,296**
Anoka	**4,650**		--		--		**4,650**
Apple Valley	**126,066**		--		--		**126,066**
Arden Hills	**--**		--		--		**--**
Austin	**301,895**		--		--		**301,895**
Baxter	**468,225**		--		--		**468,225**
Belle Plaine	**--**		--		--		**--**
Bemidji	**56,122**		--		--		**56,122**
Big Lake	**--**		--		--		**--**
Blaine	**499,122**		--		($83,781)		**415,341**
Bloomington	**16,363,191**		--		--		**16,363,191**
Brainerd	**640,266**		--		--		**640,266**
Brooklyn Center	**1,653,250**		--		(343,260)		**1,309,990**
Brooklyn Park	**721,219**		--		--		**721,219**
Buffalo	**172,863**		$1,253,922		--		**1,426,785**
Burnsville	**6,260**		--		--		**6,260**
Cambridge	**--**		--		--		**--**
Champlin	**75,229**		--		--		**75,229**
Chanhassen	**--**		--		--		**--**
Chaska	**--**		--		--		**--**
Chisago City	**--**		--		--		**--**
Chisholm	**--**		--		--		**--**
Circle Pines	**--**		--		--		**--**
Cloquet	**--**		--		--		**--**
Columbia Heights	**3,130**		--		--		**3,130**
Coon Rapids	**1,909,014**		388,980		(7,000)		**2,290,994**
Corcoran	**25,058**		--		(5,762)		**19,296**
Cottage Grove	**885,212**		--		(359,561)		**525,651**
Crookston	**--**		--		--		**--**
Crystal	**796,562**		--		(796,562)		**--**
Dayton	**5,281**		--		--		**5,281**
Delano	**--**		--		--		**--**
Detroit Lakes	**49,500**		--		--		**49,500**
Duluth	**739,435**		1,688,906		(7,000)		**2,421,341**
Eagan	**376,961**		597,292		--		**974,253**
East Bethel	**91,886**		2,412		--		**94,298**
East Grand Forks	**--**		--		--		**--**
Eden Prairie	**--**		--		--		**--**
Edina	**398,370**		--		--		**398,370**
Elk River	**1,452,798**		110,831		--		**1,563,629**
Fairmont	**--**		--		--		**--**
Falcon Heights	**--**		--		--		**--**
Faribault	**298,486**		--		--		**298,486**

MUNICIPALITY	1992-2006 RIGHT-OF-WAY EXPENDITURES	+	2007 RIGHT-OF-WAY EXPENDITURES	-	EXPIRED RIGHT-OF-WAY EXPENDITURES	=	TOTAL RIGHT-OF-WAY ADJUSTMENT FOR 2009 APPORTIONMENT
Farmington	**$60,819**		--		--		**$60,819**
Fergus Falls	**94,773**		--		--		**94,773**
Forest Lake	**79,655**		--		--		**79,655**
Fridley	**95,081**		--		--		**95,081**
Glencoe	**--**		--		--		**--**
Golden Valley	**--**		--		--		**--**
Grand Rapids	**67,855**		$242,864		--		**310,719**
Ham Lake	**235,770**		661		--		**236,431**
Hastings	**--**		--		--		**--**
Hermantown	**314,097**		--		--		**314,097**
Hibbing	**133,300**		--		--		**133,300**
Hopkins	**1,000**		--		--		**1,000**
Hugo	**125,690**		--		--		**125,690**
Hutchinson	**341,250**		--		--		**341,250**
International Falls	**--**		--		--		**--**
Inver Grove Heights	**189,800**		776,192		($174,800)		**791,192**
Isanti	**--**		--		--		**--**
Jordan	**--**		--		--		**--**
Kasson	**--**		--		--		**--**
La Crescent	**--**		--		--		**--**
Lake City	**7,000**		--		--		**7,000**
Lake Elmo	**6,310**		--		--		**6,310**
Lakeville	**2,763,597**		1,009,534		--		**3,773,131**
Lino Lakes	**412,101**		--		--		**412,101**
Litchfield	**--**		--		--		**--**
Little Canada	**--**		--		--		**--**
Little Falls	**1,615,118**		--		(159,656)		**1,455,462**
Mahtomedi	**--**		--		--		**--**
Mankato	**416,833**		--		--		**416,833**
Maple Grove	**4,341,965**		--		--		**4,341,965**
Maplewood	**4,738,115**		--		--		**4,738,115**
Marshall	**12,425**		7,781		--		**20,206**
Mendota Heights	**44,304**		--		--		**44,304**
Minneapolis	**5,032,259**		--		(2,713,168)		**2,319,091**
Minnetonka	**2,094,013**		--		--		**2,094,013**
Minnetrista	--		--		--		--
Montevideo	**31,070**		--		--		**31,070**
Monticello	**149,510**		--		--		**149,510**
Moorhead	**605,396**		113,891		--		**719,287**
Morris	**10,500**		--		--		**10,500**
Mound	**1,309,579**		--		--		**1,309,579**
Mounds View	**--**		--		--		**--**
New Brighton	**--**		--		--		**--**
New Hope	**--**		--		--		**--**
New Prague	**--**		--		--		**--**
New Ulm	**--**		--		--		**--**
North Branch	**--**		--		--		**--**
North Mankato	**--**		--		--		**--**
North St. Paul	**461,369**		--		--		**461,369**
Northfield	**--**		--		--		**--**
Oak Grove	**150,149**		92,948		--		**243,097**
Oakdale	**604,264**		--		(151,410)		**452,854**
Orono	**41,351**		--		--		**41,351**

MUNICIPALITY	1992-2006 RIGHT-OF-WAY EXPENDITURES	+	2007 RIGHT-OF-WAY EXPENDITURES	-	EXPIRED RIGHT-OF-WAY EXPENDITURES	=	TOTAL RIGHT-OF-WAY ADJUSTMENT FOR 2009 APPORTIONMENT
Otsego	**$185,776**		$62,912		--		**$248,688**
Owatonna	**119,703**		--		--		**119,703**
Plymouth	**129,206**		236,250		--		**365,456**
Prior Lake	**72,533**		--		--		**72,533**
Ramsey	**500**		--		--		**500**
Red Wing	**774,553**		--		--		**774,553**
Redwood Falls	**--**		--		--		**--**
Richfield	**3,128,369**		--		--		**3,128,369**
Robbinsdale	**--**		--		--		**--**
Rochester	**781,711**		--		($260,098)		**521,613**
Rogers	**--**		--		--		**--**
Rosemount	**289,450**		79,800		--		**369,250**
Roseville	**368,730**		--		(277,721)		**91,009**
Saint Anthony	**--**		--		--		**--**
Saint Cloud	**2,086,112**		--		--		**2,086,112**
Saint Francis	**--**		--		--		**--**
Saint Joseph	**--**		--		--		**--**
Saint Louis Park	**477,778**		--		--		**477,778**
Saint Michael	**86,132**		--		--		**86,132**
Saint Paul	**12,600,341**		--		(1,303,216)		**11,297,125**
Saint Paul Park	**65,293**		--		--		**65,293**
Saint Peter	**57,382**		--		--		**57,382**
Sartell	**193,878**		--		--		**193,878**
Sauk Rapids	**445,208**		--		--		**445,208**
Savage	**400,000**		--		--		**400,000**
Shakopee	**--**		--		--		**--**
Shoreview	**34,532**		--		--		**34,532**
Shorewood	**181,002**		--		--		**181,002**
South St. Paul	**--**		--		--		**--**
Spring Lake Park	**188,005**		--		--		**188,005**
Stewartville	**--**		--		--		**--**
Stillwater	**19,061**		--		--		**19,061**
Thief River Falls	**49,883**		--		--		**49,883**
Vadnais Heights	**--**		--		--		**--**
Victoria	**--**		--		--		**--**
Virginia	**--**		--		--		**--**
Waconia	**--**		--		--		**--**
Waite Park	**229,481**		457,819		--		**687,300**
Waseca	**--**		--		--		**--**
West St. Paul	**--**		--		--		**--**
White Bear Lake	**--**		--		--		**--**
Willmar	**167,616**		--		--		**167,616**
Winona	**8,000**		--		--		**8,000**
Woodbury	**7,651,161**		(975,399)		--		**6,675,762**
Worthington	**491**		--		--		**491**
Wyoming			--		--		**--**
TOTAL	**$85,510,379**		**$6,147,596**		**($6,642,995)**		**$85,014,980**

AFTER THE FACT RETAINING WALL ADJUSTMENT

To compensate for not allowing needs for retaining walls in the Needs Study, the Municipal Screening Board passed the following resolution:

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.

Municipality	Previous Eligible Retaining Wall Expenditures	2007 Eliglble Retaining Wall Expenditures	Expired Retaining Wall Expenditures	Total Retaining Wall Adjustment for 2009 Apportionment
Andover	$20,197	$0	$0	$20,197
Bloomington	55,013	0	0	55,013
Lakeville	118,042	0	0	118,042
Saint Paul	34,371	17,171	0	51,542
TOTAL	**$227,623**	**$17,171**	**$0**	**$244,794**

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October 21, 2008

Thomas Sorel, Commissioner
Mail Stop 100
395 John Ireland Blvd.
St. Paul, MN 55155

Dear Commissioner Sorel:

We, the undersigned, as members of the 2008 Municipal Screening Board, having reviewed all information available in relation to the 25 year money needs of the Municipal State Aid Street System do hereby submit our findings as required by Minnesota Statutes.

We recommend that these findings be modified as required by Screening Board Resolutions, and that any new municipalities that become eligible for State Aid by special census, incorporation, annexation or population estimates have their mileage and resulting money needs established and included in our findings.

This Board, therefore, recommends that the money needs, as listed on the attached, be modified as required and used as the basis for apportioning to the urban municipalities the 2009 Apportionment Sum as provided by Minnesota Statutes, Chapter 162.13, Subdivision 1.

Mel Odens **Willmar** **Chair**	**Shelly Pederson** **Bloomington** **Vice Chair**	**Jeff Hulsether** **Brainerd** **Secretary**
Jim Prusak **Cloquet** **District 1**	**Craig Gray** **Bemidji** **District 2**	**Terry Maurer** **Elk River** **District 3**
Bob Zimmerman **Moorhead** **District 4**	**Jean Keely** **Blaine** **Metro West**	**Katy Gehler-Hess** **Northfield** **District 6**
Ken Saffert **Mankato** **District 7**	**Glenn Olson** **Marshall** **District 8**	**Russ Matthys** **Eagan** **Metro East**
Cindy Voigt **Duluth**	**Don Elwood** **Minneapolis**	**Paul Kurtz** **Saint Paul**

Attachment: Money Needs Listing

2008 ADJUSTED CONSTRUCTION NEEDS RECOMMENDATIONS

Based on the 2008 Needs Study of the 2007 construction needs for the January 2009 allocation

N:\MSAS\EXCEL\2008\OCTOBER 2008 BOOK\2008 Adjusted Construction Needs Recommendations.xls *18-Sep-08*

Municipality	Adjusted Construction Needs	Municipality	Adjusted Construction Needs
Albert Lea	$30,582,257	Forest Lake	$33,028,381
Albertville	10,097,461	Fridley	28,007,503
Alexandria	34,737,716	Glencoe	9,858,142
Andover	43,837,202	Golden Valley	23,728,593
Anoka	14,125,617	Grand Rapids	23,960,355
Apple Valley	43,443,931	Ham Lake	14,494,081
Arden Hills	7,447,688	Hastings	15,417,107
Austin	38,046,641	Hermantown	20,872,256
Baxter	13,522,017	Hibbing	55,229,043
Belle Plaine	9,019,757	Hopkins	13,612,546
Bemidji	16,172,522	Hugo	18,502,229
Big Lake	9,536,635	Hutchinson	21,267,442
Blaine	35,542,531	International Falls	9,738,392
Bloomington	128,475,688	Inver Grove Heights	48,535,911
Brainerd	15,867,351	Isanti	5,011,157
Brooklyn Center	18,459,836	Jordan	8,591,094
Brooklyn Park	45,976,706	Kasson	6,131,242
Buffalo	25,811,652	La Crescent	8,548,989
Burnsville	67,637,611	Lake City	8,066,604
Cambridge	7,654,440	Lake Elmo	11,201,492
Champlin	18,408,360	Lakeville	76,147,823
Chanhassen	19,410,274	Lino Lakes	27,833,939
Chaska	23,556,473	Litchfield	10,479,183
Chisago City	2,686,520	Little Canada	11,981,449
Chisholm	9,893,287	Little Falls	25,353,262
Circle Pines	4,062,715	Mahtomedi	4,166,254
Cloquet	24,789,362	Mankato	40,257,670
Columbia Heights	17,341,820	Maple Grove	88,606,549
Coon Rapids	62,459,047	Maplewood	55,152,998
Corcoran	8,501,611	Marshall	22,934,003
Cottage Grove	49,826,297	Mendota Heights	18,427,650
Crookston	22,670,144	Minneapolis	330,403,265
Crystal	18,003,116	Minnetonka	63,949,528
Dayton	7,511,137	Minnetrista	16,465,421
Delano	11,664,454	Montevideo	8,370,782
Detroit Lakes	17,545,533	Monticello	11,039,333
Duluth	169,854,462	Moorhead	59,318,262
Eagan	56,556,666	Morris	7,712,305
East Bethel	31,785,024	Mound	14,641,702
East Grand Forks	20,071,685	Mounds View	11,799,348
Eden Prairie	49,244,222	New Brighton	20,627,928
Edina	48,047,132	New Hope	16,236,529
Elk River	40,620,754	New Prague	5,577,853
Fairmont	28,976,666	New Ulm	22,599,129
Falcon Heights	2,610,436	North Branch	15,960,555
Faribault	35,784,229	North Mankato	20,227,209
Farmington	24,409,151	North St. Paul	16,377,954

Municipality	Adjusted Construction Needs	Municipality	Adjusted Construction Needs
Fergus Falls	$37,440,299	St. Peter	$20,533,470
Northfield	17,322,875	Sartell	21,180,186
Oak Grove	29,019,533	Sauk Rapids	16,768,117
Oakdale	11,873,519	Savage	21,497,387
Orono	12,494,628	Shakopee	31,146,077
Otsego	23,370,498	Shoreview	22,065,227
Owatonna	35,229,751	Shorewood	8,525,370
Plymouth	69,799,431	South St. Paul	17,356,294
Prior Lake	20,547,754	Spring Lake Park	4,317,179
Ramsey	41,256,525	Stewartville	5,906,491
Red Wing	33,751,673	Stillwater	16,514,426
Redwood Falls	10,903,981	Thief River Falls	25,377,900
Richfield	32,922,651	Vadnais Heights	7,907,800
Robbinsdale	9,923,588	Victoria	5,775,415
Rochester	104,269,623	Virginia	18,472,135
Rogers	7,566,747	Waconia	11,164,289
Rosemount	35,865,638	Waite Park	6,844,227
Roseville	28,809,469	Waseca	8,866,600
St. Anthony	6,913,889	West St. Paul	12,342,415
St. Cloud	92,737,502	White Bear Lake	17,727,778
Saint Francis	18,331,577	Willmar	28,896,710
St. Joseph	4,898,344	Winona	27,885,765
St. Louis Park	39,433,476	Woodbury	72,684,358
St. Michael	38,723,187	Worthington	11,381,903
St. Paul	280,512,458	Wyoming	2,686,520
St. Paul Park	7,342,364	STATE TOTAL	$4,343,821,298

TRUNK HIGHWAY TURNBACK MAINTENANCE ALLOWANCE

The following tabulation shows the Trunk Highway Turnback Maintenance allowance for the 2009 Apportionment. All turnbacks eligible for maintenance payments as of December 31, 2007 are included in this tabulation. The total turnback maintenance apportionment has been computed in accordance with the 1967 Screening Board Resolution. (See Trunk Highway Turnback resolution.)

MSAS\Excel\2008\October 2008 Book\Turnback Maintenance Allowance 2008.xls 18-Sep-08

Msas Route No.	Date of Release	Project Number	Plan Approved	Original Miles Eligible for TB Funding	Miles Constructed with THTB Funds	Current Miles Eligible for TB Maint.	Date of MSAS Designation	Maintenance Allowance Eligible Miles X $7,200	Total Turnback Maintenance Allocation
Brainerd									
122 (TH 18)	11-01-00		No	0.37	0.00	0.37	01-02	$2,664	$2,664
Cambridge									
113 (TH 65)	11-1-94	218-113-02	Yes	2.15	0.29		12-94		
		218-113-004	Yes		0.36				
					0.65	1.50		10,800	10,800
Duluth									
TH 23	12-15-95			14.61			2-1-96		
109(TH23)		118-109-015	Yes		0.28				
115 (TH 23)		**118-115-005**	**Yes**		**0.11**				
126 (TH 23)		118-126-08	Yes		2.36				
126 (TH 23)		118-126-015	Yes		1.98				
152 (TH 23)		118-152-13	Yes		0.21				
147 (TH 23)		118-147-015	Yes		**1.16**				
147 (TH 23)		118-147-016	Yes		**0.45**				
147 (TH 23)		118-147-017	Yes		2.21				
149 (TH 23)		118-149-004	Yes		0.14				
173 (TH 23)		118-173-001	Yes		0.84				
194 (TH 23)		118-194-001	Yes		0.78				
194 (TH23)		**118-194-004**	**Yes**		**0.77**				
194 (TH 23)		118-194-005	Yes		0.42				
194 (TH 23)		118-194-006	Yes		0.34				
TH 61	12-15-95			1.79		2.56	2-1-96	18,432	
172 (TH 61)		**118-172-004**	**Yes**		**0.31**				
193 (TH 61)		118-193-001	Yes		1.27				
195 (TH61)		118-195-001	Yes		0.13				
150 (TH61)		118-150-006	Yes		0.21	0.18		1,296	
				16.40	13.97	2.74		19,728	**19,728**
Fergus Falls									
109 (TH 210)	11-1-94	126-109-11	Yes	1.96	1.66	0.30		2,160	**2,160**
Lino Lakes									
103 (TH 49)	11-1-96		No	0.28	0.00	0.28	01-97	2,016	**2,016**
St. Cloud									
115,131,145 (TH15)	10-90	162-145-01	Yes		1.11				
		162-145-004	**Yes**		**0.18**				
		162-145-005	**Yes**	**1.80**	**0.51**	**0.00**	**12-90**	0	**0**
Shakopee									
TH 300				0.92					
105 (TH 300)	4-27-97		No		0.00		12-02		
122 (TH 300)	4-27-97		No		0.00	0.92	12-02	6,624	**6,624**
TOTAL				**20.12**	**15.73**	**6.11**			**$43,992**

TENTATIVE 2009 M.S.A.S. TOTAL APPORTIONMENT

The following tabulation shows each municipality's tentative construction (money) needs and population apportionment amounts for 2009. The tentative apportionment shown in this summary is for informational purposes only. The actual revenue will be announced in January 2009, when the Commissioner of Transportation determines the annual allotments.

Tentative 2009 APPT.xls 18-Sep-08

Municipality	Tentative 2009 Population Apport. using the 2000 Census or the 2007 Estimate	Tentative 2009 Construction Needs Apportionment	Tentative 2009 Total Apportionment	Distribution Percentage
Albert Lea	$288,282	$402,395	$690,677	0.6037
Albertville	93,269	132,860	226,129	0.1977
Alexandria	180,212	457,072	637,284	0.5571
Andover	480,282	576,801	1,057,083	0.9240
Anoka	283,730	185,862	469,592	0.4105
Apple Valley	776,286	571,627	1,347,913	1.1783
Arden Hills	156,730	97,995	254,725	0.2227
Austin	371,552	500,610	872,162	0.7624
Baxter	121,773	177,920	299,693	0.2620
Belle Plaine	105,857	118,680	224,537	0.1963
Bemidji	206,299	212,795	419,094	0.3663
Big Lake	145,616	125,481	271,097	0.2370
Blaine	888,030	467,662	1,355,692	1.1851
Bloomington	1,342,114	1,690,458	3,032,572	2.6509
Brainerd	219,107	211,443	430,550	0.3764
Brooklyn Center	457,898	242,891	700,789	0.6126
Brooklyn Park	1,141,512	604,952	1,746,464	1.5267
Buffalo	218,966	339,625	558,591	0.4883
Burnsville	963,655	889,962	1,853,617	1.6203
Cambridge	119,529	111,516	231,045	0.2020
Champlin	376,559	242,214	618,773	0.5409
Chanhassen	351,523	255,397	606,920	0.5305
Chaska	373,184	309,951	683,135	0.5972
Chisago City	84,212	35,349	119,561	0.1045
Chisholm	78,483	130,174	208,657	0.1824
Circle Pines	82,407	53,456	135,863	0.1188
Cloquet	184,481	326,174	510,655	0.4464
Columbia Heights	290,699	228,180	518,879	0.4536
Coon Rapids	990,151	821,824	1,811,975	1.5839
Corcoran	90,898	111,863	202,761	0.1772
Cottage Grove	530,353	655,605	1,185,958	1.0367
Crookston	128,586	298,289	426,875	0.3731
Crystal	356,279	236,881	593,160	0.5185
Dayton	78,718	98,830	177,548	0.1552
Delano	81,967	153,479	235,446	0.2058
Detroit Lakes	130,014	230,861	360,875	0.3155
Duluth	1,354,906	2,254,639	3,609,545	3.1552
Eagan	1,053,329	744,161	1,797,490	1.5713
East Bethel	190,304	418,221	608,525	0.5319
East Grand Forks	123,673	264,099	387,772	0.3390
Eden Prairie	974,596	647,946	1,622,542	1.4183
Edina	744,407	632,195	1,376,602	1.2033
Elk River	363,955	534,480	898,435	0.7854
Fairmont	170,919	381,269	552,188	0.4827
Falcon Heights	89,611	34,348	123,959	0.1084
Faribault	357,849	470,842	828,691	0.7244

Municipality	Tentative 2009 Population Apport. using the 2000 Census or the 2007 Estimate	Tentative 2009 Construction Needs Apportionment	Tentative 2009 Total Apportionment	Distribution Percentage
Farmington	$291,782	$321,171	$612,953	0.5358
Fergus Falls	219,296	494,792	714,088	0.6242
Forest Lake	274,595	434,581	709,176	0.6199
Fridley	430,853	368,517	799,370	0.6988
Glencoe	90,271	129,711	219,982	0.1923
Golden Valley	319,612	312,216	631,828	0.5523
Grand Rapids	140,107	315,266	455,373	0.3981
Ham Lake	240,000	190,710	430,710	0.3765
Hastings	352,214	202,855	555,069	0.4852
Hermantown	145,491	274,633	420,124	0.3672
Hibbing	267,955	726,693	994,648	0.8695
Hopkins	275,097	179,111	454,208	0.3970
Hugo	188,703	243,449	432,152	0.3778
Hutchinson	220,081	279,833	499,914	0.4370
International Falls	105,276	128,136	233,412	0.2040
Inver Grove Heights	527,528	638,626	1,166,154	1.0194
Isanti	86,095	65,936	152,031	0.1329
Jordan	83,443	113,040	196,483	0.1718
Kasson	86,645	80,674	167,319	0.1463
La Crescent	80,947	112,486	193,433	0.1691
Lake City	83,458	106,139	189,597	0.1657
Lake Elmo	128,429	147,387	275,816	0.2411
Lakeville	844,927	1,001,938	1,846,865	1.6144
Lino Lakes	311,591	368,249	679,840	0.5943
Litchfield	107,851	137,883	245,734	0.2148
Little Canada	159,429	157,650	317,079	0.2772
Little Falls	132,274	333,593	465,867	0.4072
Mahtomedi	125,650	54,819	180,469	0.1578
Mankato	568,841	529,702	1,098,543	0.9603
Maple Grove	933,283	1,165,867	2,099,150	1.8349
Maplewood	575,481	725,692	1,301,173	1.1374
Marshall	204,682	301,761	506,443	0.4427
Mendota Heights	184,465	242,467	426,932	0.3732
Minneapolis	6,090,556	4,347,381	10,437,937	9.1242
Minnetonka	808,354	841,435	1,649,789	1.4421
Minnetrista	97,852	216,649	314,501	0.2749
Montevideo	85,813	110,141	195,954	0.1713
Monticello	176,633	145,253	321,886	0.2814
Moorhead	562,767	780,498	1,343,265	1.1742
Morris	81,983	101,477	183,460	0.1604
Mound	153,088	192,653	345,741	0.3022
Mounds View	199,942	155,253	355,195	0.3105
New Brighton	351,460	271,418	622,878	0.5445
New Hope	327,633	213,637	541,270	0.4731
New Prague	109,923	73,392	183,315	0.1602
New Ulm	213,378	297,355	510,733	0.4465
North Branch	164,217	210,006	374,223	0.3271
North Mankato	203,034	266,146	469,180	0.4101
North St. Paul	187,244	215,498	402,742	0.3521
Northfield	311,717	227,931	539,648	0.4717
Oak Grove	132,369	381,833	514,202	0.4495
Oakdale	431,936	156,229	588,165	0.5141
Orono	123,076	164,402	287,478	0.2513
Otsego	196,191	307,504	503,695	0.4403

Municipality	Tentative 2009 Population Apport. using the 2000 Census or the 2007 Estimate	Tentative 2009 Construction Needs Apportionment	Tentative 2009 Total Apportionment	Distribution Percentage
Owatonna	$393,825	$463,546	$857,371	0.7495
Plymouth	1,116,759	918,407	2,035,166	1.7790
Prior Lake	347,065	270,363	617,428	0.5397
Ramsey	351,727	542,845	894,572	0.7820
Red Wing	256,449	444,098	700,547	0.6124
Redwood Falls	85,687	143,472	229,159	0.2003
Richfield	540,572	433,190	973,762	0.8512
Robbinsdale	221,682	130,573	352,255	0.3079
Rochester	1,582,914	1,371,959	2,954,873	2.5830
Rogers	109,420	99,562	208,982	0.1827
Rosemount	328,324	471,913	800,237	0.6995
Roseville	535,235	379,069	914,304	0.7992
St. Anthony	133,420	90,972	224,392	0.1961
St. Cloud	1,024,134	1,220,222	2,244,356	1.9619
St. Francis	117,300	241,203	358,503	0.3134
St. Joseph	95,215	64,451	159,666	0.1396
St. Louis Park	709,733	518,858	1,228,591	1.0740
St. Michael	233,611	509,512	743,123	0.6496
St. Paul	4,515,397	3,690,928	8,206,325	7.1735
St. Paul Park	83,882	96,609	180,491	0.1578
St. Peter	172,128	270,175	442,303	0.3866
Sartell	223,816	278,685	502,501	0.4393
Sauk Rapids	202,249	220,632	422,881	0.3697
Savage	397,012	282,858	679,870	0.5943
Shakopee	511,188	416,438	927,626	0.8109
Shoreview	410,605	290,330	700,935	0.6127
Shorewood	119,466	112,175	231,641	0.2025
South St. Paul	316,551	228,371	544,922	0.4763
Spring Lake Park	106,297	56,805	163,102	0.1426
Stewartville	90,789	77,716	168,505	0.1473
Stillwater	284,295	217,294	501,589	0.4385
Thief River Falls	133,656	333,917	467,573	0.4087
Vadnais Heights	205,138	104,049	309,187	0.2703
Victoria	99,359	75,992	175,351	0.1533
Virginia	143,733	243,053	386,786	0.3381
Waconia	152,272	146,898	299,170	0.2615
Waite Park	105,622	90,055	195,677	0.1710
Waseca	154,250	116,665	270,915	0.2368
West St. Paul	304,591	162,399	466,990	0.4082
White Bear Lake	388,897	233,259	622,156	0.5439
Willmar	298,861	380,217	679,078	0.5936
Winona	430,995	366,915	797,910	0.6975
Woodbury	899,080	956,366	1,855,446	1.6219
Worthington	178,609	149,761	328,370	0.2870
Wyoming	99,044	35,350	134,394	0.1175
TOTAL	$57,199,134	$57,199,135	$114,398,269	100.0000

COMPARISON OF THE 2008 ACTUAL TO 2009 TENTATIVE APPORTIONMENT

N:\MSAS\Excel\OCTOBER 2008 Book\Comparison fo the 2008 to 2009 Tentative Apportionment 9/18/2008

Municipality	2008 Actual Total Apportionment	2009 Tentative Total Apportionment	Increase (Decrease) Amount	% Increase (Decrease)
Albert Lea	$702,884	$690,677	($12,207)	(1.7367)
Albertville	221,341	226,129	4,788	2.1632
Alexandria	641,124	637,284	(3,840)	(0.5989)
Andover	1,095,432	1,057,083	(38,349)	(3.5008)
Anoka	473,355	469,592	(3,763)	(0.7950)
Apple Valley	1,321,081	1,347,913	26,832	2.0311
Arden Hills	258,324	254,725	(3,599)	(1.3932)
Austin	929,597	872,162	(57,435)	(6.1785)
Baxter	318,529	299,693	(18,836)	(5.9134)
Belle Plaine	238,971	224,537	(14,434)	(6.0401)
Bemidji	447,778	419,094	(28,684)	(6.4059)
Big Lake	258,056	271,097	13,041	5.0536
Blaine	1,346,257	1,355,692	9,435	0.7008
Bloomington	3,238,134	3,032,572	(205,562)	(6.3482)
Brainerd	440,400	430,550	(9,850)	(2.2366)
Brooklyn Center	712,369	700,789	(11,580)	(1.6256)
Brooklyn Park	1,705,763	1,746,464	40,701	2.3861
Buffalo	550,791	558,591	7,800	1.4161
Burnsville	1,817,486	1,853,617	36,131	1.9880
Cambridge	239,132	231,045	(8,087)	(3.3818)
Champlin	571,194	618,773	47,579	8.3297
Chanhassen	575,862	606,920	31,058	5.3933
Chaska	659,319	683,135	23,816	3.6122
Chisago City	0	119,561	119,561	100.0000
Chisholm	202,208	208,657	6,449	3.1893
Circle Pines	127,823	135,863	8,040	6.2899
Cloquet	517,094	510,655	(6,439)	(1.2452)
Columbia Heights	534,275	518,879	(15,396)	(2.8817)
Coon Rapids	1,743,689	1,811,975	68,286	3.9162
Corcoran	223,397	202,761	(20,636)	(9.2374)
Cottage Grove	1,200,039	1,185,958	(14,081)	(1.1734)
Crookston	440,617	426,875	(13,742)	(3.1188)
Crystal	617,615	593,160	(24,455)	(3.9596)
Dayton	180,002	177,548	(2,454)	(1.3633)
Delano	231,024	235,446	4,422	1.9141
Detroit Lakes	353,756	360,875	7,119	2.0124
Duluth	3,548,085	3,609,545	61,460	1.7322
Eagan	1,740,020	1,797,490	57,470	3.3028
East Bethel	599,754	608,525	8,771	1.4624
East Grand Forks	396,533	387,772	(8,761)	(2.2094)
Eden Prairie	1,721,722	1,622,542	(99,180)	(5.7605)
Edina	1,407,645	1,376,602	(31,043)	(2.2053)
Elk River	862,848	898,435	35,587	4.1244
Fairmont	566,860	552,188	(14,672)	(2.5883)
Falcon Heights	127,572	123,959	(3,613)	(2.8321)
Faribault	864,572	828,691	(35,881)	(4.1501)
Farmington	572,563	612,953	40,390	7.0542
Fergus Falls	725,147	714,088	(11,059)	(1.5251)
Forest Lake	649,085	709,176	60,091	9.2578
Fridley	798,410	799,370	960	0.1202
Glencoe	212,331	219,982	7,651	3.6033
Golden Valley	636,808	631,828	(4,980)	(0.7820)
Grand Rapids	459,063	455,373	(3,690)	(0.8038)

Municipality	2008 Actual Total Apportionment	2009 Tentative Total Apportionment	Increase (Decrease) Amount	% Increase (Decrease)
Ham Lake	$578,149	$430,710	($147,439)	(25.5019)
Hastings	568,760	555,069	(13,691)	(2.4072)
Hermantown	382,009	420,124	38,115	9.9775
Hibbing	1,040,759	994,648	(46,111)	(4.4305)
Hopkins	426,903	454,208	27,305	6.3961
Hugo	420,202	432,152	11,950	2.8439
Hutchinson	511,293	499,914	(11,379)	(2.2255)
International Falls	236,475	233,412	(3,063)	(1.2953)
Inver Grove Heights	1,157,321	1,166,154	8,833	0.7632
Isanti	152,382	152,031	(351)	(0.2303)
Jordan	198,657	196,483	(2,174)	(1.0943)
Kasson	168,777	167,319	(1,458)	(0.8639)
La Crescent	197,200	193,433	(3,767)	(1.9102)
Lake City	184,257	189,597	5,340	2.8981
Lake Elmo	269,098	275,816	6,718	2.4965
Lakeville	1,824,503	1,846,865	22,362	1.2256
Lino Lakes	664,250	679,840	15,590	2.3470
Litchfield	251,242	245,734	(5,508)	(2.1923)
Little Canada	334,976	317,079	(17,897)	(5.3428)
Little Falls	445,270	465,867	20,597	4.6257
Mahtomedi	199,524	180,469	(19,055)	(9.5502)
Mankato	1,106,895	1,098,543	(8,352)	(0.7545)
Maple Grove	2,063,942	2,099,150	35,208	1.7059
Maplewood	1,307,176	1,301,173	(6,003)	(0.4592)
Marshall	466,901	506,443	39,542	8.4690
Mendota Heights	386,913	426,932	40,019	10.3432
Minneapolis	10,783,968	10,437,937	(346,031)	(3.2088)
Minnetonka	1,656,363	1,649,789	(6,574)	(0.3969)
Minnetrista	294,803	314,501	19,698	6.6818
Montevideo	192,173	195,954	3,781	1.9675
Monticello	310,104	321,886	11,782	3.7994
Moorhead	1,265,205	1,343,265	78,060	6.1698
Morris	166,623	183,460	16,837	10.1048
Mound	354,917	345,741	(9,176)	(2.5854)
Mounds View	374,162	355,195	(18,967)	(5.0692)
New Brighton	636,320	622,878	(13,442)	(2.1125)
New Hope	556,287	541,270	(15,017)	(2.6995)
New Prague	183,231	183,315	84	0.0458
New Ulm	513,198	510,733	(2,465)	(0.4803)
North Branch	384,490	374,223	(10,267)	(2.6703)
North Mankato	459,729	469,180	9,451	2.0558
North St. Paul	414,197	402,742	(11,455)	(2.7656)
Northfield	494,904	539,648	44,744	9.0409
Oak Grove	506,240	514,202	7,962	1.5728
Oakdale	614,702	588,165	(26,537)	(4.3171)
Orono	293,789	287,478	(6,311)	(2.1481)
Otsego	477,804	503,695	25,891	5.4187
Owatonna	870,900	857,371	(13,529)	(1.5535)
Plymouth	2,041,429	2,035,166	(6,263)	(0.3068)
Prior Lake	608,442	617,428	8,986	1.4769
Ramsey	888,730	894,572	5,842	0.6573
Red Wing	730,424	700,547	(29,877)	(4.0904)
Redwood Falls	228,979	229,159	180	0.0786
Richfield	1,003,137	973,762	(29,375)	(2.9283)
Robbinsdale	356,669	352,255	(4,414)	(1.2376)
Rochester	2,815,229	2,954,873	139,644	4.9603

Municipality	2008 Actual Total Apportionment	2009 Tentative Total Apportionment	Increase (Decrease) Amount	% Increase (Decrease)
Rogers	$203,859	$208,982	$5,123	2.5130
Rosemount	775,018	800,237	25,219	3.2540
Roseville	912,398	914,304	1,906	0.2089
St. Anthony	222,206	224,392	2,186	0.9838
St. Cloud	2,170,439	2,244,356	73,917	3.4056
St. Francis	342,496	358,503	16,007	4.6736
St. Joseph	151,530	159,666	8,136	5.3692
St. Louis Park	1,257,802	1,228,591	(29,211)	(2.3224)
St. Michael	573,954	743,123	169,169	29.4743
St. Paul	8,442,408	8,206,325	(236,083)	(2.7964)
St. Paul Park	198,181	180,491	(17,690)	(8.9262)
St. Peter	440,446	442,303	1,857	0.4216
Sartell	504,281	502,501	(1,780)	(0.3530)
Sauk Rapids	439,293	422,881	(16,412)	(3.7360)
Savage	679,521	679,870	349	0.0514
Shakopee	840,167	927,626	87,459	10.4097
Shoreview	728,122	700,935	(27,187)	(3.7339)
Shorewood	232,477	231,641	(836)	(0.3596)
South St. Paul	551,070	544,922	(6,148)	(1.1156)
Spring Lake Park	160,510	163,102	2,592	1.6149
Stewartville	177,590	168,505	(9,085)	(5.1157)
Stillwater	494,289	501,589	7,300	1.4769
Thief River Falls	451,482	467,573	16,091	3.5640
Vadnais Heights	316,288	309,187	(7,101)	(2.2451)
Victoria	188,736	175,351	(13,385)	(7.0919)
Virginia	390,393	386,786	(3,607)	(0.9239)
Waconia	303,473	299,170	(4,303)	(1.4179)
Waite Park	177,331	195,677	18,346	10.3456
Waseca	258,707	270,915	12,208	4.7189
West St. Paul	446,246	466,990	20,744	4.6486
White Bear Lake	621,092	622,156	1,064	0.1713
Willmar	687,211	679,078	(8,133)	(1.1835)
Winona	805,372	797,910	(7,462)	(0.9265)
Woodbury	1,855,437	1,855,446	9	0.0005
Worthington	353,726	328,370	(25,356)	(7.1683)
Wyoming	0	134,394	134,394	100.0000
TOTAL	**$114,398,269**	**$114,398,269**	**$0**	**0.0000**

70 Cities Increased Their Estimated Total Apportionment
75 Cities Decreased Their Estimated Total Apportionment

TENTATIVE 2009 APPORTIONMENT RANKINGS

Rankings are from highest apportionment per Needs mile to lowest. Bridges in some cities increase the costs.
The potential new cities of Chisago City and Wyoming are not included

MSA\S\Excel\October 2008 Book\Tentative 2009 Apportionment Rankings

Municipality	2008 Total Needs Mileage	2009 Tentative Population Apportionment Per Need Mile
MINNEAPOLIS	207.88	$29,298
HOPKINS	9.99	27,537
ST PAUL	164.81	27,398
FALCON HEIGHTS	3.29	27,237
NEW HOPE	12.70	25,798
VADNAIS HEIGHTS	8.45	24,277
COON RAPIDS	41.83	23,671
CIRCLE PINES	3.53	23,345
COLUMBIA HEIGHTS	12.50	23,256
NEW BRIGHTON	15.26	23,031
ST LOUIS PARK	31.38	22,617
WEST ST PAUL	13.54	22,496
ST ANTHONY	5.95	22,424
OAKDALE	19.30	22,380
EAGAN	47.63	22,115
ROBBINSDALE	10.11	21,927
ANOKA	13.14	21,593
RICHFIELD	25.11	21,528
BROOKLYN CENTER	21.40	21,397
BURNSVILLE	45.04	21,396
SHOREVIEW	19.52	21,035
APPLE VALLEY	36.91	21,032
ARDEN HILLS	7.53	20,814
EDEN PRAIRIE	47.08	20,701
WASECA	7.61	20,269
CRYSTAL	17.88	19,926
STEWARTVILLE	4.59	19,780
WINONA	22.29	19,336
PLYMOUTH	57.80	19,321
BROOKLYN PARK	59.36	19,230
WHITE BEAR LAKE	20.35	19,110
CHAMPLIN	19.92	18,904
FRIDLEY	22.87	18,839
SOUTH ST PAUL	16.82	18,820

Municipality	2008 Total Needs Mileage	2009 Tentative Money Needs Apportionment Per Need Mile
CROOKSTON	11.65	$25,604
DELANO	6.11	25,119
MOUND	8.17	23,581
BLOOMINGTON	72.54	23,304
ST PAUL	164.81	22,395
ST MICHAEL	22.92	22,230
THIEF RIVER FALLS	15.50	21,543
MINNEAPOLIS	207.88	20,913
MAPLE GROVE	55.75	20,912
MAPLEWOOD	35.73	20,310
ST FRANCIS	11.94	20,201
FERGUS FALLS	24.67	20,056
FARIBAULT	23.60	19,951
BUFFALO	17.08	19,884
FARMINGTON	16.23	19,789
BURNSVILLE	45.04	19,759
ALEXANDRIA	23.17	19,727
COON RAPIDS	41.83	19,647
INVER GROVE HEIGHTS	32.51	19,644
DULUTH	114.84	19,633
FAIRMONT	19.70	19,354
LA CRESCENT	5.84	19,261
JORDAN	5.89	19,192
NORTH ST PAUL	11.40	18,903
ST CLOUD	64.78	18,836
ALBERTVILLE	7.15	18,582
GRAND RAPIDS	17.00	18,545
COTTAGE GROVE	35.51	18,463
NEW ULM	16.11	18,458
COLUMBIA HEIGHTS	12.50	18,254
LITTLE FALLS	18.34	18,189
FOREST LAKE	24.08	18,047
RED WING	24.65	18,016
HOPKINS	9.99	17,929

Municipality	2008 Total Needs Mileage	2009 Tentative Total Apportionment Per Need Mile
MINNEAPOLIS	207.88	$50,211
ST PAUL	164.81	49,793
HOPKINS	9.99	45,466
COON RAPIDS	41.83	43,318
NEW HOPE	12.70	42,620
MOUND	8.17	42,318
BLOOMINGTON	72.54	41,806
COLUMBIA HEIGHTS	12.50	41,510
BURNSVILLE	45.04	41,155
NEW BRIGHTON	15.26	40,818
ST LOUIS PARK	31.38	39,152
RICHFIELD	25.11	38,780
DELANO	6.11	38,535
CIRCLE PINES	3.53	38,488
FARMINGTON	16.23	37,767
EAGAN	47.63	37,739
ST ANTHONY	5.95	37,713
FALCON HEIGHTS	3.29	37,678
MAPLE GROVE	55.75	37,653
STEWARTVILLE	4.59	36,711
CROOKSTON	11.65	36,642
VADNAIS HEIGHTS	8.45	36,590
APPLE VALLEY	36.91	36,519
MAPLEWOOD	35.73	36,417
SHOREVIEW	19.52	35,909
INVER GROVE HEIGHTS	32.51	35,871
WINONA	22.29	35,797
ANOKA	13.14	35,738
WASECA	7.61	35,600
NORTH ST PAUL	11.40	35,328
PLYMOUTH	57.80	35,210
FARIBAULT	23.60	35,114
FRIDLEY	22.87	34,953
ROCHESTER	84.55	34,948

Municipality	2008 Total Needs Mileage	2009 Tentative Population Apportionment Per Need Mile
MOUND	8.17	$18,738
ROCHESTER	84.55	18,722
BLAINE	47.87	18,551
BLOOMINGTON	72.54	18,502
EDINA	40.27	18,485
ROSEVILLE	29.12	18,380
NORTHFIELD	17.06	18,272
SPRING LAKE PARK	5.82	18,264
CHASKA	20.47	18,231
FARMINGTON	16.23	17,978
WAITE PARK	6.12	17,258
ST JOSEPH	5.52	17,249
STILLWATER	16.51	17,220
MANKATO	33.31	17,077
KASSON	5.08	17,056
PRIOR LAKE	20.41	17,005
MAPLE GROVE	55.75	16,741
WOODBURY	53.78	16,718
HASTINGS	21.24	16,583
NORTH ST PAUL	11.40	16,425
CHANHASSEN	21.47	16,373
INVER GROVE HEIGHTS	32.51	16,227
MAPLEWOOD	35.73	16,106
MOUNDS VIEW	12.43	16,085
MINNETONKA	50.86	15,894
NEW PRAGUE	6.95	15,816
ST CLOUD	64.78	15,809
WORTHINGTON	11.39	15,681
VICTORIA	6.44	15,428
SAVAGE	26.13	15,194
FARIBAULT	23.60	15,163
WACONIA	10.12	15,047
OWATONNA	26.25	15,003
COTTAGE GROVE	35.51	14,935
MONTICELLO	12.08	14,622
MAHTOMEDI	8.62	14,577
SAUK RAPIDS	14.01	14,436
SHAKOPEE	35.80	14,279

Municipality	2008 Total Needs Mileage	2009 Tentative Money Needs Apportionment Per Need Mile
MOORHEAD	43.61	$17,897
NEW BRIGHTON	15.26	17,786
WOODBURY	53.78	17,783
HERMANTOWN	15.50	17,718
ST PETER	15.26	17,705
NORTH MANKATO	15.07	17,661
OWATONNA	26.25	17,659
REDWOOD FALLS	8.20	17,497
AUSTIN	28.62	17,492
RICHFIELD	25.11	17,252
ALBERT LEA	23.40	17,196
MINNETRISTA	12.71	17,046
STEWARTVILLE	4.59	16,932
NEW HOPE	12.70	16,822
LAKEVILLE	60.02	16,693
MINNETONKA	50.86	16,544
ST LOUIS PARK	31.38	16,535
MENDOTA HEIGHTS	14.67	16,528
EAST GRAND FORKS	16.01	16,496
WINONA	22.29	16,461
MARSHALL	18.47	16,338
CHISHOLM	7.99	16,292
ROCHESTER	84.55	16,227
GLENCOE	8.02	16,173
FRIDLEY	22.87	16,114
LINO LAKES	23.09	15,948
MANKATO	33.31	15,902
INTERNATIONAL FALLS	8.06	15,898
ST PAUL PARK	6.08	15,890
PLYMOUTH	57.80	15,889
KASSON	5.08	15,881
SAUK RAPIDS	14.01	15,748
LITCHFIELD	8.77	15,722
EDINA	40.27	15,699
EAGAN	47.63	15,624
OAK GROVE	24.56	15,547
SARTELL	17.97	15,508
APPLE VALLEY	36.91	15,487

Municipality	2008 Total Needs Mileage	2009 Tentative Total Apportionment Per Need Mile
ROBBINSDALE	10.11	$34,842
ST CLOUD	64.78	34,646
WOODBURY	53.78	34,501
WEST ST PAUL	13.54	34,490
EDEN PRAIRIE	47.08	34,464
EDINA	40.27	34,184
ARDEN HILLS	7.53	33,828
COTTAGE GROVE	35.51	33,398
CHASKA	20.47	33,372
JORDAN	5.89	33,359
CRYSTAL	17.88	33,174
LA CRESCENT	5.84	33,122
MANKATO	33.31	32,979
KASSON	5.08	32,937
BROOKLYN CENTER	21.40	32,747
BUFFALO	17.08	32,704
OWATONNA	26.25	32,662
MINNETONKA	50.86	32,438
ST MICHAEL	22.92	32,422
SOUTH ST PAUL	16.82	32,397
WAITE PARK	6.12	31,973
NEW ULM	16.11	31,703
NORTHFIELD	17.06	31,632
ALBERTVILLE	7.15	31,626
DULUTH	114.84	31,431
ROSEVILLE	29.12	31,398
NORTH MANKATO	15.07	31,133
CHAMPLIN	19.92	31,063
MOORHEAD	43.61	30,802
LAKEVILLE	60.02	30,771
WHITE BEAR LAKE	20.35	30,573
OAKDALE	19.30	30,475
AUSTIN	28.62	30,474
STILLWATER	16.51	30,381
PRIOR LAKE	20.41	30,251
SAUK RAPIDS	14.01	30,184
THIEF RIVER FALLS	15.50	30,166
ST FRANCIS	11.94	30,025

Municipality	2008 Total Needs Mileage	2009 Tentative Population Apportionment Per Need Mile
LITTLE CANADA	11.25	$14,171
JORDAN	5.89	14,167
LAKEVILLE	60.02	14,077
SHOREWOOD	8.61	13,875
LA CRESCENT	5.84	13,861
ST PAUL PARK	6.08	13,796
BIG LAKE	10.65	13,673
GOLDEN VALLEY	23.57	13,560
LINO LAKES	23.09	13,495
NORTH MANKATO	15.07	13,473
DELANO	6.11	13,415
NEW ULM	16.11	13,245
BRAINERD	16.56	13,231
INTERNATIONAL FALLS	8.06	13,062
ALBERTVILLE	7.15	13,045
AUSTIN	28.62	12,982
MOORHEAD	43.61	12,905
BUFFALO	17.08	12,820
ISANTI	6.79	12,680
MENDOTA HEIGHTS	14.67	12,574
BELLE PLAINE	8.46	12,513
SARTELL	17.97	12,455
BEMIDJI	16.64	12,398
ALBERT LEA	23.40	12,320
LITCHFIELD	8.77	12,298
WILLMAR	24.76	12,070
DULUTH	114.84	11,798
HUTCHINSON	19.10	11,523
ANDOVER	42.08	11,414
FOREST LAKE	24.08	11,403
ST PETER	15.26	11,280
GLENCOE	8.02	11,256
MARSHALL	18.47	11,082
CROOKSTON	11.65	11,037
ROSEMOUNT	30.96	10,605
REDWOOD FALLS	8.20	10,450
RED WING	24.65	10,404
ST MICHAEL	22.92	10,192
MONTEVIDEO	8.55	10,037

Municipality	2008 Total Needs Mileage	2009 Tentative Money Needs Apportionment Per Need Mile
WILLMAR	24.76	$15,356
WASECA	7.61	15,330
ST ANTHONY	5.95	15,289
VIRGINIA	15.91	15,277
ROSEMOUNT	30.96	15,243
CIRCLE PINES	3.53	15,143
CHASKA	20.47	15,142
CLOQUET	21.67	15,052
SHOREVIEW	19.52	14,873
WAITE PARK	6.12	14,715
ELK RIVER	36.36	14,700
HUTCHINSON	19.10	14,651
WACONIA	10.12	14,516
EAST BETHEL	28.85	14,496
RAMSEY	37.47	14,487
ANOKA	13.14	14,145
BELLE PLAINE	8.46	14,028
LITTLE CANADA	11.25	14,013
EDEN PRAIRIE	47.08	13,763
OTSEGO	22.41	13,722
ANDOVER	42.08	13,707
SOUTH ST PAUL	16.82	13,577
HIBBING	53.74	13,522
NORTHFIELD	17.06	13,361
CRYSTAL	17.88	13,248
PRIOR LAKE	20.41	13,247
GOLDEN VALLEY	23.57	13,246
ORONO	12.43	13,226
STILLWATER	16.51	13,161
WORTHINGTON	11.39	13,148
SHOREWOOD	8.61	13,028
ROSEVILLE	29.12	13,017
ARDEN HILLS	7.53	13,014
ROBBINSDALE	10.11	12,915
MONTEVIDEO	8.55	12,882
BEMIDJI	16.64	12,788
BRAINERD	16.56	12,768
LAKE CITY	8.39	12,651
MOUNDS VIEW	12.43	12,490

Municipality	2008 Total Needs Mileage	2009 Tentative Total Apportionment Per Need Mile
ST PAUL PARK	6.08	$29,686
WACONIA	10.12	29,562
ALBERT LEA	23.40	29,516
FOREST LAKE	24.08	29,451
LINO LAKES	23.09	29,443
BROOKLYN PARK	59.36	29,422
MENDOTA HEIGHTS	14.67	29,102
ST PETER	15.26	28,984
INTERNATIONAL FALLS	8.06	28,959
FERGUS FALLS	24.67	28,946
ST JOSEPH	5.52	28,925
WORTHINGTON	11.39	28,830
MOUNDS VIEW	12.43	28,576
RED WING	24.65	28,420
BLAINE	47.87	28,320
CHANHASSEN	21.47	28,268
LITTLE CANADA	11.25	28,185
FAIRMONT	19.70	28,030
SPRING LAKE PARK	5.82	28,024
LITCHFIELD	8.77	28,020
SARTELL	17.97	27,963
REDWOOD FALLS	8.20	27,946
ALEXANDRIA	23.17	27,505
GLENCOE	8.02	27,429
WILLMAR	24.76	27,426
MARSHALL	18.47	27,420
VICTORIA	6.44	27,228
HERMANTOWN	15.50	27,105
SHOREWOOD	8.61	26,904
GOLDEN VALLEY	23.57	26,806
GRAND RAPIDS	17.00	26,787
MONTICELLO	12.08	26,646
BELLE PLAINE	8.46	26,541
NEW PRAGUE	6.95	26,376
HUTCHINSON	19.10	26,174
HASTINGS	21.24	26,133
CHISHOLM	7.99	26,115
SAVAGE	26.13	26,019
BRAINERD	16.56	25,999

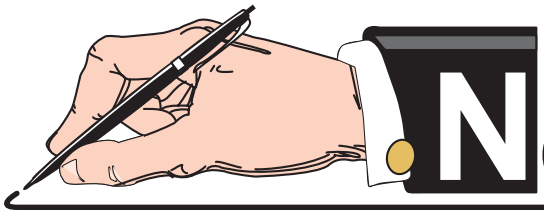
Municipality	2008 Total Needs Mileage	2009 Tentative Population Apportionment Per Need Mile
ELK RIVER	36.36	$10,010
LAKE CITY	8.39	9,947
ORONO	12.43	9,902
ST FRANCIS	11.94	9,824
CHISHOLM	7.99	9,823
RAMSEY	37.47	9,387
HERMANTOWN	15.50	9,387
ROGERS	11.72	9,336
HUGO	20.61	9,156
CAMBRIDGE	13.08	9,138
MORRIS	9.03	9,079
VIRGINIA	15.91	9,034
LAKE ELMO	14.38	8,931
FERGUS FALLS	24.67	8,889
OTSEGO	22.41	8,755
FAIRMONT	19.70	8,676
THIEF RIVER FALLS	15.50	8,623
CLOQUET	21.67	8,513
GRAND RAPIDS	17.00	8,242
DAYTON	9.72	8,099
ALEXANDRIA	23.17	7,778
EAST GRAND FORKS	16.01	7,725
MINNETRISTA	12.71	7,699
HAM LAKE	31.24	7,682
BAXTER	16.04	7,592
NORTH BRANCH	22.53	7,289
LITTLE FALLS	18.34	7,212
EAST BETHEL	28.85	6,596
CORCORAN	14.80	6,142
DETROIT LAKES	22.05	5,896
OAK GROVE	24.56	5,390
HIBBING	53.74	4,986
TOTAL		**$14,904**

Municipality	2008 Total Needs Mileage	2009 Tentative Money Needs Apportionment Per Need Mile
VADNAIS HEIGHTS	8.45	$12,313
CHAMPLIN	19.92	12,159
MONTICELLO	12.08	12,024
WEST ST PAUL	13.54	11,994
CHANHASSEN	21.47	11,896
HUGO	20.61	11,812
VICTORIA	6.44	11,800
BIG LAKE	10.65	11,782
ST JOSEPH	5.52	11,676
SHAKOPEE	35.80	11,632
WHITE BEAR LAKE	20.35	11,462
BROOKLYN CENTER	21.40	11,350
MORRIS	9.03	11,238
BAXTER	16.04	11,092
SAVAGE	26.13	10,825
NEW PRAGUE	6.95	10,560
DETROIT LAKES	22.05	10,470
FALCON HEIGHTS	3.29	10,440
LAKE ELMO	14.38	10,249
BROOKLYN PARK	59.36	10,191
DAYTON	9.72	10,168
BLAINE	47.87	9,769
SPRING LAKE PARK	5.82	9,760
ISANTI	6.79	9,711
HASTINGS	21.24	9,551
NORTH BRANCH	22.53	9,321
CAMBRIDGE	13.08	8,526
ROGERS	11.72	8,495
OAKDALE	19.30	8,095
CORCORAN	14.80	7,558
MAHTOMEDI	8.62	6,360
HAM LAKE	31.24	6,105
		$15,295

Municipality	2008 Total Needs Mileage	2009 Tentative Total Apportionment Per Need Mile
SHAKOPEE	35.80	$25,911
ROSEMOUNT	30.96	25,847
BIG LAKE	10.65	25,455
LITTLE FALLS	18.34	25,402
BEMIDJI	16.64	25,186
ANDOVER	42.08	25,121
MINNETRISTA	12.71	24,744
ELK RIVER	36.36	24,709
VIRGINIA	15.91	24,311
EAST GRAND FORKS	16.01	24,221
RAMSEY	37.47	23,874
CLOQUET	21.67	23,565
ORONO	12.43	23,128
MONTEVIDEO	8.55	22,919
LAKE CITY	8.39	22,598
OTSEGO	22.41	22,476
ISANTI	6.79	22,390
EAST BETHEL	28.85	21,093
HUGO	20.61	20,968
OAK GROVE	24.56	20,937
MAHTOMEDI	8.62	20,936
MORRIS	9.03	20,317
LAKE ELMO	14.38	19,181
BAXTER	16.04	18,684
HIBBING	53.74	18,509
DAYTON	9.72	18,266
ROGERS	11.72	17,831
CAMBRIDGE	13.08	17,664
NORTH BRANCH	22.53	16,610
DETROIT LAKES	22.05	16,366
HAM LAKE	31.24	13,787
CORCORAN	14.80	13,700
		$30,199

OTHER

TOPICS



NOTES and COMMENTS

Certification of MSAS System as Complete

A Certification of a Municipal State Aid Street System may occur when a City certifies to the Commissioner of Transportation that its state aid routes are improved to state aid standards or have no other needs beyond additional surfacing or shouldering needs as identified in the annual State Aid Needs Report. This authority exists under Minnesota Rules 8820.1800 subpart 2, which reads in part:

> ***When the county board or governing body of an urban municipality desires to use a part of its state aid allocation on local roads or streets not on an approved state aid system, it shall certify to the commissioner that its state aid routes are improved to state aid standards or are in an adequate condition that does not have needs other than additional surfacing or shouldering needs identified in its respective state aid needs report. That portion of the county or city apportionment attributable to needs must not be used on the local system***.

When a system is certified as complete, the certification shall be good for two years. The dollar amount eligible for use on local streets will be based on the population portion of the annual construction apportionment. The beginning construction account figure for this calculation shall be the construction account balance from December 31 of the year preceding certification plus the amount of the current years construction account which is not generated by construction needs.

The dollar amount eligible to be spent on local street systems is determined as follows:

> Determine what percentage the population apportionment is of the total apportionment. This percent is then multiplied times the construction allotment. This is the amount of the construction allotment that is generated from the population apportionment. Only its construction allotment is used because the city has already received its maintenance allotment. This is done for each year that there is less money in the city's unencumbered construction fund account than was generated by its population apportionment.
>
> Population Apportionment / Total Apportionment * Construction Allocation = Local Amount Available.

This formula is used in each preceding year until the balance remaining in the construction account is less than the construction allocation. Then the balance remaining replaces the construction allocation in the above formula.

LOCAL AMOUNT AVAILABLE AS OF September 7, 2008

Prepared for the October 2008 booklet
Construction Account Balances as of September 7, 2008
THE MAXIMUM LOCAL AMOUNT AVAILABLE MAY CHANGE UPON RECEIPT OF ANY PAYMENT REQUE

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	Fridley	Columbia Heights	Falcon Heights	South St. Paul
A **Total 2008 Construction Allocation minus any GF Advance Repayment**	$598,807	$400,706	$82,922	$413,302
B **Amount of 2008 Construction Allocation based on Population**	$327,252	$220,798	$59,681	$240,434
C **Amount of 2008 Construction Allocation based on Needs**	$271,555	$179,908	$23,241	$172,868
D **Local Amount Remaining from Previous Years (based on population)**	$347,884	($17,304)	$195,053	$491,451
E **Maximum Local Amount Available after January 2008 Allocation**	$675,136	$203,494	$254,734	$731,885
F **Amount Spent on Local Projects as of September 7, 2008**	$633,750	$203,494	$0	$0
G **Amount Spent on SA Projects as of September 7, 2008**	$171,000	$20,652	$0	$413,332
H **Construction Account Balance as of September 7, 2008**	$588,701	$637,746	$105,173	$628,074
I **Maximum Local Amount Available as of August 23, 2007**	**$41,386**	**$0**	**$254,734**	**$491,421**

To Calculate the MAXIMUM LOCAL AMOUNT AVAILABLE AS OF A CERTAIN DATE (Row I):

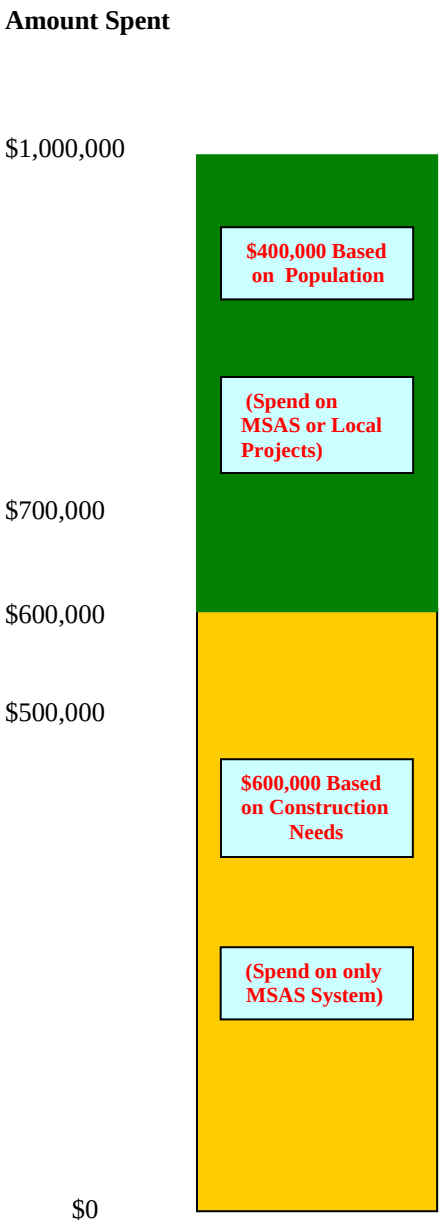
If G is LESS THAN C, then:

Row I equals E minus F

if G is GREATER THAN C, then:

Row I equals E minus the quantity (G minus C)

Certification of MSAS System as Complete



Graph Example:

A city receives a $1,000,000 Construction Allotment and a Maximum of $400,000 is available for Local projects.

The whole $1,000,000 is available for State Aid Projects, but any amount over $600,000 will reduce the Local Amount Available. Therefore, a city's Maximum Local Amount Available could be reduced without having requested payment for any Local Projects.

If the city spends $700,000 on State Aid Projects, a maximum of $300,000 will be available to be spent on Local Projects.

If a city spends $500,000 on Local Projects, $100,000 will be deducted from next years Local Amount Available.

PAST HISTORY OF ADMINISTRATIVE ACCOUNT

1 1/2 % of the total funds available are set aside for the administration of State Aid. The account is used for expenses of Screening Board meetings, Variances meetings, printing of State Aid material etc.

N:\MSAS\EXCEL\OCTOBER 2008 BOOK\PAST HISTORY OF ADMINISTRATIVE ACCOUNT 2008.XLS

Year	January Allotment	Year End Balance	Spent
1958	$113,220	$48,310	$64,910
1959	125,999	55,370	70,629
1960	129,466	58,933	70,533
1961	140,825	75,036	65,789
1962	137,980	70,875	67,105
1963	144,585	75,094	69,491
1964	168,526	102,385	66,141
1965	173,875	96,136	77,739
1966	178,253	85,079	93,174
1967	190,524	122,185	68,339
1968	219,458	117,878	101,580
1969	231,452	134,416	97,036
1970	252,736	147,968	104,768
1971	279,357	165,927	113,430
1972	280,143	167,410	112,733
1973	284,923	160,533	124,390
1974	333,944	130,460	203,484
1975	349,512	158,851	190,661
1976	347,940	264,874	83,066
1977	424,767	160,365	264,402
1978	426,786	139,580	287,206
1979	473,075	257,782	215,293
1980	521,544	171,544	350,000
1981	544,123	222,062	322,061
1982	646,373	251,781	394,592
1983	710,025	297,847	412,178
1984	745,773	322,730	423,043
1985	874,173	421,719	452,454
1986	903,824	427,562	476,262
1987	806,340	331,589	474,751
1988	895,092	387,171	507,921
1989	1,111,120	582,918	528,202
1990	1,248,109	218,586	1,029,523
1991	1,216,604	502,044	714,560
1992	1,239,228	493,170	746,058
1993	1,274,377	466,634	807,743
1994	1,231,781	417,972	813,809
1995	1,251,307	153,996	1,097,311
1996	1,394,929	225,105	1,169,824
1997	1,386,626	111,442	1,275,184
1998	1,442,625	161,000	1,281,625
1999	1,511,148	0	1,511,148
2000	1,583,411	1,230,268	353,143
2001	1,667,638	59,228	1,608,410
2002	1,751,908	218,367	1,533,541
2003	1,663,000	133,528	1,529,472
2004	1,690,756	202,354	1,488,402
2005	1,711,766	233,718	1,478,048
2006	1,706,134	105,248	1,600,886
2007	1,752,250	89,375	1,662,875
2008	1,750,808		

The unexpended balance of the administration account at the end of the year is transferred back to the state aid fund from which it was obtained for distribution.

RESEARCH ACCOUNT MOTION

Each year the Screening Board, provided for in section 162.13, Subdivision 3, may recommend to the commissioner a sum of money that the commissioner shall set aside from the municipal state aid street fund and credit to a research account. The amount so recommended shall not exceed 1/2 of 1% of the preceding apportionment. Any balance remaining in the research account at the end of the each year from sum set aside for the year immediately previous, shall be transferred to the MSAS fund.

Be it resolved that an amount of $571,991 (not to exceed 1/2 of 1% of the 2008 M.S.A.S. Apportionment sum of $114,398,269) shall be set aside from the 2009 Apportionment fund and be credited to the research account.

MOTION BY:
SECONDED BY:

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PAST HISTORY OF RESEARCH ACCOUNT

	Allotment	Balance	Spent
1958	$0	$0	$0
1959	0	0	0
1960	20,271	10,911	9,360
1961	20,926	18,468	2,458
1962	22,965	21,661	1,304
1963	22,594	18,535	4,059
1964	23,627	24,513	0
1965	27,418	15,763	11,655
1966	28,426	17,782	10,644
1967	29,155	31,944	0
1968	31,057	28,433	2,624
1969	35,719	34,241	1,478
1970	37,803	35,652	2,151
1971	41,225	37,914	3,311
1972	45,227	44,468	759
1973	45,846	36,861	8,985
1974	46,622	19,268	27,354
1975	54,321	35,755	18,566
1976	57,103	33,901	23,202
1977	56,983	33,674	23,309
1978	68,990	70,787	0
1979	69,665	0	69,665
1980	77,116	36,352	40,764
1981	85,031	33,940	51,091
1982	88,920	47,990	40,930
1983	105,082	37,656	67,426
1984	115,766	57,879	57,887
1985	121,838	73,118	48,720

PAST HISTORY OF RESEARCH ACCOUNT			
	Allotment	Balance	Spent
1986	$142,188	$98,607	$43,581
1987	147,745	82,479	65,266
1988	132,754	72,201	60,553
1989	145,953	42,379	103,574
1990	191,254	40,960	150,294
1991	203,793	3,445	200,348
1992	202,774	19,247	183,527
1993	207,386	18,150	189,236
1994	403,939	0	403,939
1995	403,415	0	403,415
1996	408,593	0	408,593
1997	453,703	0	453,703
1998	452,040	0	452,040
1999	469,141	0	469,141
2000	487,286	0	487,286
2001	516,013	0	516,013
2002	542,790	0	542,790
2003	582,170	0	582,170
2004	544,962	0	544,962
2005	554,452	0	554,452
2006	559,118	0	559,118
2007	557,436	0	557,436
2008	572,095	0	572,095
2009	571,991		

Transportation Revolving Loan Fund

In November 1995, the federal government established the State Infrastructure Bank (SIB) program through the National Highway System Designation Act to finance transportation projects by eligible borrowers. The purpose of the SIB program is to attract new funding into transportation, encourage innovative approaches to financing transportation projects, and help build needed transportation infrastructure. SIB operates much like a commercial bank by offering loans and other types of financial assistance to eligible borrowers to finance transportation projects. When the loans are repaid, the funds are returned to the SIB and used to finance another set of projects, creating a continually expanding pool of money for transportation projects.

During the 1997 legislative session, the Minnesota Department of Transportation (Mn/DOT) created and signed into law a SIB for Minnesota, known as the Transportation Revolving Loan Fund (TRLF) Act. The TRLF Act authorized Mn/DOT, the Minnesota Department of Trade and Economic Development (DTED), and the Minnesota Public Facilities Authority (PFA or Authority) to jointly develop and administer a SIB program. Mn/DOT is responsible for evaluating and certifying transportation projects to the PFA for TRLF financing. The PFA is responsible for conducting a financial evaluation of the certified transportation project applicants and setting the terms and conditions for the TRLF loans.

In June of 1997, the federal government authorized Minnesota to create a SIB program and appropriated the state $3.96 million in federal incentive funds to capitalize the TRLF. All federal funds deposited into the TRLF require the concurrent deposit of a non-federal match of 25% of the federal contribution.

Since its inception in 1997, the TRLF has been capitalized with approximately $58.5 million, which includes:

- $4 million Federal General Fund SEED (1998-2005)
- $31 million Federal Formula (1998-2000)
- $7 million State Trunk Highway (1999-2000)
- $16.5 million State General Fund (1998 & 2000)

$8.2 million of the State General Fund money was taken back in 2003 to help balance the budget. Over the life of the program, the $50.3 million in the TRLF has leveraged over $120 million in loans to date.

TRLF PROJECT HISTORY (July 2008)

56 total project applications from 1999 - 2008;
24 city, 18 county, 12 Mn/DOT, and 2 Metropolitan Council.

17 total projects funded from 1999 - 2008;
7 city, 6 county, 3 Mn/DOT, and 1 Metropolitan Council.

TRANSPORTATION REVOLVING LOAN FUND

State Statute 162.125 states:
MATCHING FUNDS FOR MSAS REVOLVING LOAN ACCOUNT.
The screening board appointed under section 162.13, subdivision 3, may recommend to the commissioner that the commissioner allocate a portion of municipal state-aid street funds to the municipal state-aid street revolving loan account. The commissioner may allocate no more than the amount recommended by the screening board.

This section, as added by Laws 1997, chapter 141, section 6, is effective six months after the effective date of an increase in the gasoline excise tax rate or vehicle registration tax rates. Laws 1997, chapter 141, section 11.

Annually, the Municipal Screening Board shall recommend to the Commissioner an amount, if any, of the Municipal State Aid Street apportionment fund to be allocated to the MSAS Transportation Revolving Loan Fund

HISTORY OF THE TRANSPORTATION REVOLVING LOAN FUND	
Year	Amount allocated to the TRLF from the MSAS apportionment fund
From 1997 to 2008 law was enacted but not in effect	
2009	
2010	
2011	
2012	

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.

CURRENT RESOLUTIONS
OF THE
MUNICIPAL SCREENING BOARD

October 2008

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

BE IT RESOLVED:

ADMINISTRATION

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

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

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

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

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

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

Appointment to Unencumbered Construction Funds Subcommittee - Revised June 1979

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

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

That any individual or delegation having items of concern regarding the study of State Aid Needs or State Aid Apportionment amounts, and wishing to have consideration given to these items, shall, in a written report, communicate with the State Aid Engineer. The State Aid Engineer with concurrence of the Chair of the Screening Board shall determine which requests are to be referred

to the Screening Board for their consideration. This resolution does not abrogate the right of the Screening Board to call any person or persons before the Board for discussion purposes.

Screening Board Meeting Dates and Locations - June 1996

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

Research Account - Oct. 1961

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

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

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

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

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

Improper Needs Report - Oct. 1961

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

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

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

Unit Price Study- Oct. 2006

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

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

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

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

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

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

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

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

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

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

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

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

Population Apportionment - October 1994, 1996

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

DESIGN

Design Limitation on Non-Existing Streets - Oct. 1965

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

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

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

Greater Than Minimum Width (Revised June 1993)

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

Miscellaneous Limitations - Oct. 1961

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

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

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

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

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

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

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

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

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

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

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

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

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

NEEDS COSTS

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

Grading Factors (or Multipliers) October 2007

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

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

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

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

Traffic Signal Needs Based On Projected Traffic (every segment)			
Projected Traffic	Percentage X	Unit Price =	Needs Per Mile
0 - 4,999	25%	$130,000	$32,500 per Mile
5,000 - 9,999	50%	$130,000	$65,000 per Mile
10,000 and Over	100%	$130,000	$130,000 per Mile

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

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

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

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

RAILROAD CROSSINGS

Railroad Crossing Costs - (Reviewed Annually)

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

Railroad Grade Crossings	
Signals - (Single track - low speed)	$175,000 per Unit
Signals and Gates (Multiple Track – high speed)	$200,000 per Unit
Signs Only (low speed)	$1,500 per Unit
Concrete Crossing Material Railroad Crossings (Per Track)	$1,100 per Linear Foot
Pavement Marking	$1,100 per Unit

Maintenance Needs Costs - June 1992 (Revised 1993)

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

Maintenance Needs Costs	**Cost For Under 1000 Vehicles Per Day**	**Cost For Over 1000 Vehicles Per Day**
Traffic Lanes Segment length times number of Traffic lanes times cost per mile	$1,850 per Mile	$3,050 per Mile
Parking Lanes: Segment length times number of parking lanes times cost per mile	$1,850 per Mile	$1,850 per Mile
Median Strip: Segment length times cost per mile	$620 per Mile	$1,210 per Mile
Storm Sewer: Segment length times cost per mile	$620 per Mile	$620 per Mile
Traffic Signals: Number of traffic signals times cost per signal	$620 per Unit	$620 per Unit
Minimum allowance per mile is determined by segment length times cost per mile.	$6,130 per Mile	$6,130 per Mile

NEEDS ADJUSTMENTS

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

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

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

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

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

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

Excess Unencumbered Construction Fund Balance Adjustment – Oct. 2002

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

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

Low Balance Incentive – Oct. 2003

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

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

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

‘After the Fact’ Non Existing Bridge Adjustment-Revised October 1997

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

Excess Maintenance Account – June 2006

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

‘After the Fact’ Retaining Wall Adjustment Oct. 2006

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

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

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

this time of eligibility, financial aid for the additional maintenance obligation, of the municipality imposed by the turnback shall be computed on the basis of the current year's apportionment data and shall be accomplished in the following manner.

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

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

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

TRAFFIC - June 1971

Traffic Limitation on Non-Existing Streets - Oct. 1965

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

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

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

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

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

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

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